AGENDA

Council Briefing
18 June 2019

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

David MacLennan
Chief Executive Officer
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PROCEDURE FOR PUBLIC SPEAKING TIME

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

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

1. Shortly after the commencement of the meeting, the Presiding Member will ask members of the public to come forward to address the Council and to give their name and the suburb in which they reside or, where a member of the public is representing the interests of a business, the suburb in which that business is located and Agenda Item number (if known).

2. Public speaking time will be strictly limited to three (3) minutes per member of the public.

3. Members of the public are encouraged to keep their questions/statements brief to enable everyone who desires to ask a question or make a statement to have the opportunity to do so.

4. Public speaking time is declared closed when there are no further members of the public who wish to speak.

5. Questions/statements are to be directed to the Presiding Member and are to be made politely in good faith and are not to be framed in such a way as to reflect adversely or be defamatory on a Council Member or City Employee.

6. Where the Presiding Member is of the opinion that a member of the public is making a statement at a Council meeting, that does not affect the City, he may ask the person speaking to promptly cease.

7. Questions/statements and any responses will be summarised and included in the Minutes of the Council meeting.

8. Where practicable, responses to questions will be provided at the meeting. Where the information is not available or the question cannot be answered, it will be “taken on notice” and a written response will be sent by the Chief Executive Officer to the person asking the question. A copy of the reply will be included in the Agenda of the next Ordinary meeting of the Council.

9. It is not intended that public speaking time should be used as a means to obtain information that would not be made available if it was sought from the City’s records under Section 5.94 of the Local Government Act 1995 or the Freedom of Information (FOI) Act 1992. The CEO will advise the member of the public that the information may be sought in accordance with the FOI Act 1992.

RECORDING AND WEBSTREAMING OF COUNCIL MEETINGS

- All Ordinary and Special Council Meetings are electronically recorded except when the Council resolves to go behind closed doors;
- All recordings are retained as part of the City's records in accordance with the General Disposal Authority for Local Government Records produced by the Public Records Office;
- A copy of the recorded proceedings and/or a transcript of a particular section or all of a Council meeting is available in accordance with Policy No. 4.2.4 – Council Meetings – Recording and Web Streaming.
- Ordinary Meetings of Council and Council Briefings are streamed live on the internet in accordance with the City’s Policy – 4.2.4 - Council Meetings Recording and Web Streaming. It is another way the City is striving for transparency and accountability in what we do.
- Images of the public gallery are not included in the webcast, however the voices of people in attendance may be captured and streamed.
- If you have any issues or concerns with the live streaming of meetings, please contact the City’s Manager Governance and Risk on 08 9273 6538.
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Nil

10 Representation on Committees and Public Bodies

11 Closure
1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

“The City of Vincent would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging”.

2 APOLOGIES / MEMBERS ON LEAVE OF ABSENCE

Nil

3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS

4 DECLARATIONS OF INTEREST
5 PLANNING AND PLACE

5.1 NO. 14 (LOT: 1; SP: 12592) ORANGE AVENUE, PERTH - SECOND STOREY ADDITION AND ALTERATIONS TO SINGLE DWELLING

TRIM Ref: D19/40441
Author: Clair Morrison, Urban Planner
Authoriser: John Corbellini, A/Executive Director Planning and Place
Ward: South

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the development application for a Second Storey Addition to a Single Dwelling at No. 14 (Lot: 1; SP: 12592) Orange Avenue, Perth in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 6:

1. Extent of Approval

This approval only relates to the 'PROPOSED ADDITION' and 'PROPOSED UPPER FLOOR' to Single Dwelling shown on the approved plans dated 13 May 2019 and does not relate to the 'PROPOSED SPA', 'TIMBER DECK', 'EXISTING STUDIO/SHED' or any other development on the lot, and does not relate to the use of the site for anything other than a Single Dwelling;

2. Landscaping

2.1 A detailed landscape and reticulation plan for the development site and adjoining road verge to the City’s satisfaction is to be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of existing and proposed trees and plants, with the proposed tree in the front setback area to be based on the City’s tree selection tool;
- Areas to be irrigated or reticulated; and
- The provision of a minimum 30 percent Canopy Coverage and the inclusion of an additional tree, within the front setback area, as defined by the City’s Policy No. 7.1.1 – Built Form; and

2.2 All works shown in the plans as identified in Condition 2.1 above shall be undertaken in accordance with the approved plans to the City’s satisfaction, prior to occupation or use of the development and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

3. External Fixtures

All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and shall be screened from view from the street, and surrounding properties to the satisfaction of the City; and
4. Stormwater

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

PURPOSE OF REPORT:

To consider an application for development approval for a second storey addition and alterations to an existing Single Dwelling at No. 14 Orange Avenue, Perth (subject site).

PROPOSAL:

The application proposes ground floor alterations and a second storey addition to an existing Single Dwelling.

BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner:</th>
<th>Derek Bower</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant:</td>
<td>Derek Bower</td>
</tr>
<tr>
<td>Date of Application:</td>
<td>2 August 2018</td>
</tr>
<tr>
<td>Zoning:</td>
<td>MRS: Urban</td>
</tr>
<tr>
<td></td>
<td>LPS2: Zone: Residential</td>
</tr>
<tr>
<td></td>
<td>R Code: R50</td>
</tr>
<tr>
<td>Built Form Area:</td>
<td>Residential</td>
</tr>
<tr>
<td>Existing Land Use:</td>
<td>Single Dwelling</td>
</tr>
<tr>
<td>Proposed Use Class:</td>
<td>P</td>
</tr>
<tr>
<td>Lot Area:</td>
<td>362 square metres</td>
</tr>
<tr>
<td>Right of Way (ROW):</td>
<td>Yes – 3 metres wide, drained and sealed</td>
</tr>
<tr>
<td>Heritage List:</td>
<td>No</td>
</tr>
</tbody>
</table>

The subject site is located at No. 14 Orange Avenue, Perth, as shown in the location plan included as Attachment 1. The site is bound by Orange Avenue to the west, a right of way to the east and residential properties to the north and south. The subject site comprises of an existing single storey dwelling, which shares a common wall and roof with No. 16 Orange Avenue.

Orange Avenue has been developed with predominantly 'terrace style' single storey single houses and grouped dwellings. There are two storey developments including multiple dwellings and commercial developments within the broader area. There are a number of Heritage Listed dwellings located to the east of the subject site (fronting Lake Street) on the opposite side of the right of way.

The subject site is zoned Residential with a density code of R50 under the City’s Local Planning Scheme No. 2 (LPS2). The subject site is located within the 'Residential' Built Form Area under the City’s Policy No. 7.1.1 – Built Form (Built Form Policy) and has been assessed against the applicable standards and requirements of the policy.

A previous development application was presented to Council at its Ordinary Council Meeting on 4 April 2018. The application was deferred by Council to enable the applicant time to address Council’s concerns relating to streetscape, setbacks, bulk and scale and visual privacy.

An amended version of the application was presented to Council at its Ordinary Council Meeting on 26 June 2018. The application was refused by Council on the basis that the building height and proposed northern setback were considered to have a detrimental impact on the streetscape.

Following the refusal, the applicant lodged a new development application which differed from the refused application in relation to the building height, landscaping and colours and materials proposed. This application was presented to Council at its Ordinary Council meeting on 16 October 2018. Council resolved to defer its decision on the amended development plans to allow the applicant time to pursue a design outcome that is sensitive to the existing streetscape and character of Orange Avenue.
An amended version of the application was presented to Council at its Ordinary Council Meeting on 5 March 2019. The amended version of the application proposed plans that increased the roof height of the existing dwelling on the ground level to partially screen the second storey addition from the street and southern boundary. Council resolved to defer the application “to enable the applicant to further pursue a design outcome that is sensitive to the existing streetscape and character of Orange Avenue”.

Following Council’s deferral, the applicant submitted an application for review with the State Administrative Tribunal (SAT) for the deemed refusal of the application. Administration and the Chair of the City’s Design Review Panel (DRP) attended a mediation session on 3 May 2019. At this mediation session, the SAT invited the application to provide the City with revised plans and for the City to consider these plans and reconsider the deemed refusal on or before 25 June 2019, pursuant to Section 31 of the State Administrative Tribunal Act 2004. Following the mediation session the applicant provided revised development plans, which are included as Attachment 2. The revised plans included the following changes to the previous proposal deferred by Council:

- The proposed tapering of the existing roof form from the front of the dwelling to the addition has been removed, with the existing roof form retained;
- The design of the addition has been changed from exposed tapered skillion roof with eaves to a concealed roof and eaves that presents as a flat single contemporary addition;
- One single cladding material aged western red cedar cladding, is now proposed for the addition, rather than the two cladding materials previously proposed; and
- The front facing windows are now proposed to be the same slimline design, on horizontal and one vertical.

There are no further departures from the deemed-to-comply standards as a result of these revisions. The applicant’s justification for the revised proposal is included as Attachment 3.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent LPS2, the City’s Built Form Policy, Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties and the State Government’s Residential Design Codes (R Codes). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

<table>
<thead>
<tr>
<th>Planning Element</th>
<th>Use Permissibility/Deemed-to-Comply</th>
<th>Requires the Discretion of Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Street Setback</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Building Setbacks/Boundary Wall</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Building Height/Storeys</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Outdoor Living Areas</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Landscaping (R Codes)</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Privacy</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Parking &amp; Access</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Solar Access</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Site Works/Retaining Walls</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>External Fixtures</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Surveillance</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Impact on Adjacent Heritage Buildings</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
Detailed Assessment

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

<table>
<thead>
<tr>
<th>Lot Boundary Setbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deemed-to-Comply Standard</td>
</tr>
<tr>
<td>R Codes Clause 5.1.3</td>
</tr>
<tr>
<td>Southern Boundary</td>
</tr>
<tr>
<td>Ground Level – 4.8 metres</td>
</tr>
<tr>
<td>Northern Boundary</td>
</tr>
<tr>
<td>Level One – 1.5 metres</td>
</tr>
</tbody>
</table>

The above element of the proposal does not meet the specified deemed-to-comply standards and is discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015, for a period of 14 days commencing on 29 August 2018 and concluding on 11 September 2018. Community consultation was undertaken by means of written notification being sent to surrounding landowners, as shown in Attachment 1 and a notice on the City’s website.

The City received two submissions in objection to the proposal during community consultation. Two submissions in objection to the proposal were also received after community consultation had concluded. A summary of submissions received and Administration’s response to these is included as Attachment 4. The applicant’s response to the summary of submission is included as Attachment 5.

Design Review Panel:

Referred to DRP: Yes

The application was referred to the Chair of the City’s Design Review Panel on 14 May 2019. The Chair provided the following comments on the proposal:

“The application has address the key items discussed with the applicant.

- The indentation of the stair from the existing lower roof has terminated the appearance of a two level façade;
- The rationalisation of the materials, window types and location has created a cohesive upper level.

In conclusion the above design refinements have produced a more cohesive design reducing the impact on the streetscape, it now sits comfortably with its surrounds.”

LEGAL/POLICY:

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- State Administrative Tribunal Act 2004;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 3.1 – Residential Design Codes;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form Policy; and

Delegation to Determine Applications:

The development application is being referred to Council as the proposal relates to a matter previously determined by Council.
RISK MANAGEMENT IMPLICATIONS:
There are minimal risks to Council and the City’s business function when Council exercises its discretionary power to determine a planning application.

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

“Innovative and Accountable

We are open and accountable to an engaged community”.

SUSTAINABILITY IMPLICATIONS:
Nil.

FINANCIAL/BUDGET IMPLICATIONS:
Should the matter proceed to a full SAT hearing, the City may need to engage a consultant to assist. Such engagement would incur a cost for the City.

COMMENTS:
Lot Boundary Setbacks

Northern Boundary

The proposal incorporates a 0.9 metre upper floor setback to the northern boundary in lieu of the deemed-to-comply standard of 1.5 metres.

- The subject site shares a 5.5 metres common boundary wall with the adjoining property to the north.
  The existing boundary wall would screen the majority of the proposed upper level addition, which would protrude 1.0 metres higher than the highest point of the boundary wall.
- The portion of the upper level addition that would be visible above the boundary wall would incorporate natural style cladding to reduce the visual impact. The northern façade does not incorporate any major openings and would not result in a loss of privacy.
- The development has setback the upper level addition 10.7 metres from the primary street, which exceeds the deemed-to-comply street setback requirement of 6.0 metres. The increased setback is considered to further reduce the visual impact of the lot boundary setback when viewed from the street.
- The proposed second storey has a simplistic design, with straight edged roof, natural cladding and slimline windows fronting the street and southern adjoining lot. These design elements are sympathetic to the street and adjoining properties.
- Additional landscaping in the front setback area, in the form of an acceptable tree species, in conjunction with the established frangipani trees would provide sufficient screening to the second storey addition from the street.

The proposed upper level lot boundary setback meets the design principles of the R Codes and is supported.

Southern Boundary

On the ground level, the proposal incorporates a 3.8 metre setback to the main building in lieu of the deemed-to-comply standard of 4.8 metres.

- The existing dwelling on the site has a wall length of 25.4 metres and is setback 3.8 metres from the southern boundary. This application proposes to reconfigure the existing rear portion of the dwelling by introducing a new major opening to the southern façade and reducing the length of the building to 22.0 metres and maintains the current setback of the exiting dwelling to the southern boundary.
- The reduction in the length of the ground floor and introduction of a major opening to a previously solid wall mitigates the impact of building bulk.
- The proposal complies with the visual privacy standards of Clause 5.4.1 of the R Codes.
- The proposal is also compliant with the overshadowing standards of Clause 5.4.2 of the R Codes.
The proposed ground level lot boundary setback meets the design principles of the R Codes and is supported.

**Landscaping**

The City’s Built Form Policy requires a minimum of 30 percent canopy cover be provided within the front setback area for applications that propose additions or alterations to existing buildings.

- The subject site has existing frangipani trees located within the front setback area, which currently provides 27.64 percent canopy cover within the front setback area. The frangipani trees would be capable of achieving the 30 percent canopy cover at full maturity and meets the relevant Policy requirement.
- The inclusion of additional tree species would further soften the view of the addition from the street. It is recommended that a condition be imposed to require a landscape plan to be submitted so that an appropriate tree species in line with the City’s recommended species could be provided.

Landscaping meets the design principles of the City Built Form Policy and is supported.

**Streetscape and Character**

The application was deferred by Council to allow the applicant time to pursue a design outcome that is sensitive to the existing streetscape and character of Orange Avenue. Following mediation, the applicant provided amended plans to address the concerns raised by Council and discussions held at the mediation Session. These amended plans were referred to the Chair of the DRP who advised that the new design is more cohesive and reduces the impact of the addition on the streetscape.

The application proposes a predominantly compliant development which either meets the deemed-to-comply standards or the design principles of the R Codes and Built Form Policy. The proposal has been assessed against the objectives of the R Codes, LPS2 (Residential zone) and matters to be considered under clause 67 of the Planning and Development (Local Planning Scheme Regulations) 2015 and is appropriate for the following reasons:

- The revised scale and mass of the second storey addition is now cohesive and is compatible with the area, providing a simple and natural design response for the locality and residential density;
- The subject site is afforded a two-storey building height under the deemed-to-comply standards of the City’s Built Form Policy;
- The development is located adjoining a property with a two storey component over both the dwelling and the garage; and
- The development preserves the existing dwelling located on the subject site and sets back the second storey addition 10.7 metres from the street. This preserves the character of the existing dwelling and contributes to the retention of the existing house stock within the locality. The development is sympathetic to the streetscape due to the now cohesive and simple design and natural material features.
Amended Plan

CITY OF VINCENT RECEIVED
13 May 2019

NOTE: AGED WESTERN RED CEDAR CLADDING & SILVER/GREY ALUMINUM EDGING AS PER NEIGHBORING RESIDENCE TO SUIT W/SURROUNDING AREA.

NOTE: PRELIMINARY DRAWINGS UNTIL SIGNED 1 IF WE HAVING INSPECTED THESE ARCHITECTURAL DRAWINGS APPROVE THEM TO BE USED FOR COUNCIL APPROVAL ENGINEERING AND ALL OTHER RELEVANT USES.

CLIENT: DEREK BOWER
ADDRESS: 14 ORANGE AVENUE, PERTH
PROPOSED FLOOR: UPPER
DATE: 13/05/2019
SCALE: 1:100
JOB No.: 028-12

Item 5.1- Attachment 2
Amended Plan

CITY OF VINCENT RECEIVED 10 May 2019

NOTE: Aged Western Red Cedar Cladding & Silver/Grey Aluminum Edging as per neighboring resident to suit with surrounding area.
Amended Plan

NOTE: AGED WESTERN RED CEDAR CLADDING & SILVER/GREY ALUMINUM EDGING AS PER NEIGHBORING RESIDENCE TO SUIT WITH SURROUNDING AREA

Perspective Image 1

Perspective Image 2

Note: All changes have been made with the permission of the owner.

City of Vincent
Received
13 May 2019

RenoDraft.com.au

Client: Derek Bower
Address: 14 Orange Avenue, Perth

Date: 13/05/2019
Scale: 1:1
Images: 6 of 9

Item 5.1 - Attachment 2 Page 21
Amended Plan

NOTE: AGED WESTERN RED CEDAR CLADDING & SILVER/ GREY ALUMINUM EDGING AS PER NEIGHBORING RESIDENCE TO SUIT W/ SURROUNDING AREA

PERSPECTIVE IMAGE 3

CITY OF VINCENT RECEIVED 13 May 2019
Amended Plan

NOTE: AGED WESTERN RED CEDAR CLADDING & SILVER/GREY ALUMINIUM EDGING AS PER NEIGHBORING RESIDENCE TO SUIT WITH SURROUNDING AREA

CITY OF VINCENT RECEIVED
13 May 2019

PERSPECTIVE IMAGE 6

PERSPECTIVE IMAGE 7
12 February 2019

Our Ref: BWR ORA XX

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

Attention: Stephanie Norgaard

Dear Sir/Madam

RE: PROPOSED ALTERATIONS AND ADDITIONS TO 14 ORANGE AVENUE, PERTH

We refer to the Council resolution of 16 October 2018 in regard to the above mentioned application whereby Council resolved to defer the application for the following reason:

"]allow the applicant to pursue a design outcome that is respectful and sensitive to the existing streetscape and character of Orange Avenue

We have reviewed the Council resolution, the planning framework, viewed the surrounding locality and worked with the landowner, Derek Bower, to present this revised planning proposal.

Alternative options considered
After the application was deferred by Council, various alternative were considered in order to address Council’s reason for deferral which was “to allow the applicant to pursue a design outcome that is respectful and sensitive to the existing streetscape and character of Orange Avenue.”

An alternative design was pursued which involved increasing the front setback to the upper level addition. However, once we had undertaken preliminary design work, we were concerned that by setting the proposed upper level further back, this would likely result in a loss of City views for the northern adjoining property at 16 Orange Avenue. Furthermore if the front setback to the upper level proposal was simply increased this could potentially result in overshadowing of the window to the adjoining property to the south at 12 Orange Avenue, especially at 12pm on 21 June.
Therefore, having considered alternative options in terms of design outcome, we consider that the front setback proposed for the upper level is compliant with the deemed to comply front setback and is suitably positioned to minimise potential impact on the two abutting neighbours.

**Streetscape**

In response to concerns raised in the submission and by Council in regard to the bulk and scale and potential impact on the streetscape, the plans have been modified to address this matter. The deemed-to-comply setback requirement is 6 metres and the proposed upper level is setback 10.63 metres, well in excess of the deemed to comply requirement.

In order to address this concern in regard to streetscape impact, the roof has been further modified to reduce the bulk when viewed from the street. The proposed new roof design starts as a 20 degree pitch and reduces gradually towards the front of the dwelling. This assists to further screen the upper level and reduce the bulk of the proposed addition, whilst also respecting and retaining the gable fascia to the existing dwelling. This new roof treatment, coupled with the existing frangipani tree and proposed landscaping will preserve and enhance with existing streetscape.

The subject property sits near the corner of Orange Avenue and Hope Street. Within this streetscape the following is noted:

1. There is a two storey dwelling at 2a Hope Street that presents as two storeys on the front elevation, with the ground and upper levels both being setback approximately or less than 3 metres, being significantly less than the 6 metre deemed to comply. This two storey dwelling sits well forward of the adjacent single storey dwellings at 2-14 Hope Street.

![Dwelling at 2a Hope Street](image)

2. The property at 16 Orange Avenue has a structure fronting Hope Street that is not dissimilar in scale to a two storey building and this has a nil setback to Hope Street.
3. There is another upper level addition at 7 Orange Avenue Perth, which, similar to our proposal, is articulated with the upper level set back behind the front facade of the original dwelling.

4. Accordingly the streetscape of Orange Avenue and Hope Street contains structures greater than single storey in nature with a significantly less front setback than that proposed in this application.

Comparatively the setbacks at 14 Orange Avenue are:
- The front setback to the verandah to the existing dwelling on the subject property at 14 Orange Avenue is approximately 3.5m;
- The front setback to the wall of the exiting dwelling is 6 metres; and
- The upper level is proposed to be setback 10.63 metres, resulting the upper level being setback more than 4 metres behind the existing front façade.

The 10.63 metre front setback to the upper level is to a section of the upper level that is 3.7 metres in width (being one third of the property width), so this will present as a minor element in the streetscape. The main component of the upper level addition, with a width of 6m, is setback approximately 13 metres from the front boundary and more than 6 metres behind the front facade of the existing dwelling.

This proposal is compliant with the deemed to comply requirements in terms of front setback and is respectful and sensitive to the existing streetscape and character of Orange Avenue. The design proposal retains the single storey presence on the streetscape with the upper level being well setback and less than the width of the existing house and approximately one third of the width of the property. This is compatible with the streetscape and scale of existing buildings in the street. This design solution also ensures that the upper level does not create adverse impacts to the rear yards of the adjacent neighbours.
Northern setback
Whilst the proposal does not comply with the deemed to comply setback to the northern boundary, the subject site and the adjoining site to the north are a duplex pair with a pitched roof that has the apex at the party wall at the common boundary. The proposed upper level is located such that it is adjacent to the party wall, therefore will not present as bulk directly abutting the upper level. The upper level would be visible from the rear yard. However, if the upper level were to be setback further, the perceived bulk from the rear yard would be exacerbated.

In regard to the design principles of the R Codes, Clause 5.13 Lot Boundary Setbacks, the following is provided:
- The development does not present any significant adverse impact of building bulk to the adjoining property because the upper level is located above the existing party wall;
- As the proposed addition is to the south of 16 Orange Avenue, the proposal will not affect access to direct sun and will not affect access to ventilation;
- The proposed addition complies with the deemed to comply provisions in regard to overlooking and therefore will not result in loss of privacy.

For these reasons, it is considered that the lot boundary setback meets the relevant design principles.

Southern setback
The existing dwelling as a wall length of 3.8 metres and a length of 25.4 metres. The proposal seeks to simply utilise the existing setback. The current wall length is 23m and it is proposed to reduce that wall length. Furthermore it is proposed to articulate the building with windows. As detailed in the City's Built Form Local Planning Policy, one of the methods of reducing building is to provide articulation. Three methods of articulation in regard to this setback is providing windows or openings (such as the proposed stacking door, use of varying materials (rendered brickwork, Colorbond cladding and concrete walls) as well as varying the setback of the upper level to the southern side boundary.

In regard to the design principles of the R Codes, Clause 5.13 Lot Boundary Setbacks, the following is provided:
- The development does not present any significant adverse impact of building bulk to the adjoining property, the setback variation is to the ground level, not the upper level. The wall length of the ground floor is less than what is existing and through the use of more openings and use of varying building materials, the proposal will not present any adverse impact in terms of building bulk;
- The ground level of the proposal does not result in overshadowing impacts for the openings or outdoor living area to the adjoining property to the south. If the proposal was to incorporate a greater front setback, this would result in overshadowing of the window to the neighbouring property. This proposal will not adversely affect access to direct sun and will not affect access to ventilation to the neighbouring property;
• The proposed addition complies with the deemed to comply provisions in regard to overlooking and therefore will not result in loss of privacy.

• For these reasons, it is considered that the lot boundary setback meets the relevant design principles.

Conclusion
The proposal as originally lodged was previously modified to reduce the building height of the development such that it is compliant with the deemed to comply provisions. The materials of the addition predominantly reflect the materials used in the area Council’s Built Form policy states: articulation refers to points within a dwelling that clearly distinguish one part of the dwelling from another, such as setback between the ground and upper floors and indentations or ‘breaks’ within building walls.

Appendix 1 of the design principles of the City’s Built Form Policy states:

Good design considers the orientation, proportion, composition, and articulation of built form elements, to deliver an outcome that is suited to the building’s purpose, defines the public domain, respects important views, contributes to the character of adjacent streetscapes and parks, and provides a good pedestrian environment at ground level.

The proposal has a clear articulation of built form elements, the upper level is located to respect view of the neighbour and minimise impacts upon the neighbours.

We consider that this design solution, which provides a separation of at least 4 metres between the front façade of the ground floor and front elevation of the upper level and utilises a variety of materials and includes an opening on the front elevation of the upper level, provides articulation in a manner that is sympathetic to the streetscape of Orange Avenue and Hope Street.

As outlined in the officer report, the only planning element for which the proposal does not meet the deemed to comply is the side setbacks. Whilst the proposal meets the deemed to comply front setback, alternative options were considered in regard to increasing the front setback. However such alternative designs would result in other unintended consequences, including but not limited to:

• Overshadowing of the window that immediately abut the southern adjoining property (12 Orange Avenue);

• Potential loss of city views from the elevated deck to 16 Orange Avenue; and

• Potential increase in bulk and scale when viewed from the rear yards of 12 & 16 Orange Avenue.
It is considered that the revision to the roof element with its modified sloping design between the proposed upper level and the front facade of the dwelling respects the character of Orange Avenue and assists to ameliorate any potential concerns in regard to bulk and scale of the proposal. Furthermore the alternative roof design and materials chosen will respect the streetscape and also present as a modern addition to an original dwelling, with the upper level being set well back from the street.

In conclusion, we believe that this modified proposal meets the design principles of the R Codes, exceeds the front setback deemed to comply requirements, is consistent with the principles of the City’s Built Form Policy and is respectful and sensitive to the existing streetscape and character of Orange Avenue and Hope Street taking into account other existing developments in this streetblock.

For these reasons we believe that it is appropriate that this application be approved.

Should you require any further information, please do not hesitate to contact our office.

Yours sincerely

ALLERDING AND ASSOCIATES

CC: client
Hello Clair

We refer to the email from Coral Buxley (Architect for the Applicant) to the City dated 13 May 2019 submitting the revised plans for the Council’s consideration for 14 Orange Avenue, Perth and your reply to Coral Buxley dated 20 May 2019. As you are aware, this application was considered by Council, at its meeting of 5 March 2019 whereby Council resolved to defer determination of the application. As this planning application was lodged with the City in August 2018, we had lodged an Application for Review to the State Administrative Tribunal given that the application was not determined within the required time frame.

At the Tribunal’s request, the parties attended mediation in regard to this application. In response to SAT Orders from the mediation, revised plans have been submitted, which are to be presented to Council, for their reconsideration, at its meeting of 25 June 2019.

Whilst the discussion at mediation is confidential, we consider that the revised plans which were attached to the email from Coral Buxley dated 13 May 2019 addresses the Council’s concerns. In short, the plans includes the following modifications:

1. The front elevation of the upper level has been modified to present as a parapet (concealed roof) to Orange Avenue rather than two separate roof forms. The front elevation also includes a minor projection, closer to the parapet boundary wall of the duplex. This projection assists to present a continual front façade, in order to reduce the visibility of the eave to the northern side elevation, when viewed from Orange Avenue. These changes have been made such that the building height of the development does not exceed Council’s Building Height development standard;
2. The materials of the front elevation on the upper level have been modified from a mixture of ‘Cemintel’ Barestone cladding and Colorbond Maxline Cladding to one material type being an aged red cedar cladding with a silver/grey aluminium edging. On our opinion, these modifications to the front façade roof, form, materials and presentation to the street is more sensitive to the existing streetscape and character of Orange Avenue;
3. The windows on the front elevation have been modified to now both be of a similar slimline form (one horizontal, one vertical);
4. The side elevation of the proposed upper level is now a consistent material being the aged western red cedar cladding;
5. The window treatments/forms on the side elevation on the upper level on the southern elevation have been modified to present as a more cohesive continual extension, rather that reading as separate components;
6. There is a change to the materials of the rear extension on the ground level such that it is more consistent with the proposed upper level extension and sympathetic to the existing dwelling;
7. The rear elevation has been modified to: include a parapet roof form (concealed roof) to the upper level; rationalise the window treatments on the rear elevation; and modify the roof form of the ground level extension; and
8. Additional perspective drawings have been provided which assist to demonstrate that the proposed additions are sympathetic to the materials of the adjoining properties and the wider streetscape of Orange Avenue.

Council deferred determination of our application at its March 2019 meeting “to enable the applicant to further pursue a design outcome that is sensitive to the existing streetscape and character of Orange Avenue.” We consider
that the revised plans, with the modifications to the front façade, materials, window treatments and roof form when viewed from Orange Avenue all culminate in a design that is more sensitive to the existing streetscape and character of Orange Avenue.” We also note that the Design Review Panel comment is supportive of the revised design. Furthermore the revised plans do not result in any further departures from the deemed-to-comply standards of the Built Form Policy or the Residential Design Codes.

We request that revised plans subject of this application be presented to Council for determination and we respectfully request that Council approve the revised plans that are subject of this reconsideration request.

Should you require any additional detail, please do not hesitate to contact our office.

Redacted for privacy

Allerding & Associates

T: +61 8 9382 3000 | F: +61 8 9382 3005 | W: www.allerdingassoc.com

125 Hamersley Road, Subiaco WA 6008

Please note that I am not in the office on Wednesdays.
**Summary of Submissions:**

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

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
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<tbody>
<tr>
<td>Streetscape</td>
<td>The development has setback the upper level addition 10.7 metres from the primary street, which exceeds the deemed-to-comply street setback requirement of 6.0 metres. The setback is considered to further reduce the visual impact of the proposed lot boundary setback when viewed from the street. The proposal has also incorporated natural materials and a simplistic design to present a sympathetic addition to the existing streetscape character.</td>
</tr>
<tr>
<td>Setbacks</td>
<td>North</td>
</tr>
<tr>
<td>North</td>
<td>The existing boundary wall will screen the majority of the proposed upper level addition, which will protrude 1.2m higher than the highest point of the boundary wall. The portion of the upper level addition that will be visible above the boundary wall has incorporated cladding to reduce the visual impact. The northern façade does not incorporate any major openings and therefore, will not result in a loss of privacy. It is noted that building setbacks are measured to the wall of the building, not to the edge of the eaves.</td>
</tr>
<tr>
<td>South</td>
<td>South</td>
</tr>
<tr>
<td>Submissions note that the southern setback exceeds the deemed-to-comply requirement by approximately 40 percent. The proposed variation is considered to have an undue impact when viewed from the street. Submissions note, that the second storey addition should comply with the required 4.8 metre setback</td>
<td>The development meets deemed-to-comply lot boundary setback standards of the R Codes on the southern façade on the upper level. The departure from the deemed-to-comply lot boundary setback standard related to the lower level only. The existing dwelling on the site has a wall length of 25.4 metres on the ground level and is setback 3.8 metres from the southern boundary. This development proposes to reconfigure the existing rear portion of the dwelling by introducing a new major opening to the southern façade and reducing the overall length of the building to 22.0 metres. The reduction in the length of the ground floor and introduction of a major opening mitigates the impact of building bulk. Although the ground floor southern boundary elevation contains major openings, the finished floor level of the dwelling does not exceed 0.5 metres above natural ground level and therefore, the proposal complies with the deemed-to-comply visual privacy standards of the R Codes.</td>
</tr>
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<td><strong>Visual Privacy</strong></td>
<td></td>
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<tr>
<td>Concern regarding overlooking from the two double glazed windows located on the upper level of the master bedroom.</td>
<td>The two double glazed windows of the bedroom on the upper level are setback 4.5 metres from the adjoining lot boundaries and therefore satisfy deemed-to-comply visual privacy requirements of the R Codes. All other windows to the upper level bedroom have a minimum height of at least 1.8 metres above the finished floor level, which also satisfies the deemed-to-comply requirements of the R Codes. It is noted that the R Codes do not provide visual privacy requirements for windows to non-habitable rooms.</td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
<td></td>
</tr>
<tr>
<td>Submissions note the palm tree on the perspectives does not exist.</td>
<td>The applicant proposes a natural and simple design to the second storey addition. The inclusion of an additional tree within the street setback area will soften the view of the addition from the street. If the application is approved, it is recommended that a condition be imposed to require an amended landscape plan to be submitted so that an appropriate tree species in line with the City's recommended species can be provided.</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
</tr>
<tr>
<td>• The windows depicted on the eastern elevations cannot fit below the ceiling heights.</td>
<td>• The applicant has provided amended plans which include a fixed double glazed window. The proposed window located on the eastern façade is located beneath the ceiling height of the bedroom. The window is subject to complying with the visual privacy requirements of the R Codes.</td>
</tr>
<tr>
<td>• Concerns raised in regards to the intended use of the property as a rental or short-term dwelling. Submissions note that the previous tenants have causes issues with antisocial behaviour.</td>
<td>• The City has received no evidence that anti-social behaviour will result from the proposed second storey addition. As such the matter of anti-social behaviour cannot be taken into consideration during this development approval process.</td>
</tr>
<tr>
<td>• Concerns raised in regards to the 'existing garage' shown on the site plan and whether this structure was constructed as per the approved plans.</td>
<td>• The garage structure does not form part of this development application and cannot be considered in the assessment of the proposed addition. The City's Compliance Services is currently investigating the approval history of the garage structure.</td>
</tr>
</tbody>
</table>

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

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

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<td>Streetscape</td>
<td>The proposed addition to 14 Orange Avenue Perth is intended to be a contemporary addition to an existing early twentieth century federation cottage. As per the Heritage Act 1990, the best practice for additions and alterations to existing period buildings is to illustrate a clear distinction of eras of building. An exception is made to this recommendation on the northern 2nd storey aspect, to assist in preserving streetscape continuity &amp; also due to common duplex wall. It is proposed to be clad &amp; flashed, in corrugated galvanised iron to match &amp; blend with period roof material of 16 Orange Ave and minimise negate impacts to visual amenity from north/Hope St aspect. In addition, perspectives included with plans show existing &amp; proposed plants in front yard to significantly obscure proposed 2nd storey addition from Orange Ave. Notably existing vegetation in front yard at adjacent property 12 Orange Ave, almost fully obscures the house &amp; roof from the street, which is intended to be replicated for the proposed addition, with the use of native trees as prescribed by council policy. Further, the proposed 2nd storey addition is setback a further 0.6m from the deemed to comply requirements from Orange Ave, with the bulk of the addition setback 3.3m further than the deemed to comply requirements.</td>
</tr>
<tr>
<td>Setbacks</td>
<td>The proposed 2nd storey design, was purposely and considerately located around 12 Orange Ave shared boundary parapet wall (~3.5m height &amp; ~5m length) to minimise shadow impacts to 12 Orange Ave and preserve views for 16 Orange Ave rear deck. With respect to north setback, the use of period corrugated galvanised iron cladding &amp; flashing is intended to blend in with the existing roof of 12 Orange Ave, aiming to appear as continuous roof, with max ~0.5m visible when viewed from Hope St (assuming looking up from street level and recent rear addition of 16 Orange Ave obscuring the eastern end). A request is made for 2nd storey north setback of 900 instead of 1500 to fit staircase and corridor configuration to preserve existing period dwelling downstairs and simplify the build. Given the height of north facing windows and the parapet wall between, the requested smaller setback will have negligible impact to overlooking and bulk. With respect to the bulk to adjoining property, the proposed 2nd storey addition has been deliberately centrally located to minimise the bulk in the highest section of the duplex parapet wall and preserve views of 16 Orange Ave rear deck. Additionally the overall roof height has been lowered from previous</td>
</tr>
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</table>
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<td>submission, further reducing the bulk. By comparison to nearby rear additions of similar nature at 5 &amp; 7 Orange Ave, and at rear of 207/1, 211, 219 Brisbane St which are visible and overlook Orange Ave and Hope St, the bulk is less. Note also at 16 Orange Ave, the recently completed (2017) rear shed 2nd storey/attic to ~5m height from NGL, has created an equivalent visible bulk to the backyard of the applicant’s property and even larger visible bulk to the Hope St streetscape. With respect to the south setback, the proposed rear lower addition has been shortened in length (along existing building line) compared to the current footprint, providing more light for 12 Orange Ave than existing for its north facing kitchen window. Notably the recent (2009) rear addition at 12 Orange Ave is built to within 1m of the shared boundary and roofed to the boundary as well except over kitchen window where additional morning light by proposed addition will benefit them. The proposed 2nd storey addition follows the building line and is correctly setback where window sizes require. With existing + additional trees and proposed setbacks, the building will be obscured and have minimal impact on street and adjacent neighbours.</td>
<td></td>
</tr>
<tr>
<td>Visual Privacy</td>
<td>With respect to north facing windows, they are raised to requisite 1800 highlight level combined with north setback and an even higher common parapet wall (~1900 from 2nd floor FFL), physically preventing overlooking in common area and significantly minimising any potential for overlooking in the proposed bedroom, considering also the location of the bed.</td>
</tr>
<tr>
<td>Concern regarding overlooking from the two double glazed windows located on the upper level of the master bedroom.</td>
<td>Perspective drawings included with plans to show impact of existing and additional trees to significantly minimise impact of proposed addition to streetscape. Further detail regarding tree species to be advised by council policy.</td>
</tr>
<tr>
<td>Landscaping</td>
<td></td>
</tr>
<tr>
<td>Submissions note the palm tree on the perspectives does not exist.</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>Proposed windows shown on the 2nd storey eastern elevations, were added since previous submission to assist in engaging 2nd storey addition with streetscape. Given the room is a bathroom, windows will be relatively small, frosted/greyed and adjusted to suit the room layout, further detailed will be known and submitted when undertaking building permit. The intended purpose of renovation is to modernise period dwelling to become owner family occupied.</td>
</tr>
</tbody>
</table>

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

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.

2. All storm water produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City. No further consideration shall be given to the disposal of storm water 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of storm water 'off site' be subsequently provided, detailed design drainage plans and associated calculations for the proposed storm water disposal shall be lodged together with the building permit application working drawings.

3. An Infrastructure Protection Bond for the sum of $5,000 together with a non-refundable inspection fee of $100 shall be lodged with the City by the applicant, prior to commencement of works, and will be held until all building-development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.

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

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

6. A Demolition Permit shall be obtained from the City prior to commencement of any demolition works on the site.

7. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.
TRIM Ref: D19/40344

Author: Mitchell Hoad, Senior Urban Planner

Authoriser: John Corbellini, A/Executive Director Planning and Place

Ward: 600

Attachments:
1. Consultation and Location Map
2. Development Plans
3. Supporting Technical Reports
4. Administration’s Response to Summary of Submissions
5. Applicant’s Response to Summary of Submissions
6. Design Review Panel Minutes and Applicant’s Response
7. Determination Advice Notes

RECOMMENDATION:

That Council in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for development approval for an Eight Storey Mixed Use Development at Nos. 539-545 (Lots: 9, 10 and 30 D/P: 1477 and 49374) Beaufort Street, Mount Lawley, in accordance with the plans shown in Attachment 2 subject to the following conditions, with the associated advice notes in Attachment 7:

1. Use of Premises

   The use of the tenancies on the ground floor indicated as ‘Retail’ and the ‘Office’ indicated on the second storey of the approved plans shall only be used in accordance with the definitions of Shop and Office within the City of Vincent Local Planning Scheme No. 2 respectively as follows:

   **Office** means premises used for administration, clerical, technical, professional or similar business activities.

   **Shop** means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services;

2. Amalgamation

   Prior to the occupation of the development, the subject land shall be amalgamated into one lot on the Certificate of Title;

3. Car Parking, Access and Bicycle Facilities

   3.1 A minimum of 41 parking bays for the residents of the Multiple Dwellings, 4 visitor bays for visitors of the Multiple Dwellings, 4 bays for the Office tenancies and 4 bays for the Shop tenancies shall be provided on the site;

   3.2 The visitor bays shall be marked and clearly signposted as dedicated for visitor use only, to the satisfaction of the City;

   3.3 The 1.4 metre setback to the adjoining right of way shall be ceded free of costs to the Crown for the purpose of widening at the time of subdivision or amalgamation of the land, including Built Strata subdivision;

   3.4 A 3 metre by 3 metre truncation shall be provided at the junction of Harold Street and Beaufort Street;
3.5 A 2 metre by 2 metre truncation shall be provided at the junction of Harold Street and
the 1.4 metre setback to the right of way detailed in Condition 3.3 above;

3.6 Vehicle and pedestrian access points shall match into existing footpath levels to the
satisfaction of the City;

3.7 Redundant vehicle crossover(s) shall be removed and the kerbing, verge and footpath
reinstated to the satisfaction and specification of the City;

3.8 The 1.4 metre right of way setback area referred to in Condition 3.3 above, as well as
all car parking and access areas shall be sealed, drained, paved and line marked in
accordance with the approved plans and are to comply with the requirements of
AS2890.1 to the satisfaction of the City prior to the occupation or use of the
development;

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

3.10 A minimum of 26 bike racks shall be provided for within the development. Bicycle
racks shall be designed in accordance with AS2890.3 and installed prior to occupation
to the satisfaction of the City. 8 of these bike racks shall be located to be accessible
for visitors of the Multiple Dwellings and customers of the Shop and Office uses;

4. Parking Management Plan

4.1 Prior to the occupation of the development, a Parking Management Plan to the
satisfaction of the City shall be submitted to and approved by the City. The Parking
Management Plan shall include, but not be limited to, addressing the following:

- Detailed management measures for the operation of the vehicular entry gate, to
  ensure access is readily available for owners/visitors/tenants to the residential
  and non-residential units at all times; and
- Reciprocal car parking arrangements for the eight non-residential bays for use by
  visitors of the Multiple Dwellings outside of business hours; and

4.2 The Parking Management Plan as identified in Condition 4.1 above shall be
implemented, and the development shall be carried out in accordance with the
approved Parking Management Plan and approved plans, to the satisfaction of the City
at the expense of the owners/occupiers;

5. Stormwater

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

6. Verge Infrastructure

No verge tree shall be removed without the prior written approval of the City. The verge tree
shall be retained and protected from damage including unauthorised pruning to the
satisfaction of the City;

7. Building Design

7.1 Windows and doors of the ground floor tenancies fronting Beaufort Street and Harold
Street shall provide an active and interactive relationship to the street to the
satisfaction of the City and shall be maintained thereafter to the satisfaction of the City;

7.2 Ground floor glazing and/or tinting shall be a minimum of 70 percent visually
permeable to provide unobscured visibility. Darkened, obscured, mirrored or tinted
glass or other similar materials as considered by the City is prohibited;
7.3 All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and surrounding properties to the satisfaction of the City; and

7.4 The awning within the Beaufort Street and Harold Street road reservation, attached to the façade of the building shall be designed to be removable, to the satisfaction of the City;

8. Acoustic Report and Noise Management

8.1 An Acoustic Report to the satisfaction of the City, which accords with the City’s Policy No. 7.5.21 – Sound Attenuation, shall be lodged with and approved by the City prior to the commencement of the development. All of the recommended measures included in the approved Acoustic Report shall be implemented to the satisfaction of the City prior to the occupation or use of the development and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers; and

8.2 A notification pursuant to Section 70A of the Transfer of Land Act 1893 shall be placed on the certificate(s) of title on the proposed lot(s) at the time of subdivision or amalgamation of the land, including Built Strata subdivision. Notice of this notification is to be included on the diagram or plan of survey (deposited plan) at the landowners expense. The notification shall state as follows:

“The lots are situated in the vicinity of a transport corridor and is currently affected, or may be in the future affected by transport noise.”;

9. Landscape and Reticulation Plan

9.1 A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of proposed trees and plants;
- Areas to be irrigated or reticulated;
- The installation of planting along the western balconies with a minimum height of 1.6 metres to provide screening to the adjacent properties; and
- The appropriate selection of tree species (consistent with the City’s Tree Selection Tool) to be located within the deep soil areas to maximise the provision of canopy coverage; and

9.2 All works shown in the plans as identified in Condition 9.1 above shall be undertaken in accordance with the approved plans to the City’s satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

10. Schedule of External Finishes

Prior to the commencement of development, a detailed schedule of external finishes (including materials, colour schemes and details) shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development;

11. Clothes Drying Facilities

Each multiple dwelling shall be provided with a clothes drying area screened from the public realm in accordance with State Planning Policy 3.1: Residential Design Codes, to the satisfaction of the City, prior to occupation or use of the development;
12. Construction Management Plan

A Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding area, to the satisfaction of the City, shall be lodged with and approved by the City prior to the commencement of the development. The Construction Management Plan shall address the following concerns that relate to any works to take place on the site:

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

13. Public Art

13.1 In accordance with City of Vincent Policy 7.5.13 Percent for Art the application is required to make a public art contribution of $99,800 being one percent of the $9.98 million estimated cost of development. In order to comply with the Policy, the owner(s) or applicant, on behalf of the owner(s) shall submit a statutory declaration prior to the lodgement of a Building permit stipulating the choice of:

Option 1: Owner/Applicant chooses to co-ordinate the Public Art project themselves or by engaging an art consultant;

OR

Option 2: Owner/Applicant chooses to pay cash-in-lieu. Owner/Applicants who choose Option 2 will receive a 15 percent discount on the Percent for Art contribution;

13.2 The owner(s), or the applicant on behalf of the owner(s), shall comply with the City of Vincent Percent for Public Art Policy No. 7.5.13 in conjunction with the above chosen option:

Option 1: Prior to the issue of a Building Permit for the development, obtain approval for the Public Art Project and associated Artist; and

Prior to the first occupation of the development, install the approved public art project, and thereafter maintain the art work;

OR

Option 2: Prior to the issue of an Occupancy Permit pay the above cash-in-lieu contribution amount; and

14. Waste Management

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

14.2 Waste management for the development shall thereafter comply with the approved Waste Management Plan.
PURPOSE OF REPORT:

To consider an application for development approval for an eight storey Mixed Use development at Nos. 539 – 545 Beaufort Street, Mount Lawley (the subject site).

PROPOSAL:

The application proposes the development of an eight storey Mixed Use development on the subject site. The proposal consists of:

- Four retail tenancies to be used as Shop on the ground floor fronting Beaufort Street, varying in size between 80 square metres and 98 square metres;
- Two Office tenancies located on the first floor with floor areas of 67 square metres and 72 square metres;
- 26 apartments located across the second to seventh floor. These vary in size between 58 square metres and 277 square metres, and consist of six one-bedroom dwellings, three two-bedroom dwellings, and 17 three-bedroom dwellings; and
- Vehicle access provided from the existing right of way (ROW) and a total 60 car parking bays across the site. Of these 60 bays, 30 are provided in the basement level and include 18 located in car stackers, 12 are provided on the ground floor in a tandem configuration and accessed directly from the ROW, and 18 located on the first floor.

BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner:</th>
<th>Bronze Penny</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant:</td>
<td>Baltinas Architecture</td>
</tr>
<tr>
<td>Date of Application:</td>
<td>6 December 2018</td>
</tr>
<tr>
<td>Zoning:</td>
<td>MRS: Urban</td>
</tr>
<tr>
<td></td>
<td>LPS2: Zone: Commercial R Code: No R Code</td>
</tr>
<tr>
<td>Built Form Area:</td>
<td>Activity Corridor</td>
</tr>
<tr>
<td>Existing Land Use:</td>
<td>Commercial Development</td>
</tr>
<tr>
<td>Proposed Use Class:</td>
<td>Dwellings (Multiple)</td>
</tr>
<tr>
<td></td>
<td>Shop</td>
</tr>
<tr>
<td></td>
<td>Office</td>
</tr>
<tr>
<td>Lot Area:</td>
<td>927.1m²</td>
</tr>
<tr>
<td>Right of Way (ROW):</td>
<td>3.2m wide, paved and sealed</td>
</tr>
<tr>
<td>Heritage List:</td>
<td>No</td>
</tr>
</tbody>
</table>

The subject site is located on the corner of Beaufort Street and Harold Street, and abuts an existing ROW to the north-west and an existing two-storey commercial building to the north-east. A location plan is included in Attachment 1. Beaufort Street is reserved as an Other Regional Road (ORR) under the Metropolitan Region Scheme (MRS) and is generally characterised by predominantly two-storey buildings. Opposite the subject site there is an existing four to five-storey building at Nos. 544 – 552 Beaufort Street and a three-storey building at No. 153 Harold Street.

The properties fronting Beaufort Street, including the subject site, are zoned Commercial under the City of Vincent Local Planning Scheme No. 2 (LPS2) and are within the Activity Corridor area under the City’s Policy No. 7.1.1 – Built Form (Built Form Policy). On the north-western side of the ROW there is existing residential development which is zoned Residential R50 under LPS2 and vary between single and three-storeys in height.

The development plans, including perspectives of the development, are included in Attachment 2. The supporting information provided by the applicant is included in Attachment 3 including a landscaping plan, acoustic report, traffic report and a lifecycle assessment.

Previous Applications

On 30 May 2017 the applicant submitted a development application for a four-storey mixed use development consisting of four Multiple Dwellings, nine short-term dwellings, four Shops and six Offices. This application was withdrawn on 30 November 2018 with no determination being made.
On 14 August 2017, the Western Australian Planning Commission (WAPC) granted conditional subdivision approval to realign the boundaries of the subject site and subdivide this into four lots (reference 155204). This approval is valid until 14 August 2020. The applicant has yet to seek to clear the conditions of this approval.

DETAILS:

Summary Assessment

The proposal was assessed in accordance with the requirements of the Built Form Policy and Part 6 of State Planning Policy 3.1: Residential Design Codes (R Codes) which related to mixed use developments. Following the assessment of the application against the relevant deemed-to-comply standards, the Minister for Transport and Planning announced that State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments (R Codes Volume 2) would be gazetted on 24 May 2019 and supersede Part 6 of the R Codes. The proposal has been reassessed against the requirements of the R Codes Volume 2.

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

Consideration of Element Objectives and Acceptable Outcomes

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

The Element Objectives and/or Acceptable Outcomes that are not achieved in the proposal are as follows:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acceptable Outcome</td>
<td>Proposal</td>
</tr>
<tr>
<td>LPS2</td>
<td></td>
</tr>
<tr>
<td>‘P’ permitted use</td>
<td>Multiple Dwellings are a ‘D’ discretionary use</td>
</tr>
<tr>
<td>Building Height</td>
<td></td>
</tr>
<tr>
<td>Acceptable Outcome</td>
<td>Proposal</td>
</tr>
<tr>
<td>Built Form Policy – Clause 2.1</td>
<td></td>
</tr>
<tr>
<td>C2.1.1 6 storey height</td>
<td>8 storey height</td>
</tr>
<tr>
<td>Concealed roof height of – 20.5m</td>
<td>Concealed roof height of 25.9m to the top of the building and 26.4m to the top of the lift overrun</td>
</tr>
<tr>
<td>Street Setbacks</td>
<td></td>
</tr>
<tr>
<td>Acceptable Outcome</td>
<td>Proposal</td>
</tr>
<tr>
<td>R Codes Volume 2 – Clause 2.3</td>
<td></td>
</tr>
<tr>
<td>A2.3.1 2.0m setback to primary and secondary street above three storeys</td>
<td>Fourth to sixth storeys have a nil setback to both the primary and secondary street</td>
</tr>
</tbody>
</table>
## Side and Rear Setbacks

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Built Form Policy – Clause 1.2.2</strong></td>
<td></td>
</tr>
<tr>
<td>C1.2.3 Boundary setbacks for storeys above second storey – 4.0m</td>
<td></td>
</tr>
</tbody>
</table>
| **Northern Setback** | Third storey – nil to 3.0m  
Fourth to eighth storey – 3.0m |
| **Built Form Policy – Clause 1.2.5** |  |
| C1.2.5 Ground floor, second and third storey setback – 6.5m |  |
| **Western Setback** | Ground floor – 2.8m  
Second to third storey – 3.0m |
| Fourth storey and above setback – 12.5m, measured from the midpoint of the ROW |  |
| Fourth storey – 3.0m  
Fifth storey – 5.1m  
Sixth storey – 6.0m  
Seventh storey – 6.9m  
Eighth storey – 9.6m |

## Plot Ratio

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 2.5</strong></td>
<td></td>
</tr>
<tr>
<td>A2.5.1 Plot ratio - 2.0</td>
<td>Plot ratio – 3.0</td>
</tr>
</tbody>
</table>

## Building Depth

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 2.6</strong></td>
<td></td>
</tr>
<tr>
<td>A2.6.1 Maximum building depth of 20.0m</td>
<td>Building has a depth of 26.0m</td>
</tr>
</tbody>
</table>

## Building Separation

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 2.7</strong></td>
<td></td>
</tr>
<tr>
<td>A2.7.1 Ground to third storey setback – 6.5m</td>
<td></td>
</tr>
<tr>
<td><strong>Northern Boundary</strong></td>
<td><strong>Western Boundary</strong></td>
</tr>
<tr>
<td>Ground floor</td>
<td>Nil</td>
</tr>
<tr>
<td>Second storey</td>
<td>Nil</td>
</tr>
<tr>
<td>Third storey</td>
<td>Nil to 3.0m</td>
</tr>
<tr>
<td>Fourth storey</td>
<td>3.0m</td>
</tr>
<tr>
<td><strong>Fifth to eighth storey – 9.0m to adjoining property boundary from habitable rooms and balconies</strong></td>
<td></td>
</tr>
<tr>
<td>Fifth storey</td>
<td>3.0m</td>
</tr>
<tr>
<td>Sixth storey</td>
<td>3.0m</td>
</tr>
<tr>
<td>Seventh storey</td>
<td>3.0m</td>
</tr>
<tr>
<td>Eighth storey</td>
<td>3.0m</td>
</tr>
</tbody>
</table>

## Tree Canopy and Deep Soil Areas

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 3.3</strong></td>
<td></td>
</tr>
<tr>
<td>A3.3.4 10% of the site area provided as deep soil area, and two medium trees or one large tree and small trees to suit area</td>
<td>No deep soil provided. 58 medium sized trees provided</td>
</tr>
<tr>
<td>A3.3.7 Where the required deep soil areas cannot be provided 20% on-structure planting to be provided.</td>
<td>18.5% of on-structure landscaping provided</td>
</tr>
</tbody>
</table>
## Communal Open Space

<table>
<thead>
<tr>
<th>Element Objective</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 3.4</strong></td>
<td></td>
</tr>
<tr>
<td>O3.4.1 Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas</td>
<td>No communal open space areas are provided within the development</td>
</tr>
<tr>
<td>O3.4.2 Communal open space is safe, universally accessible and provides a high level of amenity for residents</td>
<td></td>
</tr>
<tr>
<td>O3.4.3 Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties</td>
<td></td>
</tr>
<tr>
<td>O3.4.1 Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas</td>
<td></td>
</tr>
</tbody>
</table>

## Visual Privacy

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 3.5</strong></td>
<td></td>
</tr>
<tr>
<td>A3.5.1 Visual privacy setbacks to adjoining side and rear boundaries are provided in accordance with:</td>
<td></td>
</tr>
<tr>
<td>Ground to fourth storey:</td>
<td><strong>Northern Boundary</strong></td>
</tr>
<tr>
<td>• 3.0m to bedroom/study;</td>
<td>Third storey – 3.0m to habitable</td>
</tr>
<tr>
<td>• 4.5m to other habitable room; and</td>
<td>– nil to balcony</td>
</tr>
<tr>
<td>• 6.0m to outdoor spaces</td>
<td>Fourth storey – 3.0m to habitable</td>
</tr>
<tr>
<td></td>
<td>– 3.0m to balcony</td>
</tr>
<tr>
<td>Fifth to eighth storey:</td>
<td><strong>Western Boundary</strong></td>
</tr>
<tr>
<td>• 9.0m to bedroom/study;</td>
<td>Third and fourth storey – 4.7m to balcony</td>
</tr>
<tr>
<td>• 9.0m to other habitable room; and</td>
<td></td>
</tr>
<tr>
<td>• 9.0m to outdoor spaces</td>
<td><strong>Northern Boundary</strong></td>
</tr>
<tr>
<td></td>
<td>Fifth to seventh storey – 3.0m to bedroom</td>
</tr>
<tr>
<td></td>
<td>– 3.0m to habitable</td>
</tr>
<tr>
<td></td>
<td>– 3.0m to balcony</td>
</tr>
<tr>
<td></td>
<td>Eighth storey – 4.5m to bedroom</td>
</tr>
<tr>
<td></td>
<td>– 4.5m to habitable</td>
</tr>
<tr>
<td></td>
<td>– 3.0m to balcony</td>
</tr>
<tr>
<td></td>
<td><strong>Western Boundary</strong></td>
</tr>
<tr>
<td></td>
<td>Fifth storey – 6.6m to balcony</td>
</tr>
<tr>
<td></td>
<td>Sixth storey – 7.7m to balcony</td>
</tr>
<tr>
<td></td>
<td>Seventh storey – 8.6m to balcony</td>
</tr>
</tbody>
</table>

## Pedestrian Access and Entries

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Built Form Policy – Clause 1.9</strong></td>
<td></td>
</tr>
<tr>
<td>C.9.2 Access for pedestrians which directly fronts the primary street.</td>
<td>Pedestrian entrance for apartments and office tenancies provided from Harold Street, the secondary street.</td>
</tr>
</tbody>
</table>
### Vehicle Access

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A3.8.7</strong> Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect</td>
<td>Adjoining property to the north located within sightline area to the north.</td>
</tr>
</tbody>
</table>

### Built Form Policy – Clause 1.10

| **C1.10.9** Each lot is to provide a maximum of 1 crossover | 2 crossovers provided for the access ramps from the ROW. |
| **C1.10.13** Crossovers must be setback a minimum of 0.5m from the lot boundary | Crossover setback 0.2m from northern boundary |

### Car and Bicycle Parking

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 3.9 and Policy No. 7.7.1 – Non-Residential Development Parking Requirements (Parking Policy)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Car Parking</strong></td>
<td></td>
</tr>
<tr>
<td>4 visitor parking bays for apartments</td>
<td>No visitor bays provided</td>
</tr>
<tr>
<td>16.5 parking bays for Shop use</td>
<td>4 bays provided</td>
</tr>
<tr>
<td><strong>Bicycle Parking</strong></td>
<td></td>
</tr>
<tr>
<td>13 spaces for residents</td>
<td>9 spaces provided for residents and visitors</td>
</tr>
<tr>
<td>2.6 spaces for visitors of apartments</td>
<td></td>
</tr>
<tr>
<td>9.1 spaces for Shop use</td>
<td>4 spaces provided for Shop use</td>
</tr>
<tr>
<td>1.3 spaces for Office use</td>
<td>1 space provided for Office use</td>
</tr>
</tbody>
</table>

### Solar Access and Daylight

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.1</strong></td>
<td></td>
</tr>
<tr>
<td><strong>A4.1.1 (a)</strong> 70% of dwellings having living rooms and private open space obtain 2 hours of direct sun</td>
<td>(a) 46% (12 of 26) of dwellings have living rooms and balconies receive at least 2 hours of direct sun</td>
</tr>
<tr>
<td><strong>A4.1.1 (b)</strong> 15% receive no direct sunlight</td>
<td>(b) 54% (14 of 26) of dwellings receive no direct sunlight</td>
</tr>
<tr>
<td><strong>A4.1.3</strong> Light wells and/or skylights do not form the primary source of daylight to any habitable room</td>
<td>Light well is primary source of daylight to Study in Apartments 2, 8, 14 and 19</td>
</tr>
</tbody>
</table>

### Natural Ventilation

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.2</strong></td>
<td></td>
</tr>
<tr>
<td><strong>A4.2.2 (b)</strong> Single aspect apartments must have: ventilation openings oriented towards the prevailing cooling wind direction</td>
<td>Apartments 2, 8 and 14, 19 do not having openings orientated towards the prevailing wind direction from the west</td>
</tr>
<tr>
<td><strong>A4.2.4</strong> No habitable room relies on light wells as the primary source of fresh-air</td>
<td>Light well is primary source of ventilation to Study in Apartments 2, 8, 14 and 19</td>
</tr>
</tbody>
</table>

### Storage

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.6</strong></td>
<td></td>
</tr>
<tr>
<td><strong>A4.6.1</strong> Three bedroom apartments with a storeroom of – 5.0m²</td>
<td>Three bedroom apartments provided with storerooms of 4.0m²</td>
</tr>
<tr>
<td>Universal Design</td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>------------------</td>
</tr>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.9</strong></td>
<td></td>
</tr>
<tr>
<td>A4.9.1 (a) and (b) 20% of dwellings meet Silver Level and 5% of dwellings meet Platinum Level requirements of the Liveable Housing Design Guidelines</td>
<td>Nil dwellings meet Silver of Platinum Level requirements as there is no disabled parking provided for the residents of the development and bathroom entrances and laundry spaces are less than 1.2m wide and handrails are not indicated on stairwell</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Landscape Design</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.12</strong></td>
<td></td>
</tr>
<tr>
<td>A4.12.3 Planting on building structures provided with 2.0m x 2.0m soil area for trees</td>
<td>Tree planting soil areas are circular with 3.0m diameter</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mixed Use</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>Built Form Policy – Clause 1.4</strong></td>
<td></td>
</tr>
<tr>
<td>C1.4.13 Ground floor spaces with a width between 7.5m to 9m</td>
<td>‘Retail 1’ – 9.1 metres wide ‘Retail 2, 3 and 4’ – 6.7 metres wide</td>
</tr>
<tr>
<td>N1.4.2 Floor to ceiling glazing</td>
<td>Floor to ceiling glazing proposed for each of the retail tenancies</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Waste Management</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.17</strong></td>
<td></td>
</tr>
<tr>
<td>A4.17.1, A4.17.2 and A4.17.3 Waste storage facilities and waste management plan are provided in accordance with the City’s requirements</td>
<td>No waste management plan provided with proposal</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Utilities and Facilities</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.18</strong></td>
<td></td>
</tr>
<tr>
<td>O4.18.4 Utilities within individual dwellings are of a functional size and layout</td>
<td>Laundry areas in dwellings located in varying locations, including within bathrooms, entrance halls, regular hallways or own rooms and most do not appear to have sufficient space for necessary facilities. Drying locations unclear. Space available on balcony however this would not be screened</td>
</tr>
<tr>
<td>A4.18.4 Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling</td>
<td>Laundries are internal and appropriate for each dwelling, however not provided with ventilation as they are typically located within a cupboard</td>
</tr>
</tbody>
</table>

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

Community Consultation was undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 for a period of 21 days from 8 February 2019 to 1 March 2019. The method of consultation being a sign on site, an advertisement in the local newspaper, and 604 letters mailed out to all landowners and occupiers surrounding the site (shown in Attachment 1) in accordance with the City’s Policy No. 4.1.5 – Community Consultation.

At the conclusion of the consultation period, a total of 25 submissions were received, comprising of four in support, 20 in objection, and one which expressed concerns but did not specifically support or object. The main issues raised in the submissions relate to the following matters:

- The height being out of character with the existing streetscape;
- The development impacting on the adjoining properties and the existing streetscape by way of building bulk due to the increased height and plot ratio and reduced setbacks;
- The suitability of the proposed landscaping, including ongoing maintenance; and
- The adequacy of the parking provided for the development, including for residents, visitors and the commercial tenancies, and the impact on existing on-street parking as a result.

A summary of the submission received and Administration’s comments with respect to these is provided in Attachment 4. The applicant has also provided a response to these submissions which is included in Attachment 5.

Department of Planning, Lands and Heritage

The application was referred to the Department of Planning, Lands and Heritage (DPLH) as the development abuts Beaufort Street which is reserved as an Other Regional Road (ORR) under the Metropolitan Region Scheme. The DPLH advised that it had no objection to the proposal subject to all relevant subdivision conditions be implemented as part of the proposed development. Should the application be approved, it is recommended that these conditions be included.

The DPLH also provide some additional considerations to be taken into account. These include:

- The rear ROW being configured to facilitate two-way access;
- Due regard to be given to State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4); and
- Consideration be given to the performance of the Harold Street and Beaufort Street intersection post-development, to the satisfaction of the City.

These considerations are discussed further in the comment section.

Design Review Panel (DRP):

Referred to DRP: Yes

The application was referred to the DRP on 16 January 2019 and 20 March 2019. The minutes from the most recent meeting and applicant’s response to these comments is included in Attachment 6

LEGAL/POLICY:

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 3.1 – Residential Design Codes;
- State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning;
- State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form Policy;
- Policy No. 7.5.21 – Sound Attenuation;
- Policy No. 7.5.23 – Construction Management Plans; and
Policy No. 7.7.1 – Non-Residential Development Parking Requirements

Planning and Development Act 2005

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

State Planning Policy 7.3 Residential Design Codes – Volume 2 Apartments

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

Delegation to Determine Applications:

This matter has been referred to Council in accordance with the City’s Delegated Authority Register as the proposed development incorporates more than three dwellings that are three storeys in height and has received more than five objections.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City’s business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

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

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Land Use

Multiple Dwellings are a discretionary ‘D’ use within the Commercial zone. The land use is consistent with the objectives of the Commercial zone under LPS2 for the following reasons:

- The apartments are located within a mixed use development which incorporates compatible commercial uses being Shop and Office on the ground and second storey. The development would result in an increase in residents in the locality who can support the local economy along Beaufort Street and surrounding areas;
- The development contributes towards sustainability principles as demonstrated by the life cycle assessment provided by the applicant. This includes the inclusion of solar PV panels, use of rainwater to service landscaping area, and the use of high efficiency fixtures and systems. Overall the development is projected to have a greenhouse gas emission saving of 65.5 percent; and
- As discussed further in this report, the development is compatible with the existing streetscape and amenity locality, having regard to the Commercial zoning and Activity Corridor context of the subject site.
Building Height

The proposed building height is consistent with the objectives of Element 2.2 of the R Codes Volume 2 – Apartments and the local housing objectives of the Built Form Policy for the following reasons:

- The upper floors are stepped in from the side and rear boundaries, with the seventh and eighth storeys setback so that they are not visible from Beaufort and Harold Street. When viewed from the street the height is six storeys, which is consistent with the six-storey deemed-to-comply standard within the Built Form Policy for the area;
- The subject site slopes approximately 2.30 metres from the south-western corner to the north-eastern corner. The building height responds to this with the height focused towards the street frontages and separation provided from the adjoining residential property to the west;
- The building design allows for articulation with balconies and landscaping provided for each apartment. The development does not restrict access to daylight or result in overshadowing for the residential development located to the west of the subject site. The building height provides for ceiling heights of 3.0 metres to 3.2 metres, allowing for future adaptability of the commercial tenancies and increased amenity for the residential apartments.

Street Setbacks

The proposed setback to Beaufort Street and Harold Street is consistent with the objective of Element 2.3 of the R Codes Volume 2 – Apartments for the following reasons:

- The development provides a focal point at the intersection of Beaufort Street and Harold Street, with building massing and scale focussed on the corner. The upper floor facades are provided with articulation through the use of glazing, major openings and balconies. A variety of colours and textures are included on the façade, and landscaping is incorporated around the perimeter of the building. The seventh and eighth storeys are setback so they are not visible from the street level. Notwithstanding the current built form of the area, the street setbacks provide a strong urban edge to the development and is in keeping with the expectations of the Activity Corridor context it is located within; and
- The development provides for a clear transition between the public and private realm, whilst providing passive surveillance of the streets. This is achieved through the positioning of balconies and major openings to habitable rooms. Given the balconies situated above the street level, sufficient visual privacy for the residents of the apartments is provided.

Side and Rear Setbacks, Building Separation and Visual Privacy

The proposed setbacks to the side and rear boundaries are consistent with the objectives of Elements 2.4, 2.6 and 3.5 for the following reasons:

- Adequate separation is provided to the properties to the north and west of the subject site to provide for access to natural sun and ventilation. Given the orientation of the subject site there is no overshadowing on the adjacent residential properties, with this falling on the road and commercial property to the south;
- The development has been designed so that the setbacks to the west increases the building separation as the height of the building does. This assists with reducing the perception of building bulk and scale on the adjacent resident properties to the west. Although the existing built form along Beaufort Street is currently low scale, the setbacks contribute towards providing a strong urban edge for the development and are consistent with the Activity Corridor context of the subject site;
- Visual privacy to the adjacent dwellings to the west is maintained through inclusion of mature landscape screening around the balconies to prevent direct overlooking into outdoor living areas. Remaining overlooking would fall onto roofed areas. To the north, there is no visual privacy concerns given this is currently a commercial property and overlooking would fall onto the roof of the adjoining building;
- The setbacks provide for landscaping opportunities to be incorporated into the design, including mature trees to contribute towards canopy coverage and increased amenity. The landscaping provided assists with mitigating the perception of building bulk from the street and surrounding properties;
- The setbacks provide for sufficient residential amenity for future occupants of the apartments. Balconies are designed with outlook provided to the public realm, and to ensure visual and acoustic privacy is maintained. Each apartment has been designed to provide for adequate natural ventilation, sunlight and daylight access, while also providing passive surveillance to the streetscape; and
- Although the development does not provide for communal open space or deep soil areas, each dwelling is provided with sufficient balcony sizes with appropriate orientation and on-structure landscaping is included around the building edge between adjoining sites.
Plot Ratio
The proposed plot ratio is consistent with the objectives of Element 2.5 of the R Codes Volume 2 – Apartments for the following reasons:

- The development incorporates design measures so as to mitigate building bulk impacts, including the setting back of the upper floors, the provision of articulated facades through the use of major openings and balconies, varying textures and colours and the incorporation of landscaping around the perimeter of the building;
- As discussed in greater detail below, the development provides for sufficient car parking, as well as catering for a variety of dwelling types and land uses. The scale of the development is therefore appropriate; and
- In considering the bulk and scale, the development is consistent with the future desired built form of the locality as envisaged by the Activity Corridor Form Area of the Built Form Policy. While the development represents a departure from the current built form of the locality, the current built form is somewhat inconsistent given it includes medium density residential and low-scale commercial uses, and as per the discussion above the design is suitable to mitigate any impacts as a result. Notwithstanding the current built form, the proposal is consistent with the future redevelopment of the area, and the promotion of higher density development within close proximity to the Perth CBD and other high amenity areas, and is well serviced by public transport.

Building Depth, Solar Access and Daylight and Natural Ventilation
The proposed building depth is consistent with the objectives of Elements 2.6, 4.1 and 4.2 of the R Codes Volume 2 – Apartments for the following reasons:

- The development has sought to optimise the number of dwellings which receive winter sun given the constrained nature of the subject site requiring the need to address both the Beaufort Street and Harold Street frontages;
- Each habitable room is provided with large windows to optimise daylight access. This is aided by the orientation of the apartments, which are generally shallow to maximise access to direct sun and allow for passive heating. High ceilings have also been provided to increase access to direct sun which is also assisted by not having balconies overhanging the major openings located underneath. Screen louvres are provided to each window to provide shading, which will also be assisted by the growth of the on-structure planting over time;
- The development maximises the number of apartments with natural ventilation by locating the majority of apartments on the corner of the building to assist in providing openings to two different directions. The orientation of apartment minimises the depths of each so as to assist in capturing the breeze throughout each dwelling and maintain effective airflow;
- Single aspect apartments have been designed to open onto balconies and with external openings to each window to provide natural airflow through connected internal doorways.

Tree Canopy and Deep Soils and Landscape Design
The proposed landscaping is consistent with the objectives of Elements 3.3 and 4.12 of the R Codes Volume 2 – Apartments for the following reasons:

- The proposal has incorporated landscaping and tree planting along the edge of the balconies for each apartment, to provide amenity for occupants and also assist to with softening the built form when viewed from the public realm, as an alternative means to providing deep soil areas;
- The on-structure planting includes the provision of prefabricated concrete planters with a depth of 3.0 metres to support the provision of medium mature trees. These have been placed around the development to allow for the trees to grow up through the floor of the balcony, providing canopy coverage to each storey and ensuring that this is not inhibited by the building structure. These trees are visible from the public domain. In addition, the on-structure planting incorporates shrubs and creepers, to provide additional amenity to both occupants and the public domain;
- The applicant has engaged a landscape architect with regards to the design and specification of landscaping, and has advised that the implementation of the proposed landscaping has been considered through the initial design phase;
- The landscaping includes provision for irrigation to assist with maintenance, with the applicant also advising that water harvesting and the integration of landscaping maintenance into strata by-laws will be implemented to ensure its long-term viability; and
The development results in a substantial improvement to the number of trees and associated tree canopy that currently exists on the subject site.

Communal Open Space

The proposal is not consistent with the objectives of Element 3.4 of the R Codes Volume 2 – Apartments. Although the development does not provide for any communal open space within the building, it is consistent with the overall objectives of the R Codes Volume 2 – Apartments for the following reasons:

- Each apartment is provided with a large balcony area, which provides residents the opportunity to recreate and have social interaction. The balcony areas are capable of being used in conjunction with the adjoining living rooms to provide additional space for social gatherings, and include significant landscaping incorporating tree canopy coverage, around the perimeter to increase amenity; and
- The subject site is well located with access to public spaces which provides opportunities for social interaction and recreation. The subject is located within approximately 350 metres of Hyde Park to the west and 300 metres to Forrest Park to the east. In addition, there are a number of public and private spaces located in the Mount Lawley/Highgate Activity Centre along Beaufort Street, which provides additional opportunities for social interaction for residents. Given the location it is not uncommon for developments of this size to not include communal areas within the building.

Pedestrian Access and Entries

The proposed pedestrian entrances from the secondary street, being Harold Street, is consistent with the objectives of Element 3.7 of the R Codes Volume 2 – Apartments and the local housing objectives of the Built Form Policy for the following reasons:

- Entrances to the ground floor retail tenancies are provided from Beaufort Street, while the entrance to the office tenancies on the second storey and the residential apartments above are provided from Harold Street. All entrances are clearly defined and legible, and coordinated with the adjoining footpath level to provide universal access; and
- The development is oriented towards the street frontages with the primary pedestrian access provided from the public domain to increase activation along these frontages. The development incorporates a pedestrian awning around the ground floor to provide weather protection to pedestrians and protecting the entrances along Beaufort Street and Harold Street. The location of these entrances is not impacted by service areas or external fixtures.

Vehicle Access

The proposed vehicle access arrangements are consistent with the objectives of Element 3.8 of the R Codes Volume 2 – Apartments and local housing objectives of the Built Form Policy for the following reasons:

- Vehicle access is provided from the ROW and is not visible from the street frontage. Roller shutters are proposed to screen the visual impact from the ramps, parking bays and storerooms on the ground floor from the ROW; and
- Vehicle access has been designed for vehicles in the basement and second storey to enter in forward gear. The tandem bays on the ground floor are not accessible in forward gear, however noting the low speed environment of the ROW, this is acceptable. As part of the application and concurrent subdivision, the ROW is proposed to be widened to facilitate safer vehicle access for the subject site and surrounding properties which use this as their primary access. Should the application be approved, a condition to this effect is recommended. The vehicle access provides adequate visibility to ensure the safety of vehicles, cyclists and pedestrians, noting the low-speed environment of the ROW. The vehicle access is located 9.1 metres from the intersection with Harold Street to provide a safe distance.

Car Parking

The development proposes a total of 60 parking bays, located between the basement, ground floor and second storey. Within the basement, parking is proposed within car stackers, while on the ground floor, tandem parking is provided directly accessible from the ROW. Under the Acceptable Outcomes of the R Codes Volume 2 – Apartments and Parking Policy, the parking required for the development is:

- 25 residents parking bays and four visitor bays;
- 16.5 bays of the Shop use; and
• 2.9 bays for the Office use.

The applicant has provided a Parking Management Plan (PMP) which is included in Attachment 3 has allocated the 60 on-site parking bays as follows:

• 52 bays for residents and no bays for visitors. Of the 52 bays, the applicant has advised that 11 of these would be made available for visitors of the larger apartments, while other visitors would use on and off-street parking in the area;
• Four bays for the Shop use; and
• Four bays for the Office use.

The parking on-site is appropriate for the development for the following reasons:

• With respect to the residential parking, there is a surplus of resident’s bays and the applicant’s PMP identifies that 11 bays are to be provided for some visitors, but not all. There is sufficient capacity within the proposal for a minimum number of bays to be dedicated for all visitors to the apartments. Given 11 bays are identified to be made available to visitors of the larger apartments, four bays should be dedicated for visitors, consistent with the Acceptable Outcome figure. Should the application be approved, a condition of approval is recommended for a minimum of four parking bays to be dedicated as visitor parking bays, and 41 bays to be dedicated to residents. This would give the applicant the ability to provide the seven remaining bays for visitors of the larger apartments, or for this to be provided as additional residents parking bays;
• With respect to the non-residential parking, the Office use satisfies the parking requirement under the Parking Policy, however the Shop has a 12.5 bay shortfall. Four bays are dedicated for the staff of each use, with the applicant proposing that customers and any additional staff would utilise public transport and alternative transport methods, as well as public parking (on and off-street) within vicinity of the subject site. Given the location of the subject site, this is acceptable, with the following available:
  o The subject site is well serviced by public transport, with dedicated morning and afternoon bus lanes provided on either side of Beaufort Street, and bus stops within approximately 25 and 80 metres of the subject site;
  o 20 bicycle parking spaces are provided. Although the development requires 26 in accordance with the R Codes Volume 2 – Apartments and the City’s Parking Policy, Administration recommends that a condition be imposed requiring the provision of 26 bicycle facilities. Given the location of the subject site and the nature of the development it is appropriate that these spaces be provided, which can be used by staff and customers to access the various uses. The bike spaces are currently not easily accessible for customers and visitors, so it is recommended that a condition be imposed for eight of these spaces to be relocated as such. End of trip facilities are provided within the non-residential tenancies for use by staff. The provision of these spaces will facilitate and encourage alternative modes of transport to and from the development, consistent with the City’s Parking Policy;
  o Pedestrian access is provided via footpaths along Beaufort Street and Harold Street, with pedestrian crossings provided to assist pedestrians with crossing over Beaufort Street; and
  o There are 42 on-street bays available along Harold Street (between Beaufort Street and Stirling Street), and 123 on-street bays along Beaufort Street (one and two hour parking between Newcastle Street and Walcott Street). The City’s transport data indicates that on average, 19 bays are available along Harold Street and 51 bays available along Beaufort Street over the course of the day. It is acknowledged that the parking along Beaufort Street is for a distance of approximately 1.8 kilometres. In addition there is 56 parking bays located within the public car park at Nos. 590-596 Beaufort Street, approximately 130 metres from the subject site. The City’s data indicate that on average there is 17 bays available during the course of the day. In light of this there is sufficient parking to accommodate for customers of the non-residential tenancies.

Storage

The proposal satisfies the objectives of Element 4.6 of the R Codes Volume 2 – Apartments as a storage area with a function dimension and size, being 1.5 metres and 4.0 metres respectively, for each apartment. The storage areas are located throughout the building with some positioned adjacent to the balconies of dwellings to provide convenient access, but also integrated with the building design so as not to be visually obtrusive to the public realm. The remaining storage areas are located next to parking areas to provide easy access from vehicles, and in close proximity to the stairwell and lift to ensure easy access by residents.
Universal Design

The proposal satisfies the objectives of Element 4.9 of the R Codes Volume 2 – Apartments as the building has been designed to provide universal access and the dwelling sizes provide accommodation options of people with disabilities and to accommodate ageing in place. Through the planning framework there is no requirement for disabled car parking to be provided, however it is noted the Building Codes of Australia require these spaces to be provided, which the applicant will need to demonstrate through the building permit process should the application be approved. As noted previously there is a surplus of car parking on the site for this accessible parking to be provided without impacting on the allocation of bays. It is noted that the internal layout of the apartments may be refined during the detailed design stage should the application be approved, to improve accessibility of people with disabilities.

Mixed Use

The proposal satisfies the objectives of Element 4.14 of the R Codes Volume 2 – Apartments and the local housing objectives of the Built Form Policy for the following reasons:

- The development has been designed to enhance and activate the street. Entrances to the retail tenancies are provided directly from Beaufort Street and entrances to the office tenancies and apartments provided from Harold Street. The entrances between the different uses are clearly distinguishable and separate from each other, and have been positioned to protect amenity. A pedestrian awning is provided around both street frontages to provide weather protection. Glazing and articulation is provided on the retail tenancies to facilitate interaction and major openings and balconies are provide to the apartments on the upper floors to provide for street surveillance;
- The acoustic report provided by the applicant confirms that the apartments will not be negatively impacted by noise from the non-residential uses within the development;
- Waste for the development is stored in one area which is located on the ground floor to protect the amenity of residents. The storage area is enclosed so that the amenity of the retail tenancies and pedestrian entry is also maintained; and
- Appropriate parking is provided on the site for the various uses, as discussed above. This ensures that residents parking will not be used by staff or customers of the non-residential uses.

Waste Management

The proposal is consistent with the objectives of Element 4.17 of the R Codes Volume 2 – Apartments as the waste storage area is located within building on the ground floor, separate from pedestrian entry and tenancies and not visible from street to ensure that there is no impact on the amenity of the residents or public realm. The waste storage area is conveniently accessed by residents and bins can be directly collected from Harold Street. Through reviewing the proposal, the City’s Waste Services have identified that further information is required to determine the amount of waste generated from the different uses of the building and the size bins that would be necessary to meet these needs. Should the application be approved a condition is recommended for a Waste Management Plan to be prepared by the applicant and approved by the City, ensuring that adequate waste management measures are implemented.

Utilities and Facilities

The proposal is not consistent with the objectives of Element 4.18 of the R Codes Volume 2 – Apartments. Although the development does provide for the necessary infrastructure services and utilities for the building are conveniently located and integrated within the building façade, individual utilities for the apartments are not adequately designed. The laundry areas within individual apartments are located in varying locations, including within bathrooms, apartment entrances and hallways, as well as within a laundry room in some instances. The areas typically don’t appear to have sufficient space for necessary laundry facilities such as the washing machine, tub and storage space, and are not well ventilated. There is space available for clothes drying areas on each balcony, however these would not be screened from view from the public realm and adjoining properties.

While this is not consistent the Element Objectives, the proposal is consistent with the overall objectives of the R Codes Volume 2 – Apartments as the apartments provide a high level of amenity for residents. Although the laundry facilities provided do not appear to be sufficient, it is noted that the internal layout of the apartments may be refined during the detailed design stage should the application be approved, to improve this aspect. It is also noted that other alternative solutions could be considered to improve the useability of these spaces during this process.
DPLH Comments

In addition to the DPLH’s recommended conditions, it also provided some additional considerations to be taken into account by the City in its assessment of the application. These include:

- The rear ROW being configured to facilitate two-way access;
- Due regard to be given to SPP 5.4; and
- Consideration be given to the performance of the Harold Street and Beaufort Street intersection post-development, to the satisfaction of the City.

In response to these the following is noted:

- The existing ROW is 3.2 metres wide. The subdivision approval includes a requirement for the ROW adjoining the subject site to be widened by 1.4 metres, resulting in a width of 4.6 metres. The WAPC’s Planning Bulletin 33 – Rights of Way or Laneways in Established Areas identifies that a long term view to widening of existing ROW’s is to be taken, by requiring widening to be provided at the time of redevelopment to achieve an ultimate width of 6.0 metres. Should the application be approved, it is recommended that a conditioned by imposed for this 1.4 metre widening to be provided, and over time as redevelopment of properties adjoining the ROW occurs, the ROW will be widened to ultimately facilitate two-way access with a width of 6.0 metres;
- Due regard has been given to SPP 5.4 as an acoustic report has been provided to assess the impact of transport noise on the development. The acoustic report recommends that a further report be undertaken as part of the detailed design phase to identify measures to be implemented into the façade design including glazing requirements. This is recommended to be included as a condition should the application be approved. The subdivision approval also imposed a condition for a notification to be included on titles advising of the location within a transport corridor and the potential to be affected by transport noise. Should the application be approved, it is recommend that this condition be imposed; and
- The WAPC’s Transport Assessment Guidelines identify that a SIDRA analysis is required when the traffic flow generated by the development increase the traffic on any lane by 100 vehicles per hour and increases the traffic flow in the intersection by 10 percent. The applicant has submitted a traffic report which identifies that the development would generate 278 daily vehicle trips with 21 and 24 trips during the AM and PM peak hours respectively and is considered to have a moderate impact. As a result this development does not trigger the requirements for a SIDRA analysis to be undertaken. Having reviewed the traffic report the City is satisfied that the traffic generated by the development can be accommodated in the network.
The City of Vincent does not warrant the accuracy of information in the publication and any person using or relying upon such information does so on the basis that the City of Vincent shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information. Includes layers based on information provided by and with the assistance of the Western Australian Land Information Authority (Landgate) (2013).

No. 539 to 545 Beaufort Street, Mount Lawley
Item 5.2 - Attachment 2
Item 5.2 - Attachment 3
Items to be addressed at detailed designed stage:
1. Integration of landscaping in drainable areas
2. Tree training for wind loading
3. Soil rejuvenation plan
4. Maintenance methodology
5. Irrigation system
6. Water harvesting implementation from roof
LANDSCAPING CALCULATION

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**Total:** 101.4 m²
Proposed Mixed Use Development
539-545 Beaufort Street, Mount Lawley
Parking Management Plan

PREPARED FOR:
Baltinas
March 2019
Document history and status

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1.0 Introduction

Baltinas has commissioned Transcore to prepare a Parking Management Plan (PMP) for the proposed mixed-use development comprising offices, retail space and residential dwellings at 539-545 Beaufort Street in Mount Lawley, City of Vincent.

As part of the assessment process City of Vincent requested that a Parking Management Plan be prepared for the proposed development. Accordingly, this Parking Management Plan (hereafter PMP) has been developed to meet the relevant requirement related to the management of on-site parking.
2.0 Mission

The objective of the PMP is to ensure safe, convenient and orderly access and egress of vehicles to/from the car park and circulation within it. In particular, this PMP aims to provide for effective management of the entrance/exit system through application of technology.
3.0 Property Description

The subject site (occupies an area of approximately 940m²) is located at the northwest corner of Beaufort Street/Harold Street intersection approximately 360m south of the local Beaufort Street/Walcott Street signalised intersection as shown in Figure 1.

![Map showing the location of the subject site](image)

Figure 1: Location of the subject site

The site is bounded by Beaufort Street to the east, Harold Street to the south, the rear laneway (R.O.W.) to west and the existing commercial development to the immediate north. Vehicle access to the site is presently available off Beaufort Street, Harold Street and the R.O.W.

As part of the development proposal, the existing crossovers to the site on Beaufort Street and Harold Street will be removed.

The development proposal entails the following elements:

- Total of 26 residential apartments comprising a mix of single-bedroom, two-bedroom and three-bedroom apartments over seven levels;
- Four small-scale retail (as “civic use” purpose) tenancies totalling 360m² GFA at ground floor; and,
- Two commercial tenancies (office space) totalling 139m² GFA at the first floor.
4.0 Conditions

4.1 General Conditions

The subject site is situated within the City of Vincent (CoV) and as such the R-Codes and the CoV Non-Residential Development Parking Requirement Policy 7.7.1 are applicable to the proposed development.

The relevant parking requirements as set out in the Policy are detailed as following. The subject site is located within the “Activity Corridor” area as set out in the Build Form and Perth Parking Management Areas plan (Policy 7.7.1).

| Table 1: CoV applicable car parking requirements |
|-----------------|-----------------|-----------------|
| Element         | Requirement      | Bay Calculation |
| Residential Parking | As per R-codes | 31 bays         |
| Residential Visitor | As per R-codes | 7 bays          |
| Retail (As “civic use”) | 1.8 bay per 100m² NLA | 6 bays         |
| Office | 2.2 bay per 100m² NLA | 3 bays          |
| Total |                         | 47 bays         |

Bicycle Parking:

R-codes stipulate that bicycle space should be provided for the residential component at a rate of 12 space per three dwellings. Accordingly, for a total of 26 apartments a total of 9 bike spaces are required.

According to the Policy 7.7.1 a total of 0.2 for short term and 0.8 long term bicycle parking spaces should be provided per 100m² NLA of “civic use” space. The combined bicycle space requirement for this development component therefore totals 2 bicycle bays.

Similarly, a total of no short term and 1 long term bicycle parking spaces should be provided per 100m² NLA of office space. The combined bicycle space requirement for this development component therefore totals 4 bicycle bays combined.
5.0 MANAGEMENT PLAN

5.1 General

The parking associated with this building is to serve the residents, office and retail employees. No car park provision for general public or visitors is proposed within the site; however, certain residential-allocated bays will be set aside for the visitors of specific apartments only.

5.2 Access

Vehicular access to the parking facility is located and designed so that:

- Existing crossovers on adjacent roads are rationalised/removed;
- Entry/exit points distribute the traffic across three levels so to minimise the potential conflict between inbound and outbound movements; and,
- Access is obtained from an existing north-south right of way (R.O.W.) running along the western boundary of the site and Linking Harold Street and Vincent Street.

As shown in Figure 2, the internal east-west ROW provides access to the two separate multi-level car parks.

Access into the basement car park is secured via an electronic steel auto roller door which will be closed at all times to secure the parking facility and may be opened by remote control.

Access to the first floor car park is secured by the swing gates at the base of the internal ramp which will be closed at all times to secure the parking facility and may be opened by remote control.

Access to ground level car bays is also secured by auto roller doors operated by the remote controller.
5.3 Parking Allocation

Based on the latest available development plans the following parking allocation is proposed for the development is 60 parking bays, split between residents, office and retail employees and visitors. Some of the resident-allocated bays will be set aside for visitors of specific apartments only. The parking allocation schedule for the proposed mixed-use development is presented in Table 1:

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There are no ACROD bays provided on site. Similarly, no specific provisions for service/loading operations is provided on site.
Residential Parking

As detailed in Section 4.1, a total of 31 residential car bays and 7 bays for residential visitors are required (total of 38 bays).

A total of 52 secured car bays are allocated for the exclusive use of residents, which exceeds the parking requirement of 31 bays by a surplus of 21 bays. However, it is also proposed that 11 bays from the residential bay pool be allocated to “private” visitors of specific, generally larger, apartments. This would effectively result in resident/visitor split to 41/11 which then formally satisfies the relevant parking requirements.

All the residential bays in the car park will be numbered and allocated for specific use by individual apartment units. All “private” visitor bays will also be marked up. These visitors will be accessing the car park only when owners of the specific units would remotely open the garage gate for them.

It is expected that visitors to the rest of residential apartments would use the public car parking opportunities which are in place in the vicinity of the site, such as:

- Two-hour on-street parking along Harold Street;
- Wilson parking at 162 Beaufort Street (approximately 190m to the south);
- Chelmsford Road (approximately 250m to the north);
- Barlee Street, approximately 140m to the north.

It is considered that the 41 residential car parking bays with 11 “private” visitor bays provided on-site combined with the available multiple public on-street car parking within the locality for the use of visitors will satisfy the parking demand for the residential/visitor component.

Office Car Parking

As detailed in Section 4.1, an estimated total of 3 car bays are required for office car parking. A total of 4 car bays (surplus of 1 bay) will be reserved at the first level for the exclusive use of office staff.

It is therefore considered that the proposed car parking will satisfactorily cater for office car parking requirements.

Retail Car Parking

The proponent has advised that the four ground floor tenancies reserved for “retail” type of use would most likely operate as a commercial operation best described as “civic use” in Policy 7.7.1.

Accordingly, and as detailed in Section 4.1, an estimated total of 6 car bays are required for such type of land use. A total of 4 car bays (shortfall of 2 bays) will be reserved at the basement and first floor for the exclusive use of staff at ground floor
tenancies. Although there is a formal shortfall of 2 bays for this development component provision of 1 bay per each retail tenancy is considered sufficient due to the scale of each tenancy.

It is therefore considered that the proposed car parking will satisfactorily cater for office car parking requirements.

Commercial tenants and staff have nearby access to public transport and a large number of bicycle parking spaces and end of trip facilities are provided on site to encourage alternative modes of transport.

**Bicycle Parking**

A secure storage space for up to 20 bicycles is proposed at the ground floor with separate access from the R.O.W.

The total bicycle parking requirement for the development (long term parking) of 14 bays comprises 9 bays for the residential component, 4 bays for the retail (i.e. "Civic use") component and 1 for the office component. The proposed 20-bay secure storage place therefore addresses this requirement.

Additional 1 bike bay for short term parking can be addressed by providing a bike rack at ground level, ideally in front of the building on Beaufort Street side.

End-of-trip facilities are provided separately for each retail and office tenancy to complement the secure bicycle parking.

### 5.4 Loading Bays / Delivery vehicles

No specific loading/delivery bays are proposed for the development as it is considered that the demand for such service can be addressed through available public parking opportunities on surrounding roads.

The waste collection is proposed to take place directly off the R.O.W., with waste collection vehicle moving in forward gear. The rubbish bins will be wheeled out onto R.O.W. frontage for easy pick up on designated collection days.
6.0 Enforcement and Compliance

Enforcement and compliance with the Parking Management Plan is proposed through the application of technology, signage and education of building residents and tenants.

6.1 On-site Car Parking Management

- Secure parking will be provided for all residents and tenants.
- Security garage doors/gates/roller doors will be installed at the base of both car park ramps and at ground level car park as well. All garage doors will remain closed at all times and can only be opened by authorised residents and tenants via electronically operated remote control.
- The residential "private" visitors to specific apartments will be “buzzed in” upon arrival after they contact the owners via intercom.
- Appropriate visual warning system comprising flashing lights, built-in gate opening trigger loops and convex mirrors at key locations would need to be installed in the car park to implement appropriate priority system and smooth and safe operation of single-lane bi-directional ramp systems.
- The stacker bays are to be dedicated to residents only and will have to be allocated for each residential unit in pairs so to ensure seamless operation and minimum wait periods. The location of stacker bays is such (at the opposite side of the building to the bottom of the ramp) that no chance that the access to the car park would be blocked if any vehicle has to wait to access the stackers.
- The tandem bays at the ground level are to be dedicated to residents only and will have to be allocated for each residential unit in pairs so to ensure seamless operation and minimum wait periods.
- Property management will be responsible with issuing remote controls for access into the car park.
7.0 Education

Residents and tenants will be educated on the Parking Management Plan by property management.

Residents and tenants will also be educated to advise visitors of appropriate car parking options and restrictions to minimise illegal on-street parking, parking in the allocated on site residential car bays and alternative forms of transport.
8.0 Operational Responsibilities

Property management will be responsible for implementation and operation of the proposed Parking Management Plan.

Property management will be responsible with issuing remote controls to residents and tenants for access into the car park.
9.0 Review of the Parking Management Plan

The following principles will guide the development, implementation and review of the Parking Management Plan:

- Property management will undertake ongoing implementation of the Parking Management Plan and continually investigate improvements.

Operation of the car park would be monitored with regard to the following:

- Appropriate use of bays;
- Demand and use of bicycle racks; and,
- Use of issued garage door remotes.
Item 5.2 - Attachment 3
Proposed Mixed Use Development
539-545 Beaufort Street, Mount Lawley
Transport Impact Statement

PREPARED FOR:
Baltinas
March 2019
Document history and status

REDACTED FOR PRIVACY PURPOSES
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1.0 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of Ballinas with regard to the proposed mixed-use development to be located at 539-545 Beaufort Street in Mount Lawley, City of Vincent.

The Transport Impact Assessment Guidelines for Developments (WAPC, Vol 4 - Individual Developments, August 2016) states: “A Transport Statement is required for those developments that would be likely to generate moderate volumes of traffic and therefore would have a moderate overall impact on the surrounding land uses and transport networks”. Section 5.0 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

The site is located at the northwest corner of Beaufort Street/Harold Street intersection approximately 360m south of the local Beaufort Street/Walcott Street signalised intersection as shown in Figure 1.

Figure 1: Location of the subject site

\[\text{Between 10 and 100 vehicular trips}\]
The site is bounded by Beaufort Street to the east, Harold Street to the south, the rear laneway (R.O.W.) to west and the existing commercial development to the immediate north. Vehicle access to the site is presently available off Beaufort Street, Harold Street and the R.O.W.

Pedestrians are currently accessing the site directly via existing paths along Beaufort Street and Harold Street.

The subject site is presently occupied by a two-storey commercial development. The site is located within an established residential area with a mix of office, commercial and retail land uses flanking Beaufort Street on both sides.
2.0 Proposed Development

The subject site occupies an area of approximately 940m² at the northwest corner of Beaufort Street/Harold Street intersection.

As part of the development proposal the existing structures at the subject site will be replaced with an 8-storey development comprising residential apartments, small-scale retail component and an office component with associated multi-level car parking facility.

As part of the development proposal, the existing crossovers to the site on Beaufort Street and Harold Street will be removed.

The development proposal entails the following elements:

- Total of 26 residential apartments comprising a mix of single-bedroom, two-bedroom and three-bedroom apartments over seven levels;
- Four small-scale retail tenancies totalling 360m² GFA at ground floor; and,
- Two commercial tenancies (office space) totalling 139m² GFA at the first floor.

Parking will be fully provided on-site across three levels of car parking (one basement level, ground floor and first floor) totalling 60 parking bays. The basement and first floor car parks are served by separate two-way, single direction ramps, while access to the ground level car bays is directly off the R.O.W. The proposed first floor car park ramp is located at the southern end of the building, some 9m from Harold Street, while the basement crossover is located at the northern end of the building, some 30m from Harold Street. Both ramps are set back approximately 3m from the R.O.W.

The bin storage area is located at the ground floor and is accessed via internal ramp connecting to the R.O.W. It is assumed that waste collection will take place off the R.O.W. using an 8.5m long truck (typical waste collection vehicle size).

The secured bicycle storage area at ground level is located at the southwest corner of the building and is accessed via a corridor off R.O.W. Up to 20 bikes can be stored at this location. The end-of-trip facilities (showers and lockers) are provided for all office and retail tenancies separately.

Pedestrians will access the development from the external footpath network which is in place along Beaufort Street and Harold Street frontages. Separate lobby with lifts is provided for residents and employees/visitors of the office component on the first floor. The retail tenancies at ground level are accessible directly from Beaufort Street frontage.

Refer to Appendix A for plans of the proposed development.
3.0 Vehicle Access and Parking

According to the plans prepared by Baltinas the proposed car park facility is designed over three levels: basement level, ground level and the first level.

The basement car park is accessed via a two-way single-lane ramp which connects to the R.O.W. at the northern end of the building. The basement car park totals 30 parking bays of which 18 are stacker bays. A waiting bay is also provided at the bottom of the ramp to assist with the seamless flow of traffic along the ramp.

The ground level parking totalling 12 tandem bays (6 bays in 2 rows) is located and accessed directly off the R.O.W. The parking bays are nestled between the basement and first floor ramps and are set back approximately 3m from the R.O.W. to secure sufficient manoeuvring space for park-in and out operations.

The first level car park is accessed via a two-way single-lane ramp which connects to the R.O.W. at the southern end of the building. The basement car park totals 18 parking bays all of which are single bays. A waiting bay is also provided at the top of the ramp to assist with the seamless flow of traffic along the ramp.

Refer Appendix A for detailed development plans.

The total proposed on-site parking provision for the development is 60 car bays. The bays are proposed in form of single, tandem and stacker form. The total car parking supply for the development is proposed to be distributed as follows:

Table 1: Car park schedule

<table>
<thead>
<tr>
<th>Level</th>
<th>Office</th>
<th>Retail</th>
<th>Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Floor</td>
<td>4</td>
<td>3</td>
<td>11</td>
</tr>
<tr>
<td>Ground</td>
<td>N/A</td>
<td>N/A</td>
<td>12</td>
</tr>
<tr>
<td>Basement</td>
<td>N/A</td>
<td>1</td>
<td>29</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>4</td>
<td>4</td>
<td>52</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>60</td>
</tr>
</tbody>
</table>
4.0 Provision for Service Vehicles

The waste collection is proposed to take place directly off the R.O.W., with waste collection vehicle moving in forward gear. The rubbish bins will be wheeled out onto R.O.W. frontage for easy pick up on designated collection days.
5.0 Daily Traffic Volumes and Vehicle Types

The traffic volumes likely to be generated by the proposed mixed-use development have been estimated based on the proposed land uses and in accordance with the Transport Roads & Maritime Services Technical Direction TDT 2013/04a and WAPC TIA 2016 Vol 2 Guidelines documents, which provide peak hour trip rates for the constituent land uses.

In this particular case peak hour trip generation rates of 4.58, 0.53 and 0.32 trips/dwelling for total daily, AM and PM peak periods has been applied corresponding to “high density residential flat dwellings (regional)” type of residential apartments (TDT 04a). The adopted trip rates are conservative resulting in a robust assessment considering the site location, surrounding land uses and good public transport accessibility.

The daily, AM and PM peak hour trip rate for office space of 11, 1.6 and 1.2 trips/100m² GFA was adopted for the office component of the development (TDT 04a).

The daily, AM and PM peak hour trip rate for retail (non-food) of 40, 1.25 and 4 trips/100m² GFA was adopted for the retail tenancy component of the development (WAPC TIA 2016).

Accordingly, it is estimated that the proposed mixed-use development would generate a total of approximately 278 daily vehicle trips with about 21 and 24 trips during the AM and PM peak hour periods. These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and to the lesser extent 4WDs.

The traffic distribution detailed in Table 2 was based on the following directional split assumptions for peak hour periods:

- Morning (AM) peak split estimated at 25%/75% and 80%/20% for inbound/outbound trips associated with residential and retail/commercial components, respectively; and,
- Afternoon (PM) peak split estimated at 66%/34%, 50%/50% and 20%/80% for inbound/outbound trips associated with residential, retail and commercial components, respectively.

<table>
<thead>
<tr>
<th>Time period</th>
<th>Directional traffic split</th>
<th>Residential Component</th>
<th>Retail Component</th>
<th>Commercial Component</th>
<th>Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morning Peak</td>
<td>Inbound</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td>Outbound</td>
<td>10</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Afternoon Peak</td>
<td>Inbound</td>
<td>5</td>
<td>7</td>
<td>1</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>Outbound</td>
<td>3</td>
<td>7</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

Table 2: Peak hour trips for the proposed development
With respect to the location of the development, permeability and layout of the surrounding road network and the actual traffic operation conditions at local intersections, the assumed directional split for traffic arriving to the site is assumed as follows:

- 40% of all trips to Harold Street west;
- 60% of all trips to Harold Street west;
- 100% of all trips from Harold Street east (via Beaufort Street).

The directional morning and afternoon trip distribution of the development-generated traffic is illustrated in Figure 2.

![Figure 2. Estimated traffic movements for the subject development – morning, and afternoon peak hour trips](image)

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”
From Figure 2 it can be seen that the estimated traffic impact from the proposed development would be nowhere near the critical thresholds with the most pronounced traffic increases of 20vph for a short distance of Harold Street during PM peak hour (east of R.O.W. crossover), hence the impact on the surrounding road network is not considered to be significant.
6.0 Traffic Management on the Frontage Streets

**Beaufort Street**, in the vicinity of the subject site, is a single carriageway, boulevard-style four-lane road with approximately 2.0m wide solid/painted median. Kerbside lanes in both directions are bus, taxi and bicycle priority lanes (7:00-9:30AM in the southbound direction and 4:00-6:30PM in the northbound direction, Monday to Friday). The priority lane doubles up as on-street parking lane outside specified times at this locality.

The road verges on both sides of this section of Beaufort Street are brick paved for their full width and are used as pedestrian paths.

Sign-posted speed-limit on Beaufort Street in this vicinity is 60km/h with a 40km/h speed limit zone during peak times. Beaufort Street is classified as *Other Regional Road (Blue Road)* according to the *Metropolitan Region Scheme*. It is also classified as a *Distributor A* road in accordance with *Main Roads WA Functional Road Hierarchy*.

Available traffic counts from *Main Roads WA* indicate that this section of Beaufort Street (north of Harold Street) carried approximately 15,940 vpd on average weekday in 2015/16.

**Harold Street**, between Beaufort Street and Vincent Street, is approximately 8m wide single-carriageway, two-way road with two-hour on-street parking along both sides of the road.

The pedestrian footpaths are in place along both sides of the road in this vicinity.

This section of Harold Street, operates under a default 50km/h built-up area speed limit regime but has a 40km/h school zone along most of this section of the road.

Harold Street, between Beaufort Street and Vincent Street, is classified as an *Access Road (Local Distributor) east of Beaufort Street* in the *Main Roads WA Metropolitan Functional Road Hierarchy* document.

Approximately 100m long *R.O.W.* runs along the western side of the site connecting Harold Street with Vincent Street. The R.O.W. is approximately 3.5m wide and can accommodate one-directional traffic at any one time; however, occasional local widenings facilitate passing of opposing vehicles.

Immediately adjacent to the subject site, Harold Street (west) forms a stop-controlled T-intersections with Beaufort Street.

Main Roads WA Intersection *Crash Ranking Report* provides detailed crash data for the *Beaufort Street/Harold Street (west)* intersection over the 5-year period ending...
31 December 2017. There has been only one rear-end crash with no casualties recorded at this intersection during the previous five-year period. Crash report information for this intersection is presented in Table 3.

Table 3. Crash history for the Beaufort Street/Harold Street intersection

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Total Crashes</th>
<th>Casualty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaufort Street/Harold Street</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Side Swipe</td>
<td>Rear End</td>
<td>Pedestrian</td>
</tr>
<tr>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
7.0 Public Transport Access

The subject site is well served by a number of bus services operating along Beaufort Street (bus routes 66, 67, 68 and 950). The available bus services provide connectivity to Morley Bus Station, Mirrabooka Bus Station, QEII Medical Centre and Elizabeth Quay Bus Station which provides access to the greater rail network.

The nearest bus stops on Beaufort Street are located in the immediate vicinity of the site. Both bus stops are accessible via existing pedestrian paths. Refer Figure 3 for more details.

Figure 3. Local public transport service map (source: Transperth Maps)
8.0 Pedestrian Access

Pedestrian access to the subject site is available via existing footpaths which are in place along Beaufort Street and Harold Street. Pedestrian crossings at Beaufort Street/Harold Street intersection is located immediately adjacent to the subject site. Regular pedestrian crossings are also in place along Beaufort Street as expected considering its retail node function.
9.0 Cycle Access

According to the current Department of Transport Perth Bicycle Network Plan, the subject site has relatively limited formal access to the existing bike path network within the locality.

However, Perth bicycle network routes NE26/NE8 is in place along Smiths Street some 260m to the east while NE1/NE4 is in place along Norfolk Street about 700m west from the site. There are also a number of “good road riding environment” roads in the relative vicinity of the site and a recreational path around Hyde Park about 380m to the west.

With these routes and facilities, it is evident that the subject site has good but indirect access to a number of bike routes that can potentially support the use of non-motorised means of transport. Refer Figure 4 for more details.

Figure 4: Extract from Perth Bicycle Network (Department of Transport)
10.0 Site Specific Issues

No particular site-specific issues have been identified for this proposed mixed-use development.
11.0 Safety Issues

No particular transport safety issues have been identified for this proposed development.
12.0 Conclusions

This Transport Impact Statement provides information on the proposed mixed-use development to be located at 339-343 Beaufort Street in Mount Lawley, City of Vincent.

The development comprises 26 residential apartments including a small-scale retail and office components. The proposed development is served by a multi-level (basement, ground and first floor) car park facility.

A total of 60 car parking bays are provided on site for the use of residents and employees of retail and office components. The car park access/egress to and from the site will be provided solely from the R.O.W. at the back of the site which extends between Harold Street and Vincent Street.

The subject site has very good accessibility by the existing road, pedestrian and to a lesser degree cyclist network and enjoys very good public transport coverage through existing bus and train services located in close proximity of the site.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is conservatively estimated to be in order of about 278 daily and 21/24 peak hour trips during AM/PM peak (both inbound and outbound). However, the actual net traffic impact of the development will be lower as the proposed development replaces the existing commercial development.

Accordingly, the traffic impact of the proposal on the surrounding road network will be insignificant and well within its capacity.

No particular transport or safety issues have been identified for the proposed development.

Finally, it is concluded that the traffic-related issues should not form an impediment to the approval of the proposed development.
BALTINAS

539 – 545 BEAUFORT STREET
MOUNT LAWLEY

DEVELOPMENT APPLICATION
ACOUSTIC REPORT

FEBRUARY 2019

OUR REFERENCE: 24005-1.19043

REDACTED FOR PRIVACY PURPOSES
DA ACOUSTIC REPORT
539 – 545 BEAUFORT STREET
MOUNT LAWLEY

Job No: 19043

Document Reference: 24005-1-19043

FOR

BALTINAS

REDACTED FOR PRIVACY PURPOSES
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APPENDICIES

A PLANS
1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by Baltinas to conduct a preliminary review of the proposed development at 539 – 545 Beaufort Street, Mount Lawley.

This report has been based on the Development Application drawings provided. For reference, plans of the proposed development are attached in Appendix A.

2.0 PROPOSED DEVELOPMENT

The proposed development site is located on the north west corner of Beaufort Street and Harold Street, Mount Lawley.

The development is predominantly residential apartments; however, the development also contains ground floor retail tenancies and two first floor offices tenancies.

The following summarises the development:

**Basement**

Parking.

**Ground Floor**

- Parking
- Four retail tenancies.

**First Floor**

- Parking,
- Two Office tenancies.

**Levels 02 to 07**

- Residential Apartments

3.0 CRITERIA

3.1 BCA PROVISIONS

For Class 2 or 3 buildings, Part F5 of the National Construction Code (NCC), outlines the minimum acoustic isolation of apartments and in this case, the hotel rooms. The following summarises the acoustic criteria:

3.1.1 **Walls**

- Wet to wet $R_W + C_{ew}$ not less than 50 dB.
- Living to living $R_W + C_{ew}$ not less than 50 dB.
- Wet to living construction. $R_W + C_{ew}$ not less than 50 dB plus discontinuous
Kitchens to living

\[ R_W + C_e \text{ not less than } 50 \text{ dB plus discontinuous construction.} \]

Note: Where kitchens are part of an open living area, we consider the kitchen to be part of the living area and in these cases a discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

3.1.2 Floors

Floors \[ R_W + C_e \text{ not less than } 50 \text{ dB.} \]

Impact Isolation \[ L_{eq,n} \text{ not more than } 55 \text{ dB is recommended.} \]

Note: The impact isolation criteria under the BCA is an \( L_{eq,n} \) of not more than 62 dB. However, as a member firm of the Association of Australasian Acoustic Consultants, (AAAC) we recommend a criteria of an \( L_{eq,n} \) of not more than 55 dB be adopted for a development of this type.

3.1.3 Service Risers

- to Habitable Rooms \[ R_W + C_e \text{ not less than } 40 \text{ dB.} \]
- to Non-Habitable Rooms \[ R_W + C_e \text{ not less than } 25 \text{ dB.} \]

3.1.4 Hydraulics

The above requirements also apply to storm water down pipes.

3.1.5 Doors

Door (Connecting) \[ R_W \text{ not less than } 30 \text{ dB.} \]

The development would be designed to comply with the requirements of Part F5 of the BCA.

3.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The Environmental Protection (Noise) Regulations 1997 stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 3.1 also lists the assigned noise levels for commercial premises.
### TABLE 3.1 – ASSIGNED NOISE LEVELS

<table>
<thead>
<tr>
<th>Premises Noise</th>
<th>Receiving Noise sensitive premises within 15 metres of a dwelling</th>
<th>Time of Day</th>
<th>Assigned Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0700 – 1900 hours Monday to Saturday</td>
<td>06 + IF</td>
<td>65 + IF</td>
<td>65 + IF</td>
</tr>
<tr>
<td>0900 – 1900 hours Sunday and Public Holidays</td>
<td>60 + IF</td>
<td>50 + IF</td>
<td>65 + IF</td>
</tr>
<tr>
<td>1900 – 2200 hours all days</td>
<td>40 + IF</td>
<td>30 + IF</td>
<td>55 + IF</td>
</tr>
<tr>
<td>2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays</td>
<td>35 + IF</td>
<td>45 + IF</td>
<td>55 + IF</td>
</tr>
<tr>
<td>Commercial Premises</td>
<td>All Hours</td>
<td>60</td>
<td>75</td>
</tr>
<tr>
<td>Industrial Premises</td>
<td>All hours</td>
<td>65</td>
<td>80</td>
</tr>
</tbody>
</table>

Note: The $L_{10}$ noise level is the noise that is exceeded for 10% of the time.
The $L_{90}$ noise level is the noise that is exceeded for 1% of the time.
The $L_{Amax}$ noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

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

**“modulation”** means a variation in the emission of noise that—

(a) is more than 3dB $L_{Afast}$ or is more than 3dB $L_{Afast}$ in any one-third octave band;
(b) is present for more than 10% of the representative assessment period and;
(c) is regular, cyclic and audible;

**“tonality”** means the presence in the noise emission of tonal characteristics where the difference between—

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3dB when the sound pressure levels are determined as $L_{Apeak}$ levels where the time period $T$ is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{Amean}$ levels.

Where the above characteristics are present and cannot be practically removed, the following adjustments are made to the measured or predicted level at other premises.

### TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

<table>
<thead>
<tr>
<th>Where tonality is present</th>
<th>Where modulation is present</th>
<th>Where impulsiveness is present</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ 5 dB</td>
<td>+ 5 dB</td>
<td>+ 10 dB</td>
</tr>
</tbody>
</table>
From a review of the development, the influencing factor for this development would be 9 dB, based on the following:

**Major Roads within inner circle;**
Beaufort Street  
+ 6 dB

**Commercial Premises within the inner circle;**
40%  
+ 2 dB

**Commercial Premises within the outer circle;**
20%  
+ 1 dB

**Total IF**  
+9 dB

Hence the influencing factor would be +9 dB and the assigned noise levels would be as listed in Table 3.3.

<table>
<thead>
<tr>
<th>Premises Noise Receiving Noise sensitive premises within 15 metres of a dwelling</th>
<th>Time of Day</th>
<th>Assigned Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0700 - 1900 hours Monday to Saturday</td>
<td>L_{10}</td>
<td>L_{50}</td>
</tr>
<tr>
<td>0900 - 1900 hours Sunday and Public Holidays</td>
<td>54</td>
<td>64</td>
</tr>
<tr>
<td>1900 - 2200 hours all days</td>
<td>49</td>
<td>59</td>
</tr>
<tr>
<td>2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays</td>
<td>44</td>
<td>54</td>
</tr>
</tbody>
</table>

Note:  
L_{10} is the noise level exceeded for 10% of the time.  
L_{50} is the noise level exceeded for 50% of the time.  
L_{90} is the maximum noise level.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This not only includes noise associated with mechanical services (ie air conditioning and ventilation systems), but also noise from commercial premises within the site.

### 3.3 NOISE INGRESS - TOWN OF VINCENT SOUND ATTENUATION POLICY 3.5.21

**Inbound Noise Levels**

The Town of Vincent Sound Attenuation Policy specifies that inbound noise to a residential development is to be treated by designing the residential building façade to achieve the following internal sound levels:

- L_{eq} 35 dB(A) in sleeping areas (bedrooms); and
- L_{eq} 40 dB(A) in living/work areas and other habitable rooms.

It is noted that these internal design sound levels are congruent with other noise ingress policies (such as the WAPC State Planning Policy 5.4).

The L_{eq} noise level is not to be unduly biased toward the lower frequencies of the octave band spectrum (between 31.5Hz – 125Hz). If this is the case, the findings should be discussed with the Town of Vincent Environmental Health Officers.

For areas not defined as residential, AS2107 is to be utilised for guidance as to acceptable internal noise levels.
Outbound Noise

Noise emissions associated with a development are to comply with the Assigned Noise Levels in accordance with the *Environmental Protection (Noise) Regulations 1997*.

4.0 BCA REQUIREMENTS

The proposed development would be constructed to comply with the requirements of Part F5 of the NCC.

5.0 NOISE INGRESS

5.1 NOISE SOURCE IDENTIFICATION

The area of the proposed development was examined to ascertain the applicable noise sources.

Noise levels were recorded during peak hour traffic conditions and during the late evening period to ascertain the most critical for the design of the development.

Residual breakout noise from entertainment venues were identified and quantified as a part of this process.

Traffic noise and entertainment noise were found to be almost congruent in terms of noise impact.

Given the above noise source identification, it was determined that noise levels during peak traffic were the most pertinent for the design of the development.

5.1 MEASUREMENTS

Noise level measurements were recorded on the 9th February 2019, at approximately 10:00pm to quantify entertainment noise at the location of the development. Measurements were also recorded on 11th February 2019 at approximately 8:00am to quantify traffic noise levels during peak traffic.

The measure noise levels, including octave band data, are listed below in Table 5.1

<table>
<thead>
<tr>
<th>Noise Source</th>
<th>63</th>
<th>125</th>
<th>250</th>
<th>500</th>
<th>1K</th>
<th>2K</th>
<th>4K</th>
<th>8K</th>
<th>dB(A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nearby Entertainment Venues</td>
<td>69</td>
<td>68</td>
<td>59</td>
<td>58</td>
<td>57</td>
<td>53</td>
<td>45</td>
<td>40</td>
<td>62</td>
</tr>
<tr>
<td>Traffic</td>
<td>71</td>
<td>71</td>
<td>64</td>
<td>63</td>
<td>63</td>
<td>59</td>
<td>51</td>
<td>45</td>
<td>67</td>
</tr>
</tbody>
</table>

The noise levels recorded were typical of the area, being traffic and entertainment venues in the area during the evening period.
Based on the measured noise levels, the traffic noise during peak hour dictates the acoustic design of the façade.

The criteria used for noise ingress was:

<table>
<thead>
<tr>
<th>Location</th>
<th>L_{eq} Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedrooms</td>
<td>L_{eq} of 35 dB(A)</td>
</tr>
<tr>
<td>Living and work spaces</td>
<td>L_{eq} of 40 dB(A)</td>
</tr>
</tbody>
</table>

To determine the acoustic requirements of the development's construction, preliminary calculations were undertaken to ascertain the typical façade treatment that may be required. Generally, this dictates the minimum glazing requirements of the development. Based on the results of the preliminary modelling, the acoustic rating for the glazing could be up to an R_{w} of around 40 dB. While this is a reasonably high rating, compliance with the internal criteria can be achieved with glazing. A full analysis would be undertaken during the design phase to ensure compliance with the internal acoustic criteria, as outlined above, is achieved.

6.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of a car-park ventilation fans and air-conditioning condenser units. Noise received at neighbouring premises from these items need to comply with the assigned noise levels as determined under the Environmental Protection (Noise) Regulations 1997.

6.1 COMMERCIAL TENANCIES

Noise emissions from any retail tenancies, would need to comply with the requirements of the environmental regulations. An assessment of these noise emissions will be undertaken when the details of the proposed areas are known. However, given the separation to the closest apartments and neighbouring premises, compliance with the Regulations should be easily achieved.

6.2 MECHANICAL SERVICES

The main source of noise from the proposed development will be from mechanical services consisting of a car-park ventilation fans and air-conditioning plant and condenser units. Noise received at residence (neighbours and residence within the development) from these items need to comply with the assigned noise levels as determined under the Environmental Protection (Noise) Regulations 1997.

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A,10} night period noise level of 44 dB(A) at residential premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises would be 39 L_{A,10} dB.
6.2.1 Retail, and Food and Beverage Areas

Noise emissions associated with the retail tenancies associated with the project will be assessed and appropriate noise controls will be incorporated into the design to ensure compliance with the requirements of the Environmental Protection (Noise) Regulations 1997. However, we do not believe that compliance will be difficult to achieve, given the location of the tenancies and the separation to the apartments within the development.

6.2.2 Apartments

The air conditioning for the apartments is not yet known.

Once the design of the system is finalised, an acoustic assessment will be carried out of noise emissions from the mechanical plant and any noise amelioration required will be incorporated into the design to ensure compliance with the Environmental Protection (Noise) Regulations 1997. However, we believe that compliance would be easily achieved and any noise mitigation would be minimal, with the proposed design.

6.2.3 Car Park Exhaust Fan

Noise emissions from the carpark exhaust fan, will also need to comply with the Regulatory requirements. From previous projects, we believe that with careful fan selection and the incorporation of either 1D or 2D unpadded silencers, compliance with the Environmental Protection (Noise) Regulations 1997 is normally achieved.

An assessment of noise emissions will be carried out once equipment has been selected and submitted for approval.
539-545 Beaufort St
Mount Lawley

Life Cycle Assessment
Target Setting Report

REDACTED FOR PRIVACY PURPOSES
Revision

<table>
<thead>
<tr>
<th>REVISION</th>
<th>DATE</th>
<th>COMMENT</th>
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<td>0</td>
<td>01/03/2019</td>
<td>Development Application Issue</td>
<td>PDS</td>
</tr>
</tbody>
</table>

Disclaimer

This Life Cycle Assessment provides a preliminary estimate of the development’s whole-of-life environmental impacts. This estimate is based on a necessarily simplified and idealised version of the building that does not and cannot fully represent all of the intricacies of the building and its operation. As a result, the model results only represent an interpretation of the potential environmental impacts of the building. No guarantee or warranty of environmental impacts in practice can be based on modelling results alone.

The results and are not considered to be a true representation of the actual operation of the building. The intent is to permit a comparison of a Proposed Fitout against a Reference Case estimated annual environmental impacts.

The LCA predictions of embodied and operational impacts (including costs) conducted in eTool software, by their very nature, cannot be exact. It is not possible to track all the impacts associated with a product or service back through history, let alone do this accurately. The software has been built and tested to enable informed decisions when comparing design options. Generic cost and environmental impact coefficients do not necessarily correspond to those of individual brands of the same product or service due to differences within industries in the way these products and services are delivered.

The comparative assertions in this report are not intended for publication as ISO 14044 requires these to be reviewed by a panel of experts. However, the comparison is against another design scenario of the project, therefore the comparative assertions do not refer to any existing project. Reference to an existing project would necessarily require a higher level of accountability. In addition, the comparative assertions are reviewed by both an architect and engineer on the design team apart from the independent review. Given these considerations the intent of ISO 14044 could be considered to be met, thereby justifying the public release of these results.
1. EXECUTIVE SUMMARY
2. INTRODUCTION
3. OVERVIEW OF TARGET
   3.1 Current Status
   3.2 Sustainability Budget Allowance
   3.3 Proposed Deliverables
4. LCA PROCESS
   4.1 Life Cycle Assessment Overview
   4.2 LCA Scope
   4.3 System Boundary
   4.4 Functional Unit
   4.5 Service Life
   4.6 Materials
   4.7 Environmental Indicators
   4.8 Energy and Water Grids
   4.9 Improvements Due to the LCA Process
APPENDIX B – TARGET SETTING ETOOL REPORT
1. **Executive Summary**

This target setting report is a preliminary Life Cycle Assessment of the proposed mixed use project located at 537-545 Beaufort St Mount Lawley. Wood and Grove have been engaged by Ballinas Architecture to assess the potential of the proposed development to achieve the following targeted performance, defined by City of Vincent Green Building Policy:

- Residential component: 50% global warming reduction and 25% water use reduction;
- Commercial component: 30% global warming reduction and 15% water use reduction.

For target Setting purposes, the commercial and residential components of the project have been modelled together. The LCA results have shown a combined percentage reduction in key environmental impacts from the proposed building to the reference case, as shown below:

- 55% Greenhouse Emission reduction and
- 53% water use reduction;

Initiatives that require early attention are:

- **Management**
  - Separate metering for all tenancies and apartments;
  - Monitoring System;

- **Lighting requirements**
  - All areas are to be provided with LED lighting;
  - All luminaires have high frequency, high power factor electronic drivers;
  - Lighting controls have been provided for the development to minimise energy consumption. Motion sensors are recommended to switch off or dim unused lighting;
  - Lighting Density to be designed to achieve 50% reduction when compared with 66 BCA;
  - Common area lights; both internal and external; shall be on timers or sensors to manage energy use.

- **Energy**
  - Building Façade - Increased insulation and glazing specification;
  - Provision of shading devices;
  - Targeted 7 star average NatHERS ratings for apartments;
  - Energy efficient HVAC and Gas Hot Water systems;
  - LED lighting throughout;
  - Maxime available roof space for Solar PV; array of 3.3kW approximately
  - Ceiling fans in all habitable residential areas;
  - High efficiency appliances to be installed

- **Materials**
  - Concrete with 30% Portland Cement substitute;
  - 90% diversion of construction waste from landfill
  - Bamboo floors

- **Water efficiency**
  - Control and Monitoring system connected to each gas and water meter, linked to all tenancies.
  - Installation of High efficiency Fixtures and Fittings which meet the following specifications:
    - Taps – WELS 5 Star (>4.5L/min>6 L/min)
    - Toilets – WELS 4 Star (3.5 L/min)
    - Urinals – WELS 5 Star 0.8L/flush or Waterless
    - Showers – 3 Stars (<7.5 L/min)
  - Installation of High efficiency White Goods (where included in Base Build):
    - Dishwashers – 5 Star
    - Clothes Washing Machines - 4 Star
  - Water efficient Irrigation systems, using drip Irrigation;
  - Rainwater tank (120kL) to serve landscaped areas

These initiatives have been implemented on the design. It is the responsibility of each assigned team member to review and implement the requirements contained in the LCA report.

To prove that the target has been met with the final design, a comprehensive Life Cycle Assessment will be conducted in compliance with EN15978.

EXECUTIVE SUMMARY | 1
2. **Introduction**

This document has been prepared for Baltinas Architecture to identify the impact that the sustainability initiatives that have been considered for inclusion in the proposed Mixed use project in 539-545 Beaufort St.

A target setting assessment is the preliminary stage of a formal LCA. While the Target Setting is not a full LCA, it provided a clear scenario about the extent of the necessary sustainability initiatives to be incorporated into the project and assess their environmental impact.

3. **Overview of Target**

This target setting report assessed the potential of the proposed development to comply with the City of Vincent Sustainable Design Policy 7.5.10 and Clause 1.8 Environmentally Sustainable Design (ESD) that states the following requirement:

An ESD report demonstrating the following is required:

- P1.8.1 It maximises passive solar heating, cooling, natural ventilation and light penetration to reduce energy consumption;
- P1.8.2 It is capable of recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications.
- P1.8.3 Climate moderation devices can be incorporated to reduce passive solar gain in summer and increase passive solar gain in winter.
- P1.8.4 That it is capable of achieving either:
  - 5 star Green Star rating, or
  - A Lifecycle Assessment demonstrating:
    - Residential component: 50% global warming reduction and 25% water use reduction; and
    - Commercial component: 30% global warming reduction and 15% water use reduction.

It is expected that the Client will review the comments made throughout this report and confirm in writing which of the proposed initiatives are to be incorporated into the project by the relevant members of the design team.

To prove that the target has been met with the final design, a comprehensive Life Cycle Assessment will be conducted in compliance with EN15978.

3.1 **Current Status**

The proposed project is targeting Life Cycle Greenhouse Gas Saving of 55% and a 51% reduction of Water footprint. Note that final percentages may be subject to change. However, compliance to minimum requirements mentioned on the previous section shall be maintained.

All Sustainability requirements will be integrated into the Project Design Documentation via the Sustainability Specification.

3.2 **Sustainability Budget Allowance**

We recommend that the Quantity Surveyor review the recommendations made throughout this report to confirm that they remain consistent with the budget limitations of the project.

3.3 **Proposed Deliverables**
The following deliverables are proposed at each of the project milestones to support the sustainability performance requirements:

- **Schematic Design (SD) Phase Deliverables**: This report
  - Preliminary Green Star Report
- **Design Development (DD) Phase Deliverables**: Pending
  - Life Cycle Assessment Report
  - Sustainability Specification

Head Contractor to provide confirmation of compliance to design documents.

## 4. LCA Process

### 4.1 Life Cycle Assessment Overview

The target setting assessment is a very early stage LCA study with the goal of determining the feasibility of various design options and deciding the performance target for a development. Although most elements of study meet the requirements of the EN15978 and ISO14044 standards, there are significant deviations such as data collection accuracy. This model is then used to simulate the effect of design ideas. These may be new ideas, or strategies already under consideration by your design team.

The target setting service is designed for very early stage developments without any more information than a design brief and significant assumptions need to be made to study the life cycle impacts of design options. The study confirms the design team has thoroughly considered the life cycle design performance of the development and has shortlisted strategies that will enable the stated performance target to be met. Broad logistical and capital requirements are also discussed.

This information feeds into an overall performance target for the project which will later be verified with the full Life Cycle Design Services, in compliance with EN15978.

The objectives of a Target Setting assessment:

- Set a performance base environmental target based on early brief details
- Identify environmental hotspots and assign strategies to reduce these
- These targets may form part of the project brief and/or assist regulatory approvals

The LCA whole-of-fitout, whole-of-life methodology applied is in accordance with EN 15978 includes the following:

- Scope
- System Boundary
- Functional Unit
- Service Life

The life cycle performance of the project is to be compared against a benchmark Reference Case, and as such this is a comparative study. The reference case uses the conventional materials predominant for the project type and meets deemed-to-satisfy current National Construction Codes (NCC) minimum requirements, as detailed in the NCC Volume 1 Building Code of Australia.

The following are the same for both the Reference Case and Project Fitout:

- Scale;
- Function;
- Location;
- Tenant requirements;
- Aesthetics;
- Planning constraints; and
- Orientation
4.2 LCA Scope

The scope ensures all aspects of the project are fully captured, including any decisions around retained/replaced elements.

4.3 System Boundary

The system boundary is cradle-to-grave including all life cycle modules (A to D) and scenarios as detailed in EN 15978 (Figure 1):

- Initial Construction
  - Products (Module A1-A3)
  - Transportation of products and equipment to site (Module A1-A3)
  - Equipment use on site (Module A1-A3)
- Building Use
  - Products use (B1)
  - Maintenance (B2)
  - Repair (B3)
  - Replacement (B4)
  - Refurbishment (B5)
  - Integrated Energy use (B6)
  - Non-Integrated Energy use (B6+)
  - Water use and treatment (B7)
- End of Life
  - Demolition (C1)
  - Transport of materials off site (C2)
  - Waste processing (C3)
  - Disposal (Module C4)
- Benefits and loads beyond post end of life (Module D)
  - Energy exports
  - Re-use and closed loop recycling of materials
  - Open loop recycling of materials

ISO 14044 standard details the following four phases that make up an LCA study:

1. Goal and scope
2. Life Cycle Inventory (input/output analysis of mass and energy flows)
3. Life Cycle Assessment (evaluation of environmental relevance to environmental indicators in question)
4. Interpretation

As many items in an LCI may have insignificant environmental impacts in the scheme of a whole of life LCI, there is a cut-off criteria. Refer to Cut-off Criteria in the Appendix for information on these boundaries.
4.4 Functional Unit

The functional unit chosen is per square metre (m²) of project Net Lettable Area (NLA), for the commercial area and per occupant per year for the residential component. This building is designed to provide a place for people to work for the period of time that the building exists. Therefore, in order to compare this building with other similar buildings, the impacts are quantified on the basis of 1 square metre (m²) of project NLA per 1 year period.

4.5 Service Life

The structural service life limit is 100 years.

4.6 Materials

In benchmarking the Project performance, a standard practice reference case model has been established that represents an NCC compliant building. A full list of Reference Case materials is available in the Reference Case Inventory and the list of Project Fitout materials is available in the Project Fitout Inventory. The standard practice reference case model is identical to the actual model in form and function with the following differences:

Table 1. Summary of the materials used in the major building elements.

<table>
<thead>
<tr>
<th>Building Element</th>
<th>Details Reference Case</th>
<th>Details Project Fitout</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floors</td>
<td>Tiles</td>
<td>Timber</td>
</tr>
<tr>
<td>Hot Water</td>
<td>Electric Instant</td>
<td>Gas Instant</td>
</tr>
<tr>
<td>Lighting</td>
<td>BCA</td>
<td>LEDs</td>
</tr>
<tr>
<td>Water</td>
<td>Green Star Standard Practice</td>
<td>High WELS rated</td>
</tr>
</tbody>
</table>
4.7 **Environmental Indicators**

Two main environmental indicators will be reported on this Target Setting LCA study, Greenhouse Gas emissions and Water Footprint.

4.8 **Energy and Water Grids**

The following energy and water supply grids were assumed for both projects.

Table 2: Energy and water grids assumed for each project.

<table>
<thead>
<tr>
<th>Grid</th>
<th>Grid Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Default electricity grid (import)</td>
<td>2013 AU WA SWIS Business</td>
</tr>
<tr>
<td>Default electricity grid (export)</td>
<td>2013 AU WA SWIS Business</td>
</tr>
<tr>
<td>Default gas grid</td>
<td>WA Distributed Gas (Bus Tariff)</td>
</tr>
<tr>
<td>Default water supply grid</td>
<td>Water Supply: General</td>
</tr>
<tr>
<td>Default waste water treatment grid</td>
<td>Water Treatment: General</td>
</tr>
</tbody>
</table>
4.9 Improvements Due to the LCA Process

The LCA has been used as a decision making tool for this project. The Proposed project achieved reductions in environmental impacts across every indicator category when compared to the Reference Case.

The following initiatives have been included in the design:
- Monitoring System for all tenancies and apartments (energy and water);
- All areas are to be provided with LED lighting;
- Common area lights of commercial and residential, both internal and external and car parking spaces; shall be on timers or sensors to manage energy use;
- Increased Insulation and improvement in glazing specification resulted in a 7 star average NatHERS ratings for apartments;
- Energy efficient HVAC and Gas Hot Water systems;
- Solar PV array of 33 Kw approximately;
- Ceiling fans in all habitable residential areas;
- High efficiency appliances to be installed;
- Installation of high efficiency fixtures and fitting and high efficiency White Goods (where included in Base Build);
- Water efficient irrigation systems, using drip irrigation;
- Rainwater tank (120 KL) to serve landscaped areas;

The following table displays the improvements included in the Design and the Target Setting Assessment model and their Life Cycle Impacts.

<table>
<thead>
<tr>
<th>Project Fitout</th>
<th>% Reduction GWP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy Monitoring for commercial and residential areas</td>
<td>7.54</td>
</tr>
<tr>
<td>Improvement from 6 to 7 average NatHERS Stars rating</td>
<td>1.51</td>
</tr>
<tr>
<td>Solar PV</td>
<td>6.05</td>
</tr>
<tr>
<td>LED Lighting Residential &amp; Commercial</td>
<td>12.4</td>
</tr>
<tr>
<td>High Efficiency appliances</td>
<td>0.6</td>
</tr>
<tr>
<td>High Efficiency HVAC System</td>
<td>1.82</td>
</tr>
<tr>
<td>Gas Hot Water System</td>
<td>9.6</td>
</tr>
<tr>
<td>Ceiling Fans</td>
<td>0.32</td>
</tr>
<tr>
<td>Motion Sensors</td>
<td>3.5</td>
</tr>
<tr>
<td>Water Efficient Fixtures</td>
<td>0.21</td>
</tr>
<tr>
<td>Increase Design Life</td>
<td>22.2</td>
</tr>
<tr>
<td>Total Greenhouse emission Savings</td>
<td>65.5 %</td>
</tr>
</tbody>
</table>
Appendix B – LCA eTool report
A Life Cycle Assessment has been carried out on the proposed design calculating the greenhouse gas emissions over the whole life of the project as per EN 15978 scope and system boundary. The benchmark chosen to compare against is the Reference Design DA/BAU. The results are summarised below:

Design Embodied Carbon
797 kgCO2e per year per Occupant. Saving of 5%

Design Operational Carbon
1,125 kgCO2e per year per Occupant. Saving of 68%

Total Design
1,922 kgCO2e per year per Occupant. Saving of 55%

The Ratings Explained:
- Bronze: 0 - 30% Greenhouse gas emissions saving against the applicable benchmark
- Silver: 30 - 60% saving
- Gold: 60 - 90% saving
- Platinum: 90% saving plus gold in all categories for overall Platinum rating
Life Cycle Assessment

Proposed Design DA, 539-545 Beaufort St

539-545 Beaufort St

Date: 01 March 2019
Authors:
Phone: office phone
Address: Update to office location
Email: generic@wge.com.au
Peer Reviewer:
Version: 0
eToolLCD Software Disclaimer

The LCA predictions of embodied and operational impacts (including costs) conducted in eToolLCD software, by their very nature, cannot be exact. It is not possible to track all the impacts associated with a product or service back through history, let alone do this accurately. eToolLCD software has been built and tested to enable informed decisions when comparing design options. Generic cost and environmental impact coefficients do not necessarily correspond to those of individual brands of the same product or service due to differences within industries in the way these products and services are delivered. eTool PTY LTD cannot make assurances regarding the accuracy of these reports for the above reasons.
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Executive Summary

This Life Cycle Assessment has been completed for a number of design options for Proposed 539-545 Beaufort St, 539-545 Beaufort St located at 539-545 Beaufort St. The Author of the study is of and the critical review has been conducted by of .

The goal of this study is to profile and improve the environmental performance of the construction works at 539-545 Beaufort St. The life cycle performance of the project is compared to other designs. The study has been conducted in accordance with ISO 14044 and EN 15978.

<table>
<thead>
<tr>
<th>Characterized Impacts Per Occupant Per Year</th>
<th>Benchmark Design</th>
<th>Improved Design</th>
<th>Improved Design Savings Against Benchmark Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Global Warming Potential, GWP</td>
<td>3.01 kg CO2 eq</td>
<td>2.34 kg CO2 eq</td>
<td>0.67 kg CO2 eq</td>
</tr>
<tr>
<td>Ozone Depletion Potential, ODP</td>
<td>0.004 kg CFC-11 eq</td>
<td>0.009 kg CFC-11 eq</td>
<td>0.005 kg CFC-11 eq</td>
</tr>
<tr>
<td>Acidification Potential for Soil and Water, AP</td>
<td>0.002 kg SO2 eq</td>
<td>0.009 kg SO2 eq</td>
<td>0.007 kg SO2 eq</td>
</tr>
<tr>
<td>Eutrophication potential, EP</td>
<td>0.001 kg PO4- eq</td>
<td>0.006 kg PO4- eq</td>
<td>0.005 kg PO4- eq</td>
</tr>
<tr>
<td>Photochemical Ozone Creation Potential, POCP</td>
<td>0.008 kg CH4 eq</td>
<td>0.008 kg CH4 eq</td>
<td>0.008 kg CH4 eq</td>
</tr>
<tr>
<td>Annual use of fresh water, FW</td>
<td>0.001 m³</td>
<td>0.001 m³</td>
<td>0.001 m³</td>
</tr>
<tr>
<td>Annual use of fresh water, FW</td>
<td>0.001 m³</td>
<td>0.001 m³</td>
<td>0.001 m³</td>
</tr>
<tr>
<td>Annual use of fresh water, FW</td>
<td>0.001 m³</td>
<td>0.001 m³</td>
<td>0.001 m³</td>
</tr>
</tbody>
</table>

Table 1: Summary of Results

The Improved Design shows an expected performance improvement against business as usual Design for 8 of the 8 environmental indicators.

The following low impact strategies are included in the Improved Design:

Table 2: Design Strategies in Improved Design

---

Item 5.2- Attachment 3
Improved Design Performance against Benchmark

Global Warming Potential, GWP

Ozone Depletion Potential, ODP

Acidification Potential for Soil and Water, AP

Eutrophication potential, EP

Photochemical Ozone Creation Potential, POCP

Net use of fresh water, FW

Abiotic Depletion Potential - Elements, ADPE

Abiotic Depletion Potential - Fossil Fuels, ADPF

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Table of Contents

1 Introduction
2 Goal of the study
3 Scope of the study
4 Inventory Analysis
5 Life Cycle Impact Assessment
6 Life Cycle Interpretation
7 Low Impact Strategies
8 Conclusions
9 References
Appendix A: Environmental Indicators Description
Appendix B: Detailed Structure Scope Diagram

NOT FOR COMMERCIAL USE:
FIGURES HAVE NOT BEEN VALIDATED
YET TO BE CERTIFIED
1 Introduction

Managing the environmental impacts that arise from the construction and operation of Building is of key importance in mitigating the damage caused directly and indirectly on the biosphere. Life Cycle Assessment (LCA) is the leading industry standard in clearly identifying optimum strategies for reducing environmental impacts. This report presents the results of the LCA completed for the Proposed Design DA 539-545 Beaufort St Project located at 539-545 Beaufort St. eTool/LCC software has been used to model the infrastructure’s environmental impacts.

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

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

The Author of the study is AIDA LEON (Lead) and Nick Sneddon of and the critical review has been conducted by of .

2 Goal of the study

The goal of this study is to provide profile and improve the environmental performance of the construction works at 539-545 Beaufort St. The life cycle performance of the project is compared to other designs and as such this is a comparative study. The results of the study are intended to be made public.

3 Scope of the study

The LCA study has been conducted in accordance with the EN 15978 standard to assess the direct and indirect potential environmental impacts associated with the construction works at 539-545 Beaufort St as part of the 539-545 Beaufort St project.

3.1 Functional Unit

The function of the Building must reflect the core purpose of the assessment and it can be applied accurately to different designs. In this case the functional focus is the Residential and the chosen functional unit is the provision of this function for one Occupant over one year.

The estimated design life of the design is 100 years which has been adapted for the LCA study period. This takes into consideration the structural service life limit (100 years), as well as development potential and the asset’s surrounding density, asset ownership structures, and the architectural design quality.

Note that products with very long service lives of 100 years the life span of the project are assumed to be replaced at increments reflecting their service life.

3.2 System Boundary

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

The environmental indicators have been included in the study and detailed in Table 3. For further information regarding the environmental indicators please refer to Appendix A.

<table>
<thead>
<tr>
<th>Environmental Indicator</th>
<th>Units</th>
<th>Characterisation Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Global Warming Potential, GWP</td>
<td>GWP</td>
<td>CNL4A Baseline V4.5</td>
</tr>
<tr>
<td>Ozone Deposition Potential, POP</td>
<td>POP</td>
<td>CNL4A Baseline V4.5</td>
</tr>
<tr>
<td>Acidification Potential for Soil and Water, ASP</td>
<td>ASP</td>
<td>CNL4A Baseline V4.5</td>
</tr>
<tr>
<td>Photochemical Oxidation Potential, POP</td>
<td>POP</td>
<td>Institute of Environmental Sciences (IEMS)</td>
</tr>
<tr>
<td>Release of water from water body</td>
<td>WW</td>
<td>Not Applicable - 1:1 factor on H2O Consumed</td>
</tr>
<tr>
<td>Impact on Human Health, Injury, liveness</td>
<td>HQI</td>
<td>ADP</td>
</tr>
<tr>
<td>Acidification Potential for Soil, AIR</td>
<td>AIR</td>
<td>CNL4A Baseline V4.5</td>
</tr>
</tbody>
</table>

3.4 System Description

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

The S39-S45 Beaufort St Mixed use project will contain 26 apartments and 6 tenancies.
It contains 2 levels of services and car parking spaces. The Ground Floor and Level 1 are shared between the commercial spaces and car parking. Upper floors contain the residential spaces.

The Ground Floor will be connected to the sidewalk by the commercial/retail tenancies. The First Floor contains 2 tenancies for office space.

Wood and Grieve have been engaged by Balmoral Architecture to assess the potential of the proposed development to achieve the following targeted performance, defined by City of Perth Green Building Policy:

- Residential component: 50% global warming reduction and 25% water use reduction;
- Commercial component: 30% global warming reduction and 15% water use reduction.

The project location is shown in figures 2 and 3.

Figure 2: Location of the project - Global View.

Figure 3: Location of the project - Locality View.

Table 4 below shows the key characteristics of the design.
### Functional Characteristics

<table>
<thead>
<tr>
<th>Item</th>
<th>Reference Design DA/ BAU</th>
<th>Proposed Design DA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Area</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Primary Function</td>
<td>Residential</td>
<td>Residential</td>
</tr>
<tr>
<td>Structural Service Life Limit</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Predicted Design Life</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

#### Dwelling

- **Bedrooms:** 70
- **Occupants:** 95
- **Length:** 10
- **Annual Standard Acre:** 600,000
- **Life Cycle Standard Acre:** 600,000
- **Vacancy Rate:** 2%
- **Tenancies:** 6
- **VMS Stations:** 14
- **Annual Operating Hours:** 2,500
- **Life Cycle Occupant Hours:** 240,000
- **Annual Energy Generated:** 10,000
- **Annual Energy Transmitted:** 1,000

#### Life Cycle Energy

- **Annual Energy Transmitted:** 130,000
- **Annual Passenger Throughput:** 60,000
- **Life Cycle Passenger Throughput:** 600,000
- **Annual Freight Throughput:** 6,000
- **Life Cycle Freight Throughput:** 600,000
- **Pavement Area:** 250,000
- **Data Storage Capacity:** 100
- **Annual Data Transmitted:** 100
- **Vehicle Spaces:** 10
- **Life Cycle Vehicle Units:** 10,000
- **Annual Throughput Volume:** 6,000
- **Life Cycle Throughput Volume:** 60,000
- **Storage Volume:** 360
- **Life Cycle Passenger Distance:** 120,000
- **Life Cycle Freight Distance:** 6,000
- **Life Cycle Workload Life Distance:** 120,000

### Summary Structure Scope Diagram

- Table 4: Design Characteristics Compared

- Table 5 and 6 show the scope (structural and operational) of the inventory collection for the LCA. For further details on the structure scope please refer to Appendix B.

---

**Item 5.2- Attachment 3**

---

**Page 165**
### Table 5: Structural Scope of LCI Collection

<table>
<thead>
<tr>
<th>Category Name</th>
<th>Benchmark Design</th>
<th>Improved Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Substructure</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Superstructure</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Internal finishes</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Fixings, furnishings and equipment</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Services equipment</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Prefabricated buildings and building units</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Work to existing building</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>External works</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Fencing works</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Project design team</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td>Undefined</td>
<td>✅</td>
<td>✅</td>
</tr>
</tbody>
</table>

### Operational Scope Diagram

<table>
<thead>
<tr>
<th>Category Name</th>
<th>Benchmark Design</th>
<th>Improved Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appliances</td>
<td>Dishwashers</td>
<td>✓</td>
</tr>
<tr>
<td>Appliances</td>
<td>Entertainment</td>
<td>✓</td>
</tr>
<tr>
<td>Appliances</td>
<td>Laundry Appliance</td>
<td>✓</td>
</tr>
<tr>
<td>Appliances</td>
<td>Office Retreats</td>
<td>✓</td>
</tr>
<tr>
<td>Communications</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cooking and Food Preparation</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Domestic Water Heating</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Electrical &amp; Electronic</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Fire Protection</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>HVAC</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Industrial &amp; Manufacturing Equipment</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Lifts, Elevators and Conveying</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Lighting</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Monitoring, Control and Automation</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Power Generation and Storage</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Refrigeration</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Safety and Security</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Swimming Pools</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Water Pumping</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Water Removal and Treatment</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Water Supply</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Workshops, Garage &amp; Misc</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

### Table 6: Operational Scope of LCI Collection

### 3.6 Cut-off Criteria

The EN15977 criteria were used to ensure that all relevant potential environmental impacts were appropriately represented:

- Mass: If a flow is less than 1% of the mass at either a product-level or individual-process level, then it has been excluded, provided its environmental relevance is not of concern.
- Energy: If a flow is less than 1% of the energy at either a product-level or individual-process level, then it has been excluded, provided its environmental relevance is not a concern.
- The total of neglected input flows per module, e.g., per module A1-A3, A4-A5, B1-B5, B6-B7, C1-C4 and module D shall be a maximum of 5% of energy usage and mass.
- Environmental relevance: If a flow meets the above criteria for exclusion, but is considered to potentially have a significant environmental impact, it has been included. All material flows which leave the system (emissions) and whose environmental impact is higher than 1% of an impact category, have been included.
The Operational Guidance for Life Cycle Assessment Studies (Wittstock et al. 2012) states:

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

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

3.6 Allocation

Allocation rules follow those of EN15804 as given below:

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

3.7 Independent Review

The critical review has been undertaken in accordance with ISO14044.

NOT FOR COMMERCIAL USE: FIGURES HAVE NOT BEEN VALIDATED YET TO BE CERTIFIED
4 Inventory Analysis

The inventory analysis was aided by the following design document:

- Architectural Documentation: 539-545 Beaufort St - Revised DA (002) FP Markup, February 2019 by

The design has been modelled using the available eTool LCD elements, templates and EPDs as shown in Table 7.

<table>
<thead>
<tr>
<th>eTool LCD Item Type</th>
<th>Count in Design</th>
<th>Benchmark</th>
<th>Improved Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Templates</td>
<td>289</td>
<td>287</td>
<td></td>
</tr>
<tr>
<td>Equipment and People Elements</td>
<td>595</td>
<td>535</td>
<td></td>
</tr>
<tr>
<td>Material Elements</td>
<td>604</td>
<td>604</td>
<td></td>
</tr>
<tr>
<td>Energy Elements</td>
<td>68</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>Water Elements</td>
<td>13</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>EPDs</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Table 7: Count of elements, templates and EPDs in the design

The eTool LCD library templates are customisable and users may submit templates for validation. The template validation process is undertaken by experienced LCA practitioners and is a process of checking the user inputs and ensuring the assumptions are adequately referenced. Table 8 shows the extend to which validated templates were used in the model.

<table>
<thead>
<tr>
<th>eTool LCD Item Type</th>
<th>Benchmark</th>
<th>Validated (%)</th>
<th>Improved Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Design Templates</td>
<td>50 (35)</td>
<td>50.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Equipment and People Elements</td>
<td>73 (47)</td>
<td>73.5</td>
<td>22.2</td>
</tr>
<tr>
<td>Material Elements</td>
<td>62 (45)</td>
<td>62.0</td>
<td>45.0</td>
</tr>
<tr>
<td>Energy Elements</td>
<td>7 (5)</td>
<td>7.0</td>
<td>5.0</td>
</tr>
<tr>
<td>Water Elements</td>
<td>1 (0)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Table 8: Use of validated templates

4.1 Templates Comparison

The eTool LCD templates found in each design are provided in Table 9.

<table>
<thead>
<tr>
<th>Parent Template Name</th>
<th>Users</th>
<th>Volume (m3)</th>
<th>Quantity</th>
<th>Benchmark</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>(TS) Office - General</td>
<td>565</td>
<td>565</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(TS) Office - Embled</td>
<td>565</td>
<td>565</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(TS) Car park basement above ground level (Building)</td>
<td>300</td>
<td>300</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(TS) Car park basement below ground level (equipment &amp; operations)</td>
<td>300</td>
<td>300</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(TS) Large residential building embedded gas or common operational water tank</td>
<td>300</td>
<td>300</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utilities (Fire, Plumbing, Electrical, Cooling and Dehumidification)</td>
<td>565</td>
<td>565</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Household Appliance</td>
<td>26</td>
<td>0</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy Demand</td>
<td>26</td>
<td>0</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household</td>
<td>32</td>
<td>32</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flooring</td>
<td>1815</td>
<td>0</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td># Emergency Exit Lights</td>
<td>40</td>
<td>0</td>
<td>-100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heat pumps (cool)</td>
<td>32</td>
<td>0</td>
<td>-100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large commercial lighting standard templates (Fire, Plumbing, Electrical, Cooling and Dehumidification)</td>
<td>240</td>
<td>240</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>240V, gas hot water system(s)</td>
<td>240</td>
<td>240</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting Residential LED bulbs (outdoor)</td>
<td>26</td>
<td>0</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting Residential LED High Natural Light</td>
<td>26</td>
<td>0</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting Residential LED Low Natural Light</td>
<td>26</td>
<td>0</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rainwater Tank (Polyethylene) (first capacity)</td>
<td>500</td>
<td>500</td>
<td>0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refrigeration Residential Detailed O/S &amp; m/RES Ventilated and small space</td>
<td>26</td>
<td>0</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.2 eToolLCD software

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

![Figure 4: Relationship between LCI background data, eToolLCD software library, inputs and algorithms.](image)

4.3 Data Quality

The data quality requirements for the background data are detailed in Table 10. Each of the criteria has been assessed for compliance and results presented below.
### Table 10: Summary of data quality requirements for the study.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Inventory Collection Requirement (eToolCC/D for inputs)</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temporal Reliability</td>
<td>All inputs into eToolCC must be reflective of the project being assessed and if assumptions are made these are to be based on industry practices that are consistent with the project commissioning data</td>
<td>Passed 5/5 Checks</td>
</tr>
<tr>
<td></td>
<td>All inputs into eToolCC must be reflective of the project being assessed and if assumptions are made these are to be based on the current practices employed in the project country.</td>
<td>Passed 6/6 Checks</td>
</tr>
<tr>
<td></td>
<td>To avoid aggregated errors a high-level of precision is expected inputs into eToolCC software, being either to 3 significant figures or:</td>
<td>Passed 4/4 Checks</td>
</tr>
<tr>
<td></td>
<td>- Two significant figures or nearest 10 hours for equipment run time</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Two significant figures or nearest 10 kg for material quantities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Two significant figures or nearest 100 MJ/annum for operational energy</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Two significant figures or nearest 100 L/annum for operational water use</td>
<td></td>
</tr>
<tr>
<td>Geographical Reliability</td>
<td>All inputs into eToolCC must be reflective of the project being assessed and if assumptions are made these must be drawn from appropriate overlapping technology.</td>
<td>Passed 4/5 Checks</td>
</tr>
<tr>
<td>Precision</td>
<td>All inputs into eToolCC must be reflective of the project being assessed and if assumptions are made these are drawn from the latest technology</td>
<td>Passed 1/5 Checks</td>
</tr>
<tr>
<td>Consistency</td>
<td>The information available about the methodology and the data values reported should allow an independent practitioner to reproduce the results reported in the study.</td>
<td>Passed 1/3 Checks</td>
</tr>
<tr>
<td>Reproducibility</td>
<td>The information available about the methodology and the data values reported should allow an independent practitioner to reproduce the results reported in the study.</td>
<td>Passed 1/3 Checks</td>
</tr>
</tbody>
</table>

### 4.4 Completeness

The study aims to follow EN1170-3 procedures for exclusion of inputs and outputs:

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

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

The cumulative embodied energy of inventory entries is shown in Figure 6. Given that 704 elements within the LCA baseDesign make up the last 1% of embodied energy inventory entries a high level of confidence exists that the cut off rules have been upheld.

5 Life Cycle Impact Assessment

The Life Cycle Impact Assessment (LCA) results are provided in Table 12 and subsequent tables in the EN15978 reporting format. The heat map displays the highest impacts for each indicators assessed and conversely in the comparison tables the highest savings observed for further details on the eCA please refer to interpretation.
### 5.1 Improved Design Environmental Impacts Indicators

<table>
<thead>
<tr>
<th>Characteristic Impacts Per Occupant Per Year</th>
<th>Materials and Construction</th>
<th>Use Stage</th>
<th>End of Life Stage</th>
<th>Benefits and Leaks Beyond the System Boundary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A1</td>
<td>A2</td>
<td>A3</td>
<td>A4</td>
<td>A5</td>
</tr>
<tr>
<td><strong>Benchmark</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GNP</td>
<td>2.68 e+6</td>
<td>4.13 e+4</td>
<td>1.70 e+4</td>
<td>0</td>
<td>1.04 e+0</td>
</tr>
<tr>
<td>CDP</td>
<td>3.19 e+6</td>
<td>7.73 e+4</td>
<td>2.47 e+4</td>
<td>0</td>
<td>2.95 e+0</td>
</tr>
<tr>
<td>AP</td>
<td>6.30 e+6</td>
<td>1.93 e+4</td>
<td>1.06 e+4</td>
<td>0</td>
<td>1.97 e+0</td>
</tr>
<tr>
<td>EP</td>
<td>5.78 e+6</td>
<td>7.64 e+4</td>
<td>2.26 e+4</td>
<td>0</td>
<td>2.17 e+0</td>
</tr>
<tr>
<td>POCP</td>
<td>6.73 e+6</td>
<td>6.66 e+4</td>
<td>3.23 e+4</td>
<td>0</td>
<td>6.56 e-0</td>
</tr>
<tr>
<td>ADPE</td>
<td>5.19 e+6</td>
<td>4.11 e+4</td>
<td>2.04 e+4</td>
<td>0</td>
<td>2.02 e+0</td>
</tr>
<tr>
<td>NJ</td>
<td>6.10 e+6</td>
<td>7.77 e+4</td>
<td>33.13 e+4</td>
<td>0</td>
<td>6.12 e+1</td>
</tr>
<tr>
<td><strong>Improved Design</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GNP</td>
<td>2.73 e+6</td>
<td>6.39 e+4</td>
<td>17.39 e+4</td>
<td>0</td>
<td>6.03 e+0</td>
</tr>
<tr>
<td>CDP</td>
<td>3.51 e+6</td>
<td>5.61 e+4</td>
<td>2.08 e+4</td>
<td>0</td>
<td>9.06 e+0</td>
</tr>
<tr>
<td>AP</td>
<td>7.02 e+6</td>
<td>1.83 e+4</td>
<td>3.78 e+4</td>
<td>0</td>
<td>1.94 e+0</td>
</tr>
<tr>
<td>EP</td>
<td>6.28 e+6</td>
<td>7.83 e+4</td>
<td>1.18 e+4</td>
<td>0</td>
<td>1.83 e+0</td>
</tr>
<tr>
<td>POCP</td>
<td>7.58 e+6</td>
<td>6.78 e+4</td>
<td>8.27 e+4</td>
<td>0</td>
<td>6.32 e+0</td>
</tr>
<tr>
<td>ADPE</td>
<td>5.84 e+6</td>
<td>4.13 e+4</td>
<td>3.65 e+4</td>
<td>0</td>
<td>2.02 e+0</td>
</tr>
<tr>
<td>NJ</td>
<td>6.54 e+6</td>
<td>7.09 e+4</td>
<td>32.13 e+4</td>
<td>0</td>
<td>4.16 e+1</td>
</tr>
<tr>
<td><strong>Savings (Improved Design Compared to Benchmark)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GNP</td>
<td>-3.14 e+6</td>
<td>-1.40 e+4</td>
<td>-0.03 e+5</td>
<td>0</td>
<td>-1.62 e+0</td>
</tr>
<tr>
<td>CDP</td>
<td>-2.35 e+6</td>
<td>-2.08 e+4</td>
<td>-2.35 e+4</td>
<td>0</td>
<td>-2.35 e+0</td>
</tr>
<tr>
<td>AP</td>
<td>-3.00 e+6</td>
<td>-1.06 e+4</td>
<td>-6.56 e+4</td>
<td>0</td>
<td>-1.06 e+0</td>
</tr>
<tr>
<td>EP</td>
<td>-1.86 e+6</td>
<td>-1.86 e+4</td>
<td>-1.86 e+4</td>
<td>0</td>
<td>-1.86 e+0</td>
</tr>
<tr>
<td>POCP</td>
<td>-1.45 e+6</td>
<td>-2.14 e+4</td>
<td>-2.14 e+4</td>
<td>0</td>
<td>-1.45 e+0</td>
</tr>
<tr>
<td>ADPE</td>
<td>-0.65 e+6</td>
<td>-2.14 e+4</td>
<td>-2.14 e+4</td>
<td>0</td>
<td>-2.02 e+0</td>
</tr>
<tr>
<td>NJ</td>
<td>-6.13 e+6</td>
<td>1.31 e+4</td>
<td>7.36 e+4</td>
<td>0</td>
<td>-8.16 e+1</td>
</tr>
</tbody>
</table>

---

Table 12: Environmental Impact of Each Life Cycle Phase.  
INA: Indicator Not Assessed, MNA: Module Not Assessed.  
Savings Key: [Top 10%] [Top 20%] [Top 30%]  
Savings Key: [Top 10%] [Top 20%] [Top 30%]
### 5.2 Improved Design Resource Use Indicators

<table>
<thead>
<tr>
<th>Characterised Impacts Per Occupant Per Year</th>
<th>Materials and Construction</th>
<th>Use Stage</th>
<th>End of Life Stage</th>
<th>Benefits and Loads Beyond the System Boundary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A1</td>
<td>A2</td>
<td>A3</td>
<td>A4</td>
<td>A5</td>
</tr>
<tr>
<td>Benchmark</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FN</td>
<td>58</td>
<td>0.03</td>
<td>0.03</td>
<td>0.03</td>
<td>0.03</td>
</tr>
<tr>
<td>PIERE</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>PERM</td>
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<td>N/A</td>
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</tr>
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</tr>
<tr>
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<td>N/A</td>
<td>N/A</td>
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</tr>
<tr>
<td>NRSF</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Improved Design**

| FN                                          |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| PIERE                                      | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PERM                                       | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PERT                                       | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PIERHE                                     | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PENRM                                      | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PENRT                                      | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| FPI                                        | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| RSF                                        | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| NRSF                                       | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**Savings Improved Design Compared to Benchmark**

| FN                                          |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| PIERE                                      | 51 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| PERM                                       | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PERT                                       | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PIERHE                                     | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PENRM                                      | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PENRT                                      | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| FPI                                        | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| RSF                                        | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| NRSF                                       | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Table 13: Resource Use Impact of Each Life Cycle Phase

INA = Indicator Not Assessed. NNA = Narrative Not Assessed.

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6 Life Cycle Interpretation

The following sections provide more detailed results of the life cycle impact assessment for each environmental indicator with the aim of identifying the largest areas of impact. A one page profile for each indicator is provided on the subsequent pages giving detailed information about the indicator. Each chart provided is explained below.

Impact Time Series Chart:

A chart displaying when impacts occur during the life of a design. This enables users to gain insights such the “environmental payback period” of a design compared to alternatives, or when there are jumps in an impact value during the life of the project (for example, relating to a large replacement item).

Top Five Charts

Each top 5 chart categorises the buildings and expresses the environmental impacts by these categories. This enables a detailed understanding of what is responsible for the greatest environmental burdens and also compares these burdens between designs. The pie chart associated with each bar chart shows the proportion of the building that is represented in the bar chart. A brief description of the categories is provided below:

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

All impact figures are quoted per the functional unit selected for the study.
6.1 Global Warming Potential, GWP Profile

TIME SERIES CHART

Top 5 Life Cycle Modules

Top 5 Construction Categories

Top 5 Operational Demands

Top 5 Operational Supply Sources

Top 5 Materials

Top 5 Equipment & People
6.2 Ozone Depletion Potential, ODP Profile

**TIME SERIES CHART**

---

**Top 5 Life Cycle Modules**

- BS
- AS-A3
- BS
- A4
- BS
- Other

**Top 5 Construction Categories**

- Services equipment
- Fittings, furnishings and equipment
- Superstructure
- Substructure
- Other

**Top 5 Operational Demands**

- Appliances / Office Workstations
- Miscellaneous
- HVAC
- Appliances / Entertainment
- Appliances / Laundry Appliances
- Other

**Top 5 Operational Supply Sources**

- Solar Photovoltaic
- Forest Products / Timber
- Biomass
- Biofuel
- Other

**Top 5 Materials**

- Glass
- Concrete
- Bricks / Blocks
- Steel
- Finished Products
- Other

**Top 5 Equipment & People**

- Trade Staff (Small/Disposal Equipment)
- Excavator, 21t
- Crane
- Roller, Drive, 5t
- Excavator, 15t
- Other
6.3 Acidification Potential for Soil and Water, AP Profile

- Business as Usual Design
- Improved Design

**Top 5 Life Cycle Modules**
- BS
- BS
- A1 - A2
- BS
- A4

**Top 5 Construction Categories**
- Service and Management
- Superstructure
- Substructure
- Fittings, furnishings and equipment
- Other

**Top 5 Operational Demands**
- Appliances / Office
- Workstations
- Miscellaneous
- HVAC
- Appliances / Entertainment
- Appliances / Laundry
- Appliances / Other

**Top 5 Operational Supply Sources**
- Electrical
- Mechanical
- Cooling, heating, ventilation
- Structural/foundations
- Electricty generation
- Communication
- Water, sewerage
drainage
- Other

**Top 5 Materials**
- Wood
- Steel
- Non-structural reinforced concrete
- Reinforced concrete

**Top 5 Equipment & People**
- Trade Staff Small Domestic Equipment
- Excavator, 23t
- Crane
- Forklift, 5t
- Trade Staff No Equipment, labour transport in/km
6.4 Eutrophication potential, EP Profile

TIME SERIES CHART

Top 5 Life Cycle Modules

Top 5 Construction Categories

Top 5 Operational Demands

Top 5 Operational Supply Sources

Top 5 Materials

Top 5 Equipment & People
6.5 Photochemical Ozone Creation Potential, POCP Profile

**TOP 5 LIFE CYCLE MODULES**

- BS
- A3 = A5
- BG
- BC
- A4
- Other

**TOP 5 CONSTRUCTION CATEGORIES**

- Services equipment
- Superstructure
- Substructure
- Fixings, furnishings and equipment
- Other

**TOP 5 OPERATIONAL DEMANDS**

- Appliances / Office Workstations
- Domestic Water Heating
- Miscellaneous
- HVAC
- Appliances / Entertainment
- Other

**TOP 5 OPERATIONAL SUPPLY SOURCES**

- Natural Gas
- Combustion in other systems
- Biogas
- Composting
- Energy from waste
- Other

**TOP 5 EQUIPMENT & PEOPLE**

- Trades staff, small electrical equipment
- Offices manufacturing / prefabrication process
- Elevator, 21st
- Crane
- Large electrical equipment (kg m³)
- Other
6.6 Net use of fresh water, FW Profile

**TIME SERIES CHART**

**Top 5 Life Cycle Modules**

**Top 5 Construction Categories**

**Top 5 Operational Demands**

**Top 5 Operational Supply Sources**

**Top 5 Materials**

**Top 5 Equipment & People**

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6.7 Abiotic Depletion Potential - Elements, ADPE Profile

**TIME SERIES CHART**

- **Top 5 Life Cycle Modules**
- **Top 5 Operational Demands**
- **Top 5 Construction Categories**
- **Top 5 Operational Supply Sources**
- **Top 5 Equipment & People**

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7 Low Impact Strategies

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

The following low impact strategies are included in the Improved Design:

<table>
<thead>
<tr>
<th>Design Strategy Performance</th>
<th>GWP</th>
<th>CDP</th>
<th>AP</th>
<th>EP</th>
<th>POC</th>
<th>FV</th>
<th>ASPE</th>
<th>ASDP</th>
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</thead>
<tbody>
<tr>
<td>Energy Monitoring: Commercial, Basic</td>
<td>7.0%</td>
<td>0.10%</td>
<td>5.90%</td>
<td>5.62%</td>
<td>4.45%</td>
<td>3.35%</td>
<td>1.70%</td>
<td>7.42%</td>
</tr>
<tr>
<td>Improved thermal performance (to 7 stars)</td>
<td>1.12%</td>
<td>0.23%</td>
<td>4.41%</td>
<td>1.29%</td>
<td>1.67%</td>
<td>6.62%</td>
<td>0.44%</td>
<td>1.81%</td>
</tr>
<tr>
<td>MVAC Individual Gas Heaters</td>
<td>8.4%</td>
<td>0.06%</td>
<td>53.0%</td>
<td>1.6%</td>
<td>3.1%</td>
<td>5.1%</td>
<td>0.2%</td>
<td>7.1%</td>
</tr>
<tr>
<td>Solar PV/WW Grid Connected</td>
<td>2.1%</td>
<td>0.13%</td>
<td>7.13%</td>
<td>6.4%</td>
<td>3.1%</td>
<td>4.7%</td>
<td>0.8%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Lighting: High Efficiency LED Lamps</td>
<td>6.88%</td>
<td>0.14%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>6.43%</td>
<td>0.14%</td>
<td>16.7%</td>
</tr>
<tr>
<td>MVAC High Efficiency Air Source Heat Pump (COP 4.4; ERP 4.4)</td>
<td>2.03%</td>
<td>0.05%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>6.43%</td>
<td>0.05%</td>
<td>0.54%</td>
</tr>
<tr>
<td>MVAC High Efficiency Air Source Heat Pump (COP 4.4; ERP 4.4)</td>
<td>6.23%</td>
<td>0.05%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>6.43%</td>
<td>0.05%</td>
<td>0.92%</td>
</tr>
<tr>
<td>MVAC Ceiling Fan Additional to Heat Pump</td>
<td>6.36%</td>
<td>0.05%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>6.43%</td>
<td>0.05%</td>
<td>0.38%</td>
</tr>
<tr>
<td>Appliances: High Efficiency</td>
<td>1.01%</td>
<td>0.21%</td>
<td>1.07%</td>
<td>1.29%</td>
<td>1.39%</td>
<td>6.36%</td>
<td>1.24%</td>
<td>1.11%</td>
</tr>
<tr>
<td>Efficient Water Appliances</td>
<td>6.98%</td>
<td>0.04%</td>
<td>0.20%</td>
<td>0.26%</td>
<td>1.18%</td>
<td>9.44%</td>
<td>0.10%</td>
<td>1.80%</td>
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<tr>
<td>Native Planting and drip irrigation</td>
<td>0.02%</td>
<td>0.00%</td>
<td>0.02%</td>
<td>0.02%</td>
<td>0.02%</td>
<td>0.64%</td>
<td>0.12%</td>
<td>0.01%</td>
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<tr>
<td>Operational Water: Rainwater Tank (Residential)</td>
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<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Refrigeration: Reduced fridge space (maximum 700mm wide)</td>
<td>6.86%</td>
<td>0.10%</td>
<td>0.68%</td>
<td>0.54%</td>
<td>0.50%</td>
<td>6.38%</td>
<td>0.20%</td>
<td>0.86%</td>
</tr>
<tr>
<td>Lighting: Motion &amp; Lux Sensors (Commercial)</td>
<td>6.23%</td>
<td>0.03%</td>
<td>0.19%</td>
<td>0.16%</td>
<td>0.14%</td>
<td>6.11%</td>
<td>0.06%</td>
<td>0.24%</td>
</tr>
<tr>
<td>MVAC reduction by use of water efficient fixtures and fittings</td>
<td>6.70%</td>
<td>0.01%</td>
<td>0.06%</td>
<td>0.09%</td>
<td>0.06%</td>
<td>6.03%</td>
<td>0.02%</td>
<td>0.07%</td>
</tr>
<tr>
<td>Rinnai Pool Cover</td>
<td>6.23%</td>
<td>0.03%</td>
<td>0.03%</td>
<td>0.03%</td>
<td>0.03%</td>
<td>6.73%</td>
<td>0.08%</td>
<td>0.23%</td>
</tr>
<tr>
<td>Energy Monitoring: Residential, Basic</td>
<td>6.88%</td>
<td>0.10%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>6.43%</td>
<td>0.10%</td>
<td>16.7%</td>
</tr>
<tr>
<td>Car Park CO2 Monitors for Reduced Exhaust Ventilation</td>
<td>6.17%</td>
<td>0.82%</td>
<td>5.06%</td>
<td>4.42%</td>
<td>3.85%</td>
<td>2.92%</td>
<td>1.56%</td>
<td>4.42%</td>
</tr>
</tbody>
</table>

Table 12: Design Strategies in improved Design

For each design strategy, the relative savings for all indicators is provided and given in context to other strategies. A basic description of the strategy is also provided.

7.1 Improved Design Strategies

NOT FOR COMMERCIAL USE. FIGURES HAVE NOT BEEN CERTIFIED YET TO BE CERTIFIED
7.1.1 Energy Monitoring: Commercial, Basic

Changes Against Business as Usual Design

<p>| | | | | |</p>
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<td></td>
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</tr>
</tbody>
</table>

Figure 7: Impact savings (or increases) associated with the Energy Monitoring: Commercial, Basic, in a percentage of the base design.

This smart technology essentially empowers occupants to better control their energy use, it’s appealing to businesses who are conscious of their energy costs, their environmental footprint or just want to have real control over their business operations.

Tech-savvy companies will also be drawn to energy monitoring as it’s a smart project. It can easily be marketable if presented well and many new commercial buildings now come fitted with energy monitoring as standard or offered as an optional upgrade. The technology is user friendly, low cost to install and normally a “no brainer” for reducing overall energy consumption in the building. Installation is straightforward and in many cases existing owners are installing monitoring systems themselves. The solution allows occupants to:

- Understand what appliances and devices are demanding the most energy (electricity and adjust behaviour accordingly (immediate improvement))
- Identify unexpected consumption and pre-emptive costs before it’s too late such as when the energy bill arrives. (longer term improvement)
- Determine what a term arrangement will be best for their business. if use tariffs are in place on their connection
- View energy generation or improved versus consumption to see their net energy use
- In most cases monitoring of energy consumption remotely is also an added feature

There are many different types of energy monitors on the market, all are likely to provide a positive impact across on average, however depending on the availability, sophistication and effectiveness at influencing behaviour, savings will vary. Studies show that energy monitoring can provide savings between 5% and 30% saving in electricity. The savings are largely dependent on the sophistication of the interface and level of customer support available. More details at this eTool online presentation and article.

In this recommendation we have assumed a basic installation with fairly minimal durability and sophistication. This solution will be all that’s required to influence energy consumption of businesses that are already interested, however will be unlikely to influence those that are indifferent to energy savings. An additional risk of these basic systems is they’re not integrated into the building so a departing business or tenant could easily physically pull out the system and take it with them when they leave. We have assumed a conservative saving of 5% energy use with the installation of this system. These simple systems are typically a $100/unit capital cost (replaced every 10 years) but will usually have very fast payback periods. If the implementation of this strategy is outside of the project budget the developer
may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.
7.1.2 Improved thermal performance (6 to 7 stars)

Changes Against Business as Usual Design

Figure 8: Impact savings (or increases) associated with the improved thermal performance (6 to 7 stars) as a percentage of the base design.

The current assumption is that the dwelling will achieve a 6 star NthHERS average. The carbon emissions associated with heating and cooling accounts for approximately 13% of the total operational carbon footprint of eight star NthHERS design may require any combination of the following, depending on thermal modelling results:

- Increase insulation
- Attention to detailing around thermal bridges
- Reduced air permeability
- Reduce glazing areas (increase glazing performance (double glazing or laminated glass)

eTool recommends that the thermal performance of a single walled base case is modelled prior to committing to this recommendation to determine the likely costs associated with improvement measures.

$0.150/000 uplift cost depending on modeling results.

Refer to NthHERS Climate Zone 3 maps to determine climate zone - http://apps.nnowhere.com.au/OCCEE/climatezonemaps

NthHERS Climate Zone 3 (Perth):
- 6 star - 39 Mj/m² yr thermal load
- 7 star - 32 Mj/m² yr thermal load
- 8 star - 25 Mj/m² yr thermal load
- 9 star - 18 Mj/m² yr thermal load
- 10 star - 11 Mj/m² yr thermal load

NthHERS Climate Zone 32 (Swanbourne):
- 6 star - 39 Mj/m² yr thermal load
7.1.3 HWS: Individual Gas Boilers

Changes Against Business as Usual Design

Figure 9: Impact savings (or increases) associated with the HWS: Individual Gas Boilers as a percentage of the base design.

Hot water is responsible for 34% of the operational emissions. This is due to the higher carbon intensity of the electricity grid (0.42 kg CO2e/kWh) versus gas (0.21 kg CO2e/kWh). Moving towards an alternative gas-based solution would drastically reduce the emissions associated with the hot water supply. Although gas boilers typically have slightly lower efficiency (90%) than electric (99%) the difference in carbon intensity of the energy supply more than makes up for this.

The design may directly replace the current individual electric boilers (not the entire system within the building), or a communal system may be incorporated with hot water fed directly to each dwelling from a central plant room.

- $xx t CO2e saving over life of the building
- $xxx additional cost over the life of building
- $1250/Unit capital cost per recurring cost...

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7.1.4 Solar PV (Au Grid Connected)

Figure 10: Impact savings (or increases) associated with the Solar PV (Au Grid Connected) as a percentage of the base design.

With the rising price of electricity, the economics of solar are very favourable and adjust the value of the property. 95% of total Australian dwellings now have solar technologies on their roof. Using solar generated power instead results in much lower emissions associated with the dwelling compared to using the fossil fuel powered grid. Feeding power into the grid assumes a net environmental credit as the electricity will be consumed by a neighbouring consumer therefore reducing the demand on the grid.

By connecting the system to the grid electricity, it produces that is not used can be fed back into the (predominantly fossil fuel fired grid). This can be thought of as offsetting the carbon associated with the materials used in constructing and maintaining the dwelling.

The embodied impacts of the solar PV system is included in the calculations.

eTool have assumed a conservative price of approximately $3,500/kW but recent quotes on projects suggest costs more in the range of $1500-$2000/kW. If the implementation of the strategy is outside of the project budget the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.

Worth Solar panel dimensions: 1009mm x 1685mm.

(image source: www.thesun.com)

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7.1.5 Lighting: High Efficiency LED Lights

Figure 11: Impact savings (or increases) associated with the Lighting: High Efficiency LED Lights are a percentage of the base design.

LED lights are a smart way to save electricity and the associated upstream greenhouse gas emissions. In this recommendation, lighting efficiency is increased by specifying LED lighting with high efficacy. Efficacy describes the amount of useful light produced with a unit of power input.

Ensure that the lumens per watt of LED lights are sufficient to meet the required illumination. Avoid oversized lighting in areas with less efficient lighting.

eTool have modeled LED lights to produce 72 lm per watt. These lights are intended for non-kitchen and specified in usual usage hours.

7.1.6 HVAC: High Efficiency Air-Source Heat Pump (COP-4.4, EER-4.4)

Changes Against Business as Usual Design

Figure 12: Impact savings (or increases) associated with the HVAC: High Efficiency Air-Source Heat Pump (COP-4.4, EER-4.4) as a percentage of the base design.

By increasing the efficiency of the air-conditioners, gains in environmental performance can be made. In the EPA, it was assumed that the COP (heating) was increased from 3.4 to 4.4 and the EER increased from 3.9 to 4.4. This will require changing to a single split system instead of a multi-split. A number of single split air-conditioners that closely match conditions of this specification (EER/COP - 5.9/5.77 from Dalkin) are available on the market (not available for multi-split).

Estimated additional costs: approximately $500/tonne of installed. The implementation of this strategy is outside of the project budget; the developer may offer the strategy as an upgrade package for purchasers. It eliminates the need for upfront capital while promoting best practices and educating the public.
7.1.7 HVAC: High Efficiency Air-Source Heat Pump (COP-4.4, EER-4.4)

Changes Against Business as Usual Design

Figure 13: Impact savings (or increases) associated with the HVAC: High Efficiency Air-Source Heat Pump (COP-4.4, EER-4.4) as a percentage of the base design.

By increasing the efficiency of the air-conditioners, gains in environmental performance can be made. In this study, it was assumed that the COP (heating) was increased from 3.4 to 4.4 and the EER increased from 3.5 to 4.4. This will require changing to a single split system instead of a multi-split. A number of single split air-conditioners that currently match the COP of this specification (EER/COP - 5.9/5.77 from Dali) are available on the market (not available for multi-split).

Estimated additional costs: approximately $500 per unit. If full implementation of this strategy is outside the project budget the developer may offer the strategy as an upgrade package for purchase. This eliminates the need for upfront capital while promoting best practices and educating the public.
7.1.8 HVAC: Ceiling Fans Additional to Heat Pump

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Figure 14: Impact savings (or increases) associated with the HVAC: Ceiling Fans Additional to Heat Pump as a percentage of the base design.

The cooling requirements of modern 6 star houses can be easily met by low energy ceiling fans which are much more energy efficient than HVAC systems for cooling. They cool you by triggering evaporation from your skin. For comparison a central A/C unit runs on about 3000 watts per hour whereas a ceiling fan runs on only 30 watts per hour. Installing ceiling fans will allow occupants to choose this more efficient form of cooling over their current inefficient systems. A full explanation of air conditioning has been assumed.

If the implementation of this strategy is outside of the project budget, the developer may retain the strategy as an on-sell advantage for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.
7.1.9 Appliances: High Efficiency

Changes Against Business as Usual Design

![Diagram showing changes against business as usual design for various appliances.]

Figure 15: Impact savings (or increases) associated with the Appliances: High Efficiency as a percentage of the base design.

Appliances account for a large percentage of the residential carbon emissions. High efficiency appliances (7 star TV, 7 star washing machine, 4 star dryer, 5 star dishwasher) help to reduce total energy consumption.

Caution should be applied when considering highly rated energy efficient appliances as the embodied energy of the food is likely to be at least 10 times more than the energy consumed by the fridge. Sometimes a fridge which is arguably less efficient and uses a bit more power can extend the life of food quite considerably making it a more sustainable option.

If the implementation of this strategy is outside of a project budget, the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for different prudential terminology being prescribed and educating the public.
7.1.10 Efficient Water Appliances

Changes Against Business as Usual Design

Figure 16: Impact savings (or increases) associated with the Efficient Water Appliances in a percentage of the base design.

By specifying water appliances that go beyond the BCA requirements, savings in water consumption can be made.

Efficient appliances example specification:

- 4/2 flush toilet
- Aerated taps with flow restrictors
- Low flow showers, 5 l/min
7.1.11 Native Planting and drip irrigation

The large landscaped area could, if not carefully planned, contribute significantly to the water consumption. Minimizing lawn areas and ensuring only native plants are used will ensure minimal water requirements for the landscape. The water can be efficiently delivered to the plants through a reticulation system set within the soil ensuring root uptake is lost through evaporation. For this recommendation we have estimated a water saving of 10%
7.1.12 Operational Water: Rainwater Tank (Residential)

![Diagram showing changes against business as usual design.]

Figure 18: Impact savings (or increases) associated with the Operational Water: Rainwater Tank (Residential) as a percentage of the base design.

A rain water collection tank reduces water usage (laundry, toilets, outdoor and water bills). It also reduces the amount on storm water systems and reduces the need to build more store water dams.

Calculations above are based on occupancy, roof size, storage capacity, size and type of roof and a minimum of 3 stars WELS rating for fittings. The above only accounts for offsets in mains water use for the garden (outdoor uses) of total water use which amounts to approximately 40% of water use savings. 68% of total water use savings could potentially be saved if rainwater is plumbed into the house for use in the shower, laundry, kitchen and a grey water system installed within the toilet and garden.

Therefore if a rainwater tank is installed, eTool highly recommends plumbing it as a grey water system within the house to compensate for the increase in embodied CO2e.

$3900 capital cost 15,000 Litre tank

(Image source: www.tankworks.com.au)
7.1.13 Refrigeration: Reduced Fridge Space (Maximum 750mm Width)

Changes Against Business as Usual Design

Figure 19: Impact savings (or increases) associated with the Refrigeration: Reduced Fridge Space (Maximum 750mm Width) as a percentage of the base design.

Recycling secondary space around the primary refrigerator to limit its size to a maximum width of 750mm for the most common kitchen design is an important measure for this refrigerator. This paper presents an analysis of savings for this refrigerator and indicates that the additional space will be used for storage and may enhance the value of the overall space.

Below is the estimated minimum refrigerator space based on family size:

- **Family of 2**
  - Refrigerator: about 127L per person + freezer per additional person over 2
  - Freezer: about 54L per person + freezer per additional person over 2
  - (http://www.bhg.com/kitchen/appliances/select-a-refrigerator/)

- **Family of 3**
  - Refrigerator: about 127L per person + freezer per additional person over 3
  - Freezer: about 54L per person + freezer per additional person over 3


More information on the calculation and methodology:

- The values for energy reductions are derived from top-down allocation of energy use (not bottom-up analysis as there are too many and not enough statistics)
- Average occupancy of Australian households is 2.37 persons per dwelling, for the base building this is adjusted up and down using regression analysis of ABS Census data with suburb density and number of bedrooms being the two most influential variables.
- The base is assumed that in the base case model there is no specific restriction on primary refrigeration size unless the plans specify a reduced size.
- In detached dwellings it is assumed that:
  - 55% of energy is used by primary refrigerator
  - 20% by secondary refrigerator
  - 25% by separate freezer

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Item 5.2- Attachment 3
• An average Australian household has 1.25 fridges and 0.4 freezers (Australian Residential Building Sector Greenhouse Gas Emissions 1990–2010, Greenhouse Office, 1999).
• It is assumed that the second fridge is less efficient than the first due to MEPS requirements which are increasing at a rate that would certainly offset any differences in size.
• For apartments, due to limited space and inability to house fridges on balconies, the allowance for separate freezers is removed unless the apartment is of unusually large size or the occupants have access to a fully enclosed private garage.

To estimate energy savings due to this recommendation:
• The listed MEPS consumption figures for upright fridges less than 750mm gives an average consumption of 419kWh.
• Listed MEPS consumption figures for side-by-side fridges between 750mm and 1000mm gives an average consumption of 655kWh which is a 66% increase in energy consumption.
• This is partly due to volume, but also largely affected by the prominence of ice and cold water dispensers in larger upright freezers that allow large heat transfer.
• In base case scenario it is assumed that uptake of side by side fridges with unrestricted cabinetry would be equal to that of current market share in Australia (17.5%) –
• By reducing cabinetry size and removing the 17.5% of predicted side by side fridges installations, we see a overall average drop of 10.3% drop in energy demand for the primary refrigerator.
7.1.14 Lighting: Motion & Lux Sensors (Commercial)

Changes Against Business as Usual Design

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![Figure 20: Impact savings (or increases) associated with the Lighting: Motion & Lux Sensors (Commercial) as a percentage of the base design.](image)

Lighting systems that have a combination of both motion and lux sensors are more energy-efficient while automatically providing suitable amount of lighting in changing conditions. For this recommendation, we have assumed a 20% reduction in lighting demand.

Estimated additional costs: approximately 1 sensor/25m2 of floor area.
7.1.15 HWS reduction by use of Water efficient fixtures and fittings

Changes against business as usual design

![Graph showing changes against business as usual design.]

Figure 21: Impact savings (or increases) associated with the HWS reduction by use of Water efficient fixtures and fittings as a percentage of the base design.

Hot water is responsible for 34% of the operational emissions. This is due to the higher carbon intensity of the electricity grid (0.82 kg CO2e/kWh versus gas (0.21 kg CO2e/kWh). Moving towards an alternative gas based solution would greatly reduce the emissions associated with the hot water supply. Although gas boilers typically have a slightly lower carbon intensity (26%) than electric (99%), the difference in carbon intensity of the energy supply more than makes up for this.

The design may directly replace the current individual electric heating of each flat and may be shared on a common roof terrace.

- xxx t CO2e saving over life of the building
- $xxx additional cost over the life of the building
- $1250/unit capital cost, no recurring costs

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7.1.16 Pool/Spa: Pool Cover

Changes Against Business as Usual Design

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Figure 22: Impact savings (or increases) associated with the Pool/Spa: Pool Cover as a percentage of the base design.

Heated swimming pools and spas represent a very large energy demand. The majority of heat lost in a swimming pool is through the pool's surface. By including a pool cover, some of the heat that would otherwise be lost during the pool's closed hours is contained.

Typically including a pool cover which can operate automatically or manually for items with manual pool covers the position complies with reductions in saving in the pool/Spa heating energy demand in terms of water savings we have calculated a saving of 15%.

Image Source: Hill Solaris
7.1.17 Energy Monitoring: Residential, Basic

Changes Against Business as Usual Design

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Figure 23: Impact savings (or increases) associated with the Energy Monitoring: Residential, Basic as a percentage of the Base design.

This smart technology essentially empowers residents to better control their energy use. It’s appealing to homeowners and businesses to reduce energy costs, their environmental footprint or just want to have real control of their home. Tech-savvy people will also be drawn to energy monitoring as a neat gadget. It’s very marketable if presented well and many new dwellings now come fitted with energy monitoring as standard or options as an essential component. The installation is; fast, fairly, low cost to install and normally a “no brainer” for influencing all energy consumption in the dwelling. Installation is very specific which is why many people buying new dwellings are installing monitoring systems themselves.

The solution allows occupants to:
- Understand what appliances and devices are drawing the most energy electricity and adjust behaviour accordingly (immediate improvement)
- Identify unexpected consumption and act before it’s too late when the energy bill arrives. (longer term improvement)
- Determine which tariff arrangement will be best suited in time or if rates change on their connection
- View energy consumption (installed) versus consumption to better understand energy use
- In most cases, monitoring of energy consumption can also an added feature

There are a few different types of energy monitors on the market, all are likely to achieve a positive impact on average, however depending on the complexity, sophistication and effectiveness, influencing behaviour. A survey by UTEP showed that energy monitoring can provide between a 5% and 30% saving in electricity. The savings are largely dependent on the sophistication, installation and no-maintain after-support available. More details at this Etool [insert page number] and price.

For this particular solution, we assumed a basic installation, which has fairly minimal durability and sophistication. This solution will be able to effectively influence energy consumption and avoid unnecessary energy use, however will unlikely influence those that are indifferent to energy savings. An additional risk of these basic systems is that the tenant may not be aware of the benefits or rental could easily physically pull out the system and take with them when they leave.

We have assumed a conservative savings of 0% energy use with the installation of this system. These simple systems are typically a $100/unit capital cost (replaced every 10 years) but will generally offer no benefits.

If the improvement plan is a strategy outside of the project budget the developer may offer the strategy as an upgrade package for purchasers. This eliminates the need for upfront capital while promoting best practices and educating the public.
7.1.18 Car Park CO Monitors for Reduced Exhaust Vent Runtime

Changes Against Business as Usual Design

Figure 24: Impact savings (or increases) associated with the Car Park CO Monitors for Reduced Exhaust Vent Runtime as a percentage of the base design.

Typically building codes and standards for car park ventilation focus on health and safety, that is ensuring that occupants of car parks are not exposed to risks associated with polluted air. This can lead to excessive energy use with ventilation systems running continuously or on intermittent timers regardless of the activity in the car park. Indeed energy audits of buildings with basement car parks often reveals that car park ventilation accounts for 25% or more of total commercial electricity usage. Carbon monoxide sensors enable significant reduction on exhaust fan run times by shutting off ventilation systems when no low pollutant levels are detected.

The Green Parking Council ran an Energy Efficient Parking System project citing numerous case studies with ventilation energy savings of 90% associate with car park CO sensors. Typical payback periods for such systems was under two years giving building owners both financial and environmental performance returns. Specifying car park ventilation controls at the time of design is a relatively low cost strategy compared to retro-fitting and would result in even more dramatic payback periods. Car park ventilation controls are now essentially standard practice in most jurisdictions and design guidelines should be ensuring that they are specified carefully to ensure the future building owner’s interests are protected.
8 Conclusions

The Improved Design shows an expected performance improvement against Business as Usual Design for 8 indicators.

The following low impact strategies are included in the Improved Design:

- Energy Monitoring: Commercial, Basic
- Improved thermal performance (6 to 7 stars)
- HWS: Individual Gas Boilers
- Solar PV (Au Grid Connected)
- Lighting: High Efficiency LED Lights
- HVAC: High Efficiency Air Source Heat Pump (COP-4.4, EER-4.4)
- HVAC: High Efficiency Air Source Heat Pump (COP-4.4, EER-4.4)
- HVAC: Ceiling Fans Additional to Heat Pump
- Appliances: High Efficiency
- Efficient Water Appliances
- Native Planting and drip irrigation
- Operational Water: Rainwater Tank (Residential)
- Refrigeration: Reduced Fridge Space (Maximum 750mm Width)
- Lighting: Motion & Lux Sensors (Commercial)
- HWS reduction by use of Water efficient fixtures and fittings
- Pool/Spa: Pool Cover
- Energy Monitoring: Residential, Basic
- Car Park CO Monitors for Reduced Exhaust Vent Runtime

NOT FOR COMMERCIAL USE: FIGURES HAVE NOT BEEN VALIDATED YET TO BE CERTIFIED
9 References

9.1 Background LCI Data


9.2 Inventory - Design Documentation

2019. 539-545 Beaumont St. Revised DA (002) FP Markup.

9.3 Inventory - Assumptions


9.4 Environmental Product Declarations
Appendix A: Environmental Indicators Description

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

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

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

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

- **Photochemical Ozone Creation Potential, POCP**
  Photochemical Ozone Creation Potential (POCP), commonly known as smog, is a pollutant in high concentration. Although ozone is protective in the stratosphere at low levels, it is problematic from both a health and nuisance perspective. Plant growth is also affected through damaged leaf surfaces and reduced photosynthesis. POCP is measured using surrogate surfactant react with Volatile Organic Compounds (VOCs).

- **Net use of fresh water, FW**
  The pressure on global freshwater resources arises from the demands for everyday goods and services which use water in their production. The interconnected nature of global economic systems means that water abstraction can occur far from where final consumption occurs. Globally, water usage has been increasing at a rate above the rate of population growth, and most withdrawals are in watersheds already experiencing water stress. Reuse of water resources is extremely important for the health of the environment and our current and future agricultural, industrial, and personal water requirements. Fresh water can be derived from renewable sources (rainwater) and some non-renewable resources known as consumptive water (H2O). Use is abstracted water that is no longer available for other uses because it has evaporated, transpired, been incorporated into products and crops, or consumed by man or livestock.

- **Abliotic Depletion Potential - Elements, ADPE**
  Abliotic Resource Depletion of Elements (ADPE) is a measure of the extraction and consumption of primary resources from the earth. Such exploitation leaves resources available to future generations and as such must be managed.

- **Abliotic Depletion Potential - Fossil Fuels, ADPF**
  Abliotic Resource Depletion of energy (ARDE) is a measure of the extraction and consumption of non-renewable energy sources (primarily fossil fuels, but also inclusive of other energy sources such as uranium). Primary energy content of non-renewable energy sources including the embodied energy to extract, process and deliver the non-renewable fuels, or manufacture, transport and install the renewable generator. Hence there is usually some non-renewable energy content associated with renewable fuels also.
Appendix B: Detailed Structure Scope Diagram

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Review of Life Cycle Assessment

539-545 Beaufort St

539-545 Beaufort St

Date: 27/02/2019
LCA Study Authors: AIDA LEON
Peer Reviewer: Fel Ngeow
Version: 0
Overview

eTool PTY LTD from is conducting an LCA study for Proposed S39-545 Beaufort St, 539-545 Beaufort St located at S39-545 Beaufort St. Fei Ngeow from eTool PTY LTD is conducting a review of this study.

The Review Process

This critical review has been carried out according to ISO 14040: 2006, clause 7.3.2 and ISO 14044: 2006. The study and has been reviewed against the requirements of EN 15978.

The review focussed on the following areas:

- Determine that the study adequately represents the environmental improvements given the background data and methodology used
- Ensure the study meets the requirements of ISO 14044
- Ensure the study meets the requirements of EN15978

The review timeline is outlined below:

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The review findings along with the study author's responses are documented in the following sections.

General Comments

Hi Aida,

I have reviewed your LCA study and have some queries. Please review on the items requiring attention highlighted in red/yellow and comment in the "Quality Checks" tabs within the eToolLCD at the Design, Structure and Project level. If you're unsure on how to do this, please refer to this [post](#). Once you have updated the model and/or replied to my comments, you can submit feedback through the eToolLCD software (navigate to 'Open Certification' and click 'Submit Feedback') which will alert me to start the next round of reviews.

Regards,

Fel Ngelov

It should be noted that as the review has not been conducted by a panel of experts, publication of the comparative results of the LCA would breach ISO 14044 and EN15978 unless the relevant sections of the standards were addressed, in particular requiring a panel review team for comparative studies.
### Detailed Feedback

**Temporal Relevancy**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Design DA/BAU</td>
<td>Is the project start date correct?</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>If the project start date is not within 2 years of today, do templates reflect the processes employed at the time of the start date?</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The grid era (year if available) reflects the chosen start date.</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The LCI source is appropriate for the era of the design.</td>
<td>Under Question</td>
</tr>
</tbody>
</table>

- **539-545 Beaufort St**: Questioned on 27/02/2019 by Fei Ngcaw. Please update the LCI source to the latest version. I've just given you permission to use v12 of the Australasian LCI source. Note that there will be an update very soon however for Target Setting purposes v12 will do for now. Note that there may be variances in the results with the latest LCI data.

**Geographical Relevancy**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The correct project address has been entered (down to street level).</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The characteristics of the functions match the geographical location of the project (eg. occupancy matches local statistical occupancy).</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The uploaded documents (Plans etc) match the project address.</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The references in the largest contributing templates are relevant for the location of the project (eg. not using a Building Code from Australia to define assumptions for a project in Europe).</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The correct structure address has been entered (down to lot or street number) and falls within the project address.</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The LCI source is appropriate for the location chosen (same country or continent).</td>
<td>Passed</td>
</tr>
</tbody>
</table>

**Precision**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The largest contributing template quantities have at least two significant figures entered.</td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design DA/BAU</td>
<td>The largest contributing EPD quantities have at least two significant figures entered.</td>
<td>Passed</td>
</tr>
</tbody>
</table>

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The largest contributing elements (materials, operational, people and equipment) have all least two significant figures.

**Proposed Design DA/BAU**
Passed on 27/02/2019 by Fei Ngowo: PASS - based on design documents provided, quantities that might be significant have been aggregated in templates appropriately.

The values site characteristic such as cold water inlet temperature are appropriate (match average ambient temp for location).

**539-545 Beaufort St**
Questioned on 27/02/2019 by Fei Ngowo: For Perth projects, we generally suggest a water inlet temperature of 20.7 degrees. Please amend.

**Completeness**

The target structural scope defined in the structure only deviates from the default scope where justified.

**Proposed 539-545 Beaufort St**
Questioned on 27/02/2019 by Fei Ngowo: Please update the structural scope (at the structure level) to reflect what is included in the LCA. Although it does not impact on the results it feeds through to the LCA report. Based on your design, I would suggest leaving out 'Prefabricated buildings and building units' Work to existing building', 'Facilitating works', 'Project design team' & 'Undefined' unless you believe otherwise. A short video on this topic can be found here: https://youtu.be/0gflfYQnas

Passed on 27/02/2019 by Fei Ngowo: Actually, because the project is at the Target Setting stage the scope should be left as broad as possible to allow for any deviations in the final LCA.

The target operational scope defined in the structure only deviates from the default scope where justified.

**Proposed 539-545 Beaufort St**
Questioned on 27/02/2019 by Fei Ngowo: Please update the operational scope (at the structure level) to reflect what is included in the LCA or what may possibly be included in the final design. Although it does not impact on the results, it feeds through to the LCA report which is important for reporting transparency and comparability. A short video on this topic can be found here: https://youtu.be/0gflfYQnas

Passed on 27/02/2019 by Fei Ngowo: Because the project is at the Target Setting stage, the scope should be left as broad as possible to allow for any deviations in the final LCA.

The user entries for materials, people and equipment span the target structural scope defined in the structure.

**Proposed Design DA/BAU**
Questioned on 27/02/2019 by Fei Ngowo: The lighting template for outdoor lighting has been used wrongly. This template only works if you have separate functions for the outdoor area with different run times and artificially lit areas (ALA). You need to go into the operational energy formula and manually change the ALA part of the formula into the actual estimated lit outdoor floor area. You should do the same for the residential lighting.

**Under Question**

The user entries for energy and water span the target operational scope defined in the structure.

**Proposed Design DA/BAU**
Questioned on 27/02/2019 by Fei Ngowo: Missing operational energy used for pool.

Comment on 27/02/2019 by Fei Ngowo: Refrigeration template chosen has two of the improvement recommendations built into it - well ventilated and smaller fridges. Are you happy with this template? Otherwise you can choose the BAU version of the multi-res refrigeration template - 'Refrigeration, Residential Detailed Op&Em multi-res'.

**Under Question**

The useful functions of the building have been included.

**Proposed Design DA/BAU**
Comment on 27/02/2019 by Fei Ngowo: Remove TTS Generic Operational - HVAC Only and replace with HVAC Air Source Heat Pump (MEPs Average) template for operational and embodied impacts for the residential dwellings.

Comment on 27/02/2019 by Fei Ngowo: Might need one unit per dwelling?

Passed on 27/02/2019 by Fei Ngowo: Please clarify.

The common area functions of the building have been included.

**Proposed Design DA/BAU**
Questioned on 27/02/2019 by Fei Ngowo: No common area functions included. Please confirm if they have been accounted for and where.

**Under Question**

The useful functions of the building contain templates / elements.

**Proposed Design DA/BAU**
Passed on 27/02/2019 by Fei Ngowo: PASS - useful building function(s) contain templates/elements.

The common area functions of the building contain templates / elements.

**Proposed Design DA/BAU**
Comment on 27/02/2019 by Fei Ngowo: Pending clarification

The lifecycle modules included in scope are adequate for the goal of the study (excluded modules must be justified).
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>539-545 Beaufort St</td>
<td>Passed on 27/02/2019 by Fei Ngewo: PASS - all modules have been included in scope.</td>
<td>Passed</td>
</tr>
<tr>
<td>539-545 Beaufort St</td>
<td>Questioned on 27/02/2019 by Fei Ngewo: Please add 'Use of Fresh Water' to meet the reporting requirements for the City of Vincent.</td>
<td>Under Question</td>
</tr>
<tr>
<td>Proposed 539-545 Beaufort St</td>
<td>Passed on 27/02/2019 by Fei Ngewo: PASS - structure contains a &quot;Base&quot; &amp; &quot;Improved&quot; design for a comparative study.</td>
<td>Passed</td>
</tr>
</tbody>
</table>

### Technological Relevancy

| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: N/A - the design is for target setting purposes therefore materials and elements are just an estimate of the actual technology employed. | Passed |
| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: N/A - the design is for target setting purposes therefore people and equipment used are just an estimate of the actual technology employed. | Passed |
| Proposed Design DA/RA/J | Comment on 27/02/2019 by Fei Ngewo: Pending a few updates. | |
| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: PASS - Water elements/templates are appropriate representations of the actual technology employed in the design. | Passed |
| Proposed Design DA/RA/J | The default grids selected for the project are representative of the technology used in the actual grids on the project site. | |
| 539-545 Beaufort St | Questioned on 27/02/2019 by Fei Ngewo: Please amend Default electricity grid (export) to 'Feed in: AU WA SWIS Residential'. | Under Question |

### Consistency

| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: PASS - both operational water supply & treatment have been included. | Passed |
| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: N/A - no energy generation employed. | Passed |
| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: N/A - no energy generation employed. | Passed |
| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: PASS - characteristics of each function have been correctly entered. | Passed |
| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: PASS - floor areas of the functions are consistent with the design documentation. | Passed |
| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: PASS - appropriate functional unit and time scale has been chosen. | Passed |
| Proposed Design DA/RA/J | Passed on 27/02/2019 by Fei Ngewo: PASS - functional unit and time scale of the benchmark matches the design. | Passed |
An appropriate benchmark has been selected to compare against each primary function (Usable spaces)

<table>
<thead>
<tr>
<th>Proposed Design</th>
<th>Passed on 27/02/2019 by Fei Ngeow</th>
<th>PASS - an appropriate benchmark has been selected to match the primary function of the design.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed 539-545</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>PASS - structural scope matches as both the Base/Reference and Improved/Proposed Design are within the same project.</td>
</tr>
<tr>
<td>Beaufort St</td>
<td>Comment on 27/02/2019 by Fei Ngeow</td>
<td>PASS - the structural scope of the benchmark also matches the project.</td>
</tr>
<tr>
<td>Proposed 539-545</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>PASS - operational scope matches as both the Base/Reference and Improved/Proposed Design are within the same project.</td>
</tr>
<tr>
<td>Beaufort St</td>
<td>Questioned on 27/02/2019 by Fei Ngeow</td>
<td>Pending update to the benchmark selected from another structure.</td>
</tr>
<tr>
<td>Proposed 539-545</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>PASS - Structure has been appropriately chosen.</td>
</tr>
<tr>
<td>Beaufort St</td>
<td></td>
<td>Passed</td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>PASS - project is still at early stages therefore default BAU services have been selected for the purposes of this assessment.</td>
</tr>
<tr>
<td>DA/BAU</td>
<td>Design documentation includes plans and elevations (or 3D model)</td>
<td></td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>PASS - plans and elevations included in documentation</td>
</tr>
<tr>
<td>DA/BAU</td>
<td>Design documentation includes structural drawings</td>
<td></td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>N/A - no structural plans have been made at this stage of the project.</td>
</tr>
<tr>
<td>DA/BAU</td>
<td>Design documentation includes a services specification</td>
<td></td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>N/A - no services specifications have been made at this stage of the project.</td>
</tr>
<tr>
<td>DA/BAU</td>
<td>Where possible validated and global templates have been used</td>
<td></td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>PASS - the design has used validated and global templates where possible.</td>
</tr>
<tr>
<td>DA/BAU</td>
<td>Design documentation includes energy simulation report for HVAC</td>
<td></td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>N/A - none available at this stage of the project. BAU defaults and eTool templates have been specified in this assessment.</td>
</tr>
<tr>
<td>DA/BAU</td>
<td>Has the Assessor provided sufficient design documentation to allow a useful Certification?</td>
<td></td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Passed on 27/02/2019 by Fei Ngeow</td>
<td>PASS - sufficient design documentation provided.</td>
</tr>
<tr>
<td>DA/BAU</td>
<td>The project description adequately describes the site and functional brief of the entire project</td>
<td></td>
</tr>
<tr>
<td>539-545 Beaufort St</td>
<td>Questioned on 27/02/2019 by Fei Ngeow</td>
<td>Please provide a project description including the site, functional brief and rating tool &amp; scope used at the project details tab. This info will be automatically transferred to the LCA report to increase report quality and transparency.</td>
</tr>
<tr>
<td>The structure description adequately describes the functional brief of the structure along with design goals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Questioned on 27/02/2019 by Fei Ngocur</td>
<td>Under Question</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Has a draft Life Cycle Assessment report been provided to capture the progress at the time the review was requested?</td>
<td>Under Question</td>
</tr>
<tr>
<td>Proposed Design</td>
<td>Under Question</td>
<td>Questioned on 27/02/2019 by Fei Ngocur</td>
</tr>
</tbody>
</table>
1.0 INTRODUCTION & BACKGROUND

This Technical Note (TN) is prepared by Transcore on behalf of Bronze Penny Pty Ltd with regard to the proposed mixed-use development to be located at 539 – 545 Beaufort Street in Mount Lawley, City of Vincent.

The subject site is located at the northwest corner of Beaufort Street/Harold Street intersection approximately 360m south of the local Beaufort Street/Walcott Street signalised intersection.

The site is bounded by Beaufort Street to the east, Harold Street to the south, the rear laneway (R.O.W.) to west and the existing commercial development to the immediate north.

Subsequent to the issue of Transport Impact Statement (TIS) in March 2019 prepared for the proposed mixed-use development as part of the Development Application, the City of Vincent requested that an additional parking utilisation study be undertaken for the existing public parking facilities within the close proximity of subject site. The study needed to demonstrate that there is sufficient parking provision available during peak weekday, Saturday and Sunday lunchtime and evening parking demand periods to accommodate any potential overflow of parking from the proposed mixed-use development.

Accordingly, Transcore was commissioned to undertake a parking study of the existing public parking facilities on either side of Beaufort Street and in the vicinity of the subjected site, and in particular for: on-street parking on both west and east sides of Harold Street, Barlee Street carpark, on-street parking on Barlee Street and carpark between Chelmsford Road and Grosvenor Road.

Unfortunately, the car park survey initially scheduled for early May had to be abandoned due to extensive WaterCorp roadworks on Beaufort Street and in the vicinity of subject site which result in disruption of regular traffic and parking patterns rendering current parking activities unrepresentative. As these works are scheduled to extend for several months Transcore has opted to undertake a historical desktop survey and car park assessment of relevant facilities within the locality in lieu of on-site surveys considering the circumstance.
2.0 Parking Analysis

Analysis of historical aerial photography of the locality (sourced from Nearmap) was undertaken for a total of six weekday and weekend scenarios going back in time to late 2017. Details of the parking survey locations and times are provided in the subsequent sections of the report.

The images used for this analysis were all available images except images during public holidays. The images used for this analysis are included in Appendix A of this technical note.

2.1 Parking Inventory

The surveyed parking area was divided into five distinct zones labelled as A, B, C, D and E including A1 and A2 sub-zones for unmarked bays, as detailed in Figure 1. The parking inventory survey included on-street parking bays on both west and east sides of Harold Street, the existing carpark at the corner of Beaufort Street and Barlee Street, on-street parking bays along Barlee Street and the existing carpark facility between Chelmsford Road and Grosvenor Road.

Figure 1 Parking Assessment Zones
The parking inventory and utilisation exercise was based on Nearmap aerial images which were taken on weekdays and weekends over a period of two years, as follows:

1: Friday - 22nd December 2017 – 10:14 AM,
2: Monday - 12th February 2018 – 03:44 PM,
3: Sunday - 24th June 2018 – 01:45 PM,
4: Friday - 09th November 2018 – 09:34 AM,
5: Saturday - 22nd December 2018 – 04:56 PM and
6: Sunday - 24th February 2019 – 01:24 PM.

The parking inventory recorded a total parking supply of approximately 183 spaces in the survey area with details shown in Table 1.

<table>
<thead>
<tr>
<th>Zone</th>
<th>Car Parking Supply</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Harold Street (West) on-street parking</td>
<td>23 parking bays with 2P time restriction.</td>
</tr>
<tr>
<td>B</td>
<td>Harold Street (East) on-street parking</td>
<td>43 parking bays with 1P time restriction between 8am to midnight and 2P time restriction between 8am to 7pm with first one hour free.</td>
</tr>
<tr>
<td>C</td>
<td>Barlee Street Carpark</td>
<td>45 parking bays and 1 ACROD bay with 1P time restriction between 7am to midnight with first one hour free.</td>
</tr>
<tr>
<td>D</td>
<td>Barlee Street on-street parking</td>
<td>14 parking bays with 1P time restriction between 8am to 7pm and P time restriction between 7pm to midnight.</td>
</tr>
<tr>
<td>E</td>
<td>Carpark between Chelmsford Road and Grosvenor Road</td>
<td>58 parking bays with 1P time restriction between 8am to midnight.</td>
</tr>
<tr>
<td>Total</td>
<td>183</td>
<td></td>
</tr>
</tbody>
</table>

Table 1: Parking Inventory
## 2.2 Parking Utilisation

The parking occupancy or utilisation of the designated parking zones are shown in Table 2 and is summarised graphically in Figures 2 to 7.

### Table 2: Parking Utilisation

<table>
<thead>
<tr>
<th>Zones</th>
<th>Parking Supply</th>
<th>Parking Utilisation</th>
<th>% of Utilisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>22nd Dec 2017 (Friday) 10:14 AM</td>
<td>A 23</td>
<td>10 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B 43</td>
<td>24 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C 45</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D 14</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E 58</td>
<td>19 (Estimated)</td>
</tr>
<tr>
<td>2</td>
<td>12th Feb 2018 (Monday) 03:44 PM</td>
<td>A 23</td>
<td>6 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B 43</td>
<td>13 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C 45</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D 14</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E 58</td>
<td>15</td>
</tr>
<tr>
<td>3</td>
<td>24th June 2018 (Sunday) 01:45 PM</td>
<td>A 23</td>
<td>18 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B 43</td>
<td>31 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C 45</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D 14</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E 58</td>
<td>40</td>
</tr>
<tr>
<td>4</td>
<td>09th Nov 2018 (Friday) 09:34 AM</td>
<td>A 23</td>
<td>9 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B 43</td>
<td>11 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C 45</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D 14</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E 58</td>
<td>8 (Estimated)</td>
</tr>
<tr>
<td>5</td>
<td>22nd Dec 2018 (Saturday) 04:56 PM</td>
<td>A 23</td>
<td>8 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B 43</td>
<td>14 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C 45</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D 14</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E 58</td>
<td>11</td>
</tr>
<tr>
<td>6</td>
<td>24th Feb 2019 (Sunday) 01:24 PM</td>
<td>A 23</td>
<td>13 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B 43</td>
<td>20 (Estimated)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C 45</td>
<td>23</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D 14</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E 58</td>
<td>32 (Estimated)</td>
</tr>
</tbody>
</table>
Based on the results, between 33% and 56% utilizations were recorded across the surveyed area on Friday 22 December 2017; and,

The peak parking utilisation was recorded within Zone B for on-street parking of Harold Street (West) with 56% occupancy.
Based on the results, parking utilisations of between 9% - 30% were recorded during early afternoon on Monday 12 February 2018;
- The peak utilisation was recorded at Zone B where the on-street parking on western side of Harold Street recorded 30% occupancy rate; and,
- The utilisation rates also show that there is a significant amount of parking available within Barlee Street carpark with only 9% occupancy rate.

![Parking Utilisation - Sunday 24 June 2018](image)

**Figure 4: Sunday 24 June 2018 - Parking Utilisation**

- The parking occupancy calculation suggests that between 62% and 78% utilisations were recorded for various zones during Saturday 24 June 2018 lunchtime;
- The peak utilisation was recorded at Zone A where the Harold Street on-street parking recorded 78% occupancy with a few unmarked parking bays not included in the parking assessment; and,
- This particular date and time recorded highest parking utilisation rate of all six surveyed scenarios.
Based on the results, Friday 9 November 2018 parking utilisation during morning peak recorded between 14% - 39% utilisation rates;

The peak utilisation was recorded at Zone A - Harold Street on-street parking zone with the 39% occupancy rate; and,

The lowest parking utilisation for this period was recorded in Zone E at 14% occupancy.
Based on the results, parking utilisation of about 19% - 35% was recorded during Saturday 22 December peak afternoon parking period; The peak utilisation was recorded at Zone A with 35% occupancy; and, Conversely, Zone E recorded the lowest utilisation again with 19% occupancy rate.

![Parking Utilisation - Sunday 24 February 2019](image)

**Figure 7: Sunday 24 February 2019 - Parking Utilisation**

- Sunday 24 February 2019 lunchtime peak hour recorded parking utilisation of between 47% - 57% throughout the surveyed parking area; and,
- The peak utilisation was again recorded at Zone A at 57% occupancy levels.
- On the other hand, the survey also shows that Zone B recorded lowest utilisation again with 47% occupancy.

### 3.0 Conclusion

The historical parking utilisation survey undertaken for six available dates dating back to late 2017 confirm that there was significant number of available public parking opportunities within the surveyed parking area in the close proximity of the subject site.

Accordingly, it can be concluded that any potential parking overflow from the proposed mixed use development at 539-545 Beaufort Street would easily be accommodated either on local street (i.e. on-street car parking) or within the existing public car park facilities at the corner of Beaufort Street and Barlee Street and on the western side of Beaufort Street between Chelmsford Road and Grosvenor Road.
Appendix A

NEARMAP AERIAL IMAGES
Figure 8: Nearmap Image on 22nd December 2017 – Friday – 10:14 AM
Figure 9: Nearmap Image on 12th February 2018 – Monday - 03:44 PM
Figure 10: Nearmap Image on 24th June 2018 – Sunday – 01:45 PM
Figure 11: Nearmap Image on 09th November 2018 – Friday – 09:34 AM
Figure 12: Nearmap Image on 22nd December 2018 – Saturday – 04:56 PM
Figure 13: Nearmap Image on 24th February 2019 – Sunday – 01:24 PM
Summary of Submissions:

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

<table>
<thead>
<tr>
<th>Comments Received in Support:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support the development without providing any supporting comments</td>
<td>Noted</td>
</tr>
<tr>
<td>Support the development as it will bring activation to Beaufort Street</td>
<td>Noted</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>General Comments</td>
<td></td>
</tr>
<tr>
<td>• The development is not consistent with the City of Vincent’s requirements.</td>
<td></td>
</tr>
<tr>
<td>• The development will set a dangerous precedent for the area.</td>
<td></td>
</tr>
<tr>
<td>• Concerned as to why the application would be advertised with such significant variations to the planning framework.</td>
<td></td>
</tr>
<tr>
<td>• Queries the need for more retail tenancies given the current number of vacancies along Beaufort Street.</td>
<td></td>
</tr>
<tr>
<td>• There is an oversupply of apartments in the area, which will devalue existing apartments and place pressure on amenities and services, and brings the potential for increased crime.</td>
<td></td>
</tr>
<tr>
<td>• Concerned about the construction of the development, including potential damage to adjoining properties and noise during the works.</td>
<td></td>
</tr>
</tbody>
</table>

- The development has been assessed in accordance with the R Codes Volume 2 – Apartments which is a performance-based policy. As outlined in the report, the proposal is consistent with the relevant Element Objectives of this Policy.
- Proposals are required to be assessed on its own merits and how it does or does not satisfy the relevant Element Objectives of the R Codes Volume 2 – Apartments. Any future application would need to demonstrate how it satisfies these objective on its own merits and not based on previous decisions made.
- The City is obliged to consider the proposal, notwithstanding the number or extent of departures is sought, with consultation to be undertaken in accordance with the Consultation Policy. The proposal was advertised with the departures to the Built Form Policy and R Codes, however since then the planning framework has changed to the R Codes Volume 2 – Apartments which is a performance based policy with no deemed-to-comply standards.
- In regards to the number of vacant retail tenancies and oversupply of apartments, there is no restriction on the number of tenancies or apartments which can be provided along in the locality under LPS2, with market demand not a relevant planning consideration.
- Should the application be approved, a condition is recommended for a construction management plan to be approved by the City prior to commencement of works, which would include dilapidation reports of surrounding properties and compliance with construction noise requirements.
### Summary of Submissions:

#### Comments Received in Objection:

<table>
<thead>
<tr>
<th>Height</th>
<th>Officer Technical Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>The number of storeys and roof height will dwarf surrounding buildings and is out of character with the streetscape and surrounding development.</td>
<td>The seventh and eighth storey of the development are setback so that they are not visible from the street level. As a result, the development when viewed from the street is consistent with the six storey height limit for the subject site.</td>
</tr>
<tr>
<td>Considers that the permitted six storey height is out of context with the surrounding area.</td>
<td>The Built Form Policy identifies an applicable building height of six storeys given it is located within an Activity Corridor area.</td>
</tr>
<tr>
<td>The increased building height combined with reduced setbacks result in a bulk and scale of development that is not appropriate for the location and will impact on adjoining landowners.</td>
<td>The building design provides for articulation through the placement of major openings and balconies, as well as the use of varying material and textures and the installation of on-structure landscaping. These features contribute towards mitigating impacts of bulk and scale on surrounding landowners from the proposed development.</td>
</tr>
<tr>
<td>The building height will impact on the visual privacy of the surrounding dwellings.</td>
<td>Visual privacy to the adjacent dwellings to the west is maintained through inclusion of mature landscape screening around the balconies to prevent direct overlooking into outdoor living areas, with any remaining overlooking generally falling onto roofed areas.</td>
</tr>
</tbody>
</table>

#### Setbacks

- The development does not comply with the setbacks of the Built Form Policy.
- The nil setback for the first two storeys with the third storey above has the potential to create overlooking issues. Balconies should be setback to meet visual privacy requirements.
- The reduced setbacks will see the development dominate the streetscape and the ROW.

The development has been assessed in accordance with the R Codes Volume 2 – Apartments which is a performance-based policy. The proposal is consistent with the relevant Element Objectives as adequate separation is provided to the properties to the north and west of the subject site to provide for access to natural sun and ventilation, with overshadowing falling onto the road and commercial property to the south. The setbacks to the west increases the building separation as the height of the building does, which reduces the perception of building bulk and scale on the adjacent residential properties and the ROW to the west. The setbacks contribute towards providing a strong urban edge for the development and are consistent with the Activity Corridor context of the subject site. Visual privacy to the adjacent dwellings to the west is maintained through inclusion of mature landscape screening around the balconies to prevent direct overlooking into outdoor living areas, with remaining overlooking falling onto roofed areas. To the north, there is no visual privacy concerns given this is currently a commercial property and overlooking would fall onto the roof of the adjoining building. Landscaping opportunities are incorporated into the design, including mature trees to contribute towards canopy coverage and increased amenity. The landscaping provided assets with mitigating the perception of building bulk from the street and surrounding properties.
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dwelling Design</strong></td>
<td>The development provides for a mix of apartments, with 18 three-bedroom, two two-bedroom, and six one-bedroom apartments. This mix is consistent with the Element Objectives of the R Codes Volume 2 – Apartments as this mix provides for dwellings with a variety of sizes and layouts to provide alternative options to suit the future needs of occupants. It is noted that through the internal layout of apartments may be further refined during the detailed design stage to further improve accessibility for an ageing population and people with disabilities.</td>
</tr>
<tr>
<td>• The proposal provides a low number of two-bedroom dwellings, and are not design for an ageing population which requires larger apartment layouts.</td>
<td></td>
</tr>
<tr>
<td>• Beaufort Street and the Mount Lawley/Highgate area is diverse and it is essential that a mix of dwelling types is provided.</td>
<td></td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
<td>The proposed landscaping is consistent with the Element Objectives of the R Codes Volume 2 – Apartments as planting is incorporated around the edge of the balconies providing amenity to residents and softening the built form when viewed from the street. The on-structure planting also includes provision for medium mature trees to provide canopy coverage and further contribute towards softening the building edge. The landscaping includes provision for irrigation to assist with maintenance, with the applicant also advising that water harvesting and the integration of landscaping maintenance into strata by-laws will also be implemented to ensure its long term viability.</td>
</tr>
<tr>
<td>• The proposal provides limited space for landscaping, and is not consistent with the deep soil and canopy coverage requirements of the Built Form Policy.</td>
<td></td>
</tr>
<tr>
<td>• The landscaping does not contribute to the aesthetics of the building or towards the Beaufort Streetscape.</td>
<td></td>
</tr>
<tr>
<td>• Concerned about ongoing maintenance required for the landscaping (including on the building) to survive and contribute positively to the development, including how this will be managed if the apartments are tenanted rather than owner-occupied.</td>
<td></td>
</tr>
<tr>
<td><strong>Plot Ratio/Density</strong></td>
<td>The plot ratio is consistent with the Element Objectives of the R Codes Volume 2 – Apartments. The development incorporates design measures to mitigate the impact of building bulk, including articulating the façade and setting back the upper two storeys from view from the street. Notwithstanding the current built form, the proposal is consistent with the future redevelopment of the area, and the promotion of higher density development within the Activity Corridor along Beaufort Street.</td>
</tr>
<tr>
<td>• The proposal accommodates greater density, and the 30 percent increase of plot ratio is excessive.</td>
<td></td>
</tr>
<tr>
<td>• The plot ratio is further exacerbated by the increased height of the development.</td>
<td></td>
</tr>
<tr>
<td><strong>Vehicle Access</strong></td>
<td>The Built Form Policy requires vehicle access to be provided from the ROW. The proposed access arrangements are consistent with the Element Objectives of the R Codes Volume 2 – Apartments as adequate visibility is provided to ensure the safety of users of the ROW, noting the low speed environment. The application proposes to widen the ROW which will also assist with facilitating safer vehicle access. It is noted that there is no formal pedestrian or cycling path provided along the ROW.</td>
</tr>
<tr>
<td>The use of the entire width of the lot for a crossover is dangerous for vehicles and pedestrians who use the ROW.</td>
<td></td>
</tr>
</tbody>
</table>
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Parking and Bicycle Parking</td>
<td>The proposal requires 25 residents parking bays, four visitor bays, 16.5 bays for the Shop use and 2.9 bays for the Office use. 52 residents parking bays are proposed, with four bays for the Shop use and four bays for the Office use. This parking provision is appropriate as there is a surplus of resident's bays and the applicant's Parking Management Plan identifies that 11 bays are to be provided for some visitors. There is sufficient capacity within the proposal for a minimum of four bays to be dedicated as visitor bays consistent with the [R Codes Volume 2 - Apartments]. Should the application be approved, a condition of approval is recommended for a minimum of four parking bays to be dedicated as visitor parking bays, and 41 bays to be dedicated to residents. This would then give the applicant the ability to provide seven bays for visitors of the larger apartments, or for this to be provided as additional residents parking bays. The parking provided for the non-residential use is to be dedicated for staff parking, with customers utilising public transport and alternative transport methods, as well as public parking (on and off-street) within vicinity of the subject site. The subject site is well serviced by public transport along Beaufort Street as well as footpaths and crossings for pedestrians. The City's transport data indicates that on average, 19 bays are available along Harold Street and 51 bays available along Beaufort Street over the course of the day, as well as 17 bays available within the public car park at Nos. 590-596 Beaufort Street.</td>
</tr>
<tr>
<td>The car parking provision is not consistent with the requirements of the City's Parking Policy. Concerned that sufficient parking is not provided for the development, including residents, visitors and commercial uses, and on-street parking is limited and public transport is not always convenient to access.</td>
<td></td>
</tr>
<tr>
<td>The development will negatively impact on on-street parking along Harold Street as a result of residents and their visitors, including during school pick up times and on weekends.</td>
<td></td>
</tr>
<tr>
<td>Concerned about how the parking can be accommodated without excavation.</td>
<td></td>
</tr>
<tr>
<td>The development should provide for sufficient bicycle parking spaces.</td>
<td></td>
</tr>
</tbody>
</table>
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Design</strong></td>
<td></td>
</tr>
<tr>
<td>• The development is ugly and is an eyesore that is not of architectural merit.</td>
<td>• Comment noted.</td>
</tr>
<tr>
<td>• The development looks nice from the outside.</td>
<td>• Comment noted.</td>
</tr>
<tr>
<td>• The plans do not indicate retail or café tenancies on the ground floor to encourage community interactions and results in the corner being dull and unattractive. The requirements for tenancy design should be adhered to, including tenancy width to ensure it is viable.</td>
<td>• The plans identify four retail tenancies on the ground floor front Beaufort Street. The tenancies provide shopfronts which incorporate glazing and articulation to facilitate interaction with the community. The tenancy width is consistent with the local housing objectives of the Built Form Policy for this reason. Market viability is not a relevant planning consideration.</td>
</tr>
<tr>
<td>• No awning or balcony overhang is provided to Harold Street to provide shade for foot traffic.</td>
<td>• The proposal incorporates a pedestrian awning along the Beaufort Street and Harold Street frontages.</td>
</tr>
<tr>
<td>• There is a missed opportunity for the incorporation of an indoor/outdoor café space to foster community interaction.</td>
<td>• The proposal does not propose a Restaurant/Café at this stage, however the applicant is not precluded from submitting a development application for a change of use in the future to facilitate this use.</td>
</tr>
<tr>
<td>• Concerned about the colours and materials of the development being consistent with the locality.</td>
<td>• The surrounding locality of Beaufort Street includes a mix of materials and colours, including red and dark brick, various shades of light and dark render, and glazed shopfronts. The building façade draws on key elements with the streetscape, including the use of curved edges and varying finishes and textures including off-white, grey and dark render, clear glazing and is consistent with the Element Objectives of the R Codes Volume 2 – Apartments.</td>
</tr>
</tbody>
</table>

**Traffic:**

The development will increase traffic generation in the area, including along Harold Street which is used as a shortcut to Vincent Street and may conflict with the peak hours of the nearby Sacred Heart Primary School.

The traffic report submitted with the application identifies that the proposal would generate an additional 278 daily vehicle trips, with an increase of 21 and 24 vehicle trips during the AM and PM peak hours respectively. In accordance with the WAFC’s Transport Assessment Guidelines, this is deemed a moderate impact. The City’s engineers have reviewed the traffic report and are satisfied that the traffic generated by the development can be accommodated in the network.

**Noise**

- There will be an increase of noise with the size of the development which will impact on adjoining properties.
- Queries if double or triple glazing will be proposed to prevent future residents complaining about noise.

- The applicant has submitted an acoustic report which identifies that a further acoustic report is undertaken once the detailed design stage is complete to ensure compliance with the Environmental Protection (Noise) Regulations 1997. Should the application be approved a condition is recommended for a revised acoustic report confirming any specification recommendations that would need to be implemented to ensure compliance with these requirements.
- The proposal does not identify specific window treatments, however this can be considered as part of the detailed design process and revised acoustic report.
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received Expressing Concern:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Comments</td>
<td></td>
</tr>
<tr>
<td>• Increased height would be acceptable with greater upper floor setbacks</td>
<td>• Comment noted.</td>
</tr>
<tr>
<td>• Queries if 2.8 metre setback to first storey will provide sufficient access</td>
<td>• The Parking Management Plan identifies that delivery vehicles would use</td>
</tr>
<tr>
<td>for delivery and service vehicles</td>
<td>existing loading bays provided along Beaufort Street as needed. Waste</td>
</tr>
<tr>
<td>• Queries if ground floor will provide weather protection in the form of a</td>
<td>will be collected from Harold Street, and therefore this no need for service</td>
</tr>
<tr>
<td>verandah or awning</td>
<td>vehicles to enter the development</td>
</tr>
<tr>
<td>• Considers the tenancy width to be acceptable.</td>
<td>• The development proposes a pedestrian awning to the Beaufort Street</td>
</tr>
<tr>
<td>• Considers the floor to ceiling glazing is consistent with other</td>
<td>and Harold Street frontages to provide for weather protection.</td>
</tr>
<tr>
<td>developments along Beaufort Street.</td>
<td>• Comment noted in regards to acceptability of tenancy width.</td>
</tr>
<tr>
<td>• Considers that the reduced setbacks to the northern boundary are</td>
<td>• Comment noted in regards to acceptability of glazing to Beaufort Street.</td>
</tr>
<tr>
<td>acceptable as the subject site abuts a commercial property, provided that there are no</td>
<td>• Comment noted in regards to acceptability of northern boundary setbacks.</td>
</tr>
<tr>
<td>openings.</td>
<td>• Visual privacy to the adjacent dwellings to the west is maintained through</td>
</tr>
<tr>
<td>• Considers that overlooking to the laneway and existing dwellings should</td>
<td>inclusion of mature landscape screening around the balconies to prevent</td>
</tr>
<tr>
<td>be protected through the use of screening.</td>
<td>direct overlooking into outdoor living areas, with any remaining</td>
</tr>
<tr>
<td>• Considers that the parking provided to the Office and Shop tenancies</td>
<td>overlooking generally falling onto roofed areas. As such Administration is</td>
</tr>
<tr>
<td>must be accessible to vendors and visitors.</td>
<td>of the view that no further screening is required.</td>
</tr>
<tr>
<td>• Queries if bicycle parking spaces are available for use by vendors and</td>
<td>• The development proposes for staff parking to be provided on site, with</td>
</tr>
<tr>
<td>visitors.</td>
<td>customers of the Office and Shop uses utilising on and off street car</td>
</tr>
<tr>
<td></td>
<td>parking in the vicinity of the subject site. There is sufficient public parking</td>
</tr>
<tr>
<td></td>
<td>to accommodate customer demand as outlined above.</td>
</tr>
<tr>
<td></td>
<td>• The bicycle parking is provided within a separate area on the ground floor for use by</td>
</tr>
<tr>
<td></td>
<td>residents and staff. Should the application be approved a</td>
</tr>
<tr>
<td></td>
<td>condition is recommended for some of these bays to be relocated to a</td>
</tr>
<tr>
<td></td>
<td>location which is accessible by visitors and customers.</td>
</tr>
</tbody>
</table>

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

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

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<tr>
<th>Comments Received in Support:</th>
<th>Applicant Comment:</th>
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<tbody>
<tr>
<td>Support the development without providing any supporting comments.</td>
<td></td>
</tr>
<tr>
<td>Support the development as it will bring activation to Beaufort Street.</td>
<td></td>
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</table>

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<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Comments</strong></td>
<td></td>
</tr>
<tr>
<td>a) The development is not consistent with the City of Vincent’s requirements.</td>
<td>a) The proposal seeks some variations to the Deemed-to-comply provisions of the City of Vincent LPP7.1.1. Where a variation is proposed, consideration against the applicable Design Principles is required. As detailed in the separate Justification Letter submitted to the City, the proposal is considered to warrant a departure from the Deemed-to-comply provisions in this instance and approval on its merits.</td>
</tr>
<tr>
<td>b) The development will set a dangerous precedent for the area.</td>
<td>b) Every development proposal is to be considered on its merits and assessed against the applicable Deemed-to-comply and (where applicable), Design Principles.</td>
</tr>
<tr>
<td>c) Concerned at why the application would be advertised with such significant variations to the planning framework.</td>
<td>c) The variations are not significant. By way of example, the proposed building height is 8 storeys (25.9m) in lieu of 6 storeys (20.5m). Therefore, the variation sought is only 5.4m of which, the two additional storeys which make up 6.2m are considerably setback from all side boundaries. This has therefore significantly reduced any perceived bulk and scale impacts arising from the variation sought.</td>
</tr>
<tr>
<td>d) Queries the need for more retail tenancies given the current number of vacancies along Beaufort Street.</td>
<td>d) Street activation requires retail tenancies and this building will help to activate Beaufort Street. Notwithstanding the above, vacancy / market factors is not a relevant planning consideration.</td>
</tr>
<tr>
<td>e) There is an oversupply of apartments in the area, which will devalue existing apartments and places pressure on amenities and services, and brings the potential for increased crime.</td>
<td>e) There is a need for more apartment and residential dwellings in the town centre to help with activation which in turn has been proven to reduce crime. Notwithstanding the above, market supply and property values is not a relevant planning consideration.</td>
</tr>
<tr>
<td>f) Concerned about the construction of the development, including potential damage to adjoining properties and noise during the works.</td>
<td>f) The construction of the development will be dealt with in accordance with all the relevant construction codes. Preventative measures such as the preparation of a dilapidation report can circumvent any perceived concerns.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Height</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) The number of storeys and roof height will dwarf surrounding</td>
<td>a) The building as viewed from the street is in keeping with the size and</td>
</tr>
</tbody>
</table>
### Summary of Submissions:

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<tr>
<th>Comments Received in Objection:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>buildings and is out of character with the streetscape.</td>
<td>proportions of the recent building development constructed some</td>
</tr>
<tr>
<td>b) The building height is not consistent with the aesthetics of Beaufort</td>
<td>400m away on the corner of Beaufort and Barlee Street. Also, as noted</td>
</tr>
<tr>
<td>Street and will look out of context with surrounding development.</td>
<td>above, the top two storeys being 6.2m in height are considerable</td>
</tr>
<tr>
<td>c) Considers that the permitted six storey height is out of context with</td>
<td>setback from all side boundaries thereby reducing the bulk and scale</td>
</tr>
<tr>
<td>the surrounding area.</td>
<td>of the building / placing the top two floors outside of a pedestrians field</td>
</tr>
<tr>
<td>d) The increased building height combined with reduced setbacks result</td>
<td>of view. Refer justification supplied separately with regard to clause 1.1</td>
</tr>
<tr>
<td>in a bulk and scale of development that is not appropriate for the</td>
<td>building height of LPP7.1.1</td>
</tr>
<tr>
<td>location and will impact on adjoining landowners.</td>
<td>b) Refer to point 7 response.</td>
</tr>
<tr>
<td>e) The building height will impact on the visual privacy of the</td>
<td>c) Refer to point 7 response. The appropriateness of the Council Policy</td>
</tr>
<tr>
<td>surrounding dwellings.</td>
<td>six-storey allowance is also not a relevant consideration forming part of</td>
</tr>
<tr>
<td></td>
<td>this application.</td>
</tr>
<tr>
<td></td>
<td>d) Refer to point 7 response.</td>
</tr>
<tr>
<td></td>
<td>e) The Building will not impact on the visual privacy of surrounding</td>
</tr>
<tr>
<td></td>
<td>dwellings as it is generally compliant with the applicable Deemed-to-</td>
</tr>
<tr>
<td></td>
<td>comply provisions of LPP7.1.1 and the R-Codes with the exception of:</td>
</tr>
<tr>
<td></td>
<td>• Third storey balconies propose a 3.6 metre setback;</td>
</tr>
<tr>
<td></td>
<td>• Fourth storey balconies propose a 4.2 metre setback; and</td>
</tr>
<tr>
<td></td>
<td>• Fifth storey balconies propose a 6.2 metre setback.</td>
</tr>
<tr>
<td></td>
<td>These variations have been justified against the Design Principles as</td>
</tr>
<tr>
<td></td>
<td>outlined in the separate justification submitted to the City.</td>
</tr>
</tbody>
</table>

### Setbacks

| a) The development does not comply with the setbacks of the City's Policy No. 7.1.1 – Built Form (Built Form Policy). | a) Refer to Justification comments previously provided |
| b) The nil setback for the first two storeys with the third storey above has the potential to create overlooking issues. | b) Refer to Justification comments previously provided |
| c) Balconies should be setback to meet visual privacy requirements. | c) Refer to Justification comments previously provided |
| d) The reduced setbacks will see the development dominate the streetscape and the laneway. | d) The streetscape setbacks are compliant. By way of laneway setbacks, |
| | minor variations are proposed however, the combination of building |
| | articulation and landscaping work in ameliorating the impacts of |
| | building bulk and scale to the adjoining properties - refer to justification |
Summary of Submissions:

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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Dwelling Design</strong></td>
<td></td>
</tr>
<tr>
<td>a) The proposal provides a low number of two-bedroom dwellings, and are not design for an ageing population which requires larger apartment layouts.</td>
<td>a) Our research for the downsizer demand is for more 3 bedroom apartments which is what we have provided. This is backed by ABS data (refer table below) which illustrates that between census periods 2011 and 2016, there has been a reduction in lone households whilst an increase in family households / average household size.</td>
</tr>
<tr>
<td>b) Beaufort Street and the Mount Lawley/Highgate area is diverse and it is essential that a mix of dwelling types is provided.</td>
<td>The proposal provides a total of 26 units comprising 6 x 1 bed, 2 x 2 bed and 18 x 3 bed unit products. This range with a focus on 3 bedroom products is considered to be beneficial in an (apartment) market which is typically dominated by 1 and 2 bedroom products.</td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
<td></td>
</tr>
<tr>
<td>a) The proposal provides limited space for landscaping, and is not consistent with the deep soil and canopy coverage requirements of the Built Form Policy.</td>
<td>a) The subject site at 924sqm requires landscaping in the form of Deep Soil Zone to be provided at a rate of 15% or 138.8sqm. In response, the proposal offers a total of 186.4sqm of horizontal landscaping plus 132.6sqm of vertical landscaping, being a combined total of 319.3sqm</td>
</tr>
<tr>
<td>b) The landscaping does not contribute to the aesthetics of the building or towards the Beaufort Streetscape.</td>
<td></td>
</tr>
<tr>
<td>c) Concerned about ongoing maintenance required for the landscaping (including on the building) to survive and contribute positively to the development, including how this will be managed if the apartments are tenanted rather than owner-occupied.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lone person households (no.)</td>
<td>2,143</td>
<td>1,994</td>
</tr>
<tr>
<td>Group households (no.)</td>
<td>533</td>
<td>441</td>
</tr>
<tr>
<td>Family households (no.)</td>
<td>3,842</td>
<td>4,018</td>
</tr>
<tr>
<td>Total households (no.)</td>
<td>6,514</td>
<td>6,455</td>
</tr>
<tr>
<td>Average household size (no. of persons)</td>
<td>2.2</td>
<td>2.3</td>
</tr>
</tbody>
</table>

Source: ABS data (abs.gov.au)
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>or 34%. This extent of landscaping is well above and beyond the minimum criteria of Council's policy LPP17.1.1.</td>
<td>a) Refer to Justification comments previously provided</td>
</tr>
<tr>
<td>b) As detailed in the submitted plans, the proposed landscaping has been integrated as part of the design in order to contribute to the overall built form outcome as well as assist in ameliorating the impacts of bulk to adjoining residents.</td>
<td>b) Refer to Justification comments previously provided</td>
</tr>
<tr>
<td>c) The planting areas have been the subject of careful considerations to ensure that planting areas are of a size suitable for their intended plant species. By way of ongoing maintenance, future occupiers will be governed by strata-by-laws as to their responsibilities whilst building features such as automated drip-type reticulation will ensure that landscaping remains as outlined in this submission.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Plot Ratio/Density</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) The proposal accommodates greater density, and the 30 percent increase of plot ratio is excessive.</td>
<td>a) Refer to Justification comments previously provided</td>
</tr>
<tr>
<td>b) The plot ratio is further exacerbated by the increased height of the development.</td>
<td>b) Refer to Justification comments previously provided</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicle Access</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) The use of the entire width of the lot for a crossover is dangerous for vehicles and pedestrians who use the right-of-way (ROW).</td>
<td>a) The primary function of a ROW is to draw vehicular traffic so that pedestrian traffic can be focused around the primary and/or secondary streets with the added peace of mind that there is little to no disruption from vehicles. To this end, the proposal has achieved this primary objective by limiting all vehicular movements to the ROW.</td>
</tr>
<tr>
<td></td>
<td>It is also noted that the proposal is deemed to be a low traffic generating use and as such, safety risks are also deemed very low. The building is located immediately adjacent to the Harold Street R.O.W entry and set back almost 3m from the R.O.W. facilitating good sightlines and additional manoeuvring space.</td>
</tr>
</tbody>
</table>

| Car Parking and Bicycle Parking | |
| a) The car parking provision is not consistent with the requirements of the | a) Town centres need to discourage commercial vehicle traffic parking and need to encourage foot traffic and public transport to help create a more |
| | | |
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements.</td>
<td>vibrant town centre.</td>
</tr>
<tr>
<td>b) The development will negatively impact on on-street parking along Harold Street as a result of residents and their visitors, including during school pick up times and on weekends.</td>
<td>In addition to the Harold Street parking there are several available car parking opportunities within comfortable walking distance from the site (Beaufort Street, Chelmsford Road and Barlee Street car parks) which are expected to be utilised by the visitors thus reducing reliance on immediate on-street parking bays.</td>
</tr>
<tr>
<td>c) Concerned that 39 bays for 26 apartments is not sufficient to cater for the needs of the residents and visitors.</td>
<td>Residential parking requirement for the proposed development is 38 bays. Total parking allocation for residents is 52 bays and as such exceeds the requirements.</td>
</tr>
<tr>
<td>d) The provision of two visitor’s bays for 26 apartments is inadequate, particularly as on-street parking is limited and public transport is not always convenient.</td>
<td>d) The additional 14 ‘visitor’ parking bays will be provided from the pool of residential bays generally for the larger units. This would further alleviate the demand for visitor parking outside the subject site.</td>
</tr>
<tr>
<td>e) The provision for commercial parking is inadequate.</td>
<td>e) The parking provision for office component exceeds the requirement by one bay. The parking provision for the retail component has a shortfall of 2 bays; however, the availability of public transport, anticipated higher proportion of foot traffic from the neighbouring areas and available public parking opportunities within the comfortable walking distance are considered adequate to address this minor shortfall. A degree of reciprocal parking is also anticipated by virtue of differing peak periods amongst the non-residential uses.</td>
</tr>
<tr>
<td>f) There is insufficient parking in the area which will be exacerbated by the proposal.</td>
<td>f) The most active town centres around the world discourage vehicle parking in town centres.</td>
</tr>
<tr>
<td>g) Concerned about how the parking can be accommodated without excavation.</td>
<td>g) Excavation will be carried out to accommodate the proposed basement.</td>
</tr>
<tr>
<td>h) The development should provide for sufficient bicycle parking spaces.</td>
<td>h) The proposed bicycle parking allocation of 20 secured bays addresses the parking requirement for this type of traffic. Additional bike rail in front of the building can be contemplated to provide convenient bicycle parking opportunity for the visitors.</td>
</tr>
</tbody>
</table>

Building Design:

| a) The development is ugly and is an eyesore that is not of architectural merit. | a) The Building has been designed by award winning Architects. |
| b) The development looks nice from the outside. | Furthermore, the design merits will be the subject to separate consideration as part of the City’s Design Review Panel process. |
| c) The plans do not indicate retail or café tenancies on the ground floor to encourage community interactions and results in the corner being dull and unattractive. | b) Noted. |
| d) The requirements for tenancy design should be adhered to, including tenancy width to ensure it is viable. | c) The ground floor tenancies are flexible in their intended use, subject to Council discretion in uses that may be suitable. |
| e) No awning or balcony overhang is provided to Harold Street to provide shade for foot traffic. | d) Tenancy design only occurs when a tenant is signed up. At this stage, no |
| f) There is a missed opportunity for the incorporation of an indoor/outdoor café space to foster community interaction. | |
| g) Concerned about the colours and materials of the development being consistent with the locality. | |
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>tenants have been assigned as it is too premature given a planning approval does not exist.</td>
<td></td>
</tr>
<tr>
<td>e) Awnings have been provided where required.</td>
<td></td>
</tr>
<tr>
<td>f) There is potential for a café, however the market will dictate what tenancy applications are received.</td>
<td></td>
</tr>
<tr>
<td>g) The three most landmark corner buildings in Mt Lawley are Art Deco buildings, our development is complimentary and consistent with this precedent.</td>
<td></td>
</tr>
</tbody>
</table>

Traffic:

a) The development will increase traffic generation in the area, including along Harold Street which is used as a shortcut to Vincent Street and may conflict with the peak hours of the nearby Sacred Heart Primary School.

a) Refer to TIS report which concludes that sufficient capacity exists for the existing road to manage additional traffic generated by the proposal.

Noise:

a) There will be an increase of noise with the size of the development which will impact on adjoining properties. Queries if double or triple glazing will be proposed to prevent future residents complaining about noise.

a) The project can operate within the limitations of the Noise regulations as determined by Herring Storer Acoustics. Where applicable, recommendations which form part of the acoustic report shall be implemented into the built form during building permit process.

Comments Received Expressing Concern:

<table>
<thead>
<tr>
<th>General Comments</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Increased height would be acceptable with greater upper floor setbacks.</td>
<td></td>
</tr>
<tr>
<td>b) Queries if 2.8 metre setback to first storey will provide sufficient access for delivery and service vehicles.</td>
<td></td>
</tr>
<tr>
<td>c) Queries if ground floor will provide weather protection in the form of a verandah or awning.</td>
<td></td>
</tr>
<tr>
<td>d) Considers the tenancy width to be acceptable.</td>
<td></td>
</tr>
<tr>
<td>e) Considers the floor to ceiling glazing is consistent with other developments along Beaufort Street.</td>
<td></td>
</tr>
<tr>
<td>f) Considers that the reduced setbacks to the northern boundary are acceptable as the subject site abuts a commercial property, provided that there are no openings.</td>
<td></td>
</tr>
<tr>
<td>g) Considers that overlooking to the laneway and existing dwellings should be protected through the use of screening.</td>
<td></td>
</tr>
<tr>
<td>h) Considers that the parking provided to the Office and Shop tenancies</td>
<td></td>
</tr>
<tr>
<td>a) Our upper levels have been setback in order that they are not visible from the street direct line of sight - refer separate justification supplied.</td>
<td></td>
</tr>
<tr>
<td>b) The TIS report has advised that the setbacks are adequate for service vehicles access / egress.</td>
<td></td>
</tr>
<tr>
<td>c) There is an awning which provides suitable weather protection.</td>
<td></td>
</tr>
<tr>
<td>d) Noted</td>
<td></td>
</tr>
<tr>
<td>e) Noted</td>
<td></td>
</tr>
<tr>
<td>f) The northern boundary setbacks are suitable, and provide compliant fire separation.</td>
<td></td>
</tr>
<tr>
<td>g) There is no overlooking to the existing dwellings as justified in the</td>
<td></td>
</tr>
</tbody>
</table>
**Summary of Submissions:**

<table>
<thead>
<tr>
<th>Comments Received Expressing Concern:</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>must be accessible to vendors and visitors.</td>
<td>separate submission lodged with the City.</td>
</tr>
<tr>
<td>i) Queries if bicycle parking spaces are available for use by vendors and visitors.</td>
<td>h) Office and Shop tenancies will control who can use their private bays.</td>
</tr>
<tr>
<td></td>
<td>i) Additional bike rail in front of the building can be contemplated to provide</td>
</tr>
<tr>
<td></td>
<td>convenient bicycle parking opportunity for the visitors</td>
</tr>
</tbody>
</table>

*Note: Submissions are considered and assessed by issue rather than by individual submitter.*
CITY OF VINCENT
DESIGN REVIEW PANEL

Wednesday 20 March 2019 at 3.30pm

Venue: Function Room
City of Vincent Administration and Civic Centre

MINUTES

Attendees:
Design Advisory Committee Members: City of Vincent Officers
James Christou (Chairperson) John Corbellini (Director Development Services)
Simon Venturi Joslin Colli (A/Manager Development & Design)
Tom Griffiths Kate Miller (A/Coordinator Planning Services)
Anthony Duckworth-Smith Mitch Hoad (Senior Urban Planner)

Karsen Reynolds (Urban Planner)
Roslyn Hill (Minute Secretary)

***************

Applicant-Item 3.1
Barry Baltinas Baltinas
Jonathan Choy Baltinas
Hide Shigeyoshi Baltinas

REDACTED FOR PRIVACY PURPOSES

***************

3.30pm Member Discussion
4.00pm

1. Welcome/Declaration of Opening

The Chairperson, James Christou declared the meeting open at 4.10pm.

2. Apologies

3. Business
4.10pm-4.45pm – Applicant Presentation – DA Lodged 5.2018.473.1

3.1 Address: 539-545 Beaufort Street, Mount Lawley

Proposal: Eight Storey Mixed Use Development, Comprising Four Shops, Two Offices, 27 Multiple Dwellings and Associated Parking

Applicant: Baltinas / Bronze Penny Pty Ltd

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 4 October 2017

Chair James Christou had to excuse himself from the application. Simon Venturi was the chair.

Applicant’s Presentation:
The applicant presented a power point presentation

Recommendations & Comments by DRP on 23 January 2019:

<table>
<thead>
<tr>
<th>Principle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principle 1 – Context and Character</td>
<td>• Ground floor – consider some articulation in the ground floor retail environment – consider the character of Beaufort street and the context of the street – quite big commercial frontages are proposed – ensure the ground elevation reads as part of the existing fine-grained street context of independent small retailers • Look at possibly greater articulation at the upper storey levels because there is no relief. The development currently presents quite repetitive and bulky</td>
</tr>
<tr>
<td>Principle 2 – Landscape quality</td>
<td>• Consider the technical issues in implementing landscaping. Planter depths around planters are too narrow, might need more soil volume. Careful thought to ensure the soils do not dry out</td>
</tr>
<tr>
<td>Principle 3 – Built form and scale</td>
<td>N/A</td>
</tr>
<tr>
<td>Principle 4 – Functionality and build quality</td>
<td>• Apartments A3 and A1, for example, have generous living areas. Consider what the space next to the kitchen would be used for in this space • Bathrooms off living areas are not supported, such as Apts 24 and 25 • Apartment 26 has laundry in living area</td>
</tr>
<tr>
<td>Principle 5 – Sustainability</td>
<td>• Consider alternative floor plan design for north-west and north-east apartments eg. Apt 3 &amp; 4 on Level 2. In the current apartment configuration, the bedrooms in these apartments have good north orientation, however the thermal performance of these apartments would be improved if the main living areas (kitchen, lounge, dining) are oriented north • Study in Apt 5 receives no direct natural daylight – consider alternative floor plan. Also check daylight factor levels from light well serving study in Apt 2. Also consider how these rooms will receive natural ventilation • The typical floor plan layout for each level does not appear to provide optimum cross ventilation opportunities for individual apartments with an east or west orientation eg. Apt 2 and 5 • There are large areas of glazing facing east and west, particularly for upper level apartments - the optimum glazing to floor area percentage for these elevations is typically 5-10%. While proposed landscaping may provide some shading, additional vertical shading devices are likely to be</td>
</tr>
</tbody>
</table>
required. Also check north glazing to floor area percentages -
typically 20-25% is optimal. Recommend this is considered
prior to DA being finalised so any shading measures can be
considered on the plans.

- Strongly recommend preliminary NaTHERS ratings are
  completed for each typical apartment to check insulation and
  glazing performance requirements, and ways in which the
design can be optimised prior to finalising development
application.

- Overshadowing of Lot 19 opposite and street corner needs
  further consideration, especially given the proposed design is
  seeking a 33% increase in plot ratio.

| Principle 5 – Amenity | Consider sound proofing to ensure the amenity of the
| Principle 7 – Legibility | residents is not affected by nearby tenancies (i.e. the
| Principle 6 – Safety | Queens).
| Principle 9 – Community | The entry to the building needs to be more legible as it is
| Principle 10 – Aesthetics | narrow, long and indistinguishable on the commercial
| Comments | frontage. Is there potential to relocate to Harold street with
direct entry to lift access and to allow opportunity for a light
well, day light, and ventilation to upper floors via a window on
the external wall.

Principle 8 – Safety

N/A

Principle 9 – Community

N/A

Principle 10 – Aesthetics

N/A

Recommendations & Comments by DRP (using the Built Form Policy Design
Principles):

Principle 1 – Context and Character

- Concerns over the street interface and the scale of the
  glazing elements. Try to break down the commercial
  tenancies to a finer grain to be more sympathetic with
  the area. Review the materials along Beaufort Street to
  see how these can be incorporated to fit within the
  Beaufort Street character. Consider a sill around the
  glazing to help with reducing the impact of floor to ceiling
  glazing. Also look at other shops fronts such as Mary
  Street bakery for references.

- There is not enough articulation and development of the
  facades for the scale and height of the development in
  relation to the repetition of the four levels over the
  podium element. Look at different materials in the 4
  middle levels to break up the massing.

- The art deco style typically displays a solid / heavy
  aesthetic which doesn’t minimise the visual bulk and
  massing of the development. The issues of bulk and
  scale need to be considered from all perspectives, not
  just those shown within the elevations. The view of the
  development on the corner is particularly heavy and
  bulky and this is a prominent location.

- Interface of the development with the ROW relies heavily
  on the success of the landscaping and ongoing
  maintenance. Rear setbacks are to be reconsidered to
  provide sensitivity to rear single storey properties.

- The four mid-levels appear bulky and require further
  work to be less dominating on the streetscape. Consider
setting the four levels back to reduce the massing.

- The closed balconies don’t assist in breaking down the massing as they do on other similar height developments on Beaufort Street. Greater articulation of facades required to reduce perceptions of bulk.
- Showing surrounding context on the plans elevations and 3D images will assist with assessing impacts on adjoining sites.
- Look at the Fringe Apartments on William Street for a good example of referencing the Art Deco in a contemporary way. The massing of the development into the surrounding lower scale residential context is also relevant to this project.
- Given the development is significantly over plot ratio and height, additional work is required to address the bulk and massing of the development.
- Consider the interface with the adjoining residential development to the rear and impacts with regards overlooking and to loss of privacy.

### Principle 2 – Landscape quality

- Planting is a critical component of this design and needs to be documented and integrated with the building correctly. The development relies heavily on the success of the landscaping. Landscaping maintenance schedules are required.
- Landscaping should not be used as screening to achieve compliance in relation to requirements such as overlooking as it is highly dependent on ongoing strata or owner maintenance schedules and a landscaping management plan.

### Principle 3 – Built form and scale

N/A

### Principle 4 – Functionality and build quality

- Open corridors are encouraged to assist with the cross ventilation and natural light access into apartments.
- Studies without windows are a concern.
- The light well is not large enough to provide adequate natural light and fresh air into the adjoining bedrooms.
- The kitchen in apartments 4, 6, 10 and 12 appears small in comparison to the size of the apartments.
- Apartment 15 appears inefficient. Consider reallocating the inefficient space from the bathroom to add to the balcony.
- The plot ratio is of a concern as a result of the bulk and mass of the development and the reduced setbacks are not supported.
- Apartment 23 is inefficient which can be improved.

### Principle 5 – Sustainability

N/A

### Principle 6 – Amenity

N/A

### Principle 7 – Legibility

N/A

### Principle 8 – Safety

N/A

### Principle 9 – Community

- Benefit of the increased density and height needs to be considered as a concession. Provision of community benefit, level of resident amenity and the design approach including materiality and rhythm is to be
<table>
<thead>
<tr>
<th>Principle 10 – Aesthetics</th>
<th>considered</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Comments</strong></td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>• Many of the comments from the previous minutes have not been addressed</td>
</tr>
</tbody>
</table>

Conclusion:

To be returned to DRP.

REDACTED FOR PRIVACY PURPOSES
### BALTINAS Response to Recommendations & Comments by DRP (20 March 2019 Meeting)

| Principle 1 - Context & Character | 1. Concerns over the street interface and the scale of the glazing elements. Try to break down the commercial tenancies to a finer grain to be more sympathetic with the area. Review the materials along Beaufort Street to see how these can be incorporated to fit within the Beaufort Street character. Consider a sill around the glazing to help with reducing the impact of floor to ceiling glazing. Also look at other shops fronts such as Mary Street bakery for references.
2. There is not enough articulation and development of the facades for the scale and height of the development in relation to the repetition of the four levels over the podium element. Look at different materials in the 4 middle levels to break up the massing.
3. The art deco style typically displays a solid / heavy aesthetic which doesn’t minimise the visual bulk and massing of the development. The issues of bulk and scale need to be considered from all perspectives, not just those shown within the elevations. The view of the development on the corner is particularly heavy and bulky and this is a prominent location.
4. Interface of the development with the ROW relies heavily on the success of the landscaping and ongoing maintenance. Rear setbacks are to be reconsidered to provide sensitivity to rear single storey properties.
5. The four mid-levels appear bulky and require further work to be less dominating on the streetscape. Consider setting the four levels back to reduce the massing.
6. The closed balconies don’t assist in breaking down the massing as they do on other similar height developments on Beaufort Street. Greater articulation of facades required to reduce perceptions of bulk.
7. Showing surrounding context on the plans elevations and 3D images will assist with assessing impacts on adjoining sites.
8. Look at the Fringe Apartments on William Street for a good example of referencing the Art Deco in a contemporary way. The massing of the development into the surrounding lower scale residential context is also relevant to this project.
9. Given the development is significantly over plot ratio and height, additional work is required to address the bulk and massing of the development.

|  | The following modifications have been made in response to the DRP comments and recommendations:
|  | 1. We have taken on board all of the DRP comments and have updated and further resolved the shop front proportionality by reducing the sizes of the glazing as requested. The sill around the glazing has also been highlighted as well provided with a more distinct but classical materiality palette which significantly improves the pedestrian interface.
|  | 2. The building elevation has been modified to provide further articulation over the podium level. As suggested, significant modifications to the materiality incorporating warmer and softer materials has also been considered.
|  | 3. We have modified some of the form as well as introduce additional materials and colour / texture in the façade to help minimise the visual bulk and scale.
|  | 4. The rear façade has been modified from the earlier façade design which was vertical which was in reference to the corner Psaros building. The proposed façade now steps back on each level thereby minimising the opportunity for overlooking. That is, the landscaping is not needed as screening to achieve privacy.
|  | 5. The middle four levels have been modified to provide much less bulk than previously.
|  | 6. The revised façade design creates further setbacks and visually opens up the façade as requested.
|  | 7. Balconies facing Beaufort Street have been opened which has added more depth to the building façade which in turn has reduced the building bulk.
|  | 8. Surrounding context has been shown on all 5 renders. However, it is noted that the majority of surrounding buildings will be redeveloped in due course and as such, should not be considered as a benchmark in terms of measuring amenity impact or building bulk and scale.
|  | 9. The property is not significantly over plot ratio with the additional area of plot ratio being intentionally setback from Beaufort Street in order to remove it from pedestrian view / scale.
|  | 10. The potential for overlooking has been addressed on level 2 balcony. Additionally, written support of the proposal will be forthcoming from the owner of the property in question. |
10. Consider the interface with the adjoining residential development to the rear and impacts with regard to overlooking and to loss of privacy.

Facade Comparison:

Plans considered at DRC 20 March 2019

Latest Amendments
**Item 5.2 - Attachment 6**

**Principle 2 - Landscape quality**
1. Planting is a critical component of this design and needs to be documented and integrated with the building correctly. The development relies heavily on the success of the landscaping, landscaping maintenance schedules are required.
2. Landscaping should not be used as screening to achieve compliance in relation to requirements such as overlooking as it is highly dependent on ongoing strata or owner maintenance schedules and a landscaping management plan.

**Latest Amendments**
Noted and acknowledged. A draft management plan has been prepared for consideration as part of the proposal.

**Principle 3 - Built form and scale**
N/A

**Principle 4 - Functionality and build quality**
1. Open corridors are encouraged to assist with the cross ventilation and natural light access into apartments.
2. Studies without windows are a concern.
3. The light well is not large enough to provide adequate natural light and fresh air into the adjoining bedrooms.
4. The kitchen in apartments 4, 6, 10 and 12 appears small in comparison to the size of the apartments.
5. Apartment 15 appears inefficient. Consider reallocating the

**Latest Amendments**
1. Noted. Whilst open corridors can assist with cross-ventilation on certain sites where the use of major openings are restricted, the subject site is fortunate to have 3 street frontages (i.e. Beaufort Street, Harold Street and the laneway) which allows major openings to feature on all aspects. This in-turn maximises access to direct sunlight as well as daylight in addition to achieving exceptional levels of cross ventilation for all units.
2. Studies have been redesigned to be unenclosed spaces which maximise access to natural borrowed light from adjoining rooms. The use of these
<table>
<thead>
<tr>
<th>Principle 5 – Sustainability</th>
<th>N/A</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principle 6 – Amenity</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Inefficient space from the bathroom to add to the balcony

6. The plot ratio is a concern as a result of the bulk and mass of the development and the reduced setbacks are not supported.

7. Apartment 23 is inefficient which can be improved.

Types of spaces have been successfully implemented in our Velo Apartments project, details of which were provided in our previous DRP response. It is noted that as an unenclosed space, areas can also be utilised for purposes other than studies (e.g. kids play area, additional storage space, games room etc) which illustrates the flexibility and adaptability of the proposed units.

3. All light wells do not provide light to any bedrooms rather, only serve unenclosed studies and secondary bathrooms.

4. Comment (4) is disagreed. Island benches are 2m long and kitchens are 3.25m long which are sizeable kitchen spaces, much larger than typical apartments. As part of our Design Development, these get further resolved to suit individual buyer preferences.

5. Apt 15 has been updated to further improve use of space and its efficiency.

6. For reasons outlined previously, the additional plot ratio has negligible impact to the overall bulk and scale of the building from a pedestrian scale. It is reiterated that:
   - The upper two levels are significantly setback and not even visible from the street;
   - There is no adverse overshadowing impact as all excess shadow created by the over-height / over plot ratio sections are to the street; and,
   - Improvements to the facade by way of materiality, texture and colour as well as the opening up of balconies have notably reduced the bulk and scale of the building.

7. Comment (7) is disagreed. Apartment 23 is considered to be efficient in terms of its layout as well as size.
<table>
<thead>
<tr>
<th>Principle 7 - Legibility</th>
<th>N/A</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principle 8 - Safety</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
| Principle 9 - Community | Benefit of the increased density and height needs to be considered as a concession. Provision of community benefit, level of resident amenity and the design approach including materiality and rhythm is to be considered. | Not only does the proposal result in significant design benefits but the extent of community benefits is compelling. The following conclusions are made in this regard:  
  - At 319.3sqm of total landscaping being provided (horizontal and vertical), the proposal makes an enormous contribution towards reclaiming lost urban trees in the locality. It is noted that the extent of landscaping provided represents an additional 180.7sqm or more than 130% in excess of the minimum 138.6sqm Policy requirement.  
  - Quality landscaping throughout further emphasises the ‘green’ character of the proposal which returns landscaping back to an area which has until now, been devoid of any notable greenery. The stepped planters / massing between the levels connects the established street trees to the vertical gardens resulting in an interactive civic presence.  
  - The sheer extent and quality of landscaping, combined with the unit typology which sees notably more 2 and 3 bedroom products caters perfectly for the physical and mental well-being of children and the elderly.  
  - Whilst no conclusive studies have been performed, the proposal will deliver improved air quality in light of the added number of vegetation able to photosynthesise carbon dioxide.  
  - The active commercial frontages at the street edge contribute towards creating an exceptional pedestrian experience across both Beaufort and Harold Streets. That is, the 4 tenancies along Beaufort Street activate that frontage whilst the portion of Harold St which comprises a non-active aspect on the ground level is compensated for by the upper floor ‘office’ tenancies.  
  - The redevelopment of a currently derelict site delivers significant benefits to the locality through designing out crime and activation of the site through pedestrian activity and passive surveillance. |
<table>
<thead>
<tr>
<th>Principle 10 – Aesthetics</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comments</td>
<td>Many of the comments from the previous minutes have not been addressed</td>
</tr>
</tbody>
</table>

For reasons outlined above, the proposal is now considered to have appropriately addressed the previous as well as latest commentary raised by the Design Review Panel.
Determination Advice Notes:

1. The applicant is advised that reasonable measures are to be implemented to educate and encourage all staff and members of alternative means of transport to the site including public transport, cycling and walking.

2. If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.

3. If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

4. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.

5. With regard to the maximum occupancy, the limit imposed on this approval relates to planning matters only and may otherwise be restricted by separate Health legislation.

6. The applicant and owner are advised that sufficient parking can be provided on the subject site and as such the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential dwellings. This information should be provided to all prospective purchasers and it is recommended that a notice be placed on Sales Contracts to advise purchasers of this restriction.

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

8. The City accepts no liability for the relocation of any public utility and/or any other services that may be required as a consequence of this development. The applicant/owner shall ensure that the location of all services is identified prior to submitting an application of building permit. The cost of relocated any services shall be borne by the applicant.
5.3 NO. 160-166 (LOT NO'S. 32, 33, 34, 201 AND 202) PALMERSTON STREET, PERTH - CHANGE OF USE TO MOTEL AND ADDITION OF 11 MOTEL ROOMS AND RESTAURANT/CAFÉ

TRIM Ref: D19/73159
Author: Mitchell Hoad, Senior Urban Planner
Authoriser: Jay Naidoo, Manager Development & Design
Ward: South

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for a Change of Use to Motel and Addition of 11 Motel Rooms and Restaurant/Café at No. 160-166 (Lot: 32, 33, 34, 201 and 202; D/P: 690, 302209 and 39093) Palmerston Street, Perth, in accordance with the plans shown in Attachment 2 and the determination advice notes at Attachment 7:

1. Use of Premises
   1.1 This approval relates to a Change of Use to Motel and Restaurant/Café as shown on the plans dated 6 May 2019 and 15 May 2019. It does not relate to any other development on the site;
   1.2 The use of the Motel and Restaurant shall only be used in accordance with the definition in the City of Vincent’s Local Planning Scheme No. 2 as follows:

   Motel means premises, which may be licensed under the Liquor Control Act 1988 –
   (a) used to accommodate guests in a manner similar to a hotel; and
   (b) with specific provision for the accommodation of guests with motor vehicles;

   Restaurant/Café means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licensed under the Liquor Control Act 1988.

   1.3 A maximum of 56 patrons shall be permitted within the Restaurant/Café at any one time;

2. Parking and Access
   2.1 A minimum of 21 off-street parking bays shall be provided. The parking bays are not to be used for storage purposes or the like. Of these bays:
   • 4 shall be provided for staff of the Motel and Restaurant/Café use; and
   • 17 for the guests of the Motel and customers of the Restaurant/Café.

   2.2 The car parking and access areas shall be sealed, drained, paved and line marked in accordance with the approved plans and are to comply with the requirements of AS2890.1 prior to the occupation or use of the development.
2.3 A minimum of 12 bicycle facilities shall be provided and designed in accordance with AS2890.3 prior to the occupation of the premises.

3. Acoustic Report

3.1 A revised Acoustic Report shall be lodged with and approved by the City, in accordance with the City’s Policy No. 7.5.21 – Sound Attenuation prior to the commencement of the development. This revised Acoustic Report shall address, but is not limited to, the following:

- The emission of noise from the Restaurant/Café, including music, commercial kitchen exhausts and air conditioner and other servicing units; and

3.2 All of the recommended measures included in approved Acoustic Report referred to in 3.1 shall be implemented prior to the occupation or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

4. Parking Management Plan

4.1 Prior to occupation of the development, a revised Parking Management Plan shall be submitted to and approved by the City. The revised Parking Management Plan is to include, but not limited to, the following:

- Details regarding the reciprocal use of the 17 bays allocated to Motel guest and Restaurant/Café customer parking; and
- Detailed management measures to ensure that access to these bays is readily available at all times and that guests of the Motel are made aware of the availability of on-site parking at the time of booking; and

4.2 The Parking Management Plan as identified in Condition 4.1 shall be implemented and the development carried out in accordance with the approved Parking Management Plan and approved plans to the satisfaction of the City.

5. Landscaping Plan

5.1 A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated;
- The provision of 8.7 percent of the site area as deep soil zones; and
- The appropriate selection of tree species (consistent with the City’s Tree Selection Tool) to be located within the deep soil areas to maximise the provision of canopy coverage; and

5.2 All works shown in the plans identified in Condition 5.1 above shall be undertaken in accordance with the approved plans to the City’s satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

6. Verge Infrastructure

No verge tree shall be removed without the prior written approval of the City. The verge tree shall be retained and protected from damage including unauthorised pruning to the satisfaction of the City;
7. Building Design

7.1 Windows and doors of the ground floor tenancies fronting Bulwer, Palmerston and Earl Streets shall provide an active and interactive relationship to the street to the satisfaction of the City and shall be maintained thereafter to the satisfaction of the City;

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

7.3 All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and surrounding properties to the satisfaction of the City; and

7.4 The awning within the Palmerston Street and Bulwer Street road reservation, attached to the façade of the building shall be designed to be removable, to the satisfaction of the City. This is to be demonstrated as part of the building permit;

8. Amalgamation

Prior to the occupation of the development, the subject land shall be amalgamated into one lot on the Certificate of Title;

9. Construction Management Plan

A Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding area shall be lodged with and approved by the City prior to the commencement of the development. The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

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

10. Waste Management

10.1 A Waste Management Plan prepared to the satisfaction of the City shall be submitted approved by the City prior to the commencement of the use; and

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

11. Schedule of External Finishes

Prior to the commencement of development, a detailed schedule of external finishes (including materials, colour schemes and details) shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development.
PURPOSE OF REPORT:

To consider an application for development approval for a Change of Use to a Motel for the existing building, and a new two-storey building as a Restaurant/Café on the ground floor and a Motel on the second storey at No. 160-166 Palmerston Street, Perth (subject site).

PROPOSAL:

The application proposes to change the use of the existing Batavia Apartments on the subject site from Residential Flats to Motel, and the construction of a new two-storey building to accommodate a Restaurant/Café on the ground floor and 11 additional Motel rooms on the second storey. The additional rooms would continue to be operated by the existing operator of the Batavia Apartments.

The Restaurant/Café is proposed to accommodate 56 patrons. The ground floor also includes a reception area for the Motel and office and laundry facility for us by staff and guests respectively. The second storey is proposed to accommodate 11 new rooms for the Motel, taking the total number of rooms on the subject site to 32.

There are no specified hours of operation for the Restaurant/Café, although the applicant has provided indicative hours of 11am to 2pm and 5pm to 10pm Monday to Sunday, subject to the future operator requirements should the proposal be approved. The Motel reception hours of operation are from 9:00am to 5:00pm Monday to Sunday. Out of these hours, check-in and check-out would be undertaken by staff of the Restaurant/Café or any other available staff. Staff for the development is proposed to consist of:

- Two cleaners/maintenance staff;
- One receptionist;
- One kitchenhand; and
- Three restaurant staff.

The development does not propose any works to the existing building or increase to the 22 parking bays currently on the site.

BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner:</th>
<th>Starlily Nominees Pty Ltd</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant:</td>
<td>Toh Construction Pty Ltd</td>
</tr>
<tr>
<td>Date of Application:</td>
<td>31 January 2019</td>
</tr>
<tr>
<td>Zoning:</td>
<td>MRS: Urban / Other Regional Road</td>
</tr>
<tr>
<td></td>
<td>LPS2: Zone: Mixed Use R Code: R40</td>
</tr>
<tr>
<td>Built Form Area:</td>
<td>Residential</td>
</tr>
<tr>
<td>Existing Land Use:</td>
<td>Residential Flats</td>
</tr>
<tr>
<td>Proposed Use Class:</td>
<td>Motel and Restaurant/Cafe</td>
</tr>
<tr>
<td>Lot Area:</td>
<td>1,648 square metres</td>
</tr>
<tr>
<td>Right of Way (ROW):</td>
<td>No</td>
</tr>
<tr>
<td>Heritage List:</td>
<td>No</td>
</tr>
</tbody>
</table>

The subject site is zoned Mixed Use R40 under the City of Vincent Local Planning Scheme No. 2 (LPS2), the subject site current consists of the Batavia Apartments which is a three storey building accommodating 21 rooms and 21 parking bays. The building was approved by the City of Perth as Residential Flats in 1984. Batavia Apartments have operated from the subject site since 2012 and provides accommodation for tourists.

The subject site is bound by Bulwer Street to the north-east, Palmerston Street to the north-west, Earl Street to the south-east and an existing single storey Single House at No. 158 Palmerston Street to the south-west. Bulwer Street is reserved as an Other Regional Road (ORR) under the Metropolitan Region Scheme, a portion of which affects the north-western corner of the subject site. A location plan is included in Attachment 1. No building is proposed within the portion of the subject site affected by the Bulwer Street ORR reservation. The land surrounding the subject site is zoned Residential R50 under LPS2 and consists generally of single and two storey residential development.
The application was submitted to the City on 26 July 2018 but was incomplete. Following a preliminary assessment, Administration requested additional information to be provided to allow a full assessment to be undertaken, including details regarding the proposed land uses, a Parking Management Plan (PMP), acoustic report, landscaping plan and Environmentally Sustainable Design report (ESD). The requested information was not provided to the City in full until 31 January 2019, at which time the application was deemed to be complete and was formally lodged.

The application was lodged as a Change of Use from Motel to Hotel, following community consultation and a review of the City’s records it was identified that the approved land use was as per the original development approval, being Residential Flats. Residential Flats is not a use class under LPS2. Following discussions with the applicant regarding the appropriate land use, being either Motel or Hotel, the applicant amended the proposal to be considered as a Motel land use. This was on the basis that the current and intended operation of the use was more consistent with the definition of Motel under LPS2 which provides accommodation with specific provision for guests with motor vehicles. The proposal provides for dedicated on-site parking for guests of the Motel.

Plans for the development are included in Attachment 2. The supporting information provided by the applicant is included in Attachment 3, including a landscaping plan, acoustic report, parking management plan and environmentally sustainable design report.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the LPS2, the City’s Policy No. 7.1.1 – Built Form (Built Form Policy) and Policy No. 7.7.1 – Non-Residential Development Parking Requirements (Parking Policy). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

<table>
<thead>
<tr>
<th>Planning Element</th>
<th>Use Permissibility/Deemed-to-Comply</th>
<th>Requires the Discretion of Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Street Setback</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Building Setbacks/Boundary Wall</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Building Height/Storeys</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Landscaping</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Parking &amp; Access</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Solar Access</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Essential Facilities</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>External Fixtures</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Surveillance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmentally Sustainable Design</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Detailed Assessment

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

<table>
<thead>
<tr>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deemed-to-Comply Standard</td>
</tr>
<tr>
<td>LPS2</td>
</tr>
</tbody>
</table>

‘P’ permitted use
The above element of the proposal does not meet the specified deemed-to-comply standards and is discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken by the City for a period of 21 days in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 from 5 March 2019 to 26 March 2019. The method of advertising included 31 letters being mailed out to all owners and occupiers surrounding the subject site (as shown in Attachment 1), a sign being erected on-site, a newspaper advertisement and a notice on the City’s website in accordance with the City’s Policy No. 4.1.5 – Community Consultation.

At the conclusion of the consultation period, a total of three submissions were received one which objected and two which did not support or object but expressed concerns. The main issues raised during the consultation period related to the following matters:

- Concerns about the built form outcome being appropriate for the locality, including the lack of pedestrian awning and the ground floor interaction of the new building; and
- Supportive of the land use, parking and landscaping provided that it is maintained.
Following advertising, the applicant provided an amended proposal, which included:

- Changing the intended use from Hotel to Motel; and
- Changes to the built form including the increasing of the building height on the north-eastern and north-western corners to 7.3 metres and a more refined building design including articulation and use of colours and materials sympathetic to the existing locality.

Administration readvertised the amended proposal, as although the use permissibility of a Hotel and Motel is the same (being ‘A’), the plans provided a further departure to what had been previously advertised with a maximum building height of 7.3 metres. The amended proposal was readvertised from 16 May 2019 to 27 May 2019. The method of advertising included 31 letters being mailed out to those who had previously been sent a letter and a notice placed on the City’s website.

At the conclusion of the additional consultation period, a total of two additional submission was received. These raised concerns over potential noise impacts for air conditioning units, as these were not included within the acoustic report, as well as the impact of customers utilising existing on-street car parking.

A summary of the submissions received and Administration’s comments with respect to these are included in Attachment 4. A summary of the submissions and the applicant’s comments is included within Attachment 5.

Department of Planning, Lands and Heritage

The application was referred to the Department of Planning, Lands and Heritage (DPLH) as the development abuts and is affected by Bulwer Street which is reserved as an ORR under the MRS. The DPLH advised that it had no objection to the proposal, subject to a traffic assessment being undertaken to the City’s satisfaction.

In response to the DPLH’s recommendation, the applicant provided a traffic report (refer to Attachment 3). This is discussed further in the Comment section of this report.

Design Review Panel (DRP):

Referred to DRP: Yes

The application was referred to the DRP on three previous occasions, being 5 September 2018, 20 March 2019 and 8 May 2019. The minutes from these DRP meeting is included within Attachment 6.

LEGAL/POLICY:

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- City of Vincent Local Planning Scheme No. 2;
- City of Vincent Policy No. 4.1.5 – Community Consultation;
- City of Vincent Policy No. 7.1.1 – Built Form;
- City of Vincent Policy No. 7.5.21 – Sound Attenuation;
- City of Vincent Policy No. 7.5.23 – Construction Management Plans; and
- City of Vincent Policy No. 7.7.1 – Non-Residential Development Parking Requirements.

Planning and Development Act 2005

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

Delegation to Determine Applications:

This matter is being referred to Council as the development proposes a Motel land use, which Administration does not have delegation to determine.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City’s business function when Council exercises its discretionary power to determine a planning application.
STRATEGIC IMPLICATIONS:

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

**Innovative and Accountable**

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

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

**Land Use**

Within the Mixed Use zone, a Motel and Restaurant/Café are both ‘A’ uses, which requires advertising to be undertaken before discretion being exercised. In considering the appropriateness of the uses regard is to be given to the objectives of the Mixed Use zone under LPS2.

The proposal is consistent with the objectives of the Mixed Use zone under LPS as follows:

- The development provides for a strong urban edge to be provided along Bulwer Street, with the Restaurant/Café being located on the ground floor to provide for interactivity with the street. The ground floor design provides for a pedestrian awning with an open and active façade provided to encourage pedestrian activity. The Restaurant/Café is compatible with the Motel rooms provided above, with guests of the Motel likely to utilise the premises and increase activity at the street level;
- The applicant has provided an acoustic report and PMP to demonstrate that noise and parking can be appropriately managed so. These indicate that the proposed uses are capable of operating from the subject site without generating nuisances detrimental to the amenity of the nearby properties or wider locality;
- The applicant has provided an ESD report which identifies that the new building can achieve a Five Star Green Star rating, demonstrating a contribution towards sustainable design; and
- The development provides for tourist accommodation in close proximity to the Perth Central Business District (approximately 620 metres) and the Leederville Town Centre (approximately 680 metres). The operator of the Batavia Apartments has been providing tourist accommodation from the premises since 2012, with no complaints received regarding the land use which demonstrates its compatibility with the surrounding residential uses.

**Street Setback**

The Built Form Policy requires a local housing objective assessment to be undertaken for the primary and secondary street setback. The proposed nil setbacks to Bulwer Street, Palmerston Street and Earl Street are consistent with the local housing objectives as follows:

- The nil setback enhances the Bulwer Street streetscape as it provides an active and articulated façade to both the ground and second storey. The nil setback is consistent with the nil setback of the commercial building at No. 274 Bulwer Street. The proposed building would replace the existing front fence which provides views into the communal pool area, screening this from view from the public realm to provide privacy for users and improved amenity for the street; and
- The nil setback to Palmerston Street and Earl Street provides an urban edge to the development site. The articulated façade design minimises the perception from building bulk on the streetscape and results in an improved outcome for both streets as it screens the communal pool area.
Building Height

The Built Form Policy permits a maximum building of 7.0 metres to the top of a concealed roof. The building is proposed to be 7.3 metres high at the north-eastern and north-western corner, with the remaining portion 7.0 metres high. This is consistent with the local housing objectives as follows:

- The increased height acts as an architectural element to feature the corners of the proposed building. This provides visual interest and contributes towards the character of the streetscape and was supported by the City’s DRP. As the increased height is proposed for the corners of the building, with the remaining building meeting the deemed-to-comply standard, this would not overwhelm or dominate the existing streetscape or result in increased building bulk or scale;
- The façade design draws on key character elements in the locality, including red face brick and white render to provide consistency with the surrounding residential properties. The increased height on the corner contributes towards this and is not incompatible with existing development or the streetscape; and
- The development does not propose any retaining or fill, and does not result in any visual privacy or overshadowing concerns for adjoining properties.

Landscaping

The Built Form Policy requires the provision of 15 percent of the site area as deep soil zone and 30 percent canopy coverage. The proposed 8.7 percent deep soil zone and 18 percent canopy coverage (inclusive of the existing canopy across the rear of the site) is consistent with the local housing objectives as follows:

- Existing landscaping is retained at the rear of the site to assist with screening the existing parking bays from the adjoining property at No. 158 Palmerston Street. New landscaping is proposed to be provided around the Palmerston Street frontage to reduce the impact of the development when viewed from the residential properties across the road. There is no impact on the existing verge trees within the Bulwer Street and Palmerston Street verges which would further contribute towards reducing the impact of the development;
- The development proposes increased landscaping and canopy coverage around the communal pool area. This area currently has low amenity for users as there is no landscaping with the exception of two trees which provide limited shading and the pool is surrounded by concrete. The proposed landscaping incorporates planting areas, shade trees and trellis structures to support climbing plants around the pool area. These contribute towards providing shade and creating a communal area with greater amenity for users and guests consistent with the DRP’s recommendation; and
- The canopy cover proposed would overhang the verge, improving the amenity for pedestrians and contribute towards the City’s green canopy to reduce the impact of the urban heat island effect.

Administration recommends that a condition be imposed requiring a revised landscaping plan to be submitted which provides for revised tree selection species to maximise canopy coverage on the site.

Parking and Bicycle Parking

The Parking Policy does not specify parking requirements for the Motel use, with parking to be determined based on a PMP. The Parking Policy requires 14 bays to be provided for the Restaurant/Café use.

There is currently 21 existing bays on the site with no new bays proposed as part of this application. The applicant has prepared a PMP which is included within Attachment 3 and outlines the following:

- Of the 21 on-site parking spaces, four would be allocated to staff of both uses and 17 allocated to guests of the Motel and customers of the Restaurant/Café;
- 12 bike spaces are provided on the site, with these available for use by staff, guests and customers of the Restaurant/Café and Motel uses;
- The subject site is within proximity of high frequency and regular frequency bus routes, as well as pedestrian paths connecting to local amenities including Hyde Park. Bulwer Street includes a bicycle lane in both directions which connects to Palmerston Street, Vincent Street and Lord Street. Connection is also provided to the wider bicycle network including along Beaufort Street and Fitzgerald Street; and
- Off-street public parking is available within the Fitzgerald Street car parking as well as on the surrounding streets within 400 metres of the subject site.
The proposed parking provision is suitable for the following reasons:

- The nature of the Motel use is to provide accommodation for tourists, with provision for parking on site. The development proposes for 17 bays to be allocated for guest/customer use, with the applicant indicating a likely split of 13 bays for the guests of the Motel and four bays for customers of the Restaurant/Café, although more bays may be available for customers depending on demand. The Restaurant/Café is intended to primarily service the guests of the Motel, although it would also be open to the public. Given this reciprocal use it is reasonable for there to be a reduction of on-site parking. Although parking is provided for guests of the Motel, it is noted that not all guests would have a vehicle as they are generally tourists, and are notified of the availability of on-site parking as part of the booking process. In addition, the site is adequately serviced by public transport and is in close proximity to the Perth CBD for the use of ride sharing services which can all be utilised by guests. The parking allocated for each of the uses is adequate for the needs of the development;

- The subject site is well located with respect to high frequency bus routes as well as pedestrian and cycling paths which can be used by guests of the Motel as well as staff of both uses. Additionally, guests may also utilise ride sharing services such as Uber as well as taxi’s given the proximity to the Perth CBD. There is also 12 bicycle parking spaces provided for in the development, which can be used by guests and staff; and

- Within the immediate vicinity of the subject site (450 metres), there are 113 bays along Bulwer Street between Randall Lane and Lake Street and 66 bays along Palmerston Street between Bulwer Street and Newcastle Street available for public parking. With respect to the parking provided along Palmerston Street, the City’s parking data indicates that there is 13 bays available on average. With respect to the parking along Bulwer Street, this has not been captured by the City’s parking data, a GIS review indicated that there is 72 bays available on average, with details of the demand as follows:
  - Thursday 2 May 2019 – 41 cars parked;
  - Sunday 24 February 2019 – 42 cars parked;
  - Saturday 22 December 2018 – 36 bays parked;
  - Sunday 28 October 2018 – 43 cars parked;
  - Sunday 23 September 2018 – 40 cars parked;
  - Wednesday 25 April 2018 – 53 cars parked; and

Based on the above, there is generally 85 on-street parking bays available for use within 450 metres of the subject site, and this is capable of accommodating parking for patrons of the Restaurant/Café.

Noting the above, sufficient on-site parking is provided for staff of the development and guests of the Motel. As a result of the nature of the Motel land use, there is likely to be reciprocity with guests also being customers of the Restaurant/Café which would reduce the demand for customer parking. Some customer parking is provided on-site, and there is sufficient alternative transport methods and public parking within the vicinity of the subject site to accommodate any additional parking demand, without the need for a cash-in-lieu contribution from the applicant.

**Acoustic Report**

The City’s Policy No. 7.5.21 – Sound Attenuation requires the development to be accompanied by an acoustic report. The applicant provided an acoustic report prepared by Sealhurst Acoustic Design and Engineering which is included in Attachment 3. Following a review of the acoustic report, that this recommends for a further acoustic report to be undertaken upon the completion of detailed design, when specific fittings and systems have been selected. While the proposal is expected to comply with the Environmental Protection (Noise) Regulations 1997, further acoustic reporting once the detailed design has been completed would ensure that this occurs. In light of this, a condition is recommended for a revised acoustic report to be provided to ensure that the proposal achieves compliance with the Environmental Protection (Noise) Regulations 1997.

**Environmentally Sustainable Design**

The applicant provided an ESD Report which forms part of the application to satisfy the requirements of the Built Form Policy. The ESD Report is included in Attachment 3 and outlines the following features that would be considered during construction, including:

- Solar PV panels;
- High performance glazing and insulated walls, roof and ceiling systems;
• The use of efficient fixtures and fittings, including taps and lights; and
• Access to natural light and ventilation to all rooms, and achieving cross ventilation where possible to increase natural cooling.

The ESD Report identifies that a self-assessment against the Green Star Design and As-Built tool has been competed, and the development would achieve the five star Green Star rating. Administration has reviewed the ESD Report and is satisfied with its findings.

DPLH Comments

In response to the DPLH comments, the applicant submitted a traffic report to Administration. The traffic report (included in Attachment 3) identifies that the proposal would result in an increase of 16 and 30 vehicle trips during the morning and afternoon peak periods. The Western Australian Planning Commission’s Transport Impact Assessment Guidelines outline that development which generates between 10 and 100 vehicle trips per hour would have a moderate impact. Given the increases of 16 and 30 vehicle trips, the proposal is on the lower scale of this impact, and no further assessment is required. Administration has reviewed the traffic report and is satisfied with its findings that traffic generated by the proposal can be accommodated within the surrounding road network with minimal impact.
SUBJECT SITE

The City of Vincent does not warrant the accuracy of information in this publication and any person using or relying on that information should make their own independent investigation and verify the correctness of that information. The City of Vincent shall bear no responsibility or liability, whatsoever for any error, fault, defect, or omissions in this information. Includes layers based on information provided by and with the permission of the Western Australian Land Information Authority (Landgate) (2013).

Nos. 160-166 Palmerston Street, Perth
Item 5.3 - Attachment 2
Typical Floor Plan of Existing Building
at No. 160-166 Palmerston Street
16 May 2019

Mitchell Hoad
Senior Urban Planner
City of Vincent
mitchell.hoad@vincent.wa.gov.au

Dear Mr Hoad,

NO. 160–166 (LOTS 32, 33, 34, 100, 202)
PALMERSTON STREET, PERTH
PROPOSED ALTERATIONS AND ADDITIONS

Urbanista Town Planning has been engaged to prepare a submission for planning approval for the proposed alterations and additions to the existing motel located at No. 166 Palmerston Street, Perth.

OVERVIEW OF PROPOSAL

The subject site is located at the intersection of Bulwer Street and Palmerston Street in Perth. The site is 1,770sqm in area comprising of several lots including a former right of way. The streetscape comprises of a mixture of housing stock, from new grouped dwellings of varying standard, to older federation housing. Streetscape includes smaller shopfronts which address street corners. The proposed alterations and additions are to construct additional building on the Bulwer Street frontage.

The site currently includes an established building, the Batavia Apartments — a motel style “backpacker” accommodation for visiting tourists.

The following planning framework applies to the site:

- Lot is zoned “Urban” within the Metropolitan Region Scheme; and
- Lot is zoned “Residential R40” in the City of Vincent Town Planning Scheme No. 2.

The development proposes an 11 room motel extension, and accompanying facilities, alongside a restaurant fronting Bulwer Street, which is an “A” (advertising) use within the City’s Local Planning Scheme, Town Planning Scheme No. 2.

REDACTED FOR PRIVACY PURPOSES
HOURS OF OPERATION AND STAFF

The hours of operation are yet to be determined for the restaurant. The indicative hours of operation are from 11:00 to 14:00 and then 17:00 to 22:00 Monday to Sunday subject to specific site and restaurant operator requirements to be determined post development and subject to change depending on demand.

The hours of operation of the motel reception will be from 09:00 to 17:00 Monday to Sunday, with out of office hours check-in and check-out done by restaurant or other available staff. The maximum permissible hours of operation of the proposed development are 06:00 to 00:00 Monday to Saturday excluding public holidays and 10:00 to 00:00 Sunday excluding public holidays.

The maximum number of concurrent staff and restaurant patrons are as follows:

- 2 cleaners / maintenance staff
- 1 receptionist
- 1 kitchenhand
- 3 restaurant staff
- 56 restaurant patrons (seating capacity)
CAR PARKING ASSESSMENT

The following assessment for car parking requirements has been provided in accordance with the City of Vincent’s Local Planning Policy 7.7.1 below.

<table>
<thead>
<tr>
<th>Reference</th>
<th>Requirement</th>
<th>Proposed</th>
<th>Complies / Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL PLANNING POLICY 7.7.1</td>
<td>Car Parking (Residential Built Form Zone)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motel</td>
<td>To be determined by the City on (via) a site-specific Parking Management Plan.</td>
<td>(Motel Rooms—Existing: 21 Proposed: 11)</td>
<td>21 car parking bays</td>
</tr>
<tr>
<td>Restaurant / café</td>
<td>0.25 car parking bays per person (seating capacity)</td>
<td>14.0 car parking bays required (56 persons)</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>&gt;14 bays</td>
<td>21 bays</td>
<td>To be determined</td>
</tr>
</tbody>
</table>

Justification:

As demonstrated in the car parking management plan there are 1,240 car parking bays within 400m of the site available for use by the general public. Of these bays there are 8 directly adjacent to the subject site, including 4 on Earl Street, 2 on Bulwer Street, and 2 on Palmerston Street. Withstanding these extra bays, the provided car parking is more than capable of satisfying any potential demand created by the development. Further, as evident in comparable development in the Perth area, it is uncommon for visitors to commercial businesses such as a restaurant to make their way to the back of a building and park on private land, even if extra parking was provided. The provided on-street parking has also not been observed at any period over the course of a typical weekday or weekend be completely full with there always being a free car parking spot within 100m walking distance. Resultantly it is recommended and welcomed that the City of Vincent support this car parking variation.

REDACTED FOR PRIVACY PURPOSES
### BICYCLE PARKING ASSESSMENT

The following assessment for bicycle parking requirements has been provided in accordance with the City of Vincent’s Local Planning Policy 7.7.1 below:

<table>
<thead>
<tr>
<th>Reference</th>
<th>Requirement</th>
<th>Proposed</th>
<th>Complies / Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOCAL PLANNING POLICY 7.7.1</strong></td>
<td><strong>Short Term Bicycle Parking</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Motel</td>
<td>(Motel Rooms—Existing: 21 Proposed: 11)</td>
<td>4 spaces (Palmerston Street)</td>
</tr>
<tr>
<td></td>
<td>To be determined by the City on (via) a site-specific Parking Management Plan.</td>
<td></td>
<td>To be determined</td>
</tr>
<tr>
<td></td>
<td>Restaurant / café</td>
<td>1.064 bicycle spaces required (56 persons)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0.019 bicycle parking bays per person (seating capacity)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1 space (1.064)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **Long Term Bicycle Parking** | | |
| Motel | (Motel Rooms—Existing: 21 Proposed: 11) | 8 spaces (Palmerston Street) |
| To be determined by the City on (via) a site-specific Parking Management Plan. | | To be determined |
| Restaurant / café | 2.352 bicycle spaces required (56 persons) | |
| 0.042 bicycle parking bays per person (seating capacity) | | |
| **TOTAL** | 2 spaces (2.352) | | |

The proposed bicycle parking complies. Additional parking requirements are to be determined by the City on a site-specific Parking Management Plan.
PLANNING & DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS

In addition to the above, the proposed development as whole has been considered in accordance with clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 (W.A.) as follows:

<table>
<thead>
<tr>
<th>Clause 67</th>
<th>Response</th>
</tr>
</thead>
</table>
| (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area; | The proposed land uses and additions to the existing building are considered compliant in accordance with the objectives of the Mixed Use zone as outlined in clause 16 of the City's Local Planning Scheme No. 2:  
  - To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.  
  - To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.  
  - To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community. |
| (b) the requirements of orderly and proper planning, including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving; | NIL. |
| (c) any approved State planning policy;                                    | NIL. |
| (d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d); | NIL. |
| (e) any policy of the Commission;                                          | NIL. |
| (f) any policy of the State;                                               | NIL. |
| (g) any local planning policy for the Scheme area;                         | An assessment against the City's Local Planning Policy No. 7.7.1 – Non-Residential Development Parking Requirements is provided above. |

REDACTED FOR PRIVACY PURPOSES
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>(h)</td>
<td>any structure plan, activity centre plan or local development plan that relates to the development;</td>
</tr>
<tr>
<td>(i)</td>
<td>any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;</td>
</tr>
<tr>
<td>(j)</td>
<td>in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;</td>
</tr>
<tr>
<td>(k)</td>
<td>the built heritage conservation of any place that is of cultural significance;</td>
</tr>
<tr>
<td>(l)</td>
<td>the effect of the proposal on the cultural heritage significance of the area in which the development is located;</td>
</tr>
<tr>
<td>(m)</td>
<td>the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</td>
</tr>
<tr>
<td>(n)</td>
<td>the amenity of the locality including the following —</td>
</tr>
<tr>
<td></td>
<td>(i) environmental impacts of the development;</td>
</tr>
<tr>
<td></td>
<td>(ii) the character of the locality;</td>
</tr>
<tr>
<td></td>
<td>(iii) social impacts of the development;</td>
</tr>
<tr>
<td>(o)</td>
<td>the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;</td>
</tr>
<tr>
<td>(p)</td>
<td>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</td>
</tr>
<tr>
<td>(q)</td>
<td>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush</td>
</tr>
<tr>
<td>Item 5.3</td>
<td>Attachment 3</td>
</tr>
<tr>
<td>----------</td>
<td>--------------</td>
</tr>
</tbody>
</table>

| (r) the suitability of the land for the development taking into account the possible risk to human health or safety; | Nil. |
| (s) the adequacy of — | The site provides 22 car parking bays which are located behind the building, to the south of the lot, and is accessed from Palmerston Street. |
| (i) the proposed means of access to and egress from the site; and | (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles; |
| (t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety; | The amount of traffic to be generated by the 11 additional storeys and the accompanying restaurant is not expected to increase the risk or have an adverse negative effect on the road system or traffic flow in the local area. |
| (u) the availability and adequacy for the development of the following — | The site is well services by public transport as outlined within this letter. Waste management has been considered. The development provides 12 on site bicycle parking spaces which will be of a high standard. Cyclists have the opportunity to use public bike racks which exist within the road reserve. All disability requirements will be met in accordance with the Building Permit phase. |
| (i) public transport services; | (ii) public utility services; |
| (iii) storage, management and collection of waste; | (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); |
| (v) access by older people and people with disability; | |
| (v) The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses; | Nil. |
| (w) the history of the site where the development is to be located; | Nil. |
| (x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals | Nil. |
| (y) any submissions received on the application; | Community consultation has not been undertaken. |
| (z) the comments or submissions received from any authority consulted under clause 6(b); | Community consultation has not been undertaken. |
| (aa) any other planning consideration the local government considers appropriate. | Nil. |
CITY OF VINCENT CAR PARKING MANAGEMENT PLAN
NO. 160–166 PALMERSTON STREET, PERTH

The following car parking management plan has been prepared in accordance with the requirements and standards City of Vincent Local Planning Policy 7.7.1, in association with a planning approval application for a motel extension. This document is dated 31 January 2019 and was revised 16 May 2019.

PROPERTY DETAILS

| ADDRESS | 160–166 Palmerston Street, Perth |
| LOT DETAILS | Lots 32, 33, 34 DP690<br>Lot 100 DP39093<br>Lot 202 DP302209 |
| ZONING | Residential R40<br>(Local Planning Scheme No.2) |
| COMBINED LOT AREA | Total area: 1,770sqm |
| LOCAL PLANNING POLICY 7.1.1 PRECINCT | Residential Built Form Area |
| CURRENT TITLE | GreenStrata |

APPLICANT DETAILS

| NAME | Toh Construction Pty. Ltd. |

REDACTED FOR PRIVACY PURPOSES

APPLICANT SIGNATURE

REDACTED FOR PRIVACY PURPOSES
Parking Allocation

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

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Proposed</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL PLANNING POLICY 7.7.1</td>
<td>Parking Allocation</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Number Car Parking Spaces:</td>
<td>21 car parking bays within lot</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Number Short Term Bicycle Parking Spaces:</td>
<td>4 spaces</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Number Long Term Bicycle Parking Spaces:</td>
<td>8 spaces</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Number Other Bays:</td>
<td>N/A</td>
<td>None proposed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference</th>
<th>Development Type</th>
<th>Development Users</th>
<th>Parking Allocation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Motel and Restaurant / Café land uses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOCAL PLANNING POLICY 7.7.1</td>
<td>Parking Allocation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Staff</td>
<td>Residents (&gt; 3 hours)</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>12 spaces</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Customers</td>
<td>Visitor (&lt; 3 hours)</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>Service (15 minutes)</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ACROD</td>
<td>ACROD</td>
<td>Nil</td>
</tr>
</tbody>
</table>

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

REDACTED FOR PRIVACY PURPOSES
Alternative Transport

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

<table>
<thead>
<tr>
<th>Reference</th>
<th>Transport Option</th>
<th>Type &amp; Level of Service</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL PLANING POLICY 7.7.1</td>
<td>Public Transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>High Frequency (R-Codes)</td>
<td>Route 960 960: 5 minute peak service weekdays 15 minute peak service weekends</td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>R-Utes 16, 19, 60 (692 Event service) 16: 6 daily services 19: 15 minute peak service weekdays Hourly service weekends 60: 15 minute peak service weekdays 20 minute peak service weekends</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian</td>
<td>Paths</td>
<td>All roads within 400m excluding right of ways have paths on both sides of standard width and condition. Paths connect through to nearby parks.</td>
<td></td>
</tr>
<tr>
<td>Facilities</td>
<td>A public waste bin is located nearby. Nearby parks including Robertson Park (70m) and Hyde Park (120m) have amenities including grassed areas, bins, and seating.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cycling</td>
<td>Routes 16, 19, 60 (692 Event service) 16: 6 daily services 19: 15 minute peak service weekdays Hourly service weekends 60: 15 minute peak service weekdays 20 minute peak service weekends</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paths</td>
<td>Bulwer Street includes a high-quality bicycle lane in both directions This connects to Vincent Street and Lord Street. Palmerston Street also has bicycle lanes in each direction which interconnects to the City and the wider local bicycle network. Both Beaufort Street and Fitzgerald Street have peak hour bicycle lanes in each direction, although poorly observed by car drivers.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facilities</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secure Bicycle Parking</td>
<td>A bicycle rack capable of storing up to 7 bicycles is provided on the opposite street corner, although this obstructs the footpath.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lockers</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Showers / Change Rooms (End of trip)</td>
<td>Public restrooms (restaurant) available.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

REDACTED FOR PRIVACY PURPOSES
Public Parking

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

<table>
<thead>
<tr>
<th>Reference</th>
<th>Location</th>
<th>No Limit</th>
<th>5 hrs</th>
<th>3 hrs</th>
<th>2 hrs</th>
<th>1 hr</th>
<th>30 mins</th>
<th>15 mins</th>
<th>5 mins</th>
<th>ACROD</th>
<th>Motor cycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL PLANNING</td>
<td>Off Street Public Parking within 400m walking of lot (Excludes private car parks — City of Vincent Parking and Parking Facilities Local Law 2007)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POLICY 7.7.1</td>
<td>TOTAL</td>
<td>136</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fitzgerald Street Car Park</td>
<td>136</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On Street Public Parking within 400m walking of lot</td>
<td>TOTAL</td>
<td>42* +22 Ticket</td>
<td>369</td>
<td>428* +58 Ticket</td>
<td>158*</td>
<td>12*</td>
<td>23*</td>
<td>2*</td>
<td>5</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bulwer Street (West)</td>
<td>66</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bulwer Street (East)</td>
<td>47</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Palmerston Street (North)</td>
<td>9</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Palmerston Street (South)</td>
<td>45</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Glendower Street (West)</td>
<td>46</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Glendower Street (East)</td>
<td>120</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Primrose Street</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lake Street (North)</td>
<td>2</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lake Street (South)</td>
<td>39</td>
<td>45</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brisbane Street</td>
<td>38</td>
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<th>5 mins</th>
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* Other restrictions may apply at different times or days to these bays.
Parking Management Strategies

Parking management strategies providing implementation details must be provided to ensure that the ‘Parking Allocation’ is used as demonstrated in this Parking Management Plan.

The allocation of bays as specified in the Parking Management Plan shall be included in the development application and planning approval.

The following information shall be provided, where applicable, within the Parking Management Plan:

1. Details of who will be responsible for management, operation and maintenance of parking (inclusive of car stackers);
2. Management of allocation of parking bays as specified in this Parking Management Plan including signage and enforcement;
3. Management of Tandem Parking for staff/tenants;
4. Way finding measures to ensure efficient use of parking facilities; and
5. Promotion of alternative transport modes such as the provision of well-maintained bicycle and end of trip facilities, use of active transport initiatives or public transport promotion.

Comment:

1. The owners and staff of Batavia Apartments will be responsible for the maintenance of parking within the lot. The parking will be maintained in a state of good repair for the duration of the operation of the proposed land uses.
2. Car parking bays will be labelled indicating that they are to be used by patrons (or staff) of the restaurant or motel only.
3. Not applicable to this site.
4. Signage to the reception, restaurant, and entrance to motel will be clearly marked with signage directing people from and to the car parking areas.
5. The proposed development includes bicycles racks which are of a high standard and to be located in a clear and legible location in the Palmerston Street frontage. Please see the submitted planning application plans.
160-166 PALMERSTON STREET
Perth, Western Australia

Schematic Design Report
Landscape Design

(Rev 01 - May 2019)
LANDSCAPE - Introduction + Existing

The landscape design has been developed to create a softening of the connection between the existing and proposed buildings and their interface with the street.

A number of key site considerations along with the project's brief and aspirations have been considered and summarised in the attached landscape report. These considerations & design responses include:

- Site Existing
- Core Landscape Ideas
- Landscape Plan: Ground Level
- Plant suggestions
The landscape design which seeks to engage with site, histories and aspirations can be distilled into three key landscape concepts:

1. Locale
2. Street Interface
3. Courtyard Surprise

These core ideas frame the landscape concept for the site and project.

The landscape concept also has two distinct environments: the ground plane for public engagement and the internal pool area.
1. POOL TERRACE PLANTING
   Mix of plants to the pool terrace planters including the taller Giant Bird of Paradise with feature plants, Convex pincushion, Allium megapotamicum.

2. TRELIS (East)
   Trellis structures with vines to support flowering climbing plant, Monstera Deliciosa with white flowers.

3. POOL TERRACE PLANTING (West)
   Mix of plants to the pool terrace planters, including feature plant, Allium nanum and lower planting of Arthropodium bifurcatum and Phalacrustis
   
4. TRELIS (West)
   Trellis structures with vines to support flowering climbing plant, Stachys lanata and Stachys lanata Rosea variegata, both with heavily
   scented white flowers.

5. POOL TERRACE PLANTING
   Feature shade trees, Buddleia up and fragment trees, Michelia dubia
   Mix of plants to the pool terrace planters, Arthropodium bifurcatum, Euphorbium, Phalacrustis nanum, Hebe nanus, Osem
   
6. PLANTS 85-87 WYNE STREET
   Wide planter with mixed tree planting of varying
   
7. VERGE PLANTING
   Existing trees to verge, Callicoma nitrans ‘Kings
   
8. VERGE PLANTING
   Existing trees to verge, Melaleuca quinquenervia
   
9. FEATURE POT
   Grouping of pots with plants of interesting and contrasting foliage.
COUNCIL BRIEFING AGENDA

18 JUNE 2019

Item 5.3 - Attachment 3

LANDSCAPE - Softscape Selections
Ground Floor - Internal Courtyard

160-164 PALMFRST ST STREET
CAPA design
LANSDCAPE DESIGN
SCHENATIC STAGE
LANDSCAPE - SOFTSCAPE SUGGESTIONS
Item 5.3 - Attachment 3
Mitchell Hoad
Senior Urban Planner
City of Vincent

NO. 160–166 (LOTS 32, 33, 34, 100 & 202) PALMERSTON STREET, PERTH
PROPOSED DEVELOPMENT APPLICATION – TRAFFIC GENERATION AND PARKING REVIEW

Dear Mitchell,

CDC Consulting Engineers have been engaged by Urbanista Town Planning to assess the impact of the traffic generated and parking provision for the proposed development at Lots 32, 33, 34, 100 and 202 Palmerston Street, Perth. The development proposes the addition of 11 motel rooms, accompanying facilities and a 56 seat restaurant.

Refer to Appendix A for detailed development proposals inc. floor plans.

1.0 TRAFFIC GENERATION

1.1 Surrounding Road Network

Bulwer Street fronts the northern site boundary and is constructed as a 6m wide median separated single carriageway ‘Distributor A’ road with 1.5m wide cycle lanes and parallel on street parking on each side. Distributor A Roads are described by MRWA as catering for high capacity traffic movements between industrial, commercial and residential areas.
In order to obtain the existing traffic volumes experienced by Bulwer Street, reference was made to Main Roads Western Australia’s ‘trafficsmap’ which has been created to view and download traffic counts collected from across the state. The data collected for Bulwer Street (West of William St) is summarised in the table below:

<table>
<thead>
<tr>
<th>Statistic Type</th>
<th>Peak Period</th>
<th>East Bound Peak Hr</th>
<th>EB Peak Hr Vol</th>
<th>West Bound Peak Hr</th>
<th>WB Peak Hr Vol</th>
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<tbody>
<tr>
<td>Monday to Friday</td>
<td>AM</td>
<td>08:00</td>
<td>412</td>
<td>08:15</td>
<td>407</td>
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<tr>
<td>Monday to Friday</td>
<td>PM</td>
<td>16:45</td>
<td>533</td>
<td>16:30</td>
<td>495</td>
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</tbody>
</table>

Table 1: Existing Traffic Flows – Bulwer Street

Palmerston and Earl Street form the western and eastern boundaries of the site and respectively serve as the developments primary and secondary access points. Both streets are constructed as undivided single carriageway ‘Access Roads’ of widths between 5.5m and 6m. ‘Access Roads’ are described by MRWA as providing a means of vehicle access to abutting properties.

At the time this assessment was undertaken there was no traffic volume data available for these streets but an on-site inspection undertaken on 14 May 2019 indicates that they are operating in line with their classification as described by MRWA and as such no significant traffic movements or intersection queuing was witnessed. This is likely due to the presence of five ‘Distributor A’ north-south/east-west roads being within 600m of the site.

1.2 Traffic Generation

To calculate the traffic generation from the development and as per the recommendations of Section 5 of Western Australian Planning Commission’s publication ‘Transport Impact Assessment Guidelines’, Volume 5 2016; reference was made to the Trip Generation Manual published by the Institute of Transportation Engineers (ITE), Washington, USA. The guidelines provide daily and peak hour trip generation rates based on the expected seating capacity of the restaurant and number of rooms in the motel.

<table>
<thead>
<tr>
<th>Description/ITE Code</th>
<th>Unit</th>
<th>No.</th>
<th>Total Daily Trips</th>
<th>AM Peak Hr</th>
<th>PM Peak Hr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quality Restaurant/931</td>
<td>Seats</td>
<td>56</td>
<td>160</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Motel/320</td>
<td>Rooms</td>
<td>32</td>
<td>180</td>
<td>14</td>
<td>15</td>
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<tr>
<td>Total</td>
<td></td>
<td></td>
<td>340</td>
<td>16</td>
<td>30</td>
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</table>

Table 2: Traffic Generation

1.3 Impact on Surrounding Road Network

A development which generates between 10 and 100 vehicle trips per hour is classed by Western Australian Planning Commission’s publication ‘Transport Impact Assessment Guidelines’, Volume 1-2016 as having a ‘Moderate Impact’ on the surrounding road network and further assessment is deemed unnecessary, unless:

- Development traffic would be likely to increase on any lane by more than 100 veh/hr.
- An increase in traffic of more than 10% of the existing road capacity.
All streets surrounding the proposed development currently see less than 60% of their theoretical capacity of 900 veh/hr per lane and the proposed increase in traffic equates to a maximum perceivable increase of 3.3% of their capacity. The anticipated daily volume will be split across Palmerston and Earl Street and therefore no road will experience the full 340 veh/day or an increase of more than 10% of their daily capacity.

Therefore, it is concluded that all traffic generated by the proposed development will easily be accommodated by the surrounding road network with minimal impact in the areas of capacities, levels of service and delays.

2.0 PROPOSED PARKING

To calculate the required parking for the site, reference was made to the City of Vincent’s agreed rate for the motel (0.5 bays per room) and Local Planning Policy 7.7.1 for the restaurant (0.25 bays per person):

<table>
<thead>
<tr>
<th></th>
<th>LPP Requirement</th>
<th>Unit</th>
<th>Required Bays</th>
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<tbody>
<tr>
<td>Motel</td>
<td>0.5 bays per Bedroom</td>
<td>32</td>
<td>16</td>
</tr>
<tr>
<td>Restaurant</td>
<td>0.25 car parking bays per person (seating capacity + 4 staff)</td>
<td>60</td>
<td>15</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
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<td><strong>31</strong></td>
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*Table 3: Parking Requirements*

The current number of parking bays provided on site is 21 which represents a shortfall of 10 bays or 32.2%. However, City of Vincent’s Local Planning Policy 7.7.2 Clause 5: Reciprocal Parking acknowledges that parking facilities serving separate uses in a development can be shared on the assumption that they have different peak demand times. In this case, it is expected that the majority of the restaurant customers will be motel guests and therefore, it is logical that a reduced number of bays are required given the overlap in patronage. Should patronage not be shared, it is expected that motel guests would be off site during peak tourist times undertaking other activities and therefore not using the onsite parking bays during the restaurants peak period.

Reciprocal or Shared Parking is common in urban environments and the Institute for Transportation & Development’s Policy: Shared Parking advises that reciprocal parking can reduce bay requirements by 20-40% which aligns with the calculated shortfall for this development. In addition to the shared parking provision, there are 1,240 car parking bays within 400m of the site available for use by patrons.

Therefore, taking the shared parking provision and overabundance of on street parking into account, we do not foresee any detriment to the surrounding environs or proposed development as a result of the perceived shortfall of 10 parking bays.
3.0 CONCLUSION

The above assessment has been carried out by an appropriately qualified and competent person in this area, exercising the skill, care and diligence normally exercised by engineers in similar circumstances and as such the works completed comply with standard industry practice and the guidelines listed below:

- City of Vincent’s Local Planning Policy 7.7.1
- Guide to Traffic Generating Developments, Version 2.2, October 2002 - Roads and Traffic Authority, New South Wales; and
- Trip Generation Manual – Institute of Transportation Engineers (ITE), Washington, USA.

The following conclusions have been made regarding the impact of the proposed development:

- Taking Reciprocal Parking and the overabundance of on street parking in the vicinity of the development into account, it is anticipated that the proposed parking arrangement is fit for purpose and will not have an adverse impact on the surrounding land uses and road network.
- The traffic generated by the proposed development will not have an adverse impact on the surrounding land uses and road network and as such does not warrant further investigation or consideration.

Please do not hesitate to contact the undersigned should you require any further information or clarification in respect to the assessment provided.

Kinds Regards,

Michael Collins
Director B. Eng. MIE. AUST
APPENDIX A

DEVELOPMENT PROPOSALS

TRAFFIC GENERATION AND PARKING REVIEW | 160-166 (LOTS 52-34, 100, 202) PALMERSTON ST. PERTH
Starlily Nominees Pty Ltd

166 Palmerston St, N PERTH WA

Acoustics - Report for Development Application

12 NOV 2018
Starlily Nominees Pty Ltd

166 Palmerston St, N PERTH WA

Acoustics - Report for Development Application

NOV 2018

REDACTED FOR PRIVACY PURPOSES
## PROJECT PARTNERS

<table>
<thead>
<tr>
<th>Discipline</th>
<th>Entity</th>
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**REDACTED FOR PRIVACY PURPOSES**
Sealhurst were appointed by Starilly Nominees Pty Ltd to provide acoustic design, coordination and consultancy relating to a proposed redevelopment of an area of land associated with the existing multi-residential Batavia Apartments building, located at 166 Palmerston Street, NORTH PERTH, in Western Australia.

The project is currently in the process of Development Application (DA) to the City of Vincent who require acoustic assessment of the project in terms of the City’s Sound Attenuation Policy 7.5.21 in order to progress approval of the DA. The objectives of the Policy are set out as follows:

To:
1. Provide a clear framework to minimise the adverse impacts of noise for the sustainable coexistence of a mix of land uses within the City.
2. Establish appropriate criteria for measuring and identifying potential noise impacts at the predevelopment approval phase through to building classification stage;
3. Clarify the process and extent of reporting required in certifying noise attenuation measures;
4. Provide a process that assists Planning Consultants, Developers, Builders and Acoustic Consultant/Engineers establish a project’s viability based on the potentially cost prohibitive acoustic attenuation needs of a development; and
5. Preserve the amenity of existing and future residential buildings through enhanced building design and construction.

Through the application of these objectives, the Policy seeks to provide an early project viability screening tool by establishing the potential measures involved with containing sound levels from the development when in operation, of particular importance for elements generating mechanical plant or amplified music noise.

This report represents our acoustic assessment of the current project DA documentation relating to the proposed development at 166 Palmerston Street (Ref: Appendix A.1), in terms of the application of the City’s Sound Attenuation Policy 7.5.21. The assessment addresses the 2 primary components of the Policy - Inbound Noise; and Outbound Noise:

a. **Inbound Noise (Residential element only)** - is assessed in 2 sub-sections:
   i. Demonstrating the building internal spaces are able to achieve internal design sound levels, in accordance with AS 2107:2016;
      - this component of the Policy assesses the existing external local noise environment by means of conducting an on-site noise survey, and subsequently using real-world data to calculate the most cost-effective building facade materials (e.g. glazing) to effect suitable internal noise amenity in the finished building, from known existing external noise sources;
   ii. Separating constructions (e.g. walls, floor/ceilings and the like) between adjacent separate multi-residential dwellings must comply with Section F5 of the current edition of the National Construction Code (NCC, formerly the BCA);
      - this component of the Policy reviews any proposed primary separating wall and floor/ceiling construction type(s) between adjacent dwellings, adjacent spaces, and building services in terms of compliance with the NCC;

And secondly,

b. **Outbound noise**, ensuring that all noise emissions are able to comply with the Environmental Protection (Noise) Regulations 1997;
   - this is early assessment of building services plant units serving residential OR the Ground Floor café, to ensure the eventual building service components are able to meet the applicable Regulations limits, assessed at the nearest off-site noise sensitive (residential) receiver.
EXECUTIVE SUMMARY

Sealhurst were appointed by Starlily Nominees Pty Ltd, in association with Urbanista Town Planning and Toh Construction Pty Ltd, to provide acoustic design, coordination and consultancy relating to proposed 2-storey mixed use multi-residential (NCC Class 2) short stay apartments, with commercial (Class 5, and Class 6) Ground Floor tenancies, which form part of the redevelopment project located at 166 Palmerston Street, NORTH PERTH, in Western Australia.

This report presents a summary of the current project acoustic design compliance status, in terms of criteria and requirements under City of Vincent Sound Attenuation Policy 7.5.21 (The Policy). Compliance or compliance advice is presented to achieve the cumulative acoustic design and noise control criteria contained thereunder, covering Inbound Noise (residential only), and Outbound Noise.

The Policy criteria is drawn from a national design framework of applicable acoustic criteria encompassed by AS2107-2016, Section F5 of the National Construction Code (NCC, formerly the BCA), and WA Environmental Protection (Noise) Regulations 1997 (incl. amendments). A summary of our report findings is presented below:

ARCHITECTURAL REQUIREMENTS

BUILDING FACADE - NOISE INGRESS & BUILDING ENVELOPE (GLAZING)

Section 3.4 of the Noise Attenuation Policy requires noise intrusion be assessed and resultant internal noise levels be demonstrated to achieve levels of 35 dB(A) in sleeping areas (bedrooms) and of 40 dB(A) in living/work areas and other habitable rooms. In order to assess the eventual conditions, a reliable assessment of existing noise in the vicinity of the new development site is required, so as to provide a basis for responsible design.

Sealhurst presented engineering staff to site to establish and conduct an objective noise monitoring survey of the existing environment, to provide this basis. Continuous noise levels were monitored over 5 consecutive days on site along the west boundary of the existing 166 Palmerston St site, set back some 20m from Bulwer St junction. Analysis has been undertaken which demonstrates existing site noise conditions typically range between 55-62dB(A) during daytime periods, pending incidental activity, birdsong, and onsite guest activities around the outdoor swimming pool.

We have taken the view that the proposed short stay units are both daytime and night time use, hence the higher daytime levels (61dB(A)) have been used in our assessment. Our analysis demonstrates that the general conditions do not present onerous conditions, and a suitable glazed system is anticipated to be of the order of Rw 33dB, to achieve internal design sound levels of <35dB(A) in bedrooms with awning-type windows (First Floor) which are assessed during night time conditions. The rated glazing is due to the occurrence of incidental vehicle noise activity after 10 PM.

Rw 33dB may be readily achieved using 6.38mm laminated single glazing in standard framing, and where operable awning windows are proposed, must be fitted with effective compressible gasket seals to all jamb.

Lower (quieter) internal levels can be obtained at the client’s discretion, typically through the specification of higher acoustic (Rw) performance glazing and acoustically treated ventilation openings.
EXECUTIVE SUMMARY

SEPARATING CONSTRUCTION PERFORMANCE BETWEEN RESIDENTIAL APARTMENTS

WALLS

City of Vincent Noise Attenuation Policy references the National Construction Code (NCC) as providing minimum requirements for acoustic separation for acoustic performance of separating walls and floors between individual adjacent apartment spaces, and for shared building services concealment.

We understand the typical building construction format for separating walls is likely to be loadbearing cavity masonry, with reinforced concrete slabs at First Floor Level. This type of wall construction exceeds the NCC minimum performance rating of >Rw+Ctr 50dB hence the development is shown to comply with the minimum criteria.

Detailed notes are presented in Section 5.3 regarding proposed wall types, possible alternatives, and their application and compliance with the NCC, as referenced under the Policy, Section 3.3.2 a) ii). Corresponding spatial mark ups are presented in Appendix B.1 which show where compliance criteria is applicable, notes on potential areas for additional consideration, and where practical at this stage, means to meet or exceed the standard for separating walls.

FLOOR/CEILING CONSTRUCTIONS

Clause FP5.1 of the referenced Section F5 of the NCC (Policy, Section 3.3.2 a) ii) requires that separating floor constructions be designed to provide resistance to both airborne and impact sound transmission between residential apartments.

Vertical separation (floors) between Ground Floor and First Floor residential units are understood to be provided by reinforced concrete slabs (assumed depth 200 – 257mm) at First Floor Level, separating residential First Floor from commercial café and office Ground Floor space. In the absence of significant penetrations, the 200mm thick floor/ceiling slab detail will meet/exceed the NCC airborne sound insulation criteria of >Rw+Ctr 50dB, hence will fully comply;

In addition to airborne sound transfer, consideration should be given to proposed floor coverings and associated build up detail to achieve a suitable level of impact sound amenity, and comply with NCC minimum performance criteria for impact sound.

Impact sound isolation describes the transfer of footfall, furniture movement and impact-generated sound, and in multi-residential settings, impact sound isolation performance is directly linked to perceptions of quality and privacy. Integral to the achieved ratings and resultant amenity of Impact sound isolation are floor coverings:

- Use of carpet on foam underlay, over a 200 mm thick structural slab provides exceptional degree of impact sound isolation performance, typically rated at ~45dB Ln,w, which is significantly below the NCC minimum;
- Modern aesthetics and market expectation may imply use of hard floor coverings (such as timber flooring, tiles and the like) - where hard floor coverings are applied, the monolithic nature of a concrete mass floor slab equates to efficient transmission of impact noise, and additional treatments to the bare slab are required to achieve the minimum NCC impact sound isolation performance, (for compliance) and further improvements are often required to provide satisfactory amenity;

As the project is at DA stage, ceiling and floor finish details have yet to be finalised, as is appropriate for this stage of design, however the proposed format of concrete slab, w/resilient matting above, and suspended ceiling below the slab will comply with the NCC minimum criteria. To add value to the Principal client, and inform finishes selection decisions during design development, a robust and informative section is provided regarding the application of the NCC impact sound criteria, and it’s limitations as an appropriate criteria.
EXECUTIVE SUMMARY

Advice and recommended design options are presented in Appendix B.2, along with a table of comparative ratings to allow a base context to build ups and associated ratings.

CONCEALED SERVICE DUCT WALLS

Formal advice is given for building services duct and concealment/isolation able to comply with the minimum services duct wall provisions of the NCC as applicable to residential apartments. Minimum construction types and advice is set out in Section 5.6, and applicable to all building services.

All penetrations through rated walls must be acoustically sealed – general detailing specification is provided, to be integrated with services specifications as design progresses.

BUILDING SERVICES - INTERNAL NOISE

MECHANICAL SERVICES

Internal mechanical services systems noise in this project is expected to be limited to internal short stay unit Air Conditioning (AC) FCUs only. Preliminary models and corresponding external condenser unit (CU) locations have not yet been selected, as is appropriate for this stage of pre-DA design. Based upon our experience with typical residential AC FCU units, we anticipate the internally generated noise levels from internal FCUs will be within the acceptable criteria under AS2107:2016 using readily available standard units. To ensure this occurs, an example specification would be to select FCUs with sound pressure level ratings of <41dBA at 1m from the unit.

NB – the internal fan coil unit (FCU) is as distinct from the external condenser unit (CU) component of the split system. We recommend this (and all similar CU(s) be mounted on appropriate, load rated anti-vibration mounts to avoid hum/noise disturbance into building structure from CU operations;

Specific advice re: Sound Power Level (SWL) limits are provided to ensure all residential AC CU system(s) are able to comply with the Policy Outbound Noise requirements, under WA Environmental Protection (Noise) Regulations 1997 limits, as required under Section 3.3.2 (b)(i) of the Policy.

HYDRAULIC SERVICES

In association with minimum constructions for services duct walls, hydraulic services pipe work in service ducts adjacent to residential apartment space(s) must be wrapped in a suitable loaded vinyl or mineral fibre wrap. Options are NCC complaint details are provided for concealing hydraulic pipework within rated separating walls. In addition, all circulating pump equipment connections to hydraulic pipework must have flexible couplings.

ELECTRICAL SERVICES NOISE

Electrical services sockets must be installed with appropriate offsets when back-to-back in separating walls to comply with NCC minimum criteria for electrical services. Utilising a cavity masonry party wall construction, the appropriate offset is 100mm; Offsets may be vertical or horizontal.

SERVICES PENETRATIONS

All penetrations into services duct risers, plant room walls or any other acoustically rated wall to allow pipe reticulation must be acoustically sealed so as not to introduce degradation to the rated wall acoustic performance. Minimum sealing detail requirements are to pack any gap/void around pipe/duct with fibreglass insulation batt off cuts and then seal with a 10mm dense mastic bead.

Where larger gaps are present, gaps can be filled with 2 x 13mm plasterboard sections cut to fit, and then packed with fibreglass insulation off-cuts and sealed a with a 10mm dense mastic bead.
ENVIRONMENTAL NOISE EMISSIONS COMPLIANCE

City of Vincent Noise Attenuation Policy requirements for environmental noise emissions refers the WA Environmental Protection (Noise) Regulations 1997 (inc. amendments) as the applicable statutory legislation covering all noise emissions from the new development. The Assigned Noise Level (ANL) limits have been determined based upon an Influencing Factor of 6, resulting in ANL limits of:

- 52 dB L_{A10} during daytime periods, 0700 – 1900;
- 47 dB L_{A10} during evening periods, 1900 – 2200; And,
- 42 dB L_{A10} during night-time periods, 2200 – 0700;

The calculated ANL limits are applicable to all noise emissions – identified herein as residential AC CU’s located on individual apartment balconies.

Using a maximum manufacturer-rated sound power level of 62 dB(A), noise levels from individual CU’s at a distance of 3m are predicted to be below 41dB(A) (most stringent case), hence are anticipated to comply with the ANL limits. Location of CU’s to be determined as design is progressed.

CU’s are typically broadband and steady-state in nature, hence tonality, modulation and impulsive penalties are not anticipated. Sealhurst recommend the final selections for procurement be reviewed prior to installation, in terms of octave band sound levels, to determine and any additional noise emissions sources not yet identified, be assessed to ensure the building is able to comply with the limits at all times.

Commercial kitchen exhaust systems are anticipated in Ground Floor Café Tenancy, where associated kitchen exhaust extraction systems will be required.

Key aspects in terms of environmental noise emissions compliance will be:

i. Hours of Operation (incl. after-hours plant)
   ii. Location of exhaust/ventilation points from primary plant room(s) to outside air (incl. emissions from 24 hour operation of refrigeration plant, where present);
   iii. Scheduling of waste pick up and deliveries;

Guidance for anticipated mechanical noise systems and ancillary noise sources as part of each commercial aspect of the building operation will be provided as more and better particulars become known. Sealhurst strongly recommend these systems and any other noise emissions sources be assessed in more detail as design progresses to ensure the building is able to comply with the limits.

CONSTRUCTION NOISE & VIBRATION

Finally, in anticipation of potential demolition and forward works on the site, Sealhurst have provided summary notes in Section 6.3 and Appendix G regarding management of noise and vibration during construction phase, to serve as preliminary guidance in terms of noise emissions during these phases. Control strategies and potential mitigation are presented for project reference and as a basis for any construction noise and vibration management plan which Council may request as the project design matures to construction phase.
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1 INTRODUCTION

1.1 General Appreciation

Sealhurst were appointed by Starlily Nominees Pty Ltd, in association with Urbaniste Town Planning and Toh Construction Pty Ltd, to provide acoustic design, coordination and consultancy relating to proposed 2-storey mixed use multi-residential with commercial Ground Floor tenancy, which forms part of a redevelopment project located at 166 Palmerston Street, NORTH PERTH, in Western Australia.

This report presents a summary of the current project acoustic design compliance status, in terms of criteria and requirements under City of Vincent Sound Attenuation Policy 7.5.21 (The Policy). Compliance or compliance advice is achieved to achieve the cumulative acoustic design and noise control criteria contained thereunder, covering Inbound Noise (residential only), and Outbound Noise.

1.2 Acoustic Design Criteria

1.2.1 Policy 7.5.21 - Sound Attenuation

The City’s Policy 7.5.21 - Sound Attenuation criteria is drawn from a national design framework of applicable acoustic criteria encompassed by AS2107:2016 Acoustics: Recommended design sound levels and reverberation times for building interiors, Section 5 of the National Construction Code (NCC, formerly the BCA), and the WA Environmental Protection (Noise) Regulations 1997 (incl. amendments).

The cumulative criteria provide a reference to ensure residential accommodation is able to attain minimum acoustic standards across the three primary design elements. Sound Attenuation Policy 7.5.21 administer this criteria under 2 primary components:

Inbound Noise

Environmental Noise Intrusion
- Demonstrating all elements of the external building envelope(s) are able to provide sufficient resistance to the ingress of external noise, to meet internal noise levels of:
  - <35 dB(A) in sleeping areas; and,
  - <40 dB(A) in living/working areas and other habitable rooms

Noise Isolation Between Dwellings
- Ensuring both the design, and the as-constructed MULTI-RESIDENTIAL built form (separating walls and floors) are able to comply with the minimum performance provisions of Section 5 of the National Code of Construction (NCC, formerly BCA) regarding sound transmission and insulation; and,
- Building services which pass adjacent to the MULTI-RESIDENTIAL areas of the building must be treated in accordance with the minimum services isolation treatments defined in Section 5 of the National Code of Construction (NCC, formerly BCA) regarding sound transmission and insulation;

Outbound Noise

Environmental Noise Emissions
- Any identified noise emissions introduced by the new development’s construction to the surrounding area must be demonstrated to be able to comply with noise emissions limits as calculated under the WA Environmental Protection (Noise) Regulations 1997 (incl. amendments),
1.2.2 Report Aims

The primary aim of our acoustic report at Development Application stage is to communicate how the proposed development has been acoustically assessed and consequently designed for the purpose of minimising the effects of noise intrusion and/or noise emissions, sufficient to meet each applicable element of referenced design criteria:

- Environmental Noise Intrusion;
- Noise Isolation between Dwellings, referred in Policy terminology as “Inbound Noise”;
  And,
- Environmental Noise Emissions, referred in Policy terminology as “Outbound Noise”.

Our report will achieve this by presenting a technical assessment of each applicable building element of the project via detailed site appraisal and current project design information. The format of the report is set out in individual sections which present each criterion, and current design compliance status (or compliance advice) for each relevant building element (e.g. building envelope, separating floor construction etc).

It is intended that our report will comprise one part of the integrated DA submission of cross-disciplinary documentation, pursuant to an application for Development Application, such that the project is able to progress through the approvals phase(s) to achieve detailed design, Building Permit approval, and ultimately to Construction Phase.

1.3 Project Inputs

1.3.1 Schedule of Architectural Drawings

The assessment has been carried out based upon milestone design architectural drawings supplied by Anderson Toh. A schedule of these reference drawings is presented in Appendix A.1. Details are current at the date of this report (05 NOV 2018).

1.3.2 Integration of Building Services Design Elements

The completed building assessment must necessarily consider Structural, Mechanical, Electrical and Hydraulic elements as a single integrated design, able to achieve the cumulative acoustic requirements.

Where drawn documentation/design information is not yet available, each building design element is identified against the applicable criterion requirement, and compliance (or guidance advice) is presented.
2 PROJECT CONTEXT

2.1 Development Definition

2.1.1 Proposed Development Scope 166 Palmerston Street

We understand the proposed development project is to construct an additional building on the existing property at 166 Palmerston St, currently occupied by the Batavia Apartments multi-residential building – the new building additions will form an L-shape profile, book-ending the existing apartment buildings and forming a greater enclosure around the existing outdoor swimming pool and amenities area.

The proposed new build section is to be 2-storeys - Ground Floor will be of commercial use, with a 56-seat Café/Restaurant (Class 6) tenancy and reception area, open to Bulwer St/public, and open to on-site swimming pool amenities; A separate commercial office (Class 5) and laundry station completes the Ground Floor plan;

First Floor Level is proposed to provide 11 short-term accommodation units, situated directly over the commercial Ground Floor. Existing aerial imagery (courtesy Google Earth) shows the current configuration, and schematic images (right) show the basic extent of the proposal;

The combined site is situated in the established suburb of NORTH PERTH, on the corner of Palmerston St and Bulwer St surrounded by a mixed use of residential and commercial use buildings and properties. The section of Bulwer St immediately outside the suite boundary carries 11,610 vehicles per annual average weekday, with 4.5% HGV composition and public bus services in operation along the route. This designates Bulwer St as a Secondary State distributor road, therefore noise ingress from road traffic noise will be a consideration in the design and specification of the North and West facades of the building.

The proposed design is presumed to be of cavity masonry construction with a combination of cladding and glazed elements, and lightweight pitched roof, to suit the existing Batavia Apartments building(s).

Section 3 presents details of our site assessment and objective noise data used for building envelope design.

A representation of the proposed development design and current site condition is shown in the cascaded images (right) in its immediate surroundings, and further afield its geographical context to Perth CBD.
3 EVALUATION OF LOCAL ENVIRONMENT

3.1 Existing Local Noise Climate

3.1.1 Summary of Relevant Noise Sources

As is evident from images taken during a number of attended noise monitoring survey periods, the development site is immediately adjacent to the junction between Bulwer St and Palmerston St – Bulwer Street carries an annual average weekday traffic (AAWT) flow of 11,610 vehicles, presenting a Secondary State distributor route flowing east-west from the City. Consequent road traffic noise is fairly benign during the day time, though increases during peak hours periods, punctuated by individual vehicle, truck/HGV and motorcycle pass-by noises, and public services vehicles.

Weekdays produced a consistent pattern of onset and receding of daily noise level, characterised by consistent periods of birdsong between 3-5am every day – indicated on the plots. Daily traffic onset occurs after 6 AM which is characterised by a gradual increase in sound pressure levels up to the day time average levels of 55 – 60 dB(A). Intermittent periods were identified with peak noise events from individual vehicle pass by activity, occasional emergency vehicle sirens, unrestricted (loud) motorcycles and pedestrians and guests interacting with the noise monitoring station.

Despite the relative proximity of the site to Bulwer Street, the acoustic climate does not present any onerous acoustic requirements to the multi-residential design. Calculations are undertaken in Section 4 to demonstrate the existing noise climate can be adequately controlled by incorporating acoustic design principles and use of minimum-rated glazing units within the building envelope construction.

Accompanied by careful selection of mechanical building services plant equipment for heating and cooling, the project design can be successfully integrated to engage with the local environmental noise sources whilst providing the required amenity from (and contribution to) local external noise.
3.2 Existing Environmental Noise Assessment

3.2.1 Designing for Noise Ingress

To deliver a building design able to respond to an existing or future-defined acoustic environment, reliable sound level data is crucial information, particularly in relation to noise-sensitive building uses, whereby noise ingress is a design parameter. Reliable sound data allows informed decisions to be made regarding building facade materials which will influence both project cost, and ultimately the internal acoustics of the finished space as a result of external noise climate in which the finished development will inhabit.

In order to make acoustically-compliant and cost-effective design decisions to satisfy internal noise level criteria, the building façade, (specifically building envelope materials selections), must consider and ensure appropriate acoustic ratings for walls, glazing units and ventilation openings within the primary building envelope construction. These decisions allow the building to successfully engage with the identified local environmental noise sources whilst retaining the required internal noise amenity in residential apartment areas.

Our approach to satisfy City of Vincent Policy-nominated internal design sound level criteria is to use a detailed determination of reliable sound data, obtained during our detailed noise survey of the area. The process was undertaken specifically to address this requirement and to accurately assess the development in terms of external noise. Noise survey analysis offers a practical relevance to any building facade design options, and provides an objective baseline which can be very useful as a strategy to demonstrate responsible project design.

Survey data can also provide useful project information in terms of noise emissions from the development (noise egress), for example plant room ventilation grilles and exhaust fan outlets to atmosphere, which serve the building.

3.2.2 Measurement Equipment Details

Attended and logged measurements were recorded using a Norsonic Nor140 Type 1 Sound Level Meter. The meter complies with all relevant specification standards for Type 1 integrating sound measurement equipment and was within a valid laboratory-calibration period at the time of survey. The meter also satisfies all relevant and applicable Australian Standards for acoustic measurement devices, including Schedule 4 clauses contained within the Environmental Protection (Noise) Regulations 1997 (inc. amendments).

The meter was field-calibrated before and after the measurement series, which consisted of continuous data logging with synchronised measurements stored in 5 minute intervals. All measurements were taken in accordance with the relevant guidance in AS1055.1-1997: Acoustics – Description and Measurement of Environmental Noise, Part 1: General Procedures.

Details of the measurement equipment are presented below:

<table>
<thead>
<tr>
<th>Equipment Type/Model</th>
<th>Serial No.</th>
<th>Calibration Cert. No.</th>
<th>Last Calibration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norsonic Nor140</td>
<td>1400030</td>
<td>2810J3576</td>
<td>2018-09-21</td>
</tr>
<tr>
<td>Norsonic Nor 1261</td>
<td>34172</td>
<td>647J3576</td>
<td>2018-09-21</td>
</tr>
</tbody>
</table>

Calibration certificates of this equipment are included in Appendix F of this report.
3.3 Design Sound Level Data

3.3.1 External Noise – Summary Average Design Sound Level Data

The table below presents continuous measurements taken over the course of the survey period as energy or statistically averaged single figure values (as appropriate) across day, evening and night time periods respectively, to generate reference levels for assessment of building facade and surrounding environment. Equivalent ($L_{Aeq}$), Maximum ($L_{Amax}$) and Minimum ($L_{Amin}$) and statistical noise indices $L_{A1x}$, $L_{A10}$ and $L_{A90}$ sound level data is presented to offer an overview of the local acoustic environment.

A summary of this broadband design sound level data is presented below.

<table>
<thead>
<tr>
<th>Measurement Location</th>
<th>Period</th>
<th>$L_{Aeq}$ (dB)</th>
<th>$L_{A1x}$ (dB)</th>
<th>$L_{A10}$ (dB)</th>
<th>$L_{A90}$ (dB)</th>
<th>$L_{Amax}$ (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>166 Palmerston St, along the west fence line, 1.6m above ground level, 20m set back from Bulwer St</td>
<td>Day time (0700-1900 hrs)</td>
<td>60.2</td>
<td>66.6</td>
<td>60.2</td>
<td>50.4</td>
<td>100.7</td>
</tr>
<tr>
<td></td>
<td>Evening time (1900-2200 hrs)</td>
<td>58.0</td>
<td>64.2</td>
<td>57.6</td>
<td>47.6</td>
<td>101.6</td>
</tr>
<tr>
<td></td>
<td>Night time (2200-0700 hrs)</td>
<td>53.7</td>
<td>62.1</td>
<td>53.8</td>
<td>41.6</td>
<td>92.1</td>
</tr>
</tbody>
</table>

3.3.2 Comment on Survey Data

Measurements were recorded at a location near the west property boundary of 166 Palmerston Street, some 20m set-back from the intersection with Bulwer Street. Recorded levels ranged between 55dB(A) – 60dB(A) for the majority of day time periods, with periods of noise slightly higher at ~62dB(A) commensurate with local activity – birdsong, traffic and pedestrians/on-site guests;

Our noise monitoring location (shown right) was open to Palmerston St, which carried very low volume of residential traffic road, limited to intermittent vehicle pass bys.

Annotated 24 hour plots the existing site noise level(s) over the survey period, and are included in Appendix D.1. The noise plots identify ambient and general background noise levels, incidental “peak” occurrences from incidental noise sources such as passing cars, motorcycles, bird song and passing HV/Truck movements.

On the basis of this environment we have used a daytime noise spectrum summing to 61 dB(A) to assess the Bulwer Street frontage units as the “worst case” (i.e. highest noise level exposure) units. Similarly, a night time noise spectrum summing to 54 dB(A) was used to determine internal noise levels to assess bedrooms, in accordance with AS2107:2000, based upon the upper range of representative levels observed after 22:00.

We have taken the view that the units are both daytime and night time use, hence the higher daytime levels (61dB(A)) have been used in our assessment.
4 ACOUSTIC DESIGN FOR EXTERNAL NOISE

4.1 Applicable Criteria

4.1.1 Policy Sound Attenuation 7.5.21 – Section 3.3.2

Section 3.3.2 of the City of Vincent Sound Attenuation Policy, Clause (a), prescribes specific minimum acoustic performance criteria, applied to finished internal residential space, in order to achieve compliance with the Policy standards. An extract from the Policy is reprinted below for direct reference:

"3.3.2. The following minimum standard shall be applied as the relevant reference criteria upon which the Acoustic Report is to be prepared:

(a) Inbound Noise (Residential Development)
   i. Residential buildings are to be designed to achieve the following sound levels:
      • Leg 35 dB(A) in sleeping area (bedrooms);
      • Leg 40 dB(A) in living/work areas and other habitable rooms.

Acoustic design compliance is determined by comparison of predicted internal sound levels, derived from the external measured environment, against the prescribed criteria. An allowance is made for building service noise within the predicted compliance ratings for contributions from both external noise ingress and with building services systems operating.

Predicted internal noise level calculations are then optimised using known façade material acoustic (Rw) properties to determine an internal sound level result, able to attain the standard for internal residential areas. It follows that, where any improvement in acoustic (Rw) performance façade material is specified, over and above the minimum calculated value, thereupon would equate to quieter internal noise levels within the various internal areas, and hence an improved (quieter) acoustic amenity for eventual occupants.

Particular note must be taken where bedrooms are concerned, whereby under the parent reference standard AS2107:2016, the methodology states that sleeping areas must be assessed (i.e. internal noise levels calculated) using noise data measured during the night time hours of 2200-0700.

4.2 Compliance Calculation Methodology

The building facade performance may be calculated to respond to the particular noise sources which impinge upon the new building. This is achieved by matching appropriate sound resisting components to measured noise level data (including spectral content), hence the building facade constructions can be assessed against internal noise level design targets, and then optimised where capacity is identified, to achieve the best cost outcome whilst preserving internal noise amenity.

4.2.1 Elemental Sound Reduction Index (R) Data

Sound reduction index data for individual building elements is available from a number of sources, most commonly from laboratory-measured data or technical product information direct from manufacturers and from reputable technical literature. Field-measured data can also be used.

Data is given in the form of a sound reduction index value "R" (dB) for each octave band centre frequency over the range 125Hz-4kHz, along with a weighted single-figure rating value Rw (dB). Sealhurst maintain a large volume of sound reduction index data for common and specialist building elements, construction types and finishes to allow the calculation and facade optimisation process.
4 ACOUSTIC DESIGN FOR EXTERNAL NOISE

It should be noted that all sound reduction index data quoted as $R_w$ is referenced to standard test panel sizes, which are typically of a minimum of $10 \text{m}^2$ for wall constructions, and $2.4 \text{m}^2$ for glazing panels. Building façade elements with increasingly larger surface areas may suffer from a decrease in sound transmission loss performance, specifically at low frequency due to wave-based phenomena, and therefore a higher specification may apply to achieve internal design sound levels.

4.2.2 Composite Sound Reduction Index

Design assessment is by means of a composite sound reduction index (SRI) calculation, which examines the building envelope at specific noise-sensitive points, for example a noise-receiving bedroom, and calculates sound transmission through the building envelope, bounded at the limits of the subject internal space.

The Sound Reduction Index ($R_w$) performance characteristics of each individual façade element (and any known penetrations) are summed together in octave bands (63Hz-4kHz), and mathematically weighted according to their relative ‘elemental’ façade area. The resultant figure is the composite sound reduction index ($R_w$) performance of the building façade and is typically dictated by the ‘weakest’ element of the construction, which in many cases can be glazing, ventilation louvres or other building penetrations.

Once the composite performance is calculated, representative noise spectra obtained during our site noise survey is applied to the composite building facade performance to optimise the building facade materials, identifying the minimum and/or best cost-versus-performance parameters to apply to the building in terms of the specification of the building facade’s glazed elements.

A more complete description of the calculation and reference standards are included in Appendix C.1 of this report.

4.3 Predicted Internal Noise Levels – Residential Spaces

4.3.1 Assessment of Recommended Glazing Specification – Predicted Internal Noise Levels

Our analysis is presented below in the following table details minimum $R_w$ ratings and glazing format to achieve the prescribed internal design sound level criterion, from existing external noise sources:

<table>
<thead>
<tr>
<th>Internal Area</th>
<th>Min. $R_w$ (dBA)</th>
<th>Resultant Internal Level (dBA)</th>
<th>Glazing Format</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartment Space</td>
<td>$\text{LAeq (dBA)}$</td>
<td>Predicted Internal Level</td>
<td>Minimum Glazing $R_w$ Rating</td>
</tr>
<tr>
<td>First Floor Bedrooms – Palmerston St</td>
<td>$&lt;35\text{dBA}$</td>
<td>31.1\text{dBA}</td>
<td>Rw 33dB</td>
</tr>
</tbody>
</table>

NB: Predicted internal levels are based upon carpeted floor coverings in short stay units throughout; Use of hard floor coverings increases predicted reverberation time and consequently increase predicted internal noise levels by up to 2-3 dB(A).

4.3.2 Comment on Results

Section 3.4 of the Noise Attenuation Policy requires noise intrusion be assessed and resultant internal noise levels be demonstrated to achieve levels of 35 dB(A) in sleeping areas (bedrooms) and of 40 dB(A) in living/work areas and other habitable rooms. In order to assess the eventual conditions, a reliable assessment of existing noise in the vicinity of the new development site is required, so as to provide a basis for responsible design.
4 ACOUSTIC DESIGN FOR EXTERNAL NOISE

Sealhurst presented engineering staff to site to establish and conduct an objective noise monitoring survey of the existing environment, to provide this basis. Continuous noise levels were monitored over 5 consecutive days on site along the west boundary of the existing 166 Palmerston St site, set back some 20m from Bulwer St junction. Analysis has been undertaken which demonstrates existing site noise conditions typically range between 55-62dB(A) during daytime periods, pending incidental activity, birdsong, and onsite guest activities around the outdoor swimming pool.

Our analysis demonstrates that the general conditions do not present onerous conditions, and a suitable glazed system is anticipated to be of the order of Rw 33dB, to achieve internal design sound levels of <35dB(A) in bedrooms with awning-type windows (First Floor) which are assessed during night time conditions. The rated glazing is due to the occurrence of incidental vehicle noise activity after 10 PM.

Rw 33dB may be readily achieved using 6.38mm laminated single glazing in standard framing, and where operable awning windows are proposed, must be fitted with effective compressible gasket seals to all jamb.

Lower (quieter) internal levels can be obtained at the client’s discretion, typically through the specification of higher acoustic (Rw) performance glazing and acoustically treated ventilation openings.

4.3.3 Glazing Specification Coordination

Glazing specifications are for acoustic performance (Rw) only and must be correlated with ESD/energy requirements and integrated into the façade design at an early stage. Architectural window (and door) schedules should nominate the Rw rating AND the pane/laminate thickness during documentation to ensure a fully coordinated building design solution. R-values and energy-specific coatings may influence glazing type;

4.4 Building Envelope Design Considerations

4.4.1 Notes on Glazing Installation

The determination of laboratory data (Rw) for standard glazing elements includes the performance of the frame. For a large group of glazing elements, particularly domestic glazing and non-specialist applications with Rw ratings below 37dB, the sound transmission of the window frame can be considered as equal to that of the glazing panel, (assuming adequate seals) except in the case of sliding window arrangements, which exhibit significantly lower Rw, performance ratings due to poor sealing around the sliding mechanism at the frame perimeter.

In order to maintain the predicted acoustic amenity, all operable windows must be fitted with good quality seals to minimize transmission of noise through the façade. Very small air gaps can be severely detrimental to the aggregate window/façade performance, resulting in non-compliant internal noise levels.

Special attention must be taken during installation of any sliding door sets to ensure they are well fitted with a robust closing mechanism to avoid introducing acoustically weak transmission paths for noise to enter through the façade. Balcony door sets and frames must be supplemented with compressible neoprene seals at both jamb, and a continuous double brush seal at the threshold and head to minimise transmission of noise into living areas.

At the junction between the window sub-frame (cavity masonry aperture) and glazing frame proper, ALL voids must be fully sealed, or the full extent of the sound transmission performance will not be realised. Any voids between concrete and frame must be packed with fibreglass insulation and fully sealed with dense mastic.
4 ACOUSTIC DESIGN FOR EXTERNAL NOISE

4.4.2 Flanking Transmission

Certain types of construction such as glazing framing systems, cavity masonry (or block work) and particular lightweight cladding constructions are susceptible to the excess ingress of noise through poor junction detailing and voids between sound attenuating elements, known as flanking transmission paths.

The preferred building methodology for this project is understood to be composed of cavity masonry, insulated framed cladding walls (lightweight) and glazed wall elements in a composite system. The composite façade is considered to be able to provide robust resistance to the passage of sound when fully sealed and properly detailed during construction.

In order to ensure that this performance is not compromised at junctions with building penetrations, and at junctions with external cladding elements, the following measures must be taken:

- Junction detailing at window frames are stuffed with glass wool insulation off cuts and sealed with a dense mastic bead of minimum depth 10mm;
- All voids between building penetrations and cavity masonry wall systems must be packed/stuffed glass wool insulation off cuts and sealed with a dense mastic bead of minimum depth 10mm;
- Where external wall elements meet perpendicular internal and party walls, all voids/gaps must be packed/stuffed glass wool insulation off cuts and sealed with a dense mastic bead of minimum depth 10mm;
- Any structural movement joints are to be fully sealed with a flexible sealant.

It is anticipated that there will be no degradation of acoustic performance of the facade at wall/floor slab junctions.

4.4.3 Notes for Glazing Schedule and Drawings

Sealhurst recommend the project architect annotate building plans with the following notes regarding glazed elements installation notes to allow the builder to follow the necessary detailing.

Installing Contractor to Ensure:

1. Chosen glazing/frame combination can achieve minimum acoustic Rw rating(s);
2. All operable windows to be fitted with good quality seals, with no air gaps;
3. All glazed door sets be fitted with compressible neoprene seals at both jambs, and a continuous double brush seal at the threshold and head; and
4. All voids between cavity masonry and glazing sub-frame must be packed with dense fibreglass insulation and fully sealed with dense mastic.

Failure to correctly install and seal glazed elements, in particular glazed sliding door sets is likely to weaken the building façade design sound resistance such that it cannot achieve the specified performance, and as a result AS2107:2000 internal design sound levels may not be met in the completed building.

4.4.4 Ventilation Openings

In some instances, ventilation grilles exhausting air to atmosphere create paths for external noise to enter the building which can negate the engineered glazing/ façade wall performance if not appropriately considered during design. Ventilation openings should be located away from sensitive spaces where practicable. Where ventilation openings enter bedrooms or living spaces, internal ductwork linings, acoustically absorptive baffles or attenuating louver grilles may be used to ensure the building faced retains its design resistance to noise ingress.
4.5 Roof Construction

4.5.1 Rain Noise

The roof and ceiling construction(s) are indicated as pitched profile metal deck roof sheeting on structural truss frames, Ref: DWG A103 Elevations, see Appendix A.1. A common issue with lightweight profile steel roof sheeting systems over framing is the acoustic response to excitation from falling rain.

Droplets of water impacting upon the sheet cause it to vibrate in a manner analogous to a drum membrane. Unconstrained membranous excitation of the roof sheeting can cause high levels of intrusive noise in top floor apartment units during downpours, causing nuisance/annoyance and a reduction in acoustic amenity and perceived quality.

Generally speaking, rain noise is excluded from any standard classifications for environmental noise and its transitory nature and difficulty in field testing implies no fixed criteria to be achieved. However, levels as high as 70 to 80 dB L_{eq} can be generated during downpours Mitigation of Rain Noise

Where lightweight roof sheeting is installed, the issue of rain noise can be mitigated at nominal additional cost by the appropriate consideration during design of the installation of acoustic and thermal insulation layers usually already present, between critically connected roof elements.

An acoustically absorptive quilt must be installed to be laid in the ceiling void as part of the Mechanical and Hydraulic services treatments detailed in Section 5.7.2 to absorb reverberant noise within roof cavities, therefore this insulation quilt is anticipated to be coordinated into the roof construction already, providing a quietening function assisting in rain noise mitigation.

The roof sheeting and steel I-beams must be installed such to incorporate any thermal and acoustic insulation to underside of roof sheet. It is assumed that a combination of insulation in the roof space will be installed to provide the required energy efficiency/thermal rating, typically around R2.5 - 3.0.

It should be noted that thermal R values do not consider sound insulation performance, however a denser insulating blanket should have a positive effect on the roof construction’s ability to resist the passage of sound.

As an additional (optional) measure, resilient hangers can be used to suspend the plasterboard ceiling layer for maximum rain noise attenuation in the detail shown. These are NOT REQUIRED to attain compliance, but may be added to provide an improved level of internal amenity during rain fall/downpours.

Pending final roof construction specification, appropriate detailing notes should be incorporated into the architectural Tender drawing set to ensure inclusion in both the documentation set and the pricing for Tender. During construction phase, this detailing should be subject to OA and inspection procedures to ensure the installed detail is able to perform in-situ.
4.6 Additional Notes on Predicted Internal Noise Amenity

4.6.1 Installation Detailing

It is important to note that at the time of completion, internal noise levels measured within the completed building spaces will be a combination of external noise sources, building services operation noise and noise from adjacent units. Internal ambient conditions will ultimately depend on the quality of workmanship during construction phase and adherence to the advice and specific detailing requirements at window frame, between window frame and facade concrete walls, and at junctions between external wall elements as set out in this report.

4.6.2 Design Review, Inspection and QA

Effective site inspections and QA/checking procedures on site during construction phase are critical in ensuring the design acoustic performances are not compromised by omissions, incomplete detailing, poorly sealed junctions and interstitial spaces in construction elements or other voids gaps introduced due to site tolerances and the like.

Sealhurst recommend early site inspections be carried out during construction phase to coincide with acoustically critical installations of separating walls, floor/ceiling construction installations, glazing and window frame installations and roof construction sealing to establish and advise site staff of the standard of detailing to seek in regular day-to-day QA checks.
5 INTERNAL SOUND TRANSMISSION & INSULATION

5.1 Applicable Criteria – Class 2 Residential Areas

5.1.1 Section F5 NCC - Noise Isolation Between Dwellings

Section 3.3.2 Clause (i) of the City of Vincent Sound Attenuation Policy 7.5.21, references specific minimum acoustic performance criteria for minimum separating construction between adjacent apartment units, in order to achieve compliance with the Policy standards. An extract from the Policy is reprinted below for direct reference:

"3.3.2. The following minimum standard shall be applied as the relevant reference criteria upon which the Acoustic Report is to be prepared:

a. Inbound Noise (Residential Development)
   ii. Residential developments are to be constructed to meet the requirements of the National Construction Code Series 2012 Building Code of Australia Part F5."

As the principle standard for the design and construction of buildings in Australia, the National Construction Code (NCC, formerly the BCA) defines aspects of performance applicable to each type of classification of building, depending upon its use. Assessed as a Class 2 multi-residential development, minimum acoustic separation is determined by the NCC Section F5 - Sound Transmission and Insulation, which regulates acoustic (separation) performance between adjacent residential spaces via the prescription of minimum standards for the design and construction of separating wall and floor constructions.

The following general Performance (FP) clauses apply:

**Clause FP5.1** - Floors separating:
   (a) sole-occupancy units; or,
   (b) a sole-occupancy unit[sic] from a plant room, lift shaft, stairway, public corridor, public lobby, or the like, or part of a different classification

must provide insulation against the transmission of airborne and impact generated sound sufficient to prevent illness or loss of amenity to the occupants.

**Clause FP5.2** - Walls separating sole occupancy units, or a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby, or the like, or part of a different classification, must provide insulation against the transmission of:
   (a) airborne sound; and
   (b) impact generated sound, if the wall is separating a bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room (other than a kitchen) in an adjoining unit,

sufficient to prevent illness or loss of amenity to the occupants.

**Clause FP5.3** - The required sound insulation of a floor or a wall must not be compromised by:
   (a) the incorporation or penetration of a pipe or other service element; or
   (b) a door assembly.

In addition to general performance clauses FP5.1, FP5.2 and FP5.3, additional specific clauses applicable to Class 2 buildings are detailed under "Deemed-to-Satisfy" Provisions. Clauses F5.4 (a) (i) and (ii), for floor constructions,
F5.5 (a) for full height walls, and F5.6 (a) (i) and (ii) for concealed service duct walls are also directly applicable.
## 5.1.2 Summary of Performance Criteria

The application of the above Clauses has been simplified and summarised in the Table below, and coordinated with the Performance criteria and “Deemed-to-Satisfy” provisions of the NCC. Detailed mark ups of the applicable criteria are presented in Appendix B.1, which shows minimum performance requirements for all separating constructions, and any additional notes pertinent to compliance.

<table>
<thead>
<tr>
<th>Clause</th>
<th>Performance Requirement</th>
<th>Applicable To</th>
<th>Mark Up Annotation</th>
</tr>
</thead>
<tbody>
<tr>
<td>FP5.2 (a)</td>
<td>$R_{eq}+C_{p}$ of not less than 50dB for a wall separating “like-spaces” in adjacent sole-occupancy units</td>
<td>Separating walls between like-spaces e.g. “habitable-to-habitable”</td>
<td></td>
</tr>
<tr>
<td>FP5.2 (a)</td>
<td>$R_n$ of not less than 50dB for a wall separating a sole-occupancy unit from an adjoining part of a different classification the development</td>
<td>Separating walls between sole-occupancy units and parts of a different classification e.g. “public corridors, stairway etc.”</td>
<td></td>
</tr>
<tr>
<td>FP5.2 (b)</td>
<td>$R_{eq}+C_{p}$ of not less than 50dB AND incorporating a discontinuous construction between habitable (e.g. living room, bedroom) and wet area (e.g. bathroom, laundry, kitchen) adjacencies; OR between a sole-occupancy unit and a plant room or public corridor</td>
<td>Specific separating walls between sole-occupancy units and kitchen, bathroom, laundry, plant room or lift shaft</td>
<td></td>
</tr>
<tr>
<td>FS5.6 (a)(i)</td>
<td>$R_{eq}+C_{p}$ of not less than 40dB between habitable rooms and soil, waste and water supply pipes serving more than one sole-occupancy unit</td>
<td>Service duct walls passing adjacent to “habitable” areas</td>
<td></td>
</tr>
<tr>
<td>FS5.6 (a)(ii)</td>
<td>$R_{eq}+C_{p}$ of not less than 25dB between non-habitable rooms and soil, waste and water supply pipes serving more than one sole-occupancy unit</td>
<td>Service duct walls passing adjacent to “non-habitable” areas</td>
<td></td>
</tr>
<tr>
<td>FS5.5 (b)</td>
<td>A door may be incorporated in a wall in a Class 2 or 3 building that separates a sole-occupancy unit from a stairway, public corridor, public lobby or the like, provided the door assembly has an $R_n$ not less than 30dB</td>
<td>Doors separating sole-occupancy units from public areas</td>
<td></td>
</tr>
<tr>
<td>FS5.1 / FS5.4 (a)</td>
<td>$R_{eq}+C_{p}$ of not less than 50dB for a floor separating sole-occupancy units or separating a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby etc.</td>
<td>Separating floors between sole-occupancy units or between sole-occupancy units and a plant room, public corridor etc.</td>
<td>Floors (noted on Mark ups as required)</td>
</tr>
<tr>
<td>FS5.1 / FS5.4 (a)</td>
<td>$Leq$ (Impact) of not more than 62dB for a floor separating sole-occupancy unit OR a sole-occupancy unit from a plant room, lift shaft, stairway or public corridor</td>
<td>Separating floors between sole-occupancy units or between sole-occupancy units and plant room, public corridors etc.</td>
<td>Floors (noted on Mark ups as required)</td>
</tr>
<tr>
<td>FS5.5 (e)</td>
<td>Where a wall that is required to have a min. sound insulation performance has a floor or roof above, the wall must continue to the underside of the floor or roof or a ceiling that has the same sound insulation as the wall</td>
<td>Separating walls to underside of adjoining roof structure</td>
<td>Noted on Mark ups as required</td>
</tr>
</tbody>
</table>

### 5.1.3 Notes on Discontinuous Wall Construction Requirements

The application of discontinuous construction in addition to the minimum $R_n+C_p$ rating of 50dB is a requirement of the NCC which seeks to provide adequate resistance to impact-generated sound transmission. The rating is applied in specific circumstances determined by the nature and use of adjacent spaces, typically where non-habitable (wet) areas (e.g. bathrooms, kitchens, WC, laundry and the like) are adjacent to habitable areas (e.g. sleeping and living areas) in adjacent apartment units, OR where plant rooms or lift shafts are adjacent to any part of an apartment unit.
5 INTERNAL SOUND TRANSMISSION & INSULATION

In this project, our understanding of the primary separating construction methodology is or cavity masonry – to achieve **discontinuous construction** in cavity masonry, the project must use resilient type ties. This construction is considered under the "Deemed-To-Satisfy" provisions for discontinuous criteria, hence automatically complies. i.e. no additional wall leaves are anticipated as required under the current scheme.

5.1.4 Review and Recommendations for Minimum Separating Wall Constructions Between Short Stay Units

Separating wall types are required to meet the range of criteria set out in 5.1.2 pending apartment internal room “type” adjacency and use. Considering a typical building construction format for separating walls to be loadbearing cavity masonry, with reinforced concrete slabs at First Floor, this type of wall construction exceeds the NCC minimum performance rating of >Rw+Ctr 50dB hence the development is shown to comply with the minimum criteria.

The table below summarises our review of the preliminary separating wall type options and details:

<table>
<thead>
<tr>
<th>Min. Rating</th>
<th>Reviewed Construction Detail</th>
<th>Schematic</th>
<th>Applicable To</th>
<th>Mark Up Annotation</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥Rw+Ctr 50 dB</td>
<td>270 CAVITY BKW WALL 110/50/110 Cavity masonry, assure standard ties and no insulation</td>
<td><img src="image" alt="Schematic" /></td>
<td>Separating walls between like-spaces e.g. “habitable-to-habitable”</td>
<td><img src="image" alt="Mark Up" /></td>
</tr>
<tr>
<td>≥Rw+Ctr 50 dB plus discontinuous</td>
<td>270 CAVITY BKW WALL 110/50/110 Cavity masonry, REQUIREs resilient ties No Insulation required NB – where discontinuous construction is required, Matrix wall types comply with this requirement;</td>
<td><img src="image" alt="Schematic" /></td>
<td>Specific separating walls between adjacent sole-occupancy units habitable space and non-habitable space (i.e. kitchen, bathroom, laundry) in a separate apartment</td>
<td><img src="image" alt="Mark Up" /></td>
</tr>
<tr>
<td>≥Rw 50 dB</td>
<td>250 CAVITY BKW WALL 90/50/90 Cavity masonry, assume standard ties and no Insulation</td>
<td><img src="image" alt="Schematic" /></td>
<td>Separating walls between sole-occupancy units and parts of a different classification e.g. “public corridors, stairway etc.”</td>
<td><img src="image" alt="Mark Up" /></td>
</tr>
<tr>
<td>≥Rw+Ctr 40 dB</td>
<td>Single skin 90mm brickwork OR 64mm stud frame clad to one side with 2 x 13 mm plasterboard – recommend 50mm Insulation quilt to be retained within service duct</td>
<td><img src="image" alt="Schematic" /></td>
<td>Service duct walls passing adjacent to “habitable” areas</td>
<td><img src="image" alt="Mark Up" /></td>
</tr>
<tr>
<td>≥Rw+Ctr 25 dB</td>
<td>Single skin 90mm brickwork OR 64mm stud frame clad to one side with 1 x 13 mm plasterboard – recommend 50mm Insulation quilt to be retained within service duct</td>
<td><img src="image" alt="Schematic" /></td>
<td>Service duct walls passing adjacent to “non-habitable” areas</td>
<td><img src="image" alt="Mark Up" /></td>
</tr>
</tbody>
</table>

Detailed notes are presented in Section 5.3 regarding proposed wall types and their application, and corresponding spatial mark ups are presented in Appendix B.1 which show where compliance criteria is applicable, notes on potential areas for additional consideration, and where practical at this stage, means to meet or exceed the standard for separating walls.
5.1.5 Building Services Penetrations

R₁/R₂ + C₃ values describe direct airborne sound transmission performance through a particular partition type when tested in laboratory conditions and under strictly controlled circumstances. A fully sealed, field-installed partition without penetrations may be expected to meet an equivalent field performance of separation. However, once separating walls are penetrated, the penetrations can severely undermine the design performances, and hence must be treated.

NCC Section F5 Clause FP5.6 of states:

“The required sound insulation of a floor or a wall must not be compromised by the incorporation or penetration of a pipe or other service element”

Where building services penetrate acoustically-rated separating walls, each penetration should be subject to a “pack-and-seal” detail. All void space between the penetration aperture and building service must be packed with a mineral wool or glassfibre insulation batt off-cut, and sealed with a dense mastic bead of minimum depth 10mm, in all cases. This standard acoustic detail should be documented as part of the Construction Drawings documentation set. Site QA during construction phase can then be referenced to the Standard Detail to ensure weaknesses that would negate the design performance of the separating wall are not introduced on site.

5.2 Construction "Deemed-to-Satisfy" for Separating Wall Elements

Section F5 of the referenced NCC states:

“Where masonry walls require wall ties, but are also required to be of discontinuous construction, the wall ties must be of resilient type”.

Regarding masonry and concrete slabs, NCC Specification F5.2, Clause 2(a) Masonry and Clause 2(b) Concrete Slabs states:

“(a) Masonry – Units are to be laid with all joints filled solid, including those between the masonry and any adjoining construction

b) Concrete slabs – Joints between concrete slabs or panels and any adjoining construction must be filled solid”

Regarding sheathing materials, NCC Specification F5.2, Clause 2(c) Sheeting materials states:

“(c) Sheeting materials –

(i) if one layer is required on both sides of a wall, it must be fastened to the studs with joints staggered on opposite sides; and

(ii) if two layers are required, the second layer must be fastened over the first layer so that the joints do not coincide with those of the first layer; and

(iii) joints between sheets or between sheets and any adjoining construction must be taped and filled solid.”

Regarding timber or steel-framed construction, NCC Specification F5.2, Clause 2(d) Timber or steel-framed construction states:

“(d) Timber or steel-framed construction – Perimeter framing members must be securely fixed to the adjoining structure and-

(i) bedded in resilient compound

(ii) the joints must be caulked so that there are no voids between the framing.
5.2.1 Full Height Walls to Underside of Roof Construction

Clause F5.5 (f)(i) Section F5 of the NCC states:

"Where a wall that is required to have a min. sound insulation performance has a floor or roof above, the wall must continue to the underside of the floor or roof or a ceiling that has the same sound insulation as the wall."

In the case of First Floor party and apartment boundary (acoustically-rated) walls, these walls are to be sealed to underside of lightweight roof sheeting over, in order to comply.

Where full height cavity masonry to underside of roof sheeting is not preferred, an equivalent appropriately rated sealing detail to be incorporated at the head of the First Floor wall junction with roof sheeting over, the void space between partition apex and roof sheet must be clad with an infill wall of 2 x 13mm FR plasterboard to both sides of stud framing detail, hand-packed/stuffed with a mineral wool or fibreglass insulation batt off-cut, and sealing with a dense mastic bead, min 10mm depth. The infill wall detail must be installed to continue the separating wall to the underside of roof sheeting, and be packed and sealed as above to form an effective acoustic (and fire) seal.

This wall detail is recommended to be coordinated with the fire engineer and architect, AND included in the architectural Tender drawing set details. Appropriate inspection and on-site QA checking should be carried out to ensure the installation is effective.

5.3 Assessment of Proposed Separating Wall Constructions

5.3.1 Separating Walls between Adjacent Apartments

Walls directly separating adjacent habitable spaces, or adjacent wet areas in separate apartments must meet or exceed Rw+Ctr 50 dB. We understand the typical building construction format for separating walls to be loadbearing cavity masonry, with reinforced concrete slab between First Floor (Class 2) and Ground Floor (Class S6) below. Using standard bricks (e.g. min 5.7kg per unit) in a common 110/50/110 format, this wall construction is rated at Rw+Ctr 53dB, hence fully complies with airborne sound requirements.

Though not a requirement, the addition of an insulation quilt (e.g. 50mm thick, min density 11kg/m²), between masonry leaves significantly increases the airborne sound separation performance of the cavity masonry, and may be included at developer discretion.

5.3.2 Separating Walls between Adjacent Apartments – Discontinuous Construction

Where walls directly separate adjacent apartment areas of a different type (e.g. habitable to wet area adjacency), the NCC applies the additional requirement of discontinuous construction – that is, any wall must meet or exceed Rw+Ctr 50 dB and have a clear 20mm cavity between adjacent two separate leaves, as a means to control impact generated sound. In the case of cavity masonry, the NCC requires that to comply with this criteria, resilient-type wall ties must be used.

Using standard brick (e.g. min. 5.7kg per unit or greater, solid core) brick, the overall wall system is rated at Rw+Ctr 53dB. To achieve discontinuous criteria, the use of Matrix resilient type ties is considered under NCC "Deemed-To-Satisfy" provisions, hence fully complies.

Detailed mark ups in Appendix B1.1 shows the applicable area and notes.
5 INTERNAL SOUND TRANSMISSION & INSULATION

5.3.3 Separating Walls to Stairwells

Walls directly separating residential apartment from (external) public access corridors are subject to NCC minimum acoustic performance criteria of Rw50dB ONLY. An assumed cavity masonry (or blockwork) construction at 250mm (90/70/90) is typically shown. This type of construction is anticipated to exceed the minimum rating of Rw 50dB, therefore fully complies with the minimum requirements.

Requirements are indicated in detailed mark-ups, presented in Appendix B.1.

5.3.4 Perimeter Perpendicular Junctions to Building Envelope Wall

All perpendicular party wall junctions to building envelope (external) walls wall must be sealed air tight with sufficient mass equivalent to abutting separating wall construction to avoid introduction of flanking sound transmission paths which would otherwise negate the airborne sound insulation performance of the installed party wall.

Detailing junction to ALL minimum rated wall junctions with building envelope/facade wall, for example where window sub-frame meets building aperture, MUST be considered during detailed design to ensure adequate seal and control of flanking sound transmission. See Section 4.4.2 of this report for pertinent details.

5.4 Separating Floor Construction – NCC Minimum Requirements

Clause FP5.1 Section F5 of the NCC requires that separating floor constructions be designed to provide resistance to both airborne and impact sound transmission between residential (Class 2) areas. It is important in this project to establish that the Ground Floor Commercial tenancies are not required to achieve the minimum criteria for impact sound isolation (i.e. <62dB Lf,w) due to footfall, furniture movement and the like; However, First Floor units must be rated to meet the minimum airborne sound separation component rating of >Rw+Ctr 50dB of the NCC Specification for separating floors.

NB - Impact sound isolation treatment can be included at developer discretion, where tiled or timber (hard flooring) finishes are proposed in the Class 2 units, to minimise lateral transfer of footfall and furniture noise. TO assist the development in these specification areas, we have included provision for a recommended impact sound isolation treatment, and added an informative section in Appendix B.2 as the project proceeds beyond DA and into detailed design.

5.4.1 Airborne Sound Transmission

The minimum NCC airborne sound insulation performance of Rw+Ctr 50 dB is required to be achieved between vertically adjacent residential apartments.

With an in-situ or precast concrete floor the minimum mass of a 200mm thick concrete slab is considered a "Deemed-to-Satisfy" construction for airborne sound transmission, regardless of the floor covering applied or presence of suspended ceiling to the apartment beneath.

5.4.2 Impact Sound Insulation

The minimum NCC impact sound isolation performance of Ln,w 62dB is required to be achieved between vertically adjacent residential (i.e. Class 2) spaces. Impact sound isolation is NOT a requirement of the NCC, to commercial (Class 5/6) spaces below, hence in terms of compliance, NO TREATMENT is required to achieve the NCC criteria;

However, for best end-amenity in the commercial units below, a practical view has been taken; Our considered recommendation would therefore be to provide carpeted floor coverings in all Class 2 units, to fully isolate footfall and furniture movement noise and provide best amenity in the office tenancy;
5.4.3 Informative – Impact Sound Isolation

Impact sound isolation describes the transfer of footfall, furniture movement and impact generated sound, and in multi-residential settings, impact sound isolation performance is directly linked to perception of quality and privacy.

Integral to the achieved ratings and resultant amenity of impact sound isolation are floor coverings:

- Use of carpet on foam underlay, over a 200 mm thick structural slab provides exceptional degree of impact sound isolation performance, typically rated at ≤45dB $L_{n,w}$, which is significantly below the NCC minimum;
- Modern aesthetics and market expectation may imply use of hard floor coverings (such as timber flooring, tiles and the like) – where hard floor coverings are applied, the monolithic nature of a concrete mass floor slab equates to efficient transmission of impact noise, and additional treatments to the bare slab are required to achieve the minimum NCC impact sound isolation performance, (for compliance) and further improvements are often required to provide satisfactory amenity;

As the project is at DA stage, ceiling and floor finish details have yet to be finalised, though we understand the intent is for 200 – 257mm reinforced concrete slab: The provision (or omission) of a suspended ceiling below, and the provision (or omission) of resilient underfloor matting where timber or tiled floor coverings are proposed will ultimately dictate the end amenity from impact sound in the finished building.

The integration of floor finishes should be considered as early as possible in the project design development, to ensure the desired end-performance for impact sound isolation amenity is able to be achieved with the preferred underlying structure and architecture, and preferred interior finishes. Our experience over a number of years/projects demonstrates impact sound performance to be one of the fundamental yardsticks by which prospective purchasers (or short stay tenants) will ultimately judge the subjective impression of the “acoustics” of their purchased apartment.

Further, general (subjective) perception in finished buildings which have been specified to achieve the base NCC minimum compliance criteria, $L_{n,w} \leq 62$dB only for impact sound isolation (e.g. footfall, furniture movement, impact generated sound) indicates this performance can be considered inadequate in terms of modern marketplace expectation of quality, thus presenting the risk of high likelihood of dissatisfied tenants and subsequent complaint. Therefore in this project we recommend an impact rating performance target of ≤55dB $L_{n,w}$ (exceeds NCC minima) to align with potential expectations of quality.

The following demonstrates assessment and compliance of soft and hard floor coverings in all separating floor constructions between vertically adjacent apartment areas, assuming a minimum 200mm thick reinforced concrete slab construction. Our minimum recommendations to install appropriate (compliant) treatment(s) under soft and hard floor coverings are as follows:

SOFT FLOOR COVERINGS

Apartments which are finished with a soft floor covering such as carpet on a foam underlay over a minimum 200mm thick reinforced concrete slab meets the “Deemed-To-Satisfy” provision for impact sound, and can be expected to significantly exceed the NCC minimum impact sound insulation performance requirement of $L_{n,w} \leq 62$ dB, by virtue of the isolation of impact generated sound at source.

Our considered recommendation would therefore be to provide carpeted floor coverings in all Class 2 units, to fully isolate footfall and furniture movement noise and provide best amenity in the office tenancy;
HARD FLOOR COVERINGS

Tiled and/or timber floor coverings typically found in First Floor Class 2 wet areas, kitchens and main living areas may be addressed by the installation of an engineered solution to isolate at least part of the floor/ceiling construction from direct transmission of impact sound through to receiving apartments laterally connected via the First Floor slab.

In order to demonstrate compliance, the onus is placed upon a design which can be shown to comply either by the application of a laboratory tested resilient damping layer(s) OR by verification by field performance tests which demonstrate a compliant solution.

Using resilient matting below any tiles or timber floor finish allows partial isolation of the hard floor finish from the concrete slab, reducing noise transmission due to footfall/furniture interaction with an isolated floor covering.

5.4.4 Recommended Installation for Tiled Floor Areas

Our standard minimum recommended design solution where concrete slab floors have hard floor finish and suspended ceiling below is to install a resilient damping layer in all areas with a hard (i.e. tiled) floor covering, in addition to a suspended plasterboard ceiling with insulated ceiling cavity layer below in the commercial tenancy units.

A recommended resilient damping layer product is DAMTEC Extra® at 4mm thickness (or equivalent perforating) beneath the screed layer of the tiled floor finish and detailed at floor edges and perimeter junctions as per manufacturer’s installation instructions. The product has been laboratory tested to provide an increase in impact sound insulation performance of 3.19dB Ln when used in conjunction with a standard bare concrete floor1.

5.4.5 Installation of Downlights and Services in Acoustically Rated Bulkhead Floor/Ceilings

Where plasterboard ceilings are used over wet areas there are typically mechanical exhaust systems, hydraulic pipework and lighting installed above which must be treated appropriately to retain the acoustic performance of the ceiling layer for noise from the apartment unit above, and from resisting sound from the exhaust system and hydraulic pipework systems.

The installation diagrams are an extract from the CSR Redbook and show ideal construction arrangements whereby insulation is cut away around down lights, to a maximum number of 4 lights per 6m² of plasterboard ceiling area to avoid reducing the effectiveness of the plasterboard layer as an acoustic barrier.

For toilet exhaust fan (TEF) terminals, grilles are shown as having a maximum dimension of 300mm x 300mm.

1 Standard bare concrete floor is defined as 140mm depth, as prescribed in ISO 140:9 Acoustics – Measurement of sound insulation in buildings and of building elements – Part 8: Laboratory measurements of the reduction of transmitted impact noise by floor coverings on a heavyweight standard floor.
5.4.6 Coordination with Building Services in Ceiling Voids

Wet area services (e.g., hydraulic and mechanical building services) are also typically installed above or suspended below wet areas, concealed behind suspended plasterboard ceilings. Whilst the addition of a suspended plasterboard ceiling improves both airborne and impact sound, additional treatment will be required for services concealment.

Within concealed services voids over wet areas, a 50mm insulation quilt must be installed, laid loose over the plasterboard layer as per minimum services concealment requirements (Rw+Ct 25dB) presented in Section 5.7.

5.5 Additional Minimum Construction Requirements

5.5.1 Entry Door Sets

All entry door sets to guest rooms from entry lobbies must be capable of achieving R₃₂ ≥ 30dB or greater. This performance can typically be achieved through use of a solid core door, minimum thickness 40mm or greater, hung in a well-fitted door frame and incorporating effective compressible seals at both jambs and at the head of the frame. Brush seals can also be used at the threshold, providing the obstruction to airflow does not circumvent any relief air mechanism, which may be required as part of any mechanical ventilation strategy.

Sealhurst recommend the installation of soft close mechanisms and neoprene pads where apartment entry doors meet door frames to minimise the introduction of intrusive structure-borne noise from the closing or slamming of entry doors being propagated throughout the building.

5.5.2 Notes Regarding Soft Close Mechanisms to Bathroom Fixed Cabinetry

In addition to the inclusion of a secondary wall leaf (discontinuous construction) between adjacent bathroom spaces, Sealhurst further recommend all fixed furniture components such as vanity benchtops, cupboards and drawers be fitted using isolating rubber grommet type fixings where structural connection with the wall is apparent, to further isolate transmission of impact sound from worktops into the surrounding structure. All closing cupboards and drawers should be fitted with soft-close mechanisms.

NB – isolating rubber grommet type fixings and soft close mechanisms are recommended in all bathroom joinery applications across the development. Benefits include reduced structural noise transmission from cupboard door slams, resulting in an improved sense of privacy, coupled with an increase in the subjective perception of quality within finished First Floor Class 2 units.
5.6 NCC Minimum Requirements for Building Services

5.6.1 Overview of Requirements

In addition to separating walls and floors, the NCC requires shared building services to be acoustically separated from adjacent residential apartment spaces to a performance deemed adequate to meet the minimum NCC criteria, by the provision acoustic "Rw+Cr" ratings for the concealment of pipe work, service ducts and the like.

5.6.2 Applicable Criteria

The table below refers the prescription of Section F5 of the NCC regarding minimum airborne sound insulation parameters for building services noise isolation. The criteria relate to acoustic performance for concealed service duct walls (e.g. risers, suspended ceilings and the like) which separate shared building services from individual guest room spaces.

The performance criteria are designed to ensure a minimum level of acoustic amenity is provided for building occupants - minimum acoustic performance(s) for concealed services can be summarised as follows:

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Applicable To</th>
<th>Mark Up Annotation</th>
</tr>
</thead>
<tbody>
<tr>
<td>$R_L + C_w$ of not less than 40dB between habitable rooms and soil, waste and water supply pipes serving more than one dwelling</td>
<td>Service duct walls passing habitable areas</td>
<td></td>
</tr>
<tr>
<td>$R_L + C_w$ of not less than 25dB between non-habitable rooms and soil, waste and water supply pipes serving more than one dwelling</td>
<td>Service duct walls passing wet areas</td>
<td></td>
</tr>
</tbody>
</table>

The acoustic performances of such service duct walls and their required constructions can be interpreted as follows, when applied to ceiling voids containing SHARED services:

Clause F5.6 (a) (i):

Where plant/ducting/pipes servicing a single unit located above a floor slab, are hung below the slab and separated from the unit below the slab by a suspended ceiling system AND the space below the slab is separating an upstairs space from a downstairs habitable room (i.e. living room, bedroom and the like), the concealment mechanism must achieve $R_L + C_w ≥ 40dB$ or greater.

The minimum performance(s) are also required for shared downpipes and drainage stacks located in cavities or dedicated building services risers which pass adjacent to habitable spaces; And,

Clause F5.6 (a) (ii):

Where ducts/pipes servicing a single unit above a floor slab, are hung below the slab and separated from the unit below the slab by a suspended ceiling system AND the space below the slab is considered a non-habitable room (i.e. kitchen, bathroom, laundry, WC and the like), the suspended layer must achieve the lesser performance of $R_L + C_w ≥ 25dB$ or above.

The minimum performance(s) are required for shared downpipes and drainage stacks located in cavities or dedicated building services risers which pass non-habitable spaces (e.g. wet areas).
## 5.7 Building Services Duct Walls - Rated Minimum Constructions

Hydraulic and mechanical services layouts will often show the intention for reticulated pipe and ductwork to be arranged behind concealed layers and routed to vertical services ducts throughout the building. From an acoustic compliance perspective the concealing element must meet the performances/treatments prescribed in the referenced NCC Clauses.

The following table(s) present minimum rated services concealment constructions to meet the minimum standard:

### 5.7.1 Services Concealed in Vertical Ducts

<table>
<thead>
<tr>
<th>Application</th>
<th>Specification</th>
<th>Schematic</th>
<th>Est. Rating (Rw+Cr)</th>
<th>NCC Compliant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concealment of shared services riser/duct wall, or services to/from an adjacent apartment which are routed next to an adjoining apartment’s <strong>HABITABLE AREAS</strong> (living rooms, bedrooms, etc)</td>
<td>Pipe lagged with Soundlag 4525C or equivalent performing pipe lagging material, mounted on anti-vibration pipe clips behind 2 x 13mm plasterboard sheet, with cavity insulation</td>
<td><img src="image" alt="Diagram" /></td>
<td>43dB</td>
<td>COMPLIES</td>
</tr>
<tr>
<td>Alternative masonry solution -</td>
<td>Pipe lagged with Soundlag 4525C or equivalent performing pipe lagging material, mounted on anti-vibration pipe clips behind 1 x 90mm brickwork leaf with render/plaster set over</td>
<td><img src="image" alt="Diagram" /></td>
<td>40dB</td>
<td>COMPLIES</td>
</tr>
<tr>
<td>Concealment of shared services riser/duct wall, or services to/from an adjacent apartment which are routed next to a non-habitable area <strong>NON-HABITABLE AREAS</strong> (not areas etc)</td>
<td>Pipe lagged with Soundlag 4525C or equivalent performing pipe lagging material, mounted on anti-vibration pipe clips behind 1 x 13mm plasterboard sheet, with cavity insulation</td>
<td><img src="image" alt="Diagram" /></td>
<td>28dB</td>
<td>COMPLIES</td>
</tr>
</tbody>
</table>

### 5.7.2 Services Concealed in Horizontal Ducts

<table>
<thead>
<tr>
<th>Application</th>
<th>Specification</th>
<th>Schematic</th>
<th>Est. Rating (Rw+Cr)</th>
<th>NCC Compliant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concealment of shared services, or services to/from an adjacent apartment which are routed over an adjoining apartment’s <strong>HABITABLE AREAS</strong> (living rooms, bedrooms etc)</td>
<td>Pipe lagged with Soundlag 4525C or equivalent performing pipe lagging material, mounted on anti-vibration pipe clips behind 2 x 10mm plasterboard sheet, with cavity insulation</td>
<td><img src="image" alt="Diagram" /></td>
<td>43dB</td>
<td>COMPLIES</td>
</tr>
<tr>
<td><em>Typically over habitable area ceiling spaces</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concealment of shared services, or services to/from an adjacent apartment which are routed over an adjoining apartment’s <strong>NON-HABITABLE AREAS</strong> (bathrooms, laundry, WC etc)</td>
<td>Pipe lagged with Soundlag 4525C or equivalent performing pipe lagging material, mounted on anti-vibration pipe clips behind 10mm plasterboard sheet, with cavity insulation</td>
<td><img src="image" alt="Diagram" /></td>
<td>28dB</td>
<td>COMPLIES</td>
</tr>
<tr>
<td><em>Typically over wet area ceiling spaces</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Coordination of minimum concealed services ducts/suspended ceilings is critical in achieving compliance with the minimum requirements of the NCC.
5.8 Ancillary Construction Requirements for Concealed Services Duct Walls

The AEC makes provision of additional criteria specific to the placement and function of mechanical building services. Specification F5.2 makes the following ‘Deemed-To-Satisfy’ provisions under Clause 2:

2. Construction deemed to satisfy

(a) Services

(i) Services must not be chased into concrete or masonry elements

(ii) A door or access panel required to have a certain Rw+Ctr that provides access to a duct, pipe or other service must –

(A) not be open into any habitable room (other than a kitchen); and

(B) be firmly fixed such that the rebate or frame is overlapped by the access panel by not less than 10mm, be fitted with a sealing gasket along all edges and be constructed of:

(aa) wood, particleboard or block board >33mm thick

(bb) compressed fibre reinforced cement sheathing >9mm thick

(cc) Other suitable material with mass per unit area >24.4 kg/m-2

(iii) A water supply pipe must –

(A) Only be installed in the cavity of a discontinuous construction; and

(B) In the case of a pipe that serves only one sole-occupancy unit, not be fixed to the wall leaf on the side adjoining any other sole-occupancy unit, and have a clearance of at least 10mm to the other leaf

(iv) Electrical outlets must be offset from each other –

(A) In masonry walling, not less than 100mm; and

(B) In timber or steel framed walling, not less than 300mm
5.9 Hydraulic Building Services Noise Control

5.9.1 Hydraulic Services Treatments

For the purposes of this report, “hydraulic services” refers to all piping installations relating to sewerage, storm water, hot and cold water supply and gas; “hydraulic services noise treatments” refers to “hydraulic services” which are reticulated in services ducts adjacent to apartments.

5.9.2 Use of Pipe Wrapping

For the avoidance of doubt, ALL hydraulic pipe work (inclusive of down pipes, storm water pipes, hot and cold water supply pipes, drainage and foul waste pipes) reticulated within services ducts/risers/concealed ceiling voids adjacent to apartments is to be wrapped in a suitable loaded vinyl or mineral wool pipe wrapping.

5.9.3 Penetrations into Services Ducts/Riser Walls

All penetrations into services duct risers, plant room walls or any other acoustically rated wall to allow pipe reticulation must be acoustically sealed so as not to introduce degradation to the rated wall acoustic performance. Minimum sealing detail requirements are to pack any gap/void around pipe/duct with fibreglass insulation batt off cuts and then seal with a 10mm dense mastic bead.

Where larger gaps are present, gaps can be filled with 2 x 13mm plasterboard sections cut to fit, and then packed with fibreglass insulation off-cuts and sealed a with a 10mm dense mastic bead.

NB - Expanding foam MUST NOT be used to seal gaps/voids in acoustically rated riser/duct walls, as this can be severely detrimental to the separation performance (Rw) of the wall.

5.9.4 Anti Vibration Pipe Clips

All pipes should be secured in cavities, voids or service risers using resilient pipe clip connections which incorporate an isolating rubber or neoprene collar, to avoid introducing pipe-borne noise into the surrounding structural elements.

5.9.5 Sound Isolation of Pumps

Section F5.7 of the NCC states:

“A flexible coupling must be used at the point of connection between the service pipes in a building and any other circulating or other pump”.

Therefore all pipe runs connected to hydraulic circulation pumps or similar plant equipment must be connected via flexible couplings to avoid the introduction of structure borne noise through rigid connections.

Sealhurst recommend the following note be appended to the GENERAL NOTES section on all services Hydraulic Services layout drawings for completeness:

(i) It is the responsibility of the Hydraulics Consultant to make provision of flexible couplings to all pumps; And,

(ii) It is the responsibility of the Hydraulics Contractor to install all flexible couplings in accordance with the Specification.
5.10.1 Mechanical Building Services Noise Control

5.10.2 Toilet and General Exhaust Fans

5.10.3 Ground Floor Commercial Café Tenancy - KEF Systems
5.10.4 Advice to Developer re: Commercial Tenancy Contracts

It is typical in tenanted commercial units that the responsibility for design and selection of kitchen exhaust fan systems (KEFs) and their operation falls to the end-tenant. This an appropriate approach as end-tenant system requirements will be dependent upon the eventual tenant’s intended kitchen operation and duty level.

A well designed and well-maintained kitchen extraction system will be able to comply with internal noise level requirements - in the finished building (i.e. inclusive of commercial kitchens), fans must comply with AS2107.2000 design sound levels – though problems can and do occur, associated with operational noise (and odour) from commercial kitchen exhaust systems, particularly in mixed use urban areas where residential properties are located in close proximity.

We recommend the Principal client include the following essential advice to the building management entity and consider its inclusion as a Clause provision in Ground Floor Commercial Café Tenancy contracts.

ESSENTIAL NOISE CONTROL ADVICE TO TENANTS

To ensure eventual tenant’s exhaust systems are able to comply with internal design sound levels specified under AS2107.2000 for adjacent surrounding spaces, it is critical the eventual tenants be made aware of the requirements for noise as conditions of tenancy. Fan selections, locations, duct routing and any duct routing material(s), and any attenuation requirements must be tightly controlled.

The following guidance is provided to assist in this process:

System Operation

- System noise in the kitchen space must be designed to achieve NR50-NR50, equivalent to 45-55dB(A) – this is to assist noise transfer and kitchen staff communication (safety) and hearing conservation;
- A dedicated make-up air system is recommended to be ~85% of extract flow rate;
- KEF systems can generate high velocity flow rates; Velocities above 10.1ms⁻¹ can cause additional turbulent noise and excessive regenerated noise from elbows, expansions and duct work junctions, affecting other parts of the building.

Recommended maximum flow rates are shown in the table below:

<table>
<thead>
<tr>
<th>Duct Type</th>
<th>Supply (ms⁻³)</th>
<th>Extract (ms⁻³)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Run</td>
<td>6 – 8</td>
<td>6 – 9</td>
</tr>
<tr>
<td>Branch Run</td>
<td>4 – 6</td>
<td>5 – 7</td>
</tr>
<tr>
<td>Spigot</td>
<td>3 – 5</td>
<td>5 – 7</td>
</tr>
</tbody>
</table>

- Kitchen exhaust fans must be designed to accommodate a minimum 10% static pressure headroom to account for static pressure increases between maintenance cycles;
- Fan selections are recommended to be oversized in all cases so as to maintain design extraction rate at lower fan speed/duty;
- Fan selections are to have metal (fixed or adjustable) blades – backward curved centrifugal, mixed flow or axial flow impellers are preferred, as they are less prone to imbalance and more easily cleaned and maintained due to their open structure;
- Where high grease content is anticipated, ductwork is to be 1.2mm stainless steel or 1.6mm electrolytic zinc coated steel with fully welded ductwork and non-porous gaskets, impervious to grease cooking oil penetration, in order to retain “grease-tightness.”
**Maintenance Schedule**

Proper maintenance has a direct impact upon noise in KEF systems. Flow restrictions in kitchen exhaust systems due to build-up of dirt, grease and particulate cause KEF systems to generate excess noise as the system seeks to overcome the effective increase in static pressure. In order to avoid this situation, a maintenance regime is recommended, as a condition of tenancy contract:

<table>
<thead>
<tr>
<th>Recommended Maintenance Periods</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visual inspection – surface grease/damage</td>
<td>Weekly</td>
</tr>
<tr>
<td>Cooker hoods and grease filters</td>
<td>Daily</td>
</tr>
<tr>
<td>Baffle type self draining filters and collection driers</td>
<td>Twice weekly</td>
</tr>
<tr>
<td>Cleaning Period for extract ductwork</td>
<td></td>
</tr>
<tr>
<td>Heavy Use (12-16 hours per day) – 3 monthly</td>
<td></td>
</tr>
<tr>
<td>Moderate Use (6-12 hours per day) – 6 monthly</td>
<td></td>
</tr>
<tr>
<td>Light Use (2-6 hours per day) – Annually</td>
<td></td>
</tr>
</tbody>
</table>

Periodic deep hygiene cleaning is to be undertaken by a specialist contractor, on the basis of usage defined in the table above.

**KEF System Ducting**

KEF system duct routing and shaft wall construction must be considered to avoid excess noise to adjacent residential spaces.

**5.10.5 Anti Vibration Mountings**

For the avoidance of doubt, where any building plant element is mounted on ground or on framed stand(s) attached to the building structure, building plant must be mounted on appropriate load-rated anti-vibration mounts, or isolation hangers, or using neoprene double deflection footing mountings, as per schematic detail (right).

Where plant units are anticipated to be fixed directly to the floor slab or underside of the concrete slab above or mounted in steel frame trusses, plant units must be installed to include a neoprene or rubber anti vibration mounts on hanging mechanism to avoid direct transmission of fan operating motion into the structure.

It is essential these or equivalent anti vibration mounting system(s) such as those nominated by the manufacturer of the ACC units, are installed and checked on site during the construction phase. Failure to install anti vibration or isolation mountings will introduce structural vibration into the roof frame and sheeting and any connected structural elements. Loose laid waffle pad is typically not sufficient.

Specific anti-vibration mounts TBC during detailed design.
5.11 Electrical Building Services Noise Control

The following notes are of significance to the acoustic design, to be coordinated with the Electrical design consultant and installation Contractor:

5.11.1 Location of Back-to-Back Sockets in Acoustically Rated Walls

Typical apartment layouts are shown - where apartment types are back-to-back, the following clauses apply:

"Electrical outlets must be offset from each other -
(A) in masonry walling, not less than 100mm; and
(B) in timber or steel framed walling, not less than 300mm."

Offset can be vertical or horizontal.

5.11.2 Electrical Services Penetrations

All electrical services penetrations into services duct risers, plant room walls or any other acoustically rated wall to allow electrical cable reticulation (including cable trays) must be acoustically sealed. Minimum sealing detail requirements are to pack any gap/void around cable/cable tray penetration with fibreglass insulation batt off cuts and then seal with a 10mm dense mastic bead.

Where larger spaces are present, the open penetration area can be filled with 2 x 13mm plasterboard sections cut to fit, and then packed with fibreglass insulation off-cuts and sealed a with a 10mm dense mastic bead.

NB - Expanding foam MUST NOT be used to seal gaps/voids in acoustically rated walls, as this can be severely detrimental to the separation performance (Rw) of the wall.
6  NOISE EMISSIONS TO ENVIRONMENT

6.1 Applicable Criteria

6.1.1 Environmental Protection (Noise) Regulations (1997)

Section 3.4 of the City of Vincent Noise Attenuation Policy, Clause 6, requires that:

"Noise emissions from all developments ... to comply with the "Assigned Levels" as detailed in the Noise Regulations."

The Environmental Protection (Noise) Regulations 1997 (inc amendments) is the applicable legislation governing all sources of noise which are introduced when the new building is constructed, and applicable at the nearest noise-sensitive receiver (NSR). The Regulations 1997 prescribe a specific methodology from which to calculate the Assigned Noise Level (ANL), which is the formal, objective and allowable noise emission limit due to the development. The ANL is different for each NSR, and is based upon an appraisal of the percentage Commercial and Industrial land surrounding the nearest noise sensitive receiver (NSR), and the volume and composition of road traffic in the vicinity of 450m (outer) and 100m (inner) boundary areas surrounding the designated NSR.

6.1.2 Identification of Nearest Noise-Sensitive Receiver (NSR)

When calculating an Assigned Noise Level (ANL) limit, one must consider the nearest existing noise-sensitive receiver(s), NSR(s), as prescribed under Schedule 1 Part C, Environmental Protection (Noise) Regulations 1997, as the defining receiving location for noise emissions from a new development.

The physically-nearest NSR to the overall 166 Palmerton Street site has been determined to be an established residential boundary between 166 and 158 Palmerston Street, to the immediate South, referred as NSR1 on the diagram over the page; However NSR1 location is heavily screened from any new noise emissions by the mass of the existing Batavia Apartments building;

Some 25m North West of the proposed redevelopment area of the 166 Palmerston Street site is the Clinicalabs Pathology building (Commercial Use), referred as NSR 2, which has direct line-of-sight to the new build section of the development under assessment.

The commercial use building is considered less sensitive than residential receivers, and as such would attract a fixed limit of 60dB LAeq during all times of the day (See Section 6.1.5);

NSR 3 is located 10m East of the Eastern extent of the new development area, noted as residential property across Earl St laneway, addressed as 263/269 Bulwer St. Aerial image below shows the location of the nearest NSRs:

6.1.3 Separation Distance to NSRs

Separation distances between the nearest NSRs for calculation purposes as follows:

NSR 1 35m plus existing Batavia Apartments building screening;
NSR 2 25m
NSR 3 10m
6.1.4 Determination of Land Use

The land use determinations surrounding the proposed development site and NSR(s) is of an established mixed-use suburb, with predominantly mixed-use/commercial land use, and minor Industrial Land use. “Commercial Land Use” in the “Inner Circle” (100m radii) is deemed to be 5% and 0% “Industrial Land Use”, “Outer circle” (450m radii) “Commercial Land Use” is calculated at 8% and 0.6% for “Industrial Land Use”. Where residential-only land uses are determined, the land use remains neutral in the calculation of the Assigned Noise Level.

In terms of road transport infrastructure with in the radii, 2 x “Major” roads (Fitzgerald St and Vincent St) are located within the Outer calculation radii. Additionally 1 x “Secondary” road (Bulwer St) is located within the Inner calculation radii, surrounding the NSR(s).

6.1.5 Calculated Noise Emission Limits

Based upon the prescribed calculation methodology, an Influencing Factor (IF) has been calculated as +6. The Table below presents the resultant Assigned Noise Level limits, applicable at the nearest NSR:

<table>
<thead>
<tr>
<th>Part of Premises Receiving Noise</th>
<th>Time of Day</th>
<th>Assigned Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>L_{A_{day}}</td>
</tr>
<tr>
<td>Noise sensitive premises at locations within 15m of a building directly associated with a noise sensitive use</td>
<td>0700 to 1900 hours Monday to Saturday</td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>0900 to 1900 hours Sundays and public holidays</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>1900 to 2200 hours all days</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>2200 hours on any day to 0700 hours</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>Monday to Saturday and 0900 hours</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sunday and public holidays</td>
<td></td>
</tr>
<tr>
<td>Noise sensitive premises at locations further than 15m of a building directly associated with a noise sensitive use</td>
<td>All hours</td>
<td>60</td>
</tr>
<tr>
<td>Commercial premises</td>
<td>All hours</td>
<td>60</td>
</tr>
<tr>
<td>Industrial and Utility premises</td>
<td>All hours</td>
<td>65</td>
</tr>
</tbody>
</table>

Appendix E presents the calculation methodology and assumptions used in our assessment.
6.1.6 Noise Source Character

In addition to the ANL limits, particular noise sources can attract additional punitive dB levies based upon the noise source characteristics. Regulation 7 prescribes that the noise character must be "free" of annoying characteristics - specifically:

(i) tonality (e.g. whining, droning)
(ii) modulation (e.g. cyclical change in character, such as a siren)
(iii) impulsiveness (e.g. banging, thumping)

Penalties apply up to a maximum of +15dB, for tonality (+5dB), modulation (+5dB) and impulsiveness (+10dB), where the noise source is NOT music.

6.2 Identified Noise Emission Sources

6.2.1 Short Stay AC Condenser Units

Anticipation at this stage is for the short stay unit to be heated and cooled by split system(s) Internal FCUs connected to external Condenser Units. Locations for individual or grouped banks of external condenser units (CUs) to service the short stay units are not yet shown on design drawings, as is appropriate for this stage of pre-DA design. The project may anticipate these units to be located either at roof level, or, in a designated plant room.

All externally located equipment locations and selections must be able to comply with the Assigned Noise Level (ANL) limits applicable under the WA Environmental Protection (Noise) Regulations 1997 as determined in this report. Preliminary selections for CU units have not yet been determined, however we are familiar with the typical range of manufacturer residential CUs and their application in this type of development. We recommend that preliminary specification of mechanical condenser units to have a maximum manufacturer-rated Sound Power Level (SWL) of 62 dB(A).

NB - For clarity on Sound Power Level (SWL) versus Sound Pressure Level (SPL,lm) at a given distance (e.g. 3m), please see Appendix H to ensure correct selections are sought for procurement. Where there is any doubt, please refer proposed selections to Sealhurst for review.

Residential CU units are typically broadband and steady-state in nature, hence tonality, modulation and impulsive penalties are not anticipated. Sealhurst recommend the final selections for procurement be reviewed prior to installation, in terms of octave band sound levels, to determine and any additional noise emissions sources not yet identified, be assessed to ensure the building is able to comply with the limits at all times.

6.2.2 Commercial Office Condenser Units

Anticipation at this stage is for the Commercial Office Ground Floor Tenancy Unit to be heated and cooled by split system internal FCUs connected to external Condenser Units. Locations for any external Condenser Units (CUs) are not yet shown on design drawings, as is appropriate for this stage of pre-DA design. The project may anticipate these units to be located either at roof level, or, in a designated plant room.

All externally located equipment locations and selections must be able to comply with the Assigned Noise Level (ANL) limits applicable under the WA Environmental Protection (Noise) Regulations 1997 as determined in this report. Preliminary selections for CU units have not yet been determined, however we are familiar with the typical range of manufacturer residential CUs and their application in this type of development. We recommend that preliminary specification of mechanical condenser units to have a maximum manufacturer-rated Sound Power Level (SWL) of 62 dB(A).
NB - For clarity on Sound Power Level (SWL) versus Sound Pressure Level (SPL, xmr) at a given distance (e.g. 3m), please see Appendix H to ensure correct selections are sought for procurement. Where there is any doubt, please refer proposed selections to Sealhurst for review.

As per Residential-grade CU units advice, these systems are typically broadband and steady-state in nature, hence tonality, modulation and impulsive penalties are not anticipated. Sealhurst recommend the final selections for procurement be reviewed prior to installation, in terms of octave band sound levels, to determine and any additional noise emissions sources not yet identified, be assessed to ensure the building is able to comply with the limits at all times.

6.2.3 Kitchen Exhaust Fan Systems Serving Ground Floor Commercial Tenancy

Commercial kitchen exhaust systems are anticipated in Ground Floor Café Tenancy, where associated kitchen exhaust extraction systems will be required.

Key aspects in terms of environmental noise emissions compliance will be:

i. Hours of Operation (incl. after-hours plant)
ii. Location of exhaust/ventilations points from primary plant room(s) to outside air (incl. emissions from 24 hour operation of refrigeration plant, where present);
iii. Scheduling of waste pick up and deliveries;

Guidance for anticipated mechanical noise systems and ancillary noise sources as part of each commercial aspect of the building operation will be provided as more and better particulars become known. Sealhurst strongly recommend these systems and any other noise emissions sources be assessed in more detail as design progresses to ensure the building is able to comply with the limits.

Operational noise from Café tenancy operations is too early to be assessed, and will be entirely dependent upon café tenants type and intent for provision of food and beverages, hours of operations and the intended provision (or omission) of low-level background music.

An assessment of operational noise levels form the Café is recommended to be undertaken during detailed design, as more and better particulars become known.

6.3 Noise & Vibration during Construction Stage

The project will necessarily undertake a schedule of demolition and forward works to prepare the site for the new construction. This phase of works will inherently cause a period of potentially intrusive noise and vibration to the adjacent (retained) commercial building, and to offsite commercial neighbours.

Strictly speaking, all environmental noise emissions must demonstrate compliance with Regulation 7 of the WA Environmental Protection (Noise) Regulations 1997 (inc amendments) which sets out the prescribed standard for calculating Assigned Noise Level limits for noise emissions, when received at the nearest noise sensitive neighbour.

6.3.1 Extract from Sub-Regulation 13, Clause (6)

In practice, and especially with particular temporary noise sources such as construction works, limits applicable under the Regulations can present an impractical target - for such purposes, the legislation affords alternative guidance under Regulation 13 whereby a noise management plan is to be established to manage and control noise Extract from Regulation 13 Clause (6)
6.3.2 Noise & Vibration Management Plan

Noise management plans engage the Contractor and affected nearby residents in an agreed plan which sets out a responsible and practical route to controlling or preparing for construction noise. A noise management plan can be extremely effective in maintaining good relations with neighbouring properties during potentially disruptive construction phases.

To address the issue of noise and vibration during construction phase, Sealhurst recommend a detailed noise management plan be established in accordance with Regulation 13, Clause (6) and in conjunction with the Contractor’s demolition, forward works and construction schedules, to demonstrate that as much as practicable, a responsible and practical approach has been considered by the D&C team in terms of noise management.

In the event that Council require a more detailed noise management plan during construction phase, Sealhurst are able to prepare detailed noise and vibration management plan documentation for the planning, control and mitigation of noise and vibration during the Forward Works phase of the project.

A noise management plan (NMP) and vibration management plan (VMP) can be established in accordance with Regulation 13, Clause (6) and in conjunction with the Contractor’s forward works and construction schedules, to demonstrate that as much as practicable, a responsible and practical approach will be considered by the D&C team in terms of noise and vibration management.

6.3.3 AS 2436:2010 Guidelines

In lieu of Council request or requirement for a detailed construction noise and vibration management plan, to assist the developer and/or Main Contractor, Section 4.6 of AS 2436:2010 Guide to noise and vibration control on construction, demolition and maintenance sites is reproduced in Appendix G.1. Contained therein are generic practical approaches to be employed during construction which will allow compliance with the Standard.

The application of the principles in Section 4.6 of AS 2436:2010 coupled with a public information service such as flyers to local residents and businesses setting out the extent and duration of potential works is often sufficient to limit potential complaint.

6.3.4 Detailed Noise & Vibration Management Plan

In circumstances where noise and vibration are a particular concern, and practical compliance with the Assigned Noise Level limits is not possible, the legislation affords alternative guidance under Regulation 13 whereby a
noise management plan is to be established to manage and control noise emissions as much as is reasonably practicable, where potential exceedances are identified.

In the event that Council require a more detailed noise management plan during construction phase, Sealhurst are able to prepare detailed noise and vibration management plan documentation for the planning, control and mitigation of noise and vibration during the Forward Works phase of the project.

A noise management plan (NMP) and vibration management plan (VMP) can be established in accordance with Regulation 13, Clause (6) and in conjunction with the Contractor's forward works and construction schedules, to demonstrate that as much as practicable, a responsible and practical approach will be considered by the D&C team in terms of noise and vibration management.
### A. SCHEDULES OF INFORMATION

#### A.1 Architectural Drawings

The following Architectural design drawings have been provided by Anderson Toh/Toh Construction Pty Ltd and have been used for our assessment – acoustic design compliance and advice is based upon the information contained within these drawings:

<table>
<thead>
<tr>
<th>DWG. REF</th>
<th>TITLE</th>
<th>DATE</th>
<th>REV</th>
<th>ISSUE STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-100</td>
<td>SITE PLAN</td>
<td>09/10/2018</td>
<td>-</td>
<td>DA ISSUE</td>
</tr>
<tr>
<td>A-102</td>
<td>GROUND FLOOR PLAN</td>
<td>09/10/2018</td>
<td>-</td>
<td>DA ISSUE</td>
</tr>
<tr>
<td>A-103</td>
<td>1ST FLOOR PLAN</td>
<td>09/10/2018</td>
<td>-</td>
<td>DA ISSUE</td>
</tr>
<tr>
<td>A-104</td>
<td>ELEVATIONS</td>
<td>09/10/2018</td>
<td>-</td>
<td>DA ISSUE</td>
</tr>
</tbody>
</table>
B. ARCHITECTURAL MARK UPS

B.1 NCC Compliance - Minimum Wall and Floor Requirements
### B.2 Separating Floor Construction – Performance Compliant Detailing Options

The table below describes idealised separating floor/ceiling construction build ups, that are able to meet the NCC minimum performance criteria and greater levels of isolation for impact sound insulation performance, as may be determined appropriate for the concrete slab/suspended ceiling combination(s) as the design develops.

The table is intended to demonstrate how the addition of suspended ceiling void(s), addition of void insulation and use of resilient matting or mountings can affect the base bare slab, by direct comparison between each system - all based upon a 200 to 257 mm thick slab.

The table provides notional $L_{nw}$ ratings, with subjective/practical description of what can be expected for a given rating:

<table>
<thead>
<tr>
<th>Floor slab thickness</th>
<th>Suspended Ceiling</th>
<th>Insulated void</th>
<th>Floor Covering</th>
<th>Notional impact sound isolation rating, $L_{nw}$ (dB)</th>
<th>Subjective Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>200mm – 257mm</td>
<td>None</td>
<td>n/a</td>
<td>Bare Slab</td>
<td>$L_{nw}$ 70dB</td>
<td>$L_{nw}$ 70dB included for illustration only, to add subjective context to the $L_{nw}$ dB ratings. Does not comply with NCC minimum performance;</td>
</tr>
<tr>
<td>200mm – 257mm</td>
<td>None</td>
<td>n/a</td>
<td>Carpet on foam underlay</td>
<td>$L_{nw}$ &lt;45dB</td>
<td>Excellent floor isolation “at source” due to soft floor covering; resultant transmission barely audible, even under heavy load;</td>
</tr>
<tr>
<td>200mm – 257mm</td>
<td>None</td>
<td>n/a</td>
<td>Tiles/Timber, no resilient matting</td>
<td>$L_{nw}$ 65dB</td>
<td>$L_{nw}$ 65dB does not meet with NCC minimum performance; subjectivity, very poor footfall characteristics, high levels of intrusive noise from movement in the apartment above;</td>
</tr>
<tr>
<td>200mm – 257mm</td>
<td>None</td>
<td>n/a</td>
<td>Tiles/Timber, on standard (4mm thickness) resilient matting</td>
<td>$L_{nw}$ 60 - 62dB</td>
<td>$L_{nw}$ 60dB complies with NCC minimum performance, though resultant “amenity” in the apartment below would be characterised by very clear and intrusive footfall noise; There is a risk of non-compliance (i.e. a result of $\geq$2dB $L_{ntw}$ under field testing), due to varying site tolerances etc.</td>
</tr>
<tr>
<td>200mm – 257mm</td>
<td>Nominal 50 100mm depth void to 13mm flush plasterboard</td>
<td>No Insulation</td>
<td>Tiles/Timber, no resilient matting</td>
<td>$L_{nw}$ 59 - 62dB</td>
<td>Ratings of $L_{nw}$ 60 – 62dB can be achieved using suspended ceiling only, with no insulating void quilt, or resilient matting installed, however, there is risk of non-compliance in individual installations (i.e. a result of $L_{ntw}$ 63dB under field test scenario), and resultant “amenity” in the apartment below would be characterised by a slightly dulted, but clearly audible and intrusive footfall noise, received in the unit below;</td>
</tr>
<tr>
<td>Floor slab thickness</td>
<td>Suspended Ceiling</td>
<td>Insulated void</td>
<td>Floor Covering</td>
<td>Notional impact sound isolation rating, $L_{n,w}$ (dB)</td>
<td>Subjective Description</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------</td>
<td>----------------</td>
<td>---------------</td>
<td>-------------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>200mm – 257mm</td>
<td>Nominal 50 - 100mm depth void to 13mm flush plasterboard</td>
<td>50mm Insulation quilt, 11kgm-3 density</td>
<td>Tiles/ Timber, no resilient matting</td>
<td>$L_{n,w}$ 57 - 60 dB</td>
<td>Ratings of $L_{n,w}$ 57 – 60dB can be achieved using suspended ceiling with the addition of an Insulation quilt, but with no resilient matting installed; Not including the resilient matting does imply a risk of non-compliance in individual installations (i.e. a result of &gt; $L_{n,w}$ 60dB under field test scenario), this risk is increased where solid AFS type wall constructions form party walls without stud frames/linings - this is due to transmission of impact footfall noise directly into the connected wall and down radiant into the apartment below - perhaps best expressed in a sketch diagram (which I have attached). Notwithstanding AFS type wall issues indicated in the diagram, resultant “amenity” in the apartment below would be characterised by a dulled, audible footfall noise, noticeably less intrusive, as received in the unit below;</td>
</tr>
<tr>
<td>200mm – 257mm</td>
<td>Nominal 50 - 100mm depth void to 13mm flush plasterboard</td>
<td>50mm Insulation quilt, 11kgm-3 density</td>
<td>Tiles/ Timber, on standard (even thickness) resilient matting</td>
<td>$L_{n,w}$ 50 - 55dB</td>
<td>Ratings of $L_{n,w}$ 50 – 55dB can be achieved using suspended ceiling with the addition of an Insulation quilt, AND resilient matting installed; The disconnection between floor covering and slab, in addition to the Insulated suspended ceiling below the slab implies no risk of non-compliance, and high likelihood of satisfactory amenity in the finished building, characterised by significantly dulled, perhaps just audible footfall noise, hence greater degree of perceived privacy</td>
</tr>
</tbody>
</table>

Notwithstanding notional individual ratings above, the key points from the table above, and for the concept design are that:

(i) Targeting and achieving the NCC impact rating (62dB $L_{n,w}$) ONLY will likely produce subjectively very poor performance, despite NCC compliance;
(ii) The lower the $L_{n,w}$ rating value, the better noise amenity/perception of quality/privacy in the receiving apartment below;
(iii) Impact sound isolation performance is not necessarily influenced by the depth of the concrete slab;
(iv) Impact sound isolation performance is strongly influenced by the inclusion of resilient layers (matting below tiles/screed, or hanging points for suspended ceilings below slab);
(v) Regards resilient hanging points (mounts), these may be used where installation of resilient matting is not preferred - that is, where installation of moisture barrier or other installation issues cause construction programming conflict/lack of efficiency, with the installation of a resilient matting – an important note must be made that the isolation performance of resilient mounts are largely negated when installed with an AFS type wall system without internal room wall lining/cladding;
(vi) In the case where AFS type party walls (unlined) are preferred, and standard resilient matting is not preferred, alternative then is to use resilient matting beneath the screed, to avoid potential construction programming conflict;
A few performance principles for the assumed 200 – 257 mm thick concrete slab build-ups rated above –

- Better Ln,w dB ratings can be achieved using 150 mm thick slab and isolation mounted suspended ceilings, than a 3c/257 mm thick without resilient mounts.
- Skim coat u/side of exposed concrete ceiling with hard floor surface above, using standard resilient matting, in our opinion does not create a suitable end-product acoustic;
- Where skim coat u/side of exposed concrete ceiling with hard floor surface above is the project preference, a higher performance resilient matting (e.g. Regupol Sound 17, dimpled, 9mm thickness) in conjunction with an isolated topping screed (~60mm) should be considered from the outset;
- Where timber floor finish is proposed, recommend equivalent treatment; where isolated/floated screed is not preferred, 12-13mm engineered timber flooring, on standard resilient matting (e.g. 4mm thickness), and incorporating a suspended ceiling w/50mm thick 11kgm-3 insulation quilt in the formed void below the slab, is recommended.
C. BUILDING FACADE CALCULATION METHODOLOGY

C.1 Calculation Principles

Noise data obtained during the documented survey period and presented herein will provide the basis against which predicted internal noise levels can be calculated and compared against the referenced Australian Standard AS2107;2000 criteria to assess internal noise amenity and compliance. The process of this evaluation assesses the composite acoustic performance of each façade element (e.g. glazing/frame, building envelope, ventilation opening etc) is calculated and the measured external sound field is said to impinge upon it as direct sound. As all measured noise levels were recorded under ‘free-field’ conditions, a correction of 2.5dB is applied to linear spectral noise levels when calculating façade performance to account for the façade incidence effect.

From the layouts and elevation drawings the building envelope there are typically three material element(s) capable of transmitting sound into the internal space; Concrete, lightweight infill panels (or other main building structure construction), and a range of framed and sliding glazing elements. Airborne sound transmission through the building structural element is less critical than sound transmission through glazed panels, therefore various acoustic performances of glazing types and thicknesses will be assessed and adjusted in design calculation to effect the most cost-effective design solution, whilst ensuring design compliance is demonstrated.

Corresponding internal noise levels are then predicted using these detailed sound transmission loss calculations through the calculated composite façade performance, with resultant internal levels corrected for radiating (exposed) façade area and internal energy ‘losses’ associated with transmitted sound undergoing absorption from (proposed) internal room finishes. This assessment is generally conservative to allow for unforeseen variation in eventual performance.

Each façade is also assessed for flanking transmission paths. This includes, but is not limited to, transmission through junctions between structural elements, aperture seals, and transmission through inter-connected elements such as mechanical systems.

In order that an acoustically-robust façade design is achieved, building façade assessment calculations are undertaken using ‘worst case’ (i.e. highest measured) external noise levels, unless otherwise noted. Calculations are carried out on the most sensitive internal spaces – generally those with the largest glazed area and a low internal absorptive area. This methodology provides an efficient review ensuring all spaces meet or exceed the required standard.

All façade ingress calculations are carried out in accordance with the relevant parts of British and European Standard BS EN 12354:2000 Building Acoustics – Estimation of acoustic performance of buildings from the performance of elements Part 3: Airborne sound insulation against outdoor sound, which is the most prevalent calculation methodology in the absence of an equivalent Australian Standard.
D. NOISE MONITORING DATA

D.1 Design Sound Level Data Logs

As described in Section 3.2, unattended (noise logging) sound measurements were recorded using a Norsonic Nor140 Type 1 Sound Level Meter, at the site on Palmerston Street, along the south boundary to capture representative sound levels incident as part of everyday activity, to be used to validate the proposed building façade acoustic specification performance.

Detailed noise data was recorded over consecutive 5min periods logged data periods throughout day, evening and night time periods, starting on 8th November for a total duration of 5 consecutive days, to provide a representative noise baseline for assessment of external noise ingress. The following graphical representation plots external LAeq, LMAX and LA90 noise levels, providing an overview of the existing noise environment at the proposed new building façade.

Consecutive logged data periods were recorded over the course of the representative measurement period, to provide a representative noise climate for assessment of external noise ingress. The following graphical representation plots external L10, LMAX and L50 noise levels, providing an overview of the existing noise environment at the proposed development site.

L10 (dB) noise levels are used for assessment of internal design criteria, shown green, representing the equivalent sound energy recorded in each successive period – the L10 is a measure of general activity noise level recorded at the building façade location throughout the day.

LMAX (dB) noise levels report the loudest sound recorded during each consecutive 5-minute period. The LMAX trace is shown red, and peaks are attributable to sound pressure from the passing of incidental loud motorcycles/vehicles, refuse trucks, occasional pedestrian activity and the like.

L90 dB noise levels represent the residual background noise, referred to as the 90th percentile, or, the level of noise exceeded for >90% of the period. The LA90 gives a good understanding of the consistency and level of background noise, in the absence of all other sources – the greater the difference between LAeq and LA90, the more incidental noise events occurred during a specific period; Where LAeq is close to LA90, few or no incidental noise events occur, (e.g. overnight) and the noise level is largely driven by environmental factors (e.g. wind) only.

Measurements were recorded at a location on the existing property boundary of Palmerston St, set back 20m from Bulwer Street intersection, along the west fence line of front balcony on site block, some 1.6m above street level. The data is considered representative of the proposed “new” residential First Floor levels and facades.

Spectral data pertaining to design sound levels for building interiors have not been adjusted for distance propagation, outside of corrections present in the noise ingress calculation methodology (see Appendix C.1)
Item 5.3 - Attachment 3

COUNCIL BRIEFING AGENDA

AGENDA

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E. CALCULATION OF NOISE EMISSIONS LIMITS

An Assigned Noise Level is calculated for each noise sensitive receiver using a combination of environmental factors local to the receiver. A standard set of ANL’s exist to provide a base level of acoustic amenity, as shown in the Table below. These levels are modified by an Influencing Factor (IF) to reflect noise sensitivity in the specific environment relative to the subject development.

To calculate the additional Influencing Factor (IF), concentric circles are drawn around the nearest noise-sensitive reception point; one at 450m radius and one at 100m radius. Percentages are calculated for the amount of land area within the circles used for noise emitting purposes (e.g. industrial or commercial uses) which are compared to the total area encompassed by the concentric circles.

Traffic volume is taken into account in order to reach an acceptable ANL, or noise reception level, appropriate for the area in which the receiver is to be situated.

<table>
<thead>
<tr>
<th>Part of Premises Receiving Noise</th>
<th>Time of Day</th>
<th>Assigned Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise sensitive premises at locations within 15m of a building directly associated with a noise sensitive use</td>
<td>0700 to 1900 hours Monday to Saturday</td>
<td>45 + influencing factor</td>
</tr>
<tr>
<td>Noise sensitive premises at locations within 15m of a building directly associated with a noise sensitive use</td>
<td>0900 to 1900 hours Sundays and public holidays</td>
<td>40 + influencing factor</td>
</tr>
<tr>
<td>Noise sensitive premises at locations further than 15m of a building directly associated with a noise sensitive use</td>
<td>1900 to 2200 hours all days</td>
<td>40 + influencing factor</td>
</tr>
<tr>
<td>Noise sensitive premises at locations further than 15m of a building directly associated with a noise sensitive use</td>
<td>2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays</td>
<td>35 + influencing factor</td>
</tr>
<tr>
<td>Commercial premises</td>
<td>All hours</td>
<td>60</td>
</tr>
<tr>
<td>Industrial and Utility premises</td>
<td>All hours</td>
<td>65</td>
</tr>
</tbody>
</table>
Calculation of Influencing Factor (IF)

The Influencing Factor (IF) is calculated using the following equation:

\[
IF = I + C + TF
\]

Where:

\[
I = (\% \text{ of industrial land usage within 100m} + \% \text{ industrial land usage within 450m}) \times 1 / 10
\]

\[
C = (\% \text{ of commercial land usage within 100m} + \% \text{ commercial land usage within 450m}) \times 1 / 20
\]

\[
TF = \begin{cases} 
+6 & \text{if there is a major road within 100m of the development} \\
+2 & \text{if there is a major road within 450m of the development} \\
+2 & \text{if there is a secondary road within 100m of the development} 
\end{cases}
\]

The maximum value the transport factor (TF) can reach is 6.

A major road is defined as having Annual Average Weekday Traffic (AAWT) flows in excess of 15,000 vehicle movements per day. A secondary road is defined as having Annual Average Weekday Traffic (AAWT) flows in excess of 6,000 vehicle movements per day.

Identification of Land Use

The land use determinations surrounding the proposed development site and NSR(s) is of an established mixed-use suburb, with predominantly mixed-use/commercial Land use, and minor Industrial Land use. “Commercial Land Use” in the “Inner Circle” (100m radii) is deemed to be 5% and 0% “Industrial Land Use”. “Outer circle” (450m radii) “Commercial Land Use” is calculated at 8% and 0.6% for “Industrial Land Use”. Where residential-only land uses are determined, the land use remains neutral in the calculation of the Assigned Noise Level.

In terms of road transport infrastructure with in the radii, 2 x “Major” roads (Fitzgerald St and Vincent St) are located within the Outer calculation radii. Additionally 1 x “Secondary” road (Bulwer St) is located within the Inner calculation radii, surrounding the NSR(s).
### Assigned Noise Level Limits – Summary Calculation Table

<table>
<thead>
<tr>
<th>Land Use Type &amp; IF Calculation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
</tr>
<tr>
<td>% Area in Inner Circle</td>
<td>0%</td>
</tr>
<tr>
<td>% Area in Outer Circle</td>
<td>0.6%</td>
</tr>
<tr>
<td></td>
<td>+0.06</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
</tr>
<tr>
<td>% Area in Inner Circle</td>
<td>5%</td>
</tr>
<tr>
<td>% Area in Outer Circle</td>
<td>8%</td>
</tr>
<tr>
<td></td>
<td>+0.7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Roads</th>
<th>Location</th>
<th>Estimated vehicle Movements per day</th>
<th>Classification</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vincent St</td>
<td>Outer Circle</td>
<td>23,110</td>
<td>Major</td>
<td>+2</td>
</tr>
<tr>
<td>Fitzgerald St</td>
<td>Outer Circle</td>
<td>20,090</td>
<td>Major</td>
<td>+2</td>
</tr>
<tr>
<td>Bulwer St</td>
<td>Inner Circle</td>
<td>11,610</td>
<td>Secondary</td>
<td>-2</td>
</tr>
</tbody>
</table>

Note, additional Secondary and Major roads in proximity to the development site do not increase the TF above +6

### Influencing Factor

+6.76

The resultant IF therefore equals 7, determining the applicable Assigned Noise Level limits at the NSR.
G. NOISE DURING CONSTRUCTION PHASE

G.1 Extract from Appendix D AS 2436 - Section 4.6

AS2436:2010 Appendix D

Section 4.6

In demolition work alongside occupied premises there should, if possible, be a break in solid connections, e.g. concrete paving, between the working area and the adjoining buildings. This will reduce the transmission of vibration and structure-borne noise. Care should be taken that any such break is of no structural significance in relation to the planned system of demolition. The break could result in premature collapse due to lack of continuity or restraint. Care should be taken not to drop materials from a height either into or out of trucks. The surfaces on to which the materials are being moved should be covered by some resilient material. Particular care should be taken during the loading and unloading of scaffolding. Where material cannot be lowered in skips or by other means, it is recommended that properly constructed and damped chutes be used. The effectiveness of noise enclosures and screens can be partially lost if they are used incorrectly. For example, the noise being enclosed should be directed into and not out of the enclosure. There should also be no reflecting surfaces opposite the open side.

4.5.5 Maintenance of equipment Increases in plant noise are often indicative of future mechanical failure. Regular and effective maintenance of plant and equipment including vehicles is essential and will do much to maintain noise levels near to that of new plant. Maintenance should be carried out only by trained persons. Where maintenance work has to be done at night, precautions may be necessary to minimize any nuisance. Vibration from machinery with rotating parts can be reduced by attention to proper balancing. Frictional noise from the cutting action of tools and saws may be reduced if the tools are kept sharp. Other noises caused by friction in machines, conveyor rollers and trolleys can be reduced by proper lubrication.

4.6 CONTROLLING THE SPREAD OF NOISE

4.6.1 General

If noisy processes cannot be avoided, then the amount of noise reaching the receiver should be minimized. Two ways of doing this are either to increase the distance between the noise source and the receiver or to introduce noise reduction measures such as screens. Physical methods to reduce the transmission of noise between the site works and residences, or other sensitive land uses, are generally suited to works where there is longer-term exposure to the noise. Practices that will reduce noise from the site include: (a) Increasing the distance between noise sources and sensitive receivers. (b) Reducing the line-of-sight noise transmission to residences or other sensitive land uses using temporary barriers (stockpiles, shipping containers and site office transportables can be effective barriers). (c) Constructing barriers that are part of the project design early in the project to afford mitigation against site noise. (d) Installing purpose built noise barriers, acoustic sheds and enclosures.

4.6.2 Distance

Increasing the distance is often the most effective method of controlling noise. This may not be possible where work takes place on fixed structures, e.g. railway tracks. The effect of distance on noise levels is explained in Appendix B. Stationary plant such as compressors and generators can be located away from the work area so as to avoid being close to any noise-sensitive area.
4.6.3 Screening

On sites where distance is limited, the screening of noise may be of benefit and this should be taken into account at the planning stages. Appendix B illustrates the effect of the screen in reducing the noise level and Appendix D describes the performance of different types of acoustic screens and enclosures and the materials they are made of. If structures such as stores, site offices and other temporary buildings are situated between the noisiest part of the site and the nearest dwellings, some of the noise emission from the site can be reduced. If these buildings are occupied, then sound insulation measures may be necessary to protect workers in them.

A hoarding that includes a site office on an elevated structure offers a superior noise reduction when compared with a standard (simple) hoarding. This performance is further enhanced when the hoarding is a continuous barrier. Storage of building materials or the placement of shipping containers between the noise source and any noise-sensitive area may also provide useful screening and the same is true of partially completed or demolished buildings.

Noisy stationary plant can be put in a basement, the shell of which has been completed, provided reverberant noise can be controlled. Where compressors or generators are used in closed areas, it is necessary to ensure that the exhaust gases are discharged directly to the outside air and that there is good cross-ventilation to prevent the build-up of poisonous carbon monoxide fumes and to allow an adequate air supply to maintain efficient running.

Where such noise barriers are not practicable, a worthwhile reduction in noise can be obtained by siting the plant behind and as close as possible to mounds of earth, which may effectively screen the plant from any noise-sensitive areas. These can often be designed into the construction schedule or site arrangement for future landscaping. Water pumps, fans and other plant and equipment that operate on a 24-hour basis may not be a source of noise nuisance by day but can create problems at night. They should therefore be effectively screened either by being sited behind a noise barrier or by being positioned in a trench or a hollow in the ground provided this does not generate reverberant noise. In such cases, however, adequate ventilation should also be ensured.

Long, temporary earth embankments can provide quite an effective noise screen for mobile equipment moving, for example, on a haulage road. When the earthworks are complete, the earth mounds should be removed if possible with smaller, quieter excavators. A noise barrier may be a more reliable method of noise control than the imposition of restrictions on throttle settings. In many cases it will not be practicable to screen earthmoving operations effectively, but it may be possible to partially shield construction plant or to build-in at the early stages protective features ultimately required to screen traffic noise.

Where earth noise barriers are not a practical proposition because of lack of space, consideration should be given to the possibility of constructing temporary screens from wood or any of the materials suggested in Appendix D.

The usefulness of a noise barrier will depend upon its length, its height, its position relative to the source and to the listener, and the material from which it is made. A barrier designed to reduce noise from a moving source should extend beyond the last property to be protected to a distance of not less than ten times the shortest measurement from the property to the barrier. A barrier designed to reduce noise from a stationary source should, where possible, extend to a distance beyond the direct line between the noise source and the receiver to a distance equal to ten times the effective barrier height, which is the height above the direct line between source and receiver. If the works are predominately within nominally closed structures, careful consideration should be given to reducing noise breakout at any openings.
4.7 CONTROL OF NOISE AT THE RECEIVER

In cases where noise emissions cannot be adequately controlled at the source or by controlling the spread of noise, consideration should be given to control of noise received at nearby sensitive locations. Provision of treatments at the affected residence or other sensitive land use is normally only suited to addressing noise from longer term construction projects at a stationary site, or where the work site is relatively isolated, or where only a few residences or other sensitive land uses are affected.

Practices that will mitigate the impacts of noise include: (a) Providing localized noise barriers adjacent to the receiving location. (b) Providing acoustic insulation to reduce airborne noise entering buildings, for example, heavyweight glazing or double glazing. (c) Providing ventilation to enable windows and doors to remain closed. (d) Providing access to temporary relocation for noise-affected occupants for short periods, for example, when high noise levels from construction occur at night and there are no feasible and reasonable ways of reducing noise levels.

4.8 CONTROL OF VIBRATION

4.8.1 General

Vibration can be more difficult to control than noise, and there are few generalizations that can be made about its control. It should be kept in mind that vibration may cause disturbance by causing structures to vibrate and radiate noise in addition to perceptible movement. Impulsive vibration can, in some cases, provide a trigger mechanism that could result in the failure of some building component that had previously been in a stable state. It can also trigger annoyance being elevated into action by occupants of exposed buildings, and should therefore be included in planning of communication with impacted communities.

It should be remembered that failures, sometimes catastrophic, can occur as a result of conditions not directly connected with the transmission of vibrations, e.g. the removal of supports from retaining structures to facilitate site access. BS 7385-2 provides information on managing groundborne vibration and its potential effects on buildings.

Where site activities may affect existing structures, a thorough engineering appraisal should be made at the planning stage. General principles of seeking minimal vibration at receiving structures should be followed in the first instance. Predictions of vibration levels likely to occur at sensitive receivers is recommended when these are relatively close, depending on the magnitude of source of the vibration or the distance involved. Relatively simple prediction methods are available in texts, codes of practice or other standards, however it is preferable to measure and assess site transmission and propagation characteristics between source and receiver locations.

Comparison of predicted levels of vibration with preferred or regulatory levels will indicate when either more detailed predictions are required or mitigation of transmitted vibration is advisable or necessary. Guidance in measures available for mitigation of vibration transmitted can be sought in more detailed standards, such as BS 5228-2 or policy documents, such as the NSW DEC Assessing Vibration: A technical guideline.

Identifying the strategy best suited to controlling vibration follows a similar approach to that of noise—of avoidance, control at the source, control along the propagation path, control at the receiver, or a combination of these. It is noted that vibration sources can include stationary plant (pumps and compressors), portable plant (jackhammers and pavement vibrators), mobile plant, pile-drivers, tunnelling machines and activities, and blasting, amongst others. Unusual ground conditions, such as a high water-table, can also cause a difference to expected or predicted results, especially with piling.
H. ACOUSTIC GLOSSARY

Acoustic Measurement Parameter Definitions

dB
Decibel: a logarithmic scale applied to acoustic units such as sound pressure and sound power. Decibels are always the ratio between two numbers. Sound Pressure in Pascals becomes "Sound Pressure Level re 2x10^-6Pa" in decibels. Sound Power in watts becomes "Sound Power Level re 10^-12W" in decibels. It is also used for sound reduction or sound insulation and is the ratio of the amount of sound energy incident upon a partition and the proportion of that energy which passes through the partition. The result is stated as a "decibel reduction".

dB(A)
A-weighting: This is an electronic filter which attenuates sound levels at some frequencies relative to the sound levels at other frequencies. The weighting is designed to produce the relative response of a human ear to sound at different frequencies. The A-weighted sound level is therefore a measure of the subjective loudness of sound rather than physical amplitude. A-weighting is used extensively and is denoted by the subscript A as in LWA, LWA etc. (Levels given without the subscript 'A', are linear sound levels without the A-weighting applied, e. g. LWA, LWA etc.).

Sound Power Level, (SWL)
Sound power level refers to the reference value of acoustic power (of a noise source, e.g. building services plant unit). Given a well-defined operation condition, (i.e. steady state), the sound power level of a machine is a fixed value and describes the rate at which sound energy is emitted, reflected, transmitted or received, per unit time. The SI unit of sound power is the watt (W), and is expressed as a logarithmic ratio of sound power versus reference sound power, re 10^-12W in decibels (dB), or A-Weighted decibels, dB(A);

Sound power level (SWL) is the acoustic energy emitted by a source which produces a resulting Sound Pressure Level (SPL) at some distance. While the Sound Power Level (SWL) of a given source is fixed, the resultant Sound Pressure Level (SPL) at a given receiver location depends upon the distance and angle from the noise source, and the acoustic characteristics of the area in which the receiver is located;

Sound Pressure Level, (SPL)
Sound Pressure Level (SPL) is a measure for the resulting effect of the energy (Sound Power Level, SWL) of an acoustic source (or a collection of sources) and is dependent upon the distance and angle between the source(s) and receiver location, the acoustic properties of the surrounding geometry and influencing surface finishes between the source-receiver path;

Sound Pressure Level (SPL) is always depends on position and environment.

L_Aeq,T
The "A" weighted equivalent continuous sound pressure level. This may be thought of as the "average" sound level over a given time "T". It is used for assessing noise from various sources: industrial and commercial premises, construction sites, railways and other intermittent noises.

L_Aeq,T
The "A" weighted sound pressure level that is exceeded for 90% of the time T. It reflects the quiet periods during that time and is often referred to as the "background noise level". It is used for setting noise emission limits for industrial and commercial premises.
$66$ Palermo St, N PERTH WA
Acoustics - Report for Development Application

ACOUSTIC GLOSSARY

\( L_{A\text{max}} \)

The maximum “A” weighted sound pressure level during a given time on fast or slow response.

\( L_{P\text{A}} \)

The “A” weighted sound pressure level. The sound pressure level is filtered through a standard frequency weighting known as A-weighting. This filter copies the frequency response of the human ear, so that the resulting sound level closely represents what people actually hear.

\( R \)

Is the sound reduction index of a construction element in octave or 1/3 octave bands and can only be measured in a laboratory. There must be no flanking transmission.

\( R' \)

Is the sound reduction index of a construction element in octave or 1/3 octave bands measured on site, and normally includes flanking transmission (i.e. where sound travels via paths other than straight through the element being tested, such as columns, ducts, along external walls, etc.).

\( R_c \)

To get the weighted sound reduction index \( (R_c) \) of a construction, the 

\( R \) values are measured in octave or 1/3 octave bands covering the range of 100Hz to 3150Hz. The curve is adjusted so that the unfavourable deviation (or shortfall of the actual measurements below this standard curve) averaged over all the octave or 1/3 octave bands is not greater than 2dB. The value of the curve at 500Hz is the \( R_c \).

\( R'_c \)

The apparent sound reduction index, which is determined in exactly the same way as the \( R_c \) but on site where there is likely to be some flanking transmission.

\( D \)

This is the “level difference”. It is determined by placing a noise source in one room and measuring the noise levels in that room (the “source room”) and an adjacent room (the “receiver room”). The level difference is calculated by simply deducting the “receiver” noise level (dB) from the “source” noise level (dB).

\( D_{0} \)

This is the weighted level difference. \( D \) is measured on site in octave or 1/3 octave bands covering the range of 100Hz to 3150Hz. The \( D \) values are compared to a standard weighting curve. The curve is adjusted so that the “unfavourable deviation” (or shortfall of the actual measurements below this standard curve) averaged over all the octave or 1/3 octave bands is not greater than 2dB. The \( D_c \) is then the value of the curve at 500Hz.

\( D_{0\text{\_norm}} \)

This is the weighted normalised level difference. \( D \) is measured on site in octave or 1/3 octave bands covering the range of 100Hz to 3150Hz. As the level difference is affected by the area of the common wall/floor and the volume of the receiving room, as well as the amount of absorption in the receiving room, in the case of the \( D_{0\text{\_norm}} \), the results are “normalised” by a mathematical correction to 10m² of absorption (\( D_{0} \)). The same weighting curve as for \( D_c \) is used to obtain the single figure: \( D_{0\text{\_norm}} \).
Acoustic Performance Guide

$D_{TNW}$

This is the weighted standardised level difference. $D$ is measured on site in octave or 1/3 octave bands covering the range of 100Hz to 3150Hz. As the level difference is affected by the area of the common wall/floor and the volume of the receiving room, as well as the amount of absorption in the receiving room, in the case of the $D_{TNW}$, the results are "standardised" by a mathematical correction a reverberation time, usually 0.5 seconds ($D_{w}$). The same weighting curve as for $D_{w}$ is used to obtain a single figure: $D_{TNW}$.

$D_{TNW, NW}$

This is the weighted BB93 standardised level difference corresponding to a Building Bulletin 93 reference value reverberation time in a receiving room. It is measured on site in accordance with BS EN ISO 140-4:1998.

$D_{ac}$

Suspended ceiling normalised level difference. This is the sound level difference between two rooms, separated by a suspended ceiling, normalised to a reference value of absorption in the receiving room (10m2 for the Laboratory as specified in ISO 140-9:1989). It is measured in 1/3 octave or octave frequency bands.

$D_{ac,nw}$

Weighted suspended ceiling normalised level difference. This is a single number quantity representing the sound reduction between two rooms separated a suspended ceiling. It is obtained by applying specified weightings to the 1/3 octave band suspended ceiling normalised level differences in the frequency range 100Hz to 3150Hz.

$c_{p}$

Spectrum adaptation term: Value, in decibels, to be added to a single-number rating (e.g. $R_{w}$) to take account of the characteristics of particular sound spectra. $c_{p}$ is calculated using an A-weighted urban traffic noise spectrum as defined in BS EN ISO 717-1:1997.

NR

Stands for Noise Rating. (It is NOT noise reduction). It is (e.g. NR30, NR35 etc.) a single number, which represents the sound level in a room and takes account of the frequency content of the noise. The lower the NR value, the quieter the room will be. It is mainly used for assessing noise from mechanical services systems. In leisure developments it is used as a standard for noise break-in to rooms from external noise sources such as traffic.

NC

Stands for Noise Criteria. It is very similar to NR but (e.g. NC30, NC35 etc.) uses slightly different frequency weightings.

NRC

Stands for Noise Reduction Coefficient. The noise reduction coefficient of a material is the average, to the nearest multiple of 0.05, of the absorption coefficients at 250Hz, 500Hz, 1kHz and 2kHz.
COUNCIL BRIEFING AGENDA

Item 5.3 - Attachment 3

ACOUSTIC GLOSSARY

α
Stands for Absorption Coefficient, which represents the proportion of incident sound energy arriving from all directions that is not reflected back into the room. It ranges between 0 and 1, where 0 is reflective and 1 is totally absorptive.

αw
Stands for Weighted Absorption Coefficient. Single-number frequency dependent value which equals the value of the reference curve at 500Hz after shifting it as specified in EN ISO 11654:1997.

αp
Stands for practical absorption factor. It is a frequency dependent value of sound absorption coefficient which is based on measurements in one-third-octave bands in accordance with ISO 354 and which is calculated in octave bands in accordance with EN ISO 11654:1997. It is the arithmetic mean of the three 1/3 octave sound absorption coefficients within the octave being considered. The mean value is calculated to the second decimal place and rounded in steps of 0.05 up to a value of 1.0.

Class X
Stands for the Absorption Class between 250Hz and 4kHz, as defined by EN ISO 11654. Class A is the best classification representing the highest level of absorption, and Class E offers the lowest classification.

RT or T60
Reverberation Time is a measure of the echoic nature of a room. It is normally measured in 1/3 octave or octave bands by exciting the space with a high level interrupted source or impulse, and measuring the time taken for the signal to decay to silence. The longer the reverberation time, the more ‘echoic’ a room sounds. For dwellings, a reverberation time of 0.5 seconds or less is normal. Cinema auditoria will have reverberation times of 1.0 second or below when fitted out, but up to 9 seconds at shell completion.

When designing acoustically sensitive areas such as concert halls or lecture theatres, it is necessary to design the room finishes to achieve optimum reverberation times. These will vary depending on the type of activity in the room and the room volume.

Tref
Stands for the arithmetic average of the reverberation times in the 500Hz, 1kHz and 2kHz octave bands, for the type of receiving room, as defined in UK Schools design manual, Building Bulletin 93.
Proposed Development
160-166 Palmerston Street, Perth

GREEN STAR PATHWAY

REFERENCE: 119260
DATE: 14 November 2018
This assessment has been undertaken using the provided documents and information noted above. CADDS Group has no control on the accuracy of the source data/information provided and has accepted this in good faith and used it accordingly.

Confidentiality

The contents of the report are confidential. This report is for the purpose of initial design advice related to green star considerations of the project.

All included information and documentation shall remain the property of CADDS Group therefore shall not be replicated in any form without written consent from CADDS Group.

Disclaimer

The contents of this report have been based of the documentation and plans provided by the Client to CADDS Group.

The review and recommendations are based on experience of previous projects; an understanding of functionality; the Clients RFT and an analysis of the site. As consultation with the design team and modelling has not been undertaken; the point allocation, results and associated costs should be taken as indicative only.
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1 INTRODUCTION

CADD Group has undertaken an initial review of the proposed development at 160-166 Palmerston Street, Perth. The purpose of this report is to outline sustainable initiatives the project will integrate into the design process to achieve a 5 Star aspirational Green Star Design and As Built Rating.

Based on recommendations listed in the report the project will demonstrate a best practice approach to environmentally sustainable design. The project is socially sustainable delivering an enhancement of indoor environment quality, with improvement to occupant health through adequate access to daylight, increased outdoor air and thermal comfort resulting in a more inviting and liveable internal environment.

The project will provide economic benefits to the owners, with a reduction of energy use, water use and a general low maintenance build. And an economic benefit to the community, with creation of jobs and by providing a space for businesses.

In addition to social and economic sustainability, the project is also representative of leadership in environmental sustainability, with an emphasis placed on energy and water efficiency, low carbon transportation options and minimal site emissions.
2 SUSTAINABLE DESIGN APPROACH

2.1 Planning Policy

The development sits within City of Vincent and will reflect the best practice approach identified in the City of Vincent Planning and Building Policy Manual Policy No.7.1.1 Built Form targeting a design and built rating of 5 Star Green Star rating.

The development will:
- maximises passive solar heating, cooling, natural ventilation and light penetration to reduce energy consumption;
- be capable of recovery and re-use of rainwater through best practice stormwater management;
- Climate moderation devices have been incorporated to reduce passive solar gain in summer and increase passive solar gain in winter.

It is the intent of the project to achieve a minimum 60 points using the Green Star Design and As-Built Rating Tool v1.2. This score equates to a 5 Star Green Star Rating. The process undertaken will be an 'Aspirational' review with no formal verification/certification sort for this building.

The following information will be provided as evidence at Building License stage:
- Architectural & services plans; and
- Architectural & services specifications; and
- Green Star calculations; and
- Green Star strategy report along with other relevant supporting documentation.

2.2 Rating Tool

Green Star is an internationally recognised rating system that delivers sustainable outcomes throughout the life cycle of the built environment. Green Star is composed of four distinct sustainability rating tools, each relevant to distinct phases of the built environment. This project will utilise the Green Star Design & As-Built Rating Tool v1.2.

The Green Star rating is determined by comparing the percentage of available points achieved out of the total available points. The rating scale shown below details the percentage thresholds for the Star rating awarded.

<table>
<thead>
<tr>
<th>Available Points Achieved</th>
<th>Rating</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>60-74</td>
<td>Five Star</td>
<td>Australian Excellence</td>
</tr>
</tbody>
</table>
3 ENVIRONMENTAL PERFORMANCE TARGETS

In planning the commercial development, it has been an important part of the development goals to reduce the ecological footprint associated with the development in terms of both embodied and operational energy, water and waste. In addition, the design team have included targets for performance optimisation outcomes around indoor environment quality and occupant experience.

These performance targets are identified below:

<table>
<thead>
<tr>
<th>Category</th>
<th>Target</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy Consumption</td>
<td>55% Reduction in comparison to BCA Minimum Practice</td>
<td>Provision of a solar array – as well as efficient services and passive solar design are key to this outcome.</td>
</tr>
<tr>
<td></td>
<td>10% Renewable Energy</td>
<td>Provision of renewable generation.</td>
</tr>
<tr>
<td>Water Consumption</td>
<td>20% Reduction over benchmark</td>
<td>Provision of water efficient appliances and equipment.</td>
</tr>
<tr>
<td>Waste Targets</td>
<td>75%+ Recycling in operation</td>
<td>Facilitate capture of recyclable goods and use of comingled recycling.</td>
</tr>
<tr>
<td></td>
<td>&gt;90% Recycling in construction</td>
<td>Work with food tenancies and kitchenettes to capture organic waste for reuse in community gardens.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Careful consideration of demolition to facilitate high capture of materials from existing facility.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Use of high efficiency resource recovery facility to sort waste in construction.</td>
</tr>
<tr>
<td>Indoor Environment Quality</td>
<td>Low exposure to pollutants Selection of low VOC finishes</td>
<td>Provision of cooking exhaust systems</td>
</tr>
<tr>
<td></td>
<td>Use of clear glazing</td>
<td>Design of shading schemes and orientation to minimise the need for tinted glass</td>
</tr>
<tr>
<td></td>
<td>&gt;60% of floor area with access to natural light and views</td>
<td>Provision of light well and narrow building footprint to facilitate high quality views for occupants</td>
</tr>
</tbody>
</table>

GREEN STAR PATHWAY - Proposed Development

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4 GREEN STAR PATHWAY

The intent of the Green Star Pathway is to demonstrate an aspirational 5 Star Green Star Design and As Built Rating can be achieved based on discussions with service consultants, an undertaking of performance modelling and a cost/benefit analysis of all items for consideration.

It is not the intent of this report to provide certainty of credits instead identify sustainable opportunities that may be integrated in the design. The integrated approach allows for multiple members of the design team to work together for a common goal to maximise efficiencies. The approach will increase flexibility in design, save money and provide higher performing buildings than a traditional approach. Refer to the attached Green Star strategy for a full breakdown of each point.

Table 3 Point Allocation Summary

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>DESIGN INTENT</th>
<th>INITIATIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANAGEMENT</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>INDOOR ENVIRONMENT QUALITY</td>
<td>8</td>
<td>7</td>
</tr>
<tr>
<td>ENERGY</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>TRANSPORT</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>WATER</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>MATERIALS</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>LAND USE AND ECOLOGY</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>EMISSIONS</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>INNOVATION</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>TOTAL POINTS</td>
<td>30</td>
<td>35</td>
</tr>
</tbody>
</table>
4.1 MANAGEMENT

The project will encourage an environmental focus in the management of design, construction and operational phases of the development. The project will have a thoroughly integrated approach to constructing and operating a building with good environmental performance.

The building will undergo a servicing and maintainability review along with a commissioning process. Project teams will develop building operations and maintenance information along with a Building users' guide to inform the building owner and occupants of the environmental features in the building and the requirements for their maintenance.

4.1.1 Building Monitoring Strategy

Energy monitoring to understand what appliances and devices are demanding the most energy (electricity) and adjust behaviour accordingly. Studies show that the use of energy monitors can reduce energy consumption by between 5 and 20%. Solutions range from simple low-cost devices that track overall consumption to sophisticated systems that provide wireless instantaneous breakdowns of each appliance in the dwelling.

4.1.2 Building Sealing – Air Permeability Performance Testing

An air permeability test will be carried out by a suitably qualified practitioner, in accordance with AS/NZS ISO 9972:2015 Thermal performance of buildings - Determination of air permeability of buildings - Fan pressurization method, over a few units within the building.

The test results must not exceed a maximum air permeability rate if 15 m³/(h.m²) and will aim for a normal to best practice result.

4.2 INDOOR ENVIRONMENT QUALITY

Through the enhancement of indoor environment quality, occupants will see improvements to health along with benefits to thermal and acoustic comfort resulting in a more inviting and liveable internal environment.

The project will review acoustic separation throughout the design. This will focus on internal noise levels, and enclosed space. A lighting system shall be designed to provide appropriate lighting levels, where required, and suitable control systems. Additionally, lighting control systems shall be provided to all common areas. Ample external views have been provided to residences through the utilisation of solar passive design principles. Materials that emit VOC’s or formaldehyde shall be minimised within this project.

caddsgroup.com.au
4.2.1 Daylight

To recognise the delivery of well-lit spaces that provide high levels of visual comfort to building occupants. The goal is to have over 60% of the nominated area receives high levels of daylight during 80% of the nominated hours.

Figure 1 – Daylight Analysis

<table>
<thead>
<tr>
<th>Room ID</th>
<th>Room name</th>
<th>Working plane</th>
<th>Floor area (m²)</th>
<th>Floor area &gt; threshold (m²)</th>
<th>Percentage floor area &gt; threshold (%)</th>
<th>Average illumination (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TL000001</td>
<td>Room 1</td>
<td>0</td>
<td>9.887</td>
<td>9.640</td>
<td>98.75</td>
<td>4.96</td>
</tr>
<tr>
<td>RM000009</td>
<td>Room 2</td>
<td>0</td>
<td>11.887</td>
<td>9.219</td>
<td>77.6</td>
<td>3.99</td>
</tr>
<tr>
<td>RM000001</td>
<td>Room 3</td>
<td>0</td>
<td>9.570</td>
<td>9.570</td>
<td>100.0</td>
<td>5.66</td>
</tr>
<tr>
<td>RM000002</td>
<td>Room 4</td>
<td>0</td>
<td>9.900</td>
<td>9.900</td>
<td>100.0</td>
<td>5.59</td>
</tr>
<tr>
<td>RM000003</td>
<td>Room 5</td>
<td>0</td>
<td>9.500</td>
<td>7.779</td>
<td>78.6</td>
<td>4.32</td>
</tr>
<tr>
<td>RM000004</td>
<td>Room 6</td>
<td>0</td>
<td>9.570</td>
<td>9.570</td>
<td>100.0</td>
<td>5.58</td>
</tr>
<tr>
<td>RM000005</td>
<td>Room 7</td>
<td>0</td>
<td>9.570</td>
<td>9.570</td>
<td>100.0</td>
<td>5.53</td>
</tr>
<tr>
<td>RM000006</td>
<td>Room 8</td>
<td>0</td>
<td>14.720</td>
<td>9.813</td>
<td>66.7</td>
<td>3.75</td>
</tr>
<tr>
<td>RM000007</td>
<td>Room 9</td>
<td>0</td>
<td>8.960</td>
<td>8.960</td>
<td>100.0</td>
<td>4.18</td>
</tr>
<tr>
<td>RM000008</td>
<td>Room 10</td>
<td>0</td>
<td>9.200</td>
<td>7.991</td>
<td>86.1</td>
<td>3.78</td>
</tr>
<tr>
<td>RM000009</td>
<td>Room 11</td>
<td>0</td>
<td>9.600</td>
<td>7.200</td>
<td>75.0</td>
<td>3.40</td>
</tr>
</tbody>
</table>

4.3 ENERGY

A key concern with new buildings is greenhouse gas (GHG) emissions, making up approximately 20% of total GHG emissions in Australia. A number of initiatives and various technologies will be incorporated within the project to ensure these are mitigated.

A crucial aspect will be minimising energy usage. This will be achieved through a number of strategies. These strategies include:

- Optimised levels of insulation;
- High performance glazing;
- Efficient lighting & control systems;
- Efficient central hot water systems (gas or heat pump) & control systems;
- Efficient HVAC systems & controls systems
4.3.1 Thermal Performance

High performance double glazing along with a combination of highly insulated heavyweight and/or lightweight walls, roof and ceiling systems to be utilised throughout the development.

4.3.2 Lighting

The development to incorporate highly efficient LED lighting with exceptional lifespans throughout. The implementation of motion sensors in all common areas should reduce lamp run-times from an estimated 24hrs per day to 4-6 hours per day.

4.3.3 Solar Photovoltaic System

A 15kW solar photovoltaic system installed on the roof deck. This system to be sized to be utilised in minimising grid usage for common services without exporting a high volume of electricity.

4.4 WATER

Perth has a limited potable water supply due to the increases in population and reductions in rainfall levels. By reducing this demand will help to alleviate the concerns related to potable water usage.

All new water services are to ensure that high water efficient labelling scheme (WELS) rating fixtures and fittings are to be installed as appropriate. Fixtures and fittings used within the development are to be as follows.

caddser.com.au
Table 4 WELS Rating Requirements

<table>
<thead>
<tr>
<th>Fixture / Equipment Type</th>
<th>WELS Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taps</td>
<td>5 Star</td>
</tr>
<tr>
<td>Toilet</td>
<td>5 Star</td>
</tr>
<tr>
<td>Showers</td>
<td>3 Star (&gt; 4.5 but &lt;= 6.0)</td>
</tr>
<tr>
<td>Dishwashers</td>
<td>6 Star</td>
</tr>
</tbody>
</table>

4.5 MATERIALS

The project will improve the procurement processes related to environmental sourcing, resulting in reduction in embodied energy along with improvements in the quality and longevity. By incorporating these aspects in to the supply chain, it will facilitate in increasing the frequency in recycling and re-use of these materials.

Preference will be given to environmentally responsible materials during the selection process. All materials, where applicable, shall have environmental certifications and manufacturing quality certification, shall have low VOC, reduced PVC content and formaldehyde content, shall seek to have recycled or eco preferred content and product stewardship.

4.5.1 Life Cycle Analysis

A life cycle analysis will be undertaken provide an avenue to review and reduce the embodied and operational environmental impacts of the project. The analysis would demonstrate benefit in materials selections, reductions in energy and water usage and the advantages on-site renewable energy compared to grid supplied energy.

4.6 LAND USE AND ECOLOGY

The category will seek to mitigate the negative impacts that buildings have on the surrounding natural environment. Appropriate landscaping shall be utilised throughout the project to provide an aesthetically pleasing surrounding to the project.

Appropriate colours will be selected throughout the development to help mitigate the heat island effect.

4.7 EMISSIONS

Building emissions have a large negative impact on the natural environment. Emissions from the site will be minimised as far as possible. By using environmentally friendly refrigerants and insulation and eliminating light spill, any significant impact of the building can be significantly reduced.
5 CONCLUSION

Based on the point allocation outlined in the Green Star pathway the project will be targeting 65 points using the “Design and As Built” Green Star Rating Tool v1.2. This score equates to a 5 Star Green Star rating with the inclusion of a recommended best practice buffer of an additional 5 points over the minimum 60 point requirement. Refer to appendix 1 for a full detailed breakdown of the strategy.

It is not the intent of the strategy to provide certainty of credits instead identify sustainable opportunities that may be integrated in the design. The integrated approach allows for multiple members of the design team to work together for a common goal to maximise efficiencies. The approach will increase flexibility in design, save money and also provide higher performing buildings than traditional approach.
<table>
<thead>
<tr>
<th>CATEGORY / CRITERIA</th>
<th>AIM OF THE CRITERIA / SELECTION</th>
<th>CODE</th>
<th>CRITERIA</th>
<th>BASE DESIGN</th>
<th>INITIATIVES</th>
<th>ACTIONS / REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liaison and Quality Assurance</td>
<td>To recognize the appointment and active involvement of a Senior Accredited Professional in order to ensure that the rating tool is applied effectively and as intended.</td>
<td>1.0</td>
<td>Accredited Professional</td>
<td>1</td>
<td></td>
<td>ED (Sustainability and Resilience)</td>
</tr>
<tr>
<td>Commissioning and Tuning</td>
<td>To encourage and recognize commissioning, handing over and tuning initiatives that ensure all building services operate to their full potential.</td>
<td>2.0</td>
<td>Environmental Performance Targets</td>
<td>minimum requirement</td>
<td>Non-water-based strategies for the environmental performance of the project</td>
<td>Process: Project Requirements (PR)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.1</td>
<td>Services and Sustainability Review</td>
<td>1</td>
<td></td>
<td>Process: Project Requirements (PR)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.2</td>
<td>Building Commissioning</td>
<td>1</td>
<td></td>
<td>2.2.1 Commissioning Specifications</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2.2.1.1 Commissioning Plan</td>
<td>2</td>
<td></td>
<td>2.2.2 Air Permeability Performance Testing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.3</td>
<td>Building Systems Tuning</td>
<td>1</td>
<td></td>
<td>Commission for Tuning Practices</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Design life and performance assessments for 6-12 months after occupation and in the interests of building system manufacturer warranties.</td>
<td></td>
</tr>
<tr>
<td>Adaptation and Resilience</td>
<td>To encourage and recognize projects that are resilient to the effects of a changing climate and natural disasters.</td>
<td>3.1</td>
<td>Implementation of a Climate Resilience Plan</td>
<td>2</td>
<td></td>
<td>Climate Resilience Plan developed is consistent with recognised standards. Solutions are included into building design and construction for high and extreme risk.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Information</td>
<td>To recognize the development and provision of building information that facilitates understanding of the building’s systems, operation and maintenance requirements, and environmental targets to enable efficient operations and performance.</td>
<td>4.0</td>
<td>Building Information</td>
<td>1</td>
<td></td>
<td>Operations and Maintenance (O&amp;M) - Operations and Maintenance Help/Building Log Book</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Building User Information (Digital Form)</td>
</tr>
<tr>
<td>Monitoring and Monitoring</td>
<td>To recognize the implementation of effective energy and water monitoring and metering systems.</td>
<td>5.0</td>
<td>Monitoring Strategy</td>
<td>minimum requirement</td>
<td>5.1.1 Monitoring Strategy:</td>
<td>5.1.2 Water and Energy Meters</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5.1.2.1 Energy Monitoring Strategy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5.1</td>
<td>Monitoring System</td>
<td>1</td>
<td></td>
<td>Monitoring Strategy in accordance with AS4189:2018 Building Energy Monitoring with inclusion of metering requirements including monitoring of automatic metering systems.</td>
</tr>
<tr>
<td>Responsible Construction Practices</td>
<td>To reward projects that use best practice formal environmental management practices during construction.</td>
<td>7.0</td>
<td>Environmental Management Plan</td>
<td>minimum requirement</td>
<td>Environmental Management Plan (EMP) is in place for construction.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>7.1</td>
<td>Environmental Management System</td>
<td>1</td>
<td></td>
<td>System to meet the requirements of the EMP.</td>
</tr>
<tr>
<td>Operational Waste</td>
<td>To recognize projects that implement waste management plans that facilitate the reuse, upcycling or conversion of waste into energy and other forms of useful items to reduce the quantity of outgoing waste.</td>
<td>8.0</td>
<td>Waste Reuse and Recycling</td>
<td>1</td>
<td></td>
<td>Qualified Waste Auditor, or other waste professional certified from the project team, ensures and Operational Waste Management Plan (OWMP) for the project in accordance with best practice approaches.</td>
</tr>
</tbody>
</table>
### Council Briefing Agenda

**18 June 2019**

#### Item 5.3 - Attachment 3

| Index | Environmentally Friendly | 9.2 | Provision of Outside Air | 2 | Nothing is provided at a rate 60% greater than the minimum. Maximum 60% (8% of the time) or 100% are maintained between 15 and 24°C.

| 9.3 | Provision of Outside Air | 1 | Exhaust or Elimination of Pollutants | Air to be combined in accordance with AS 959:2012. A separate exhaust system must be provided for the kitchen exhaust.

| 10.1 | Acoustic Comfort | 1 | Internal noise levels | An internal noise level for a residential area is not more than 55 dB (A) above background levels in Table 1.4. In % of the time.

| 10.2 | Air Quality | 1 | Ventilation | Minimum ventilation in 'Recommended ventilation rates' provided in Table 1.4. In % of the time.

| 10.3 | Acoustic Separation | 1 | External walls to be insulated to achieve a level of at least 0.5.

| 11.0 | Lighting Comfort | 1 | Glare Reduction | Minimum requirement should be that the maximum level of glare should be at least 1%.

| 11.1 | Lighting Comfort | 1 | Glare Reduction | Minimum requirement should be that the maximum level of glare should be at least 0.5%.

| 11.2 | Lighting Comfort | 1 | Surface Illuminance | A surface illuminance for an area of at least 1% and the lowest is the lowest. The illuminance should be within the range of 1 to 10 lux.

| 11.3 | Lighting Comfort | 1 | Lighting levels comply with the recommended guidelines and are within the nominated area.

| 12.0 | Visual Comfort | 1 | Visual Comfort | Minimum requirement should be that the maximum level of visual comfort should be at least 0.5%.

| 12.1 | Visual Comfort | 1 | Visual Comfort | Minimum requirement should be that the maximum level of visual comfort should be at least 0.5%.

| 12.2 | Visual Comfort | 1 | Visual Comfort | Minimum requirement should be that the maximum level of visual comfort should be at least 0.5%.

| 13.1 | Reduced Exposure to Pollutants | 1 | Reduced Exposure to Pollutants | All internal air pollution points, emissions, odours and vapours must be stipulated.

| 13.2 | Reduced Exposure to Pollutants | 1 | Reduced Exposure to Pollutants | All internal air pollution points, emissions, odours and vapours must be stipulated.

| 14.1 | Thermal Comfort | 1 | Thermal Comfort | Minimum requirement should be that the maximum level of thermal comfort should be at least 0.5%.

| 15 | Energy | 1 | Energy | Minimum requirement should be that the maximum level of energy should be at least 0.5%.

| 16 | Water | 1 | Water | Minimum requirement should be that the maximum level of water should be at least 0.5%.

| 17.1 | Sustainable Transport | 1 | Sustainable Transport | Minimum requirement should be that the maximum level of transport should be at least 0.5%.

| 17.2 | Sustainable Transport | 1 | Sustainable Transport | Minimum requirement should be that the maximum level of transport should be at least 0.5%.
Item 5.3 - Attachment 3
**Summary of Submissions:**

The table below summarise the comments received during the first advertising period of the proposal (5 March 2019 to 26 March 2019), together with the City's response to each comment.

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td>Supportive of the range of non-residential uses proposed which are thought to be compatible with and complimentary to the surrounding residential area.</td>
<td>Support for land uses is noted.</td>
</tr>
<tr>
<td><strong>Built Form</strong></td>
<td></td>
</tr>
<tr>
<td>- The proposed plans do not show street entries to the Restaurant, Hotel or Office, or how guests of the Hotel will get to their rooms.</td>
<td>- The plans indicate entries at the ground floor to the Motel reception and the Restaurant/Cafe tenancy. Access to the second storey of the Motel extension is provided via external stairs fronting Palmerston Street. Each room on the second storey is provided with entrances from the walkway.</td>
</tr>
<tr>
<td>- No indication of where the air conditioner unit and plant equipment will be located. If they are to be located, the street wall will need to be increased to ensure that these are not visible from the street.</td>
<td>- Should the application be approved, a condition is recommended for all fixtures and building plant, including air conditioning units, to be screened from view from the street and adjoining landowners.</td>
</tr>
<tr>
<td>- Plans do not detail the architectural treatment of the staircase on the southern end of Palmerston Street, and how this will be integrated into the design.</td>
<td>- The revised plans provided by the applicant indicate that the external staircase is to be screened by aluminium slatting of a complementary colour to the detailing on the building façade to integrate this as part of the development.</td>
</tr>
<tr>
<td>- The ground floor does not provide for a sufficient continuous awning to optimise pedestrian amenity or provide solar protection for glazing. Such an awning would be capable of being integrated with the existing street trees along Bulwer Street. Nil setback should only be supported if this can be provided.</td>
<td>- The revised plans provided by the applicant include a pedestrian awning. This awning is 3.1 metres high and 1.7 metres and wraps around the Palmerston Street and Bulwer Street façade. The awning is sufficient provide for pedestrian amenity and solar protection, and does not impact on the existing verge trees.</td>
</tr>
<tr>
<td>- The north-facing windows on the first floor do not provide adequate solar protection.</td>
<td>- The revised plans provided by the applicant include shading provided to each of the windows to living spaces or bedrooms to provide solar protection.</td>
</tr>
<tr>
<td>- Street surveillance is strongly reliant on the ground floor glazing, which will be restricted should the proposed windows be covered with blinds to provide solar protection.</td>
<td>- Should the application be approved, a condition is recommended for windows and doors on the ground floor to provide and maintain an active and interactive relationship with the street to ensure that street surveillance is provided.</td>
</tr>
<tr>
<td>- Alfresco dining would be a great addition to the street, however based on the current lack of weather protection, this would not be viable.</td>
<td>- The application is not proposing alfresco dining, however it is considered that sufficient weather protection is provided by the pedestrian awning for this to occur should the operator wish.</td>
</tr>
</tbody>
</table>

| **Landscaping**                 | Should the application be approved, a condition is recommended for the landscaping on the site to be installed and maintained. |
| Landscaping is suitable provided that it is maintained. The current landscaping on the site has not been maintained. Proposed landscaping is supported provided that it is implemented and maintained. | |

---

*Page 1 of 4*
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Car Parking</strong></td>
<td></td>
</tr>
<tr>
<td>• Shortfall of on-site parking is supported as there is little opportunity for further on-site parking.</td>
<td>• Support for parking shortfall is noted.</td>
</tr>
<tr>
<td>• The proposal does not adequately justify a waiver of cash-in-lieu and as such should have to make this contribution.</td>
<td>• With regards to cash-in-lieu, Administration is of the view that this contribution is not required in this instance. This is on the basis that the subject site is well serviced by public transport and is close proximity to the Leederville Town Centre and Perth Central Business District which supports sustainable transport options. In addition the Parking Management Plan identifies that there is likely to be reciprocal use between the guests of the Motel as patrons of the Restaurant/Cafe, and there is sufficient capacity within the existing on-street parking to bays to accommodate the demand for the development.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comments Received Expressing Concern:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td>• Considers that the Hotel and Restaurant will add diversity to the mainly residential land uses and is supported in principle.</td>
<td>• Support noted.</td>
</tr>
<tr>
<td>• Supportive of the Hotel use if it is to provide accommodation, however is not supportive if the Hotel use is to operate as a pub. If it were to be a pub this would not be compatible with the adjoining residential properties.</td>
<td>• Following community consultation, the applicant has amended the proposal to seek approval for a Motel land use, instead of Hotel. The Motel land use still provides for accommodation, and is not capable of receiving a liquor licence to operate as Hotel without this being the approved land use.</td>
</tr>
<tr>
<td>• Suggests that the use is better suited to remain as Motel.</td>
<td>• Following a review of the City’s records, the original development was approved as Residential Flats in 1984 by the City of Perth. Although the Batavia Apartments have operated from the site since 2012, the Motel land use has not been previously approved by the City.</td>
</tr>
</tbody>
</table>

| **Built Form**                        |                             |
| • Proposed nil setback reinforces the urban nature of the area and is supported. | • Support noted. |
| • Concerned about lack of verandah around the street edge, which would make it more pedestrian friendly. | • As per the previous comment, the revised plans provided by the applicant include provision for a pedestrian awning around the Palmerston Street and Bulwer Street frontages to provide for pedestrian amenity. |
| • Design of building is not in keeping with the existing area and would be a negative aesthetic addition to the community. | • The revised plans provided by the applicant has redesigned the building façade to be more in keeping with the character of the existing locality. This includes the introduction of red face brick to reduce the extent of render. Articulation has been provided in the form of the corner treatments, pedestrian awning and shadowing to windows. A balcony has also been incorporated into the north-eastern corner. The design also incorporates vertical elements to break up the bulk of the façade, including balustrading and timber/aluminium cladding. The revised proposal is more sympathetic to the existing locality as a result of these modifications. |
| • If the architecture were to be improved, would be supportive of the proposal. | • Comment noted. |
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received Expressing Concern</th>
<th>Officer Technical Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscaping</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Does not object to the departures to the landscaping requirements</td>
<td></td>
</tr>
<tr>
<td>Car Parking</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Does not object to the shortfall of parking as there is sufficient parking in the area</td>
<td></td>
</tr>
<tr>
<td>Noise</td>
<td></td>
</tr>
<tr>
<td>• Concerned about noise during construction and how this would impact nearby residents if workers were allowed to commence before 07.00am. Suggests that the owners liaise with nearby residents to develop a noise management plan.</td>
<td>• Should the application be approved, a condition is recommended for a construction management plan to be prepared by the applicant and approved by the City prior to the commencement of the development. This would include construction operating hours, noise control and a consultation plan with nearby properties.</td>
</tr>
<tr>
<td>• Concerned about the potential for the Restaurant to play amplified music outdoor once operating, which would impact on nearby residents.</td>
<td>• The acoustic report submitted by the applicant does not include the emission of noise from background music or commercial kitchen exhaust systems, and this is recommended to be undertaken during the detailed design. Should the application be approved, a condition is recommended for a revised acoustic report to be prepared by the applicant and approved by the City prior to the commencement of the development to ensure that music generated from the tenancy is compliant with the Environmental Protection (Noise) Regulation 1997.</td>
</tr>
<tr>
<td>• Concerned about excessive noise from commercial kitchen exhaust systems.</td>
<td></td>
</tr>
</tbody>
</table>

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

The table below summarise the comments received during the second advertising period of the proposal (16 May 2019 to 27 May 2019), together with the City’s response to each comment.

<table>
<thead>
<tr>
<th>Comments Received Expressing Concern</th>
<th>Officer Technical Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise</td>
<td></td>
</tr>
<tr>
<td>Concerned about the impact of noise from air conditioner units for the proposal as the acoustic report does not account for these as these have not been indicated in the plans submitted for development approval.</td>
<td>The acoustic report submitted by the applicant does not include the emission of noise from air conditioner units as those specific units will be selected during the detailed design. The acoustic report does identify that based on typical units, compliance with the Environmental Protection (Noise) Regulation 1997 would be achieved. Should the application be approved, a condition is recommended for a revised acoustic report to be prepared by the applicant and approved by the City prior to the commencement of the development to ensure that the selected air conditioning units are compliant with the Environmental Protection (Noise) Regulation 1997.</td>
</tr>
</tbody>
</table>
### Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received Expressing Concern:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>There is 66 bays along Palmerston Street between Bulwer Street and Newcastle Street available for public parking within 450 metres of the subject site. The City’s parking data indicates that on average there is 13 bays available throughout the course of the day. This is capable of accommodating any customer parking without impacting on the surrounding residents along Palmerston Street.</td>
</tr>
</tbody>
</table>

Concerned about the impact on existing parking for residents along Palmerston Street as a result of the proposal.

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

The table below summarise the comments received during the first advertising period of the proposal (5 March 2019 to 26 March 2019), together with the Applicant’s response to each comment.

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issue: Land Use</strong></td>
<td></td>
</tr>
<tr>
<td>• Supportive of the range of non-residential uses proposed which are thought to be compatible with and complimentary to the surrounding residential area.</td>
<td>Noted. Thank you.</td>
</tr>
<tr>
<td><strong>Issue: Built Form</strong></td>
<td></td>
</tr>
<tr>
<td>• The proposed plans do not show street entries to the Restaurant, Hotel or Office, or how guests of the Hotel will get to their rooms.</td>
<td>Plans have been amended to display entries.</td>
</tr>
<tr>
<td>• No indication of where the air conditioner unit and plant equipment will be located. If they are to be located, the street wall will need to be increased to ensure that these are not visible from the street.</td>
<td>As above.</td>
</tr>
<tr>
<td>• Plans do not detail the architectural treatment of the staircase on the southern end of Palmerston Street, and how this will be integrated into the design.</td>
<td>Noted.</td>
</tr>
<tr>
<td>• The ground floor does not provide for a sufficient continuous awning to optimise pedestrian amenity or provide solar protection for glazing. Such an awning would be capable of being integrated with the existing trees along Bulwer Street. Nil setback should only be supported if this can be provided.</td>
<td>Noted. Plans have been amended to provide a better awning for the development.</td>
</tr>
<tr>
<td>• The north-facing windows on the first floor do not provide adequate solar protection.</td>
<td>Noted.</td>
</tr>
<tr>
<td>• Street surveillance is strongly reliant on the ground floor glazing, which will be restricted should the proposed windows be covered with blinds to provide solar protection.</td>
<td>Noted.</td>
</tr>
<tr>
<td>• Alfresco dining would be a great addition to the street, however based on the current lack of weather protection, this would not be viable.</td>
<td>Noted.</td>
</tr>
<tr>
<td><strong>Issue: Landscaping</strong></td>
<td></td>
</tr>
<tr>
<td>• Landscaping is suitable provided that it is maintained. The current landscaping on the site has not been maintained. Proposed landscaping is supported provided that it is implemented and maintained.</td>
<td>Noted.</td>
</tr>
<tr>
<td><strong>Issue: Car Parking</strong></td>
<td></td>
</tr>
<tr>
<td>• Shortfall of on-site parking is supported as there is little opportunity for further on-site parking.</td>
<td>Noted.</td>
</tr>
<tr>
<td>• The proposal does not adequately justify a waiving of cash-in-lieu and as such should have to make this contribution.</td>
<td>Noted. Any cash in lieu required to be paid will be enforced by Council.</td>
</tr>
</tbody>
</table>
### Summary of Submissions:

**Comments Received Expressing Concern:**  
**Applicant Comment:**

<table>
<thead>
<tr>
<th>Issue</th>
<th>Applicant Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td>- Considers that the Hotel and Restaurant will add diversity to the mainly residential land uses and is supported in principle.</td>
<td>Noted. Noted. The proposal is not intended to operate as a pub. Noted.</td>
</tr>
<tr>
<td>- Supportive of the Hotel use if it is to provide accommodation, however is not supportive if the Hotel use is to operate as a pub. If it were to be a pub this would not be compatible with the adjoining residential properties.</td>
<td></td>
</tr>
<tr>
<td>- Suggests that the use is better suited to remain as Motel.</td>
<td></td>
</tr>
<tr>
<td><strong>Built Form</strong></td>
<td></td>
</tr>
<tr>
<td>- Proposed nil setback reinforces the urban nature of the area and is supported.</td>
<td>Noted. Plans have been amended to provide a better awning for the development.</td>
</tr>
<tr>
<td>- Concerned about lack of verandah around the street edge, which would make it more pedestrian friendly.</td>
<td>Noted. The design has been amended with more red brick being incorporated into the design of the building.</td>
</tr>
<tr>
<td>- Design of building is not in keeping with the existing area and would be a negative aesthetic addition to the community.</td>
<td>Noted. Please refer above.</td>
</tr>
<tr>
<td>- If the architecture were to be improved, would be supportive of the proposal.</td>
<td></td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
<td></td>
</tr>
<tr>
<td>- Does not object to the departures to the landscaping requirements.</td>
<td>Noted.</td>
</tr>
<tr>
<td><strong>Car Parking</strong></td>
<td></td>
</tr>
<tr>
<td>- Does not object to the shortfall of parking as there is sufficient parking in the area.</td>
<td>Noted.</td>
</tr>
<tr>
<td><strong>Noise</strong></td>
<td></td>
</tr>
<tr>
<td>- Concerned about noise during construction and how this would impact nearby residents if workers were allowed to commence before 07.00am.</td>
<td>Noted. The City can impose conditions on the building permit to manage noise during construction.</td>
</tr>
<tr>
<td>- Suggests that the owners liaise with nearby residents to develop a noise management plan.</td>
<td>Noted.</td>
</tr>
<tr>
<td>- Concerned about the potential for the Restaurant to play amplified music outdoor once operating, which would impact on nearby residents.</td>
<td>Noted.</td>
</tr>
<tr>
<td>- Concerned about excessive noise from commercial kitchen exhaust systems.</td>
<td>Noted.</td>
</tr>
</tbody>
</table>

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

The table below summarise the comments received during the second advertising period of the proposal (16 May 2019 to 27 May 2019), together with the Applicant’s response to each comment.

<table>
<thead>
<tr>
<th>Comments Received Expressing Concern:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Noise</strong></td>
<td>Noted. The City will impose a condition - should the application be approved – ensuring that air conditions are to be screened from the public and placed in an area where they do not impact neighbours with respect to noise.</td>
</tr>
<tr>
<td>• Concerned about the impact of noise from air conditioner units for the proposal as the acoustic report does not account for these as these have not been indicated in the plans submitted for development approval.</td>
<td></td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>Note: Submissions are considered and assessed by issue rather than by individual submitter.</td>
</tr>
<tr>
<td>• Concerned about the impact on existing parking for residents along Palmerston Street as a result of the proposal.</td>
<td></td>
</tr>
</tbody>
</table>
MINUTES

Attendees:
Design Advisory Committee Members: City of Vincent Officers
Sasha Ivanovich (Chairperson) John Corbellini (Director Development Services)
Sid Thoo Jay Naidoo (Manager Development & Design)
Munira Mackay Kate Miller (Senior Urban Planner)

Mitch Hoad (Senior Urban Planner)
Clair Morrison (Urban Planner)
Dan McCluggage (Urban Planner)
Roslyn Hill (Minute Secretary)

Applicant-Item 3.1
Petar Mrdja Urbanista

REDACTED FOR PRIVACY PURPOSES

3.15pm Member Discussion
4.00pm

1. Welcome / Declaration of Opening

The Chairperson, Sasha Ivanovich declared the meeting open at 4.10pm.

2. Apologies

3. Business

4.10pm–4.45pm – Applicant Presentation – DA Lodged 5.2018.273.1

3.1 Address: 160-166 Palmerston Street

Proposal: Proposed Hotel and Restaurant Addition

Applicant: Toh Construction / Starlly Nominees
Reason for Referral: For the DRP to consider the changes made by
the applicant in response to the previous DRP comments and
recommendations of 20 March 2019

Applicant’s Presentation:
The applicant presented a power point presentation

Recommendations & Comments by DRP on 20 March 2019:

| Principle 1 – Context and Character | • The design needs to incorporate some elements to bring life to the proposal and take advantage of the location it is within
• The commercial frontage needs to be further developed. Glazing and the façade does not reflect the street context and reads as a large blank façade. Further articulation needs to be incorporated. Look at including balconies at upper levels to provide passive surveillance of the street.
• The frontage does not provide a connection with Bulwer Street. The design needs to further consider elements to reflect this streetscape and the surrounding context
• Look at the materiality and the colour elements in the existing Bulwer Street streetscape and try to reinterpret or reference in a contemporary way (not mimic)
• The façade is quite flat and un-articulated. The ground plane openings are not in proportion with the other facades
• The evening design appears does not reflect the convention of storefronts in the area and is out of context due to the widths and angles
• The building entry needs to be further considered and refined to improve accessibility and legibility. There is no weather protection provided and no indication of the location of the entry. Introducing additional vertical glazing framing elements would assist with this. Further detailing needs to be considered.
• The street presence and appearance is compromised and is not ameliorated due to the lack of setback and façade treatment
• The surrounding context is not shown on the plans, elevations and 3D images to show how the development fits within the context
• The glass entry needs to be broken down and reflect the local character
• Look at the Surf Rider motel in Malibu, California to see how to incorporate a contemporary design with an existing development |

| Principle 2 – Landscape quality | • A Landscape Architect has been engaged however there are limited opportunities for meaningful landscaping given the overall site organisation of the development |

| Principle 3 – Built form and scale | N/A |

| Principle 4 – Functionality and build quality | • Look at reassessing the pool area and consider whether this can be retained, removed or redesigned. The removal of the pool would provide opportunities for upper floor setback and a more functional design response.
• Planning requires further development with regards to the layout to achieve a more functional and interactive spaces.
• The DDA toilet at ground level could be located on the rear wall to generate more opportunities for interaction with the streetscape.
• Confirm the requirement for three toilets in the ground level office space. |
### Principle 5 – Sustainability
- The elevational colour scheme and roof have been changed from black to white which is supported.

### Principle 6 – Amenity
- Furniture configuration in apartments are not convincing. Some redesign in the apartment layouts is needed.

### Principle 7 – Legibility
- N/A

### Principle 8 – Safety
- N/A

### Principle 9 – Community
- N/A

### Principle 10 – Aesthetics
- N/A

**Comments**
- Most of the comments from the previous minutes have not been addressed.
- Significant changes will be required to address these comments and gain support for the development.

### Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

#### Principle 1 – Context and Character
- Continuous awning is an improvement. Reduce height of pedestrian awning to provide more of a pedestrian scale and achieve better weather protection.
- Consider design of restaurant to provide interaction with the street. Consider an architectural treatment response to elements of the Papillon building.
- Use of brick and render supported as it demonstrates a better correspondence in the use of colours and materials with the existing character of the street.
- Similarly, consider clues from the character of the immediate neighbourhood and the building’s facade existing buildings in regard to introducing further façade vertical articulation along Bulwer Street.
- Look at replicating the proportion of Bulwer/Earl corner on Bulwer/Primavera corner.
- Refine glazing on the ground floor including Restaurant/Café to a finer grain to complement the existing character of the area and reduce its commercial appearance.
- Provide a context analysis to explain the finish materials used and to demonstrate how the development contributes to the area.

#### Principle 2 – Landscape quality
- Further consideration to landscaping elements is required, including an increase to green canopy coverage around the pool area and at the rear of the parking area.
- Provide more information on the vine depth including measurements.

#### Principle 3 – Built form and scale
- N/A

#### Principle 4 – Functionality
- Provide openable windows to bathrooms
- Reception area is quite large and yet the staircase is
build quality: 
- external. Consider internalising the stairs to increase amenity for guests.
- Provide more information in regard to fire escape requirements generally and in relation to the proposed stairs especially.

Principle 5 – Sustainability: 
- Good to see that many of the sustainability comments from previous DRP meetings have been responded to in the revised design.
- The visualisation images still appear to show use of a dark grey colour to the roofs - ideally this should be a lighter colour with a solar absorbance of less than 0.4
- Consider integrating solar PV on the new roof - this generally provides a viable cost-benefit and payback period for the initial capital expenditure.
- Good to see shading elements have been integrated over windows facing north, with sliding opening type for improved cross ventilation. Ideally, the entire wall should be shaded, rather than just the window. Alternatively, the absence of wall shading can be mitigated by the use of a light external wall colour.
- East and west facing windows will require vertical shading devices to be effective ie. parallel to the window opening.

Principle 6 – Amenity: 
- As noted previously, consider providing alternative modes of transport for guests eg. EV car share, bicycles and helmets for guests in lieu of reduced parking

Principle 7 – Legibility: 
N/A

Principle 8 – Safety: 
- Consider security measures for the development generally and to the pool area in particular, to restrict and control access for non-guests
- Consider privacy screening for users of the pool

Principle 9 – Community: 
N/A

Principle 10 – Aesthetics: 
N/A

Comments: 
- More clarification is needed in relation to the use “Hotel/Motel”.

Conclusion:

Amendments can be sent to the DRP for consideration if necessary.

REDACTED FOR PRIVACY PURPOSES
Determination Advice Notes:

1. The applicant is advised that reasonable measures are to be implemented to educate and encourage all staff and members of alternative means of transport to the site including public transport, cycling and walking.

2. If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.

3. If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

4. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.

5. With regard to the maximum occupancy, the limit imposed on this approval relates to planning matters only and may otherwise be restricted by separate Health legislation.

6. The applicant and owner are advised that sufficient parking can be provided on the subject site and as such the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential dwellings. This information should be provided to all prospective purchasers and it is recommended that a notice be placed on Sales Contracts to advise purchasers of this restriction.

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

8. The subject site is affected by road widening at the corner of Bulwer Street and Palmerston Street. The landowner agrees that any improvements made to or loss of amenity will not be taken into consideration in determining any land acquisition cost or compensation which may be payable by Council or the Western Australian Planning Commission at such time as the land is required.
5.4 LATE REPORT: NO. 11 (LOT: 4; S/P: 7727) DOUGLAS STREET, PERTH - PROPOSED CHANGE OF USE TO UNLISTED USE (DOG DAY CARE)

REPORT TO BE ISSUED PRIOR TO THE BRIEFING - 18 JUNE 2019.
## Item 5.5

<table>
<thead>
<tr>
<th>NOS. 77 &amp; 79 (LOTS: 3 &amp; 4; D/P: 7680) ANZAC ROAD, MOUNT HAWTHORN - AMENDMENT TO DEVELOPMENT APPROVAL FOR SIX GROUPED DWELLINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRIM Ref:</strong></td>
</tr>
<tr>
<td><strong>Author:</strong></td>
</tr>
<tr>
<td><strong>Authoriser:</strong></td>
</tr>
<tr>
<td><strong>Ward:</strong></td>
</tr>
<tr>
<td><strong>Attachments:</strong></td>
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</tbody>
</table>

**RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the development application to amend development approval for Six Grouped Dwellings at Nos. 77 and 79 (Lots: 3 and 4; D/P: 7680) Anzac Road, Mount Hawthorn in accordance with the plans shown in Attachment 4, subject to the following condition, with the associated determination advice notes in Attachment 7:

1. All conditions, requirements and advice notes detailed on development approval 5.2017.239.1 granted on 6 February 2018 continue to apply to this approval.

**PURPOSE OF REPORT:**

To consider an application for development approval for an amendment to development approval for six Grouped Dwellings at Nos. 77 and 79 Anzac Road, Mount Hawthorn (subject site).

**PROPOSAL:**

The subject site is located at No. 77 and 79 Anzac Road, Mount Hawthorn, as shown on the location plan included as Attachment 1.

At its Ordinary Council Meeting held on 6 February 2018, Council approved an application for six grouped dwellings subject to conditions at the subject site. The development plans and development perspectives approved by Council are included as Attachment 2 and the Minutes of the 6 February 2018 Ordinary Council Meeting are included as Attachment 3. The application proposes to amend the existing approval by amending the finished floor levels, driveway gradients, retaining walls, storerooms and pedestrian access of Units 3 – 6 of the development. Details of the proposal are as follows:

- Increase by 0.6 metres to the finished floor level of the Units 3 – 6 dwellings;
- Increase by 0.257 metres to the finished floor level of the Units 3 – 6 garages and consequent changes to driveway gradients;
- Increase by 0.6 metres to the ground levels of the outdoor areas of Units 3 – 6;
- Provision of additional retaining walls along the eastern and western boundaries of Unit 3 and Unit 6 that follow the natural ground level of the site; and
- Reconfiguration of storerooms and adjacent steps for Units 3 and 6.

The application does not propose any amendments to Units 1 and 2 of the development. The application also does not propose any changes to the overall design and built form outcome of the development. The applicant has advised that the amendment is being proposed to reduce the amount of excavation works required as well as ensuring the development does not undermine the western and eastern adjoining properties buildings located on the boundary.
The development plans and development perspectives of the proposal are included as Attachment 4 and Attachment 5 respectively.

BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner:</th>
<th>Peter Haselhurst</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant:</td>
<td>Andrew Peirce</td>
</tr>
<tr>
<td>Date of Application:</td>
<td>7 March 2019</td>
</tr>
<tr>
<td>Built Form Area:</td>
<td>Residential</td>
</tr>
<tr>
<td>Existing Land Use:</td>
<td>Single House</td>
</tr>
<tr>
<td>Proposed Use Class:</td>
<td>Grouped Dwelling</td>
</tr>
<tr>
<td>Lot Area:</td>
<td>1,654 m²</td>
</tr>
<tr>
<td>Right of Way (ROW):</td>
<td>Yes, the ROW is on the southern side of the subject property and is 5 metres in width. The ROW is owned by the Council with right access it.</td>
</tr>
<tr>
<td>Heritage List:</td>
<td>No</td>
</tr>
</tbody>
</table>

The subject site is bound by Anzac Road to the north and a right of way (ROW) to the south. The subject site adjoins a mix of Single Houses, Grouped Dwellings and Multiple Dwellings. The broader area is generally characterised by single storey and two storey Single Dwellings and Grouped Dwelling developments, with Commercial and Multiple Dwelling developments along Oxford Street.

The subject site is zoned Residential with a density coding of R30 under the City’s Local Planning Scheme No. 2 (LPS2). The subject site and adjoining properties along Anzac Road are within the Residential built form area under the City’s Policy No. 7.1.1 – Built Form (Built Form Policy) and also have a density coding of R30 under the City’s LPS 2. The subject sites have a combined lot frontage of 27.4 metres to Anzac Road. The site topography falls to the rear of the lot towards the ROW. A single storey residential dwelling is currently located on each of the individual lots within the subject site with access being provided from Anzac Road.

A subdivision application was conditionally approved on 22 December 2015 for the subject site by the Western Australian Planning Commission for the creation of six lots, two lots fronting onto Anzac Road and four lots to the ROW. The conditionally approved plan of subdivision is included as Attachment 6. The lots are yet to be created and titles have not yet been issued. The approval is valid until 22 December 2019. This application proposes development consistent with the lot configuration proposed by the conditionally approved subdivision.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2), the City’s Policy No. 7.1.1 – Built Form and the State Government’s Residential Design Codes. In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

<table>
<thead>
<tr>
<th>Planning Element</th>
<th>Use Permissibility/Deemed-to-Comply</th>
<th>Previously approved</th>
<th>Requires further Discretion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use (only where required)</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site Area</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Setback</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Fence</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Setbacks/Boundary Wall</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Building Height/Storeys</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Living Areas</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
Detailed Assessment

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

<table>
<thead>
<tr>
<th>Planning Element</th>
<th>Use Permissibility/Deemed-to-Comply</th>
<th>Previously approved</th>
<th>Requires further Discretion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscaping</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Privacy</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking &amp; Access</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solar Access</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site Works/Retaining Walls</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Essential Facilities</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>External Fixtures</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Surveillance</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Lot Boundary Setbacks / Boundary Walls

<table>
<thead>
<tr>
<th>Deemed-to-Comply Standard</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Design Codes (R Codes) – Clause 5.1.3 Lot Boundary Setbacks</td>
<td></td>
</tr>
<tr>
<td><strong>Eastern Boundary</strong></td>
<td></td>
</tr>
<tr>
<td>Unit 6 rear feature nib wall setback 1.5m</td>
<td>Unit 6 rear feature nib wall setback 1.2m</td>
</tr>
<tr>
<td>Unit 6 rear balcony setback 3.0m</td>
<td>Unit 6 rear balcony setback 1.6m</td>
</tr>
<tr>
<td>Unit 6 front balcony setback 3.0m</td>
<td>Unit 6 front balcony setback 1.9m</td>
</tr>
<tr>
<td>Unit 6 upper floor bed 1 &amp; bed 2 setback 2.7m</td>
<td>Unit 6 floor bed 1 &amp; bed 2 setback 1.9m</td>
</tr>
<tr>
<td><strong>Western Boundary</strong></td>
<td></td>
</tr>
<tr>
<td>Unit 3 front balcony setback 3.0m</td>
<td>Unit 3 front balcony setback 1.9m</td>
</tr>
<tr>
<td>Unit 3 rear balcony setback 3.0m</td>
<td>Unit 3 rear balcony setback 1.9m</td>
</tr>
<tr>
<td>Unit 3 upper floor bed 1 &amp; bed 2 setback 2.7m</td>
<td>Unit 3 upper floor bed 1 &amp; bed 2 setback 2.7m</td>
</tr>
<tr>
<td><strong>Policy No. 7.1.1 – Built Form - Clause 5.3 Lot Boundary Setbacks (Walls Built on Boundary)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Western Boundary</strong></td>
<td></td>
</tr>
<tr>
<td>Boundary wall maximum height: 3.5m</td>
<td>Unit 3 garage boundary wall maximum height: 4.1m</td>
</tr>
<tr>
<td>Boundary wall average height: 3.0m</td>
<td>Unit 3 garage boundary wall average height: 3.8m</td>
</tr>
</tbody>
</table>

Building Height / Storeys

<table>
<thead>
<tr>
<th>Deemed-to-Comply Standard</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy No. 7.1.1 – Built Form – Clause 5.6 Built Height</strong></td>
<td></td>
</tr>
<tr>
<td>Permitted number of storeys: 2</td>
<td>Proposed number of storeys: 2</td>
</tr>
<tr>
<td>Permitted concealed roof height: 7.0m</td>
<td>Unit 3 proposed concealed roof height: 7.1m</td>
</tr>
<tr>
<td></td>
<td>Unit 4 proposed concealed roof height: 7.44m</td>
</tr>
</tbody>
</table>

The above element of the proposal does not meet the specified deemed-to-comply standards and is discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015, for a period of 14 days commencing on 3 April 2019 and concluding on 17 April 2019. Community consultation was undertaken by means of written notifications being sent to surrounding...
landowners, as show in Attachment 1 and a notice on the City’s website. The City did not receive any submissions at the conclusion of the community consultation period.

Design Review Panel (DRP):

Referred to DRP: No

The amended development application was not referred to the DRP for comment as the amendments do not result in any design changes. The development plans approved by Council at its 6 February 2018 meeting were considered to address all DRP comments.

LEGAL/POLICY:

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

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

Delegation to Determine Applications:

This matter has been referred to Council in accordance with the City’s Delegated Authority Register as the application is an amendment to a development approval that was determined by Council and as the development application incorporates more than three dwellings.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City’s business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

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

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Lot Boundary Setbacks

Eastern Boundary

The upper floor of Unit 6 provide lot boundary setbacks to the eastern boundary that do not meet the deemed-to-comply standard set in the R Codes. The eastern lot boundary setbacks provided satisfy the relevant design principles and local housing objectives of the R Codes and Built Form Policy and are acceptable for the following reasons:
• The properties to the east of Unit 6 includes a single dwelling as well as a multiple dwelling development. The upper floor of Unit 6 is adjacent to a balcony on the multiple dwelling located to the east of the subject site that has 1.6 metre obscure screening on the boundary, as well as blank walls of the single house. Views from the eastern properties towards the proposed development are limited due to the 1.6 metre privacy screen and limited openings facing the subject site. The eastern properties would not be adversely impacted in regards to building bulk as the proposed eastern elevation is well articulated and provides a range of openings to mitigate building bulk. The façade incorporates contrasting materials including weatherboard cladding and red face brick that break up the appearance of the walls when viewed from the adjoining properties and the ROW. Details of the proposed materials and colours is included in the proposed plans in Attachment 3;

• All overshadowing from the development falls within the parent property and ROW, ensuring adjoining properties have access to direct sunlight;

• The building has been stepped back to allow for ventilation to flow; and

• The Unit 6 upper floor eastern elevation proposes minor openings and screened balconies. The reduced setback does not result in any adverse overlooking and subsequent loss of privacy to the eastern adjoining properties.

Western Boundary

The upper floor of Unit 3 provides lot boundary setbacks to the western boundary that do not meet the deemed-to-comply standard set in the R Codes. The western lot boundary setbacks provided satisfy the relevant design principles and local housing objectives of the R Codes and Built Form Policy and are acceptable for the following reasons:

• The affected property to the west includes one double storey grouped dwelling development. The upper floor of Unit 3 is adjacent to the upper floor of the western dwelling that contains no major openings that face the subject site. The western property does have major openings on the ground floor that have views towards the upper floor elevation of Unit 3. The adjacent western property would not be adversely impacted in regards to building bulk given the western elevation is well articulated that provides a range of openings to mitigate building bulk. The façade incorporates contrasting materials including weatherboard cladding and red face brick, which break up the appearance of the walls when viewed from the adjoining property and the ROW. Details of the proposed materials and colours is included in the proposed plans in Attachment 3;

• All overshadowing from the development falls within the parent property and ROW, ensuring adjoining properties have access to direct sunlight;

• The building has been stepped back to allow for ventilation to flow; and

• The upper floor of the Unit 3 western façade proposes minor openings and screened balconies. The reduced setback does not result in any adverse overlooking and subsequent loss of privacy to the western adjoining property.

Boundary Walls

The development proposes a boundary wall to the western boundary (Unit 3 garage) that has a maximum height of 4.1 metres in lieu of the 3.5 metre deemed-to-comply standard, and an average height of 3.8 metres in lieu of the 3.0 metre deemed to comply standard of the Built Form Policy Clause 5.3 Lot boundary setbacks. The western boundary wall proposed satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

• The proposed boundary wall abuts the adjoining western property’s garage boundary wall that is of a greater height and length. The adjacent boundary wall on the western property alleviates impacts of building bulk of the proposed garage boundary wall. The proposed boundary wall is also adjacent to the side setback area of the western adjacent property that contains no major openings. This side setback area would not be adversely impacted in regards to building bulk;

• All overshadowing from the development falls within the parent property and ROW, ensuring adjoining properties have access to direct sunlight;

• The building has been stepped back to allow for ventilation to flow;

• The garage boundary wall provides no openings. The boundary wall does not result in any overlooking and subsequent loss of privacy to the western adjoining property; and

• Views of the proposed boundary wall from the ROW are largely screened from the western adjoining properties existing garage boundary wall that is of a similar height and that is setback closer to the ROW. The front façade of Unit 3 is well articulated and provides a number of contrasting colours and materials that reduces the dominance of the garage boundary wall when viewed from the ROW.
Building Height

Unit 3 and Unit 4 propose building heights that exceed the permitted concealed roof height of 7.0 metres set as a deemed-to-comply standard in the Built Form Policy. Unit 3 provides a maximum building height of 7.1 metres and Unit 4 proposes a maximum building height of 7.44 metres. The building heights of these units satisfy the relevant design principles and local housing objectives of the R Codes and Built Form Policy and are acceptable for the following reasons:

- The maximum height of Unit 4 applies only to the centrally located common wall between Unit 3 and Unit 4. The central location of the maximum building height ensures that the portion of wall is not visible from neighbouring properties and does not add bulk and scale to the development;
- The maximum height of Unit 3 applies a portion of the south-west corner of the upper floor, with the majority of the Unit building height being less than the deemed-to-comply height of 7.0 metres;
- The additional height of Unit 3 and Unit 4 is attributed to the natural ground level of the site that has a gradual fall from the northern boundary to the southern boundary (front to rear), with the lowest portion of the site being located to the south-west corner of the site;
- The facades of Unit 3 and Unit 4 incorporate a range of materials and colours including red face brick, contrasting render and timber garage doors. These materials are common in the immediate streetscapes. The development also incorporates feature walls to the roof form and provides articulation through varying setbacks when viewed from the street and adjoining properties. The materials and finishes address the character of the site context. The articulation, design and materials provided to the façade relate to the surrounding context and provide appropriate design detail;
- The finished floor levels proposed have been stepped with the natural ground level of the site, subsequently reducing the overall height of the buildings. The proposed amendments better respond to the natural features of the site as there is a greater balance of cut and fill onsite. All fill proposed sits less than 500 millimetres above natural ground level and meets the deemed-to-comply requirements of R Codes Volume 1 Clause 5.3.7 Site works; and
- All overshadowing from the development falls within the parent property and ROW, ensuring adjoining properties have access to direct sunlight.
Nos. 77 & 79 Anzac Road, Mount Hawthorn

The City of Vincent does not warrant the accuracy of information in this publication and any person using or relying upon such information does so at their own risk. The City of Vincent accepts no liability for any errors, faults, omissions or inaccuracies in the information. Information is provided on the basis of the current information available to the City of Vincent. No warranty or representation is given with respect to any future development or any consent, approval or other action that may be taken by any authority.
9.7 NOS. 77 AND 79 (LOTS: 3 AND 4; D/P: 7680) ANZAC ROAD, MOUNT HAWTHORN - PROPOSED SIX GROUPED DWELLINGS

TRIM Ref: D17/199822
Author: Rana Murad, Senior Urban Planner
Authoriser: John Corbellini, Director Development Services
Ward: North
Precinct: 1 – Mount Hawthorn
Attachments: 1. Attachment 1 - Consultation and Location Map
2. Attachment 2 - Subdivision Approval
3. Attachment 3 - Previously Refused Plan and Perspectives
4. Attachment 4 - Proposed Development Plans
5. Attachment 5 - Proposed Development Perspectives
6. Attachment 6 - Schedule of Submissions
7. Attachment 7 - Schedule of Submissions and Applicant's Responses
8. Attachment 8 - Determination Advice Notes

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, APPROVES the development application for Six Grouped Dwellings at Nos. 77 and 79 (Lots: 3 and 4; D/P: 7680) Anzac Road, Mount Hawthorn in accordance with the plans shown in Attachment 4, subject to the following conditions, with the associated determination advice notes in Attachment 8:

1. Amalgamation

   Lots 3 and 4 shall be amalgamated into one lot on a certificate of Title or be subdivided consistent with this development approval to the satisfaction of the City prior to the occupation or use of the development;

2. Boundary Walls

   The owners of the subject land shall finish and maintain the surface of the boundary (parapet) wall in a good and clean condition prior to occupation or use of the development. The finish of the walls are to be fully rendered or face brickwork to the satisfaction of the City;

3. External Fixtures

   All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and surrounding properties to the satisfaction of the City;

4. Waste Management

   4.1. A Waste Management Plan shall be submitted to and approved by the City prior to commencement of the development detailing a bin store to accommodate the City’s specified bin requirement and the form and timing of waste collection; and

   4.2. Waste management for the development shall thereafter comply with the approved Waste Management Plan;
5. Construction Management Plan

A Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding area shall be lodged with and approved by the City prior to the commencement of the development. The Construction Management Plan shall be prepared in accordance with the requirements of the City’s Policy No. 7.5.23 – Construction and include traffic and parking management requirements during construction. Construction on and management of the site shall thereafter comply with the approved Construction Management Plan;

6. Stormwater

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

7. Schedule of External Finishes

Prior to the commencement of development a detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development;

8. Acoustic Report

8.1. An Acoustic Report, in accordance with the City’s Policy No. 7.5.21 – Sound Attenuation and State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning, shall be lodged with and approved by the City prior to the commencement of the development; and

8.2. All of the recommended measures included in the approved Acoustic Report shall be implemented as part of the development, to the satisfaction of the City prior to the use or occupation of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

9. Visual Privacy

The proposed balconies of units 3 and 6 are to be screened to the eastern and western elevations in accordance Visual Privacy deemed-to-comply standards of State Planning Policy 3.1: Residential Design Codes prior to the use or occupation of the development to the satisfaction of the City;

10. Verge Trees

No verge trees shall be removed without prior written approval from the City. The verge trees shall be retained and protected from any damage including unauthorised pruning, to the satisfaction of the City;

11. Clothes Drying Facility

All external clothes drying areas shall be adequately screened in accordance with the Residential Design Codes prior to the use or occupation of the development and shall be completed to the satisfaction of the City;

12. Landscape and Reticulation Plan

12.1. A detailed landscape and reticulation plan for the development site and adjoining road verge is to be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated; and
• The provision of 14 per cent of the site area as deep soil zones and 30 per cent canopy cover at maturity;

12.2. All works shown in the plans as identified in condition 12.1 above shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

13. Car Parking and Access

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

13.2. Vehicle and pedestrian access points are required to match into existing footpath levels; and

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

14. Right of Way Widening

14.1. A 0.5 metre right of way setback to any buildings and structures is to be maintained at all times to enable future right of way widening; and

14.2. The 0.5 metre right of way setback area referred to in condition 14.1 above, is to be ceded free of cost to the City on subdivision or amalgamation of the land, including Built Strata subdivision; and

15. General

Conditions that have a time limitation for compliance, and the condition is not met in the required time frame, the obligation to comply with the requirements of the condition continues whilst the approved development exists.

COUNCIL DECISION ITEM 9.7

Moved: Cr Murphy, Seconded: Cr Castle

That the recommendation be adopted.

CARRIED UNANIMOUSLY "EN BLOC" (8-0)
Approval Subject To Condition(s)
Survey-Strata Plan

Application No : 921-15

Planning and Development Act 2005

Applicant : [REDACTED FOR PRIVACY REASONS]
Owner : [REDACTED FOR PRIVACY REASONS]
Application Receipt : 31 July 2015

Lot Number : 3 & 4
Diagram / Plan : Diagram 7680
Location : -
C/T Volume/Folio : 1005/26, 1492/876
Street Address : Anzac Road, Mount Hawthorn
Local Government : City of Vincent

The Western Australian Planning Commission has considered the application referred to and is prepared to endorse a survey-strata plan in accordance with the plan date-stamped 31 July 2015 once the condition(s) set out have been fulfilled.

This decision is valid for four years from the date of this advice, which includes the lodgement of the survey-strata plan within this period.

The survey-strata plan for this approval and all required written advice confirming that the requirement(s) outlined in the condition(s) have been fulfilled must be submitted by 22 December 2019 or this approval no longer will remain valid.
Reconsideration - 28 days

Under section 151(1) of the Planning and Development Act 2005, the applicant/owner may, within 28 days from the date of this decision, make a written request to the WAPC to reconsider any condition(s) imposed in its decision. One of the matters to which the WAPC will have regard in reconsideration of its decision is whether there is compelling evidence by way of additional information or justification from the applicant/owner to warrant a reconsideration of the decision. A request for reconsideration is to be submitted to the WAPC on a Form 3A with appropriate fees. An application for reconsideration may be submitted to the WAPC prior to submission of an application for review. Form 3A and a schedule of fees are available on the WAPC website: http://www.planning.wa.gov.au

Right to apply for a review - 28 days

Should the applicant/owner be aggrieved by this decision, there is a right to apply for a review under Part 14 of the Planning and Development Act 2005. The application for review must be submitted in accordance with part 2 of the State Administrative Tribunal Rules 2004 and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, 12 St Georges Terrace, Perth, WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to its website: http://www.sat.justice.wa.gov.au

Survey-strata plan

The survey-strata plan is to be submitted to the Western Australian Land Information Authority (Landgate) for certification. Once certified, Landgate will forward it to the WAPC. In addition, the applicant/owner is responsible for submission of a Form 1C with appropriate fees to the WAPC requesting endorsement of the survey-strata plan. A copy of the survey-strata plan with confirmation of submission to Landgate is to be submitted with all required written advice confirming compliance with any condition(s) from the nominated agency/authority or local government. Form 1C and a schedule of fees are available on the WAPC website: http://www.planning.wa.gov.au

Condition(s)

The WAPC is prepared to endorse a survey-strata plan in accordance with the plan submitted once the condition(s) set out have been fulfilled.

The condition(s) of this approval are to be fulfilled to the satisfaction of the WAPC.

The condition(s) must be fulfilled before submission of a copy of the survey-strata plan for endorsement.

The agency/authority or local government noted in brackets at the end of the condition(s) identify the body responsible for providing written advice confirming that the WAPC's requirement(s) outlined in the condition(s) have been fulfilled. The written advice of the agency/authority or local government is to be obtained by the applicant/owner. When the written advice of each identified agency/authority or local government has been obtained, it should be submitted to the WAPC with a Form 1C and appropriate fees and a copy of the survey-strata plan.
If there is no agency/authority or local government noted in brackets at the end of the condition(s), a written request for confirmation that the requirement(s) outlined in the condition(s) have been fulfilled should be submitted to the WAPC, prior to lodgement of the survey-strata plan for endorsement.

Prior to the commencement of any subdivision works or the implementation of any condition(s) in any other way, the applicant/owner is to liaise with the nominated agency/authority or local government on the requirement(s) it considers necessary to fulfil the condition(s).

The applicant/owner is to make reasonable enquiry to the nominated agency/authority or local government to obtain confirmation that the requirement(s) of the condition(s) have been fulfilled. This may include the provision of supplementary information. In the event that the nominated agency/authority or local government will not provide its written confirmation following reasonable enquiry, the applicant/owner then may approach the WAPC for confirmation that the condition(s) have been fulfilled.

In approaching the WAPC, the applicant/owner is to provide all necessary information, including proof of reasonable enquiry to the nominated agency/authority or local government.

The condition(s) of this approval, with accompanying advice, are:

CONDITIONS:

1. The plan of subdivision is to be modified so that:
   
   (i) no lot is less than 260m² in area;
   
   (ii) the central shared driveway from Anzac Road is shown as common property;
   
   (iii) the common property driveway is extended east and west to reach proposed lots 3 and 6 by way of a 0.5m leg of common property area;
   
   (iv) proposed lots 4 and 5 include a Pedestrian and Services Easement in favour of proposed lots 3 and 6 respectively, of 0.5m across the extent of their northern boundaries;
   
   (v) proposed lots 1 and 2 include a 1.0m wide Vehicle and Pedestrian Easement in favour of proposed lots 1, 2, 3, 4, 5 and 6 along the northernmost 6.0m of their boundary which abuts the central common property driveway.

   (Local Government)

2. All dwelling(s) being constructed to plate height prior to the submission of the diagram or plan of survey (deposited plan). (Local Government)
3. The land being filled, stabilised, drained and/or graded as required to ensure that:
   a) lots can accommodate their intended development; and
   b) finished ground levels at the boundaries of the lot(s) the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting; and
   c) stormwater is contained on-site, or appropriately treated and connected to the local drainage system.

   (Local Government)

4. Redundant vehicle crossover(s) to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the Western Australian Planning Commission and to the specifications of the local government. (Local Government)

5. The right-of-way adjoining proposed lots 3, 4, 5, and 6 being widened 0.5 metres by the landowner/applicant transferring the land required to the Crown free of cost for the purpose of widening the right of way. (Local Government)

6. The section of right-of-way widened in accordance with this approval, is to be constructed and drained at the full cost of the landowner/applicant. (Local Government)

7. Arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)

8. Arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)

9. Suitable arrangements being made with the Water Corporation for the drainage of the land either directly or indirectly into a drain under the control of that body. (Water Corporation)

10. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power, for the provision of an electricity supply to the survey-strata lots shown on the approved plan of subdivision, which may include the provision of necessary service access rights either as an easement under Section 136C and Schedule 9A of the Transfer of Land Act 1893 for the transmission of electricity by underground cable, or (in the case of approvals containing common property) via a portion of the common property suitable for consumer mains. (Western Power)
11. The transfer of land for the purpose of electricity supply infrastructure to be shown on the diagram or plan of survey (deposited plan) as a reserve and vested in the Crown under Section 152 of the Planning and Development Act 2005, such land to be ceded free of cost and without payment of compensation. (Western Power)

ADVICE

1. In regard to Condition 1, the required modifications are reflected on the ‘concept plan’ by Giudice Surveys date-stamped 23 November 2015 (attached).

2. In regard to Condition/s 7, 8 and 9, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 67 of the Water Agencies (Powers) Act 1984 will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.

3. In regard to Condition 10, Western Power provides only one underground point of electricity supply per freehold lot.

4. The City of Vincent advise that the subdivision falls within a low point in the right-of-way and flooding reports have been received during severe weather events, and suggest that levels should be considered in this regard.

Kerrine Blenkinsop
Secretary
Western Australian Planning Commission
22 December 2015
**Determination Advice Notes:**

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

2. With regard to Condition 6, no further consideration shall be given to the disposal of storm water ‘off site’ without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of storm water ‘off site’ be subsequently provided, detailed design drainage plans and associated calculations of the proposed storm water disposal shall be lodged together with the building permit application working drawings.

3. The applicant and owner are advised that sufficient parking can be provided on the subject site and as such the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential dwellings under Policy No. 3.9.3 – Parking Permits. This information should be provided to all prospective purchasers and it is recommended that a notice be placed on Sales Contracts to advise purchasers of this restriction.

4. The car parking area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner/occupier to the satisfaction of the City.

5. An Infrastructure Protection Bond for the sum of $3,000 together with a non-refundable inspection fee of $100 shall be lodged with the City by the applicant, prior to commencement of works, and will be held until all building development works have been completed and any disturbance of, or damage to the City’s infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.

6. All pedestrian access and vehicle driveway/crossover levels shall match into existing verge, footpath and Right of Way levels to the satisfaction of the City.

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

8. All new crossovers to lots are subject to a separate application to be approved by the City. All new crossovers shall be constructed in accordance with the City’s Standard Crossover Specifications.

9. Prior to the first occupation of the development, redundant or “blind” crossovers shall be removed and the verge and kerb made good to the satisfaction of the City, at the applicant/owner’s full expense.

10. Standard ‘Visual Truncations’, in accordance with the City’s Policy 2.2.6 and/or to the satisfaction of the City are to be provided at the intersection of the road reserve or Right of Way boundary, and all internal vehicle access points to ensure that the safety of pedestrians and other road users is not compromised. Details of all required visual truncations shall be included on the building permit application working drawings.

11. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

12. If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.

13. Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.
5.6 MOUNT HAWTHORN TOWN CENTRE PLACE PLAN

TRIM Ref: D19/78544
Author: Georgia Lawrence, Place Manager
Authoriser: Stephanie Smith, Manager Policy and Place
Attachments: 1. Draft Volume 3 - Mount Hawthorn Town Centre Place Plan

RECOMMENDATION:

That Council:

1.ENDORSES the Draft Volume 3: Mount Hawthorn Town Centre Place Plan included as Attachment 1 for the purpose of advertising; and

2. INVITES submissions from the community on the Draft Volume 3: Mount Hawthorn Town Centre Place Plan for a period of 28 days by way of local public notice, display at the Administration and Civic Centre and Library and publication on the City’s website and social media platforms.

PURPOSE OF REPORT:

To consider endorsing the Draft Volume 3: Mount Hawthorn Town Centre Place Plan (MHTCPP) for advertising.

BACKGROUND:

At the Ordinary Meeting of Council (OMC) on 23 August 2016 (Item 9.1.5) Council endorsed Administration’s approach to Place Management and the preparation of a Town Centre Place Plan (TCP) for each of the City’s five town centres.

Volume 1: Vincent Town Centre Place Plan (VTCPP) and Volume 2: North Perth Town Centre Plan (NPTCPP) were adopted in April 2018 and a draft version of MHTCPP is included as Attachment 1.

DETAILS:

MHTCPP follows the same structure as VTCPP and NPTCPP and the preparation of MHTCPP aligns with Council’s adopted approach to Place Management.

MHTCPP captures and builds upon existing strategies and documents developed by the City and the Mt Hawthorn Hub and will guide the allocating of funding and resources committed to Mount Hawthorn Town Centre.

Administration has completed an analysis of Mount Hawthorn Town Centre including an analysis of the following informing documents and strategies to inform the development of MHTCPP:

- Mount Hawthorn Hub Action Plan 2017;
- Strategic Community Plan 2018-2028;
- Public Open Space Strategy 2018;
- Economic Development Strategy 2011-2016;
- Draft Economic Development Strategy 2020-2024;
- Car Parking Strategy 2010;
- Precinct Parking Management Plans;
- Reflect Reconciliation Action Plan; and

The draft actions and initiatives proposed in the MHTCPP were workshopped with the Mt Hawthorn Hub Executive Committee on 4 April 2018 and refined based on the feedback obtained.
If endorsed, MHTCPP will enable Administration to better manage service delivery and resources to support the Mount Hawthorn Town Centre.

CONSULTATION/ADVERTISING:

If endorsed, MHTCPP would be advertised for a period of 28 days by way of local public notice, display at the Administration and Civic Centre and Library and publication on the City's website and social media platforms.

LEGAL/POLICY:

The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan and a Corporate Business Plan (CBP) to be supported by the Annual Budget and a range of informing strategies. The MHTCPP is an informing strategy to the City's CBP.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*.

SUSTAINABILITY IMPLICATIONS:

The MHTCPP enables an integrated, holistic, placed-based approach to town centre management. Place planning focuses on integrating good environmental, economic and social outcomes that improve the sustainability and liveability of our town centres. This approach focuses on promoting liveability and walkability by improving the pedestrian environment with small and large scale urban design improvements, greening and prioritising active transport modes over the car.

FINANCIAL/BUDGET IMPLICATIONS:

Implementation of key initiatives within the MHTCPP will be supported through allocations within current and future capital and operating budgets.

COMMENTS:

MHTCPP will align the City's activities with a clear future direction for the area that is informed by the community. The ongoing review of the document will ensure that the City's service delivery in the town centre keeps pace with emerging trends and community aspirations and ensures that Mount Hawthorn Town Centre continues to thrive. The City will continue to work closely with the Mt Hawthorn Hub to support the continued improvement of their Action Plan, which will continue to inform the MHTCPP.
OO INTRODUCTION

The Mount Hawthorn Town Centre Place Plan (Place Plan) has been developed as a "place in mind" strategic plan to guide the direction of funding and resources in the Mount Hawthorn Town Centre.

Mount Hawthorn Town Centre is defined by its unique landscape character and rich history. It extends south from Bicentennial Park and incorporates Araluen Park, Carlisle and Florence gardens, and Gardens Beach Road with an emerging mix of businesses along the north of Oxford Street.

Mount Hawthorn has evolved from a débâcle centre serviced by trams in the late 19th century, to a cosmopolitan village settlement, to a community-oriented suburban village, with a bustling town centre. Mount Hawthorn Town Centre is a highly walkable, attractive local destination which presents opportunities to better serve the community and accommodate additional residents.

HISTORIC SNAPSHOT

DEMOGRAPHIC SNAPSHOT

ECONOMIC SNAPSHOT

The following table provides a summary of the Community Development Plan.

<table>
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<th>Measure</th>
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<th>Base 2011</th>
<th>Change</th>
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MOUNT HAWTHORN TOWN CENTRE PLACE PLAN
PLACE PLAN PURPOSE & PROCESS

The Place Plan outlines the funds and resources the City has specifically committed to the Mount Hawthorn Town Centre. The boundary of the Mount Hawthorn Town Centre (with Mount Hawthorn Town Centre Boundary Map) extends beyond the City of Stirling’s Private Planning Scheme No. 2 District Centre Scheme Zone, to incorporate the immediate offering in the immediate vicinity of Dufferin Street and Scarborough Beach Road.

The Place Plan lists the implementation schedule for all of the major initiatives being undertaken in the Mount Hawthorn Town Centre by the City of Stirling. Such initiatives include, but are not limited to, public realm upgrades, marketing initiatives, economic development projects and/or policy and procedural improvements. The Place Plan employs a robust, planned and integrated approach to project identification and delivery.

following these sources:
A. the content and identified actions within the Mount Hawthorn Hub Action Plans;
B. best practice and
C. data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are proposed.

MOUNT HAWTHORN HUB

Each of the City’s current town centres has a Town team. The Town teams are independently led, incorporated bodies that aim to make their respective town centres the focal point they can possibly be. The Town teams are not an affiliate of the City and are working for community-driven initiatives. The Town teams are made up of a range of key stakeholders that include business owners, land owners and local residents. Each Town team is managed by a different set of skills and life experiences to tailor and focus effectively shape the direction, composition and identity of the different Town teams.

The Town teams and the City are in a supportive relationship. The City engages directly with each Town team on a series of projects that are specific to their respective town centres and enables teams to develop and implement strategies. The City needs to develop their strategy to leverage these collaborations with the various teams to deliver locally based and integrated, physical improvements and economic and community development initiatives. Mount Hawthorn Hub is the Town team operating in the Mount Hawthorn Town Centre. Mount Hawthorn Hub Action Plan outlines a range of objectives and plans, as detailed in the following sections.

ACTION PLAN JULY 2017

The Place Plan will be reviewed and updated annually. Anyone who wants to know what the City of Stirling is doing in the Mount Hawthorn Town Centre (geographic document and learn about the broad range of projects the City is undertaking) and the direction the City is taking to support the plan for the town will be.

The implementation framework sets out the actions, timeframe and teams/chiefs are responsible for the delivery of the actions and projects.
HOW TO READ THIS DOCUMENT!

Mount Hawthorn Town Centre Place Plan is structured around three Key Focus Areas:

**01 ACTIVITY**
- Sets out the actions and projects which assist the City to realise its vision for the town centre in order to reach its socio-cultural and economic potential.

**02 MOVEMENT**
- Sets out the actions and projects which will focus on making the town centre more accessible and walkable, improving the use of public transport, linking spaces and creating a more pedestrian and cycle friendly town centre.

**03 CHARACTER**
- Sets out the actions and projects which contribute to Mount Hawthorn’s unique sense of place.

The City of Vincent is committed to “Growing Vincent” by increasing overall population, creating more walkable and adaptable neighbourhoods and fostering food insecurity within the City of Vincent. Major greening projects are identified in the City’s Greening Plan Implementation Schedule and the actions in the Place Plan that are demonstrated with the Vincent Greening Plan below.

**DIAGNOSIS**
- Identifying the issue or opportunity evident in Mount Hawthorn Town Centre. These may be identified in Mount Hawthorn’s Action Plan, as an opportunity to achieve a better outcome or through the analysis of data.

**STEP 1**
- Analysis of the detail of the issue or opportunity to identify the best path forward.

**STEP 2**
- Implementation Framework
- Sets out the actions and projects that contribute to Mount Hawthorn’s unique sense of place.

**STEP 3**
- Solution
- Proposing a solution that resolves the issue or seize the opportunity.
COUNCIL BRIEFING AGENDA

01 ACTIVITY

MOUNT HAWTHORN TOWN CENTRE WILL CONTINUE TO BE A BEAUTIFUL PLACE WHERE THE COMMUNITY LIVE, WORK AND PLAY AND WHERE A THRIVING LOCAL ECONOMY SUPPORTS PROSPEROUS AND PASSIONATE LOCAL, INDEPENDENT BUSINESSES.

02 EVENTS & ACTIVATION

ITEM 1.1 - FREE WiFi

The City is committed to investigating options for enhanced telecommunication infrastructure and services such as free public WiFi as outlined in the City’s Strategic Community Plan.

- Free public WiFi supports mobility, and attracts workers, students and other potential visitors to commercial places such as town centres. Opportunities to implement free WiFi in public spaces around the City, such as Mount Hawthorn, should be considered to determine potential benefits and priority locations.

ITEM 1.2 - BANNER POLES

- Mount Hawthorn Town Centre banner poles are not installed along Oxford Street North.

ITEM 1.3 - Axford Park Upgrade

Axford Park is a significantly underserviced town centre asset.

- Axford Park is a key asset in the town centre, connecting Oxford town with the traditional main street along Scarborough Beach Road (after Existing Public Open Space Map).

The City’s Public Open Space Strategy identifies the need to establish a high quality civic open space within the town centre and a Concept Design to deliver this at Axford Park was adopted by Council in 2016.

- The Concept Design considers Axford Park as the front yard of Mount Hawthorn and takes inspiration from the concept of housing courts throughout the suburbs. The design looks to the long-term plan for the park and is split into stages to enable the park to be upgraded over time in a sustainable, staged manner.

- Although a number of stages are proposed to be delivered in the immediate future, other stages could align with the redevelopment of a new hotel and/or modal shift away from private vehicle use.

- To ensure the park reaches its potential, a small, alfresco hospitality gathering space in the short term, the City should consider the design and delivery of the upgrade stages which aren’t reliant on external factors.

- Design and deliver the first phase of Axford Park upgrades.

ITEM 1.6 - Attachment 1

- Investigate the potential to implement free WiFi in the town centre.

- Investigate the potential to install banner poles along Oxford Street North.

- Identify the key asset in the town centre, connecting Oxford town with the traditional main street along Scarborough Beach Road (after Existing Public Open Space Map).

- Design and deliver the first phase of Axford Park upgrades.
Item 5.6 - Night Time Economy

Mount Hawthorn Town Centre has a weak night time economy compared with other nearby town centres.

The After Hours Trading Map shows the businesses that are open after hours.

There is an opportunity to leverage the activity generated after hours by restaurants and bars along Scarborough Beach Road and the Mount Hawthorn Hawkers Market on Friday evenings to encourage after hour’s users in the immediate area.

The Mt Hawthorn Hub Action Plan identifies the need to encourage activity and increase the foot traffic of Mt Hawthorn.

The development of a Night Time Economy will be pursued.

Item 5.6 - LED Street Lights

The street lights along Scarborough Beach Road and Oxford Street function poorly at night and are not energy efficient.

The Western Power street lights along Scarborough Beach Road and Oxford Street are high pressure sodium (HPS) lights which have a long life, but require frequent servicing due to long delays to repair them and the inconvenience incurred by motorists.

Western Power LED high efficiency lights (HPS) are new and available and the Mt Hawthorn Hub Action Plan identifies the need to replace lighting in the town centre.

Install LED Street Lights along Scarborough Beach Road and Oxford Street.

Item 1.6 - Lighting Improvements

Mount Eden Park Car Park is poorly illuminated at night.

There is an opportunity to replace existing luminaries in the City’s car parks with LED pole mounted and post top luminaires to promote safety and security.

The Mt Hawthorn Hub Action Plan identifies the need to improve lighting in the town centre.

Investigate lighting improvements in the Mount Eden Park Car Park.

Item 1.7 - Future Youth Space

There is a significant gap in the provision of infrastructure to support the needs of teenagers and young adults in Mount Hawthorn.

The City’s Public Open Space Strategy identifies a shortfall of accessibility for youth-oriented facilities on Mount Hawthorn and the Mt Hawthorn Hub Action Plan identifies a need to develop alternative premises to inform the development of a purpose-built youth space for residents.

Investigate the potential for a Future Youth Space in the town centre or surrounds.
COUNCIL BRIEFING AGENDA

O2 MOVEMENT
THE MOUNT HAWTHORN TOWN CENTRE WILL FIND THE RIGHT BALANCE BETWEEN CARS, BUSES, BICYCLES AND PEDESTRIANS, BECOMING A GREAT PLACE FOR PEOPLE AND BUSINESS.

RETHINKING MOVEMENT IN THE TOWN CENTRE

ITEM 5.6 - INTERSECTION IMPROVEMENTS

The Scarborough Bush Road/Offord Street intersection is not pedestrian friendly. The current environment at the Scarborough Bush Road and Offord Street intersection is lower and vehicle dominated. Improvements to the design and management of this intersection should be explored to enhance aesthetics and improve pedestrian and cyclist movement. Public as well as public infrastructure should be expanded to enhance this key location.

The Mt Hawthorn Hub Action Plan identifies an opportunity to incorporate these improvements to improve the environment and to create a point of interest which signals to drivers to slow down.

Plan and facilitate Scarborough Bush Road/Offord Street Intersection Improvements.

RETHINKING MOVEMENT IN THE TOWN CENTRE

ITEM 2.2 - PARKING MANAGEMENT

The parking objectives in lots adjacent Finders Street Car Park are inconsistent and cause confusion.

There are three separately owned car parks adjacent the City’s Finders Street Car Park. The boundaries of these car park areas are unclear and the zone restrictions and signage confusing. The fragmentation of the car parking inventory means the available parking is not fully utilised.

An opportunity exists to consolidate the management of these car parks to maximise the use of available car parking. With consistent external and internal signage there will be more efficient sharing of parking and improved perceptions of the availability of public parking.

Rationalise the Parking Management of adjusting car parks between Fairfield Street and Finders Street.

Movement Network Map

TO BE UPDATED

MOUNT HAWTHORN TOWN CENTRE PLACE PLAN

Item 5.6 - Attachment 1
RETREATING MOVEMENT IN THE TOWN CENTRE

ITEM 3.4. OXFORD STREET NORTH UPGRADE

Oxford Street North has no discontinuous entry from the southern approach.

The existing pedestrian, cyclist and motor vehicle entry along Oxford Street North and to the area in line with its counterpart along Scarborough Beach Road, the City has recently implemented a number of amenity upgrades.

The upgrades have included street tree planting for enhanced shade and beautification, red asphalt to denote the town centre area, a central median for pedestrian refuge, improved visibility, new motorcycle lanes and later safety as well as speed humps to accommodate a potential 30km/h zone for these lengths, and create a safe environment.

The strategy has never been looked at, but the entry northern could be better managed. To signify entry into the pedestrian friendly environment, the installation of decorative lighting at the ANZ Road entry point should be engineered.

OXFORD STREET NORTH UPGRADE has included significant street tree planting which has contributed to the greening of Vincent.

IMPROVING TOWN CENTRE ACCESSIBILITY

ITEM 2.3. OXFORD STREET NORTH 30KM/H SPEED ZONE

Oxford Street North has a 50km/h speed limit which is not ideal for a people friendly, town centre environment.

The City has recently implemented a number of traffic calming measures including reducing the carriageway width, dressing the town centre with red asphalt, planting median and borgathy street trees and installing how police speed humps and shared space symbols along Oxford Street North.

To prioritise active transport, complement these physical interventions and create a safer environment for pedestrians and cyclists, the City should negotiate the reduction of the 50km/h speed zone to 30km/h.

This speed limit reduction will require approval from the state roads as well as Health, Main Roads Western Australia (MRWA) and will require supporting data such as traffic and speed counts.

Accumulate traffic data and advocate for a 30km/h Speed Zone along Oxford Street North.

ITEM 2.8. 40KM/H SPEED ZONE EXTENSION

The 40km/h speed zone along Scarborough Beach Road does not start at the northern extent of the town centre.

The City should negotiate the extension of the 40km/h speed zone further west along Scarborough Beach Road to incorporate Subiaco Street and address the Shakespeare Street Bike Boulevard.

Drivers currently approach the town centre from the east with little awareness (they are entering a pedestrian friendly). The extension of the 40km/h speed zone will ensure drivers are aware well before entering the town centre which will enhance pedestrian comfort particularly at the Scarborough Beach Road OXFORD Street intersection and City Park.

Advocate for the extension of the 40km/h Speed Zone east along Scarborough Beach Road.
COUNCIL BRIEFING AGENDA

03 CHARACTER

MOUNT HAWTHORN TOWN CENTRE SHOULD EMBRACE WHAT MAKES IT DISTINCTIVE. THE SPECIAL ASPECTS THAT MAKE IT DIFFERENT FROM OTHER PLACES OR ARE THOSE SPECIAL ASPECTS THAT MAKE IT DISTINCTIVE. WHAT ARE THOSE SPECIAL ASPECTS THAT MAKE IT DIFFERENT FROM OTHER PLACES?

CREATE PLACES FOR PEOPLE

ITEM 3.1 - WELCOME STATEMENT

Mount Hawthorn does not have a strong sense of arrival.

Creating a strong sense of arrival will enhance the experience of entering Mount Hawthorn. A strong sense of arrival will help to create a welcoming environment. The presence of green spaces and public spaces will help to create a sense of place.

Develop a design for an iconic Town Centre Welcome Statement.

ITEM 3.2 - STREETSCAPE PALETTE

Mount Hawthorn has a distinct character and largely consistent streetscape palette.

Unlike other town centres, Mount Hawthorn Town Centre has a unique streetscape palette which contributes to the distinct character of the town centre.

The streetscape palette was developed in collaboration with the 2 Design and Incorporates street furniture such as the benches and bins as well as the use of plant species used to green the verges, footpaths, median strips and planters.

To ensure additional planting and street furniture remains consistent and in keeping with the character of the area, the City should create a streetscape palette to guide the future renewal and upgrade of the town centre components.

Undertake a streetscape audit and develop a Mount Hawthorn Town Centre Streetscape Palette.

ITEM 3.3 - UNDERGROUND POWER

The overhead power lines along Oxford Street North and Nelson Street are unsightly and detract from the amenity of the road reserve and will present street view obstructions for new developments.

Rerouting power mains, poles are located along the foreshore, limiting the use and appeal of these areas along Oxford Street North and the potential use of Nelson Street north for additional parking.

Investigate the potential of Underground Power along Oxford Street North and Nelson Street.

UNDERGROUND POWER will contribute to greening the streets by allowing trees to thrive, improving landscape coverage and improving walkability.

O3 CHARACTER

MOUNT HAWTHORN TOWN CENTRE PLAN

Page 17
**VOLUME 33 - MOUNT HAWTHORN TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK**

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<td><strong>KEY ACTIVITY</strong></td>
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<td>Item 5.6 - Attachment 1</td>
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5.7 PLACE PLAN MINOR ANNUAL REVIEW

TRIM Ref: D19/50605
Authors: Tahnee Bunting, Place Manager
Georgia Lawrence, Place Manager
Authoriser: Stephanie Smith, Manager Policy and Place
Attachments: 1. Volume 1: Vincent Town Centre Place Plan
2. Volume 2: North Perth Town Centre Place Plan
3. Implementation Framework Progress Update VTCPP
4. Implementation Framework Progress Update NPTCPP
5. Volume 1: Vincent Town Centre Place Plan - Draft Update
6. Volume 2: North Perth Town Centre Place Plan - Draft Update

RECOMMENDATION:

That Council:

1. ADOPTS the revised Volume 1: Vincent Town Centre Place Plans and Volume 2: North Perth Town Centre Place Plan included as Attachment 5 and Attachment 6; and

2. NOTES:

   2.1 the annual review of the Place Plans for 2019; and

   2.2 that Administration will update Volume 1: Vincent Town Centre Place Plans and Volume 2: North Perth Town Centre Place Plan, included as Attachment 4 and Attachment 5, on the City’s website and will notify all town teams.

PURPOSE OF REPORT:

The purpose of this report is to provide Council with an update on the Place Plans implementation over the past 12 months and provide recommended minor amendments to ensure the Place Plans continue to be robust and responsive documents.

BACKGROUND:

On 1 May 2018, Council adopted the first two volumes of the Town Centre Place Plans, Vincent Town Centre Place Plan (VTCPP) and Volume 2 North Perth Town Centre Plan (NPTCPP) (refer Attachment 1 and 2). The actions within the plans have now gone through 12 months of implementation by the various services units at the City of Vincent.

A minor annual review has now been completed, in line with the adopted approach to the Place Plan implementation, as shown below.
DETAILS:

Since the Place Plan adoption in May 2018, the place plan actions have been largely on track with the timeframes set out in the implementation table and the intended delivery.

A progress snapshot on each of the items in the implementation framework has been prepared with input from applicable service units at the City (refer to Attachment 3 and 4).

As part of the teams input, minor changes have been recommended including:

- Updates to project delivery dates,
- Updates to reflect completed actions,
- Reassignment of actions to alternative business units, and
- Updating reference to Engineering to now be Infrastructure and Environment.

Actions within the Place Plans go through review and analysis during the delivery, which can also result in the actions needing to be adapted.

For example, action item V1.8 suggests to Link in with Tourism WA and ensure that the City’s Town Centres are marketed as a key inner city tourist destinations however, upon implementation Tourism WA have redirected the marketing focus towards targeting broader WA zones and there was limited prospects of destination marketing for inner City Town Centres. In this instance an alternative opportunity was pursued that continues to align with the objectives of that action. Through a new Inner Perth assembly initiative.

These updated changes have been included within the revised Place Plans (refer to Attachment 5 and 6).

Informing Documents

As part of the annual review, the following new informing documents have been considered. These documents have either been prepared or reviewed within the past 12 months.

- Strategic Community Plan 2018-2028;
- Public Open Space Strategy, and

Where appropriate, actions that are place specific should be captured within the Place Plans. Within the NPTCPP additional actions have not been included as the Place Plan actions already respond to those included in the new informing documents.

The VTCPP would benefit from additional detail on the new direction that the Strategic Community Plan 2018-2018 takes. This has been included within the revised Place Plan on page 8 of Attachment 4.

In addition to these documents, the following documents are also currently under development and planned to be completed within the next twelve months:

- Integrated Transport Plan;
COUNCIL BRIEFING AGENDA

Item 5.7

- Economic Development Strategy;
- Sustainable Environment Strategy and
- Safer Vincent Plan as these documents have not been substantially completed at the time of this review
  it is expected that they will be captured as part of next year’s minor review and within additional Place
  Plan volumes.

CONSULTATION/ADVERTISING:

The Place Plans are advertised to the community during the preparation of the plans and at the four year
major review. Throughout the year Place Managers receive community feedback and suggestions,
particularly through the local Town Teams, which may be appropriate to include within the Place Plans and
can be captured as part of the annual review.

Internal consolation is captured throughout the year from the various business units involved in the
implementation of the key actions. This is reflected in the updates and comments in Attachment 3 and 4.

LEGAL/POLICY:

The Integrated Planning and Reporting Framework outlined by the Local Government (Administration)
Regulations 1996 requires the City to adopt a Strategic Community Plan and a Corporate Business Plan
(CBP) to be supported by the Annual Budget and a range of informing strategies. The draft TCPPs are an
informing strategy to the City’s CBP.

RISK MANAGEMENT IMPLICATIONS:

The TCPPs provides strategic direction to manage the City’s ongoing investment in town centres and
support for local Town Teams. The TCPPs will help improve project planning to avoid budgetary and timing
issues.

STRATEGIC IMPLICATIONS:

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

SUSTAINABILITY IMPLICATIONS:

The Place Plans enable an integrated, holistic, placed-based approach to town centre management. Place
planning focuses on integrating good environmental, economic and social outcomes that improve the
sustainability and liveability of our town centres. This approach focuses on promoting liveability and
walkability by improving the pedestrian environment with small and large scale urban design improvements,
greening and a re-prioritising active transport modes over the car. It also focuses to create a sustainable
local economy by identifying and supporting local industries and improving place branding and marketing.

FINANCIAL/BUDGET IMPLICATIONS:

Implementation of key initiatives within the TCPPs will be supported through allocations within current and
future capital and operating budgets.

COMMENTS:

The Place Plans are ‘place based’ strategic documents that guide the direction of funding and resources to
support each of the City’s five town centres in unlocking their economic, social and environmental potential.
The preparation, implementation and review of the TCPP for each of the Town Centre’s aligns with Council’s
adopted approach to Place Management. This approach to Place Management is evolving through the
following three-phase process:

- Phase 1: Establish
- Phase 2: Plan
- Phase 3: Manage

Place Management is currently in the Planning Phase and will move into the Management Phase following the
completion of the TCPPs preparation. To assist and support Place Management moving into the Management
Phase, it is recommended that Council adopt the revised Town Centre Place Plans contained as Attachment 5 and Attachment 6.

The ongoing review of the Place Plans will ensure that the City’s direction keeps pace with emerging trends and community aspirations for the Town Centres.
TOWN CENTRE PLACE PLAN VOLUME SERIES

The City of Vincent Town Centre Place Plans Volume Series has been developed as a set of ‘place based’ strategic documents to guide the direction of funding and resources in the City’s town centres. The documents guide the implementation of all major initiatives in the town centres.

The Town Centre Place Plans (Place Plans) are split into the following volumes:

**VOLUME 01** sets out the strategic direction for all of the City’s town centres and outlines the projects (including associated funding and resources) which are common to all town centres.

**VOLUME 02 to 06** include the Place Plans specific to each town centre. Each volume relates to one of the City’s five town centres and outlines the funding and resources the City has specifically committed to each individual town centre. Volumes 02 to 06 have been developed as comprehensive, standalone documents which build upon the detailed information relating to all of the town centres in Volume 01.

The Place Plans direct the City’s service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.
INTRODUCTION

The City of Vincent (City) has five major town centres – North Perth, Mt Hawthorn, Leederville, Mt Lawley/Highgate and Northbridge.

The town centres are classified as District Centres in the State Planning Framework, with the exception of Leederville which is classified as a Secondary Centre. The State and local planning framework identify the town centres as important opportunities for targeted infill development that are expected to redevelop over time to meet changing community needs.

TOWN CENTRE TOWN TEAMS

Each of the town centres has a ‘town team’. The town teams are independently formed incorporated bodies that aim to make their respective town centres the best places they can possibly be. The town teams include:

- Mt Hawthorn Hub >> Mount Hawthorn Town Centre;
- Leederville Connect >> Leederville Town Centre;
- North Perth Local >> North Perth Town Centre;
- Beaufort Street Network >> Mount Lawley/Highgate Town Centre; and
- Northbridge Common >> Northbridge Town Centre.

The town teams are not an affiliate of the City but can access funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their respective Action Plans. The City works collaboratively with the town teams to deliver locally based activities/events, physical improvements and economic and community development initiatives.
A PLACE MANAGEMENT APPROACH

The City’s Place Management team is responsible for coordinating and influencing the City’s service units to deliver great place outcomes. The Place Management team delivers and influences a variety of projects and is responsible for coordinating the delivery of the Place Plans.

The City of Vincent employs a Place Management approach to streamline and improve the management of the wide range of issues, challenges and opportunities that face the City’s town centres.

Place Management was established at the City in 2013 and has since evolved through a three phase process. This evolution process is outlined in the Evolution of Place Management Diagram below. The implementation of the Place Plans is set to occur during the ‘Manage’ phase.

<table>
<thead>
<tr>
<th>ESTABLISH</th>
<th>PLAN</th>
<th>MANAGE</th>
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<tbody>
<tr>
<td>1.1 Establish working relationships with Administration</td>
<td>2.1 Prepare, implement and refine strategic Place Plans</td>
<td>3.1 Identify potential resource and funding support streams with State and Federal Agencies</td>
</tr>
<tr>
<td>1.2 Build relationships with town centre communities</td>
<td>2.2 Ensure Service Unit Plans are delivering the projects in the Place Plans</td>
<td>3.2 Advocate for major town centre improvements at a State and Federal level</td>
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<tr>
<td>1.3 Develop working relationships with the City’s service units and establish a focus on places</td>
<td>2.3 Place Managers to transition from project management function to advisory and coordination role</td>
<td>3.3 Support Town Teams to become more profitable, sustainable place based entities</td>
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<td>1.4 Facilitate creation and growth of Town Teams and assist the development of their Action Plans</td>
<td>2.4 Prepare Town Centre Performance Measurement Strategy and begin to collect and collate key data sets</td>
<td>3.4 Continue to develop and refine Town Centre Performance Measurement Strategy</td>
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<td>1.5 Identify and address ‘easy to solve’ physical deficiencies</td>
<td>2.5 Continue to support the growth and maturity of the Town Teams</td>
<td>3.5 Oversee the implementation of the Place Plans</td>
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<td>1.6 Establish Place Management as a core component of Vincent’s service offer</td>
<td>2.6 Guide the creation and implementation of place activation initiatives</td>
<td>3.6 Review and update the Place Plans</td>
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<td>1.7 Champion good place outcomes and focus on people first, entrepreneurial principles, customer service and placemaking</td>
<td>2.7 Guide the creation and implementation of a Place Branding and Marketing Campaign for the town centres</td>
<td>3.7 Continue to develop support strategies for emerging industries</td>
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<tr>
<td>1.8 Identify and deliver ‘easy to solve’ procedural improvements</td>
<td>2.8 Identify emerging industries and develop support strategies within the Place Plans</td>
<td>3.8 Identify the need for new Policies and Policy changes</td>
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<tr>
<td>1.9 Identify and amend ‘easy to solve’ policy anomalies</td>
<td>2.9 Work with the Business Advisory Group to develop and improve the local economy</td>
<td>3.9 Be a well-known example of best practice in Place Management nationally</td>
</tr>
<tr>
<td>1.10 Manage projects through to completion</td>
<td>2.10 Review how Place Management interacts with Executive Management and Elected Members</td>
<td>3.10 Perform key role in the strategic planning and development of City of Vincent land in town centres</td>
</tr>
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<td>2.11 Improve Place Manager mobility to be more present in town centres</td>
<td>3.11 Investigate other areas that would benefit from a Place Management approach and outline funding and resourcing requirements</td>
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<td>2.12 Support development and review of Town Team Strategic Documents/Action Plans</td>
<td>3.12 Continue to champion great place outcomes in the organisation</td>
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<td>2.13 Help improve broader industry practice and be recognised as a leader in place led governance</td>
<td>3.13 Identify and manage the design component of major town centre projects</td>
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<td>2.14 Continue to champion great place outcomes at the City</td>
<td>3.14 Coordinate the City’s Place Based Structure and Place Teams</td>
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PLACE PLAN PROCESS

The Place Plans capture and build upon existing strategies and plans prepared by the City.

The projects within the Town Centre Place Plans are either existing town centre based projects or other strategies – or plans or new projects that have been identified by analysing and applying information from the following three sources:

A. the content and identified actions within the town team Action Plans;
B. best practice; and
C. data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.

TOWN TEAM ACTION PLANS

The town team Action Plans provide the opportunity for town teams to influence the strategic direction and management of their town centre. Town team Action Plans are prepared by local people who have a deep knowledge and feel for the place. The Action Plans are critical to the City better understanding the needs and aspirations of the local community. Key actions from the town team Action Plans are assessed by the City and considered for inclusion in the relevant Place Plan.

BEST PRACTICE

Best practice case studies and current urban trends from both Australia and overseas inform the strategies and actions included in the Place Plans. Similarly, the City is informed and kept up to date with emerging trends and practices through partnerships with local universities. These partnerships bring new strategies and actions to light which are then considered for inclusion in the Place Plans.

TOWN CENTRE DATA

The City has prepared a Town Centre Performance Measurement Strategy to help guide the data collected in town centres. This is an internal document that guides the data collection activities of Administration. By collecting and analysing data in a structured and deliberate manner, decision-making becomes better informed. Through the collection of good quality data Administration is able to recommend targeted strategies and interventions.

The collection and analysis of data is a key component in the formulation of actions and strategies within the Place Plans.
PLACE PLAN PURPOSE

The Place Plans form part of the City’s suite of informing strategies. The Integrated Planning and Reporting Framework outlined by the Local Government (Administration) Regulations 1996 requires the City to adopt a Strategic Community Plan and a Corporate Business Plan. The creation of the Place Plans is identified in the City’s Corporate Business Plan, adopted 25 July 2017, and their relationship with the City’s future Strategic Community Plan and Corporate Business Plan is illustrated in the diagram below.

MONITORING & REVIEW

Each action within the Place Plans is a project and therefore required to be managed appropriately including the use of project schedules and project plans. Major projects will also need to be highlighted in the Corporate Business Plan.

Place Management is responsible for coordinating with the City’s service units to work through the action items within the Place Plans and ensure the work is undertaken on time and on budget.

Progress reporting to Council on the implementation of the Place Plans is required annually. Progress reports will be prepared by Place Management with input from applicable service units at the City.

The Place Plans are intended to be iterative documents which evolve over time. The plans will be reviewed as follows:

MINOR REVIEW:

High-level annual review may include but is not limited to:

a. including town team priority projects and initiatives which are supported by best practice, data and Council priorities;
b. reflecting changes to the Corporate Business Plans and Strategic Community Plan; and
c. including priority projects, initiatives and items which may arise in relation to shifts in best practice, in response to specific data acquired and/or external funding opportunities from private organisations, state and/or federal agencies.
MAJOR REVIEW:

A four year review will include major changes to the Place Plan documents including possible structure revisions and graphic design updates. It will also reflect changes to the town team structures and project implementation processes as applicable.

MEASURING PERFORMANCE

The City has access to a range of data that is dispersed across a variety of organisations and information platforms. Current data on hand includes:
- vehicle speeds and volumes;
- development approvals;
- permit approvals;
- demographic data (via id);
- limited public transport data provided by the Public Transport Authority;
- parking numbers and restrictions;
- a diverse range of previous engagement results;
- community asset mapping; and
- rates information.

Place Management has prepared a Town Centre Performance Measurement Strategy which outlines the key datasets the City needs to better understand in order to manage and improve the performance of its town centres. These datasets are outlined on the adjacent page.

Gathering and analysing data is critical to informed decision making. The data sets below will provide a thorough understanding of the place and continue to highlight required action that emerges through the review process.
HOW TO READ THIS DOCUMENT!

The Vincent Town Centre Place Plans Volume Series is structured around three Key Focus Areas:

01 ACTIVITY  Sets out the actions and projects which assist the City to enhance activity in its town centres so they can reach their activation and economic potential.

02 MOVEMENT  Sets out the actions and projects which enhance walkability, improve the use of public transport, deliver parking efficiencies and create more pedestrian and cycle friendly town centres.

03 CHARACTER  Sets out the actions and projects which contribute to Vincent’s town centres unique sense of place.
The City of Vincent is committed to ‘Greening Vincent’ by increasing overall canopy cover, creating more liveable and walkable neighbourhoods and fostering biodiversity within the City of Vincent. Major greening projects are identified in:
- the City’s Greening Plan Implementation Schedule; and
- the actions in the Place Plan Volume Series that are demarcated with the Vincent Greening Icon below.

**GREENING** Any action that has a greening component is marked with the City of Vincent’s Greening Plan Icon.

**IMPLEMENTATION FRAMEWORK** Sets out the actions, time frames and the responsible teams for the delivery of all of the identified projects.

Each project is explained using the following three step process:

**STEP 1**

**DIAGNOSIS**
Diagnosing the issue or opportunity evident in the town centres. These may be identified in town team Action Plans, as an opportunity to achieve best practice or through the analysis of data.

**STEP 2**

**ANALYSIS**
Analysing the detail of the issue or opportunity to understand the best path forward.

**STEP 3**

**SOLUTION**
Proposing a solution that solves the issue or seizes the opportunity.
01 ACTIVITY

THE ACTIVITY FOCUS AREA RELATES TO THOSE PROJECTS AND INITIATIVES THAT HELP TO BRING THE STREETS TO LIFE. IT RELATES TO ACTIVATION, EVENTS, PUBLIC SPACES, MARKETING, THE LOCAL ECONOMY AND FUTURE DEVELOPMENT.

EVENTS

ITEM 1.1 - PUBLIC SPACE ACTIVATION

Many of the public spaces in Vincent's town centres are not well activated.

A carefully curated events program in a town centre can amplify the local economy, connect the community, and raise the profile of the place to the broader public. A range of events that vary in scale and style that are designed for the local demographic should be programmed by either the City, town teams and/or businesses (or together in partnership).

Events and activities must be carefully designed to cater for the range of people who visit Vincent's town centres. Active and engaging public spaces attract people and encourage them to 'linger longer'. The City recognises the value of engaging visitors to stay longer and the Activation Schedule will be developed to facilitate this.

The City needs to prepare an activation program for each of its town centre public spaces.

Prepare and implement Town Centre Public Space Activation schedules

EVENTS

ITEM 1.2 - ONLINE HIRE PLATFORM

It is difficult to hire the public space in Vincent's town centres.

The City has recently improved the hiring process for town centre public spaces but there is still room for improvement. Town teams and the local business community are encouraged to hire the town centre public spaces to run events and activities. The hiring process needs to be promoted, simplified and a more user friendly online platform investigated.

Create an Online Hire Platform and improved booking system for town centre public spaces
ITEM 1.3 - STREAMLINE EVENT APPROVALS PROCESSES

Events often require multiple approvals from the City, sometimes resulting in a complex and long process.

The City’s approval processes need to be refined and streamlined to make it easier for town teams and the community to run events in town centre public spaces.

The City’s service units would benefit from an improved understanding of the events approvals processes, as a multidisciplinary approach is needed in order to deliver information and approvals in a timely manner.

User friendly online systems could be implemented to simplify the approvals processes.

Streamline the City’s Event Approvals processes

ITEM 1.4 - SUPPORT EVENTS

Major events require financial and administrative support from the City of Vincent.

Events are important for the local economy as well as bringing the community together. The City should continue to provide ongoing support for festivals and events in Vincent’s town centres.

Provide ongoing support for Town Team Events & Other Public Events

ITEM 1.5 - TOWN CENTRE TIDY TEAMS

Vincent’s town centres require a high level of service and maintenance.

The City is currently investigating the viability of increasing service and maintenance levels in town centres through the creation of Town Centre Tidy Teams. Clean, curated and attractive public spaces are more inviting, encouraging people to linger longer.

The Town Centre Tidy Team initiative will provide a specialised maintenance crew for Vincent’s town centres with the aim of delivering a higher level of service and specialised maintenance.

Implement the Town Centre Tidy Teams Business Case recommendations

TOWN CENTRE TIDY TEAMS will deliver a higher level of maintenance and care to landscaped areas in Vincent town centres.
ITEM 1.6 - TOWN TEAM GRANT PROGRAM

Town teams require financial support to deliver outcomes for their respective town centres and to make themselves more sustainable entities.

Town teams can access grant funding through the Town Team Grant Program. This funding can be used to facilitate events, activities and/or initiatives that engage the local community, contribute to the local economy or improve the sustainability of the town team.

Manage the Town Team Grant Program

ITEM 1.7 - MARKETING & BRANDING

Vincent’s town centres do not have strong and cohesive brands or benefit from a coordinated marketing approach.

The town centres are primarily branded through the town team websites, WA Tourism and independent place promoters such as Urban List and Broadsheet Perth. A carefully considered and targeted marketing strategy will further promote each town centre. Further work needs to be undertaken to understand the best approach to marketing, whether it is led by the City of Vincent, the town teams, or both.

Prepare and implement Town Centre Marketing & Branding Plans
### Marketing & Branding

**Item 1.8 - Tourism WA**

The City does not partner with Tourism WA to promote tourism in its town centres.

- A partnership between the City and Tourism WA should be developed to better promote Vincent’s town centres as key tourist destinations.
- Partner with Tourism WA and ensure that the town centres are marketed as key inner city tourist destinations.

### Business Support

**Item 1.9 - Local Laws Review**

The Trading in Public Places Local Law 2008 and Local Government Property Local Law 2008 make it difficult for businesses to use and activate the public realm.

- Vibrant places have active footpaths that include alfresco dining, goods displays and street performers.
- Amendments to the Trading in Public Places and Local Government Property Local Laws will make it easier for businesses to utilise the public space in front of their shopfronts by enabling an online self-administering process that reduces paperwork and approval time frames.

**Item 1.10 - Business Engagement Program**

The City of Vincent does not provide any specific business support measures.

- We know the local community love the mix of independent traders in Vincent’s town centres. There are a variety of trends affecting businesses, including but not limited to the below:
  - the use of technology to consume, engage and experience;
  - people want to experience urban environments;
  - customers are fashion conscious;
  - customers are culturally in tune (music, film, books, theatre, art, etc);
  - restaurants and bars provide the experience customers want;
  - a transition to online shopping;
  - a focus on networking (social media, etc);
  - many customers in Vincent are career driven and time poor;
  - customers have progressive attitudes and are socially conscious; and
  - customers have relatively high incomes (or capacity for high income).

- The City of Vincent should create a Business Engagement Program that includes a digital platform that businesses can access to review emerging trends, link into existing training and funding opportunities, obtain business support and be a forum for knowledge exchange.

- This Engagement Program will include trends and tips about catering to the local community and could also include networking events.

- Implement a Business Engagement Program
## AFTER-HOURS ACTIVITY

### ITEM 1.11 - LIVE MUSIC VENUE PROTECTION

Live music venues are at risk of conflicting with new and nearby residential developments.

The City has a number of well-established performance venues which attract visitors from all over Perth to view and listen to a diverse range of music acts.

Current legislation could result in live music venues having to alter the way they function to mitigate their impact on new neighbouring sensitive land uses (residential).

These live music venues contribute significantly to the economy of their respective town centres. They are well known and respected cultural institutions which must be promoted and protected.

- Advocate for **Live Music Venue Protection**

## DEVELOPMENT OPPORTUNITIES

### ITEM 1.12 - CITY OF VINCENT OWNED LAND

The City does not have a strategy outlining how its landholdings in the town centres could be used.

The City should plan for the future of its current and future landholdings. A strategy could be developed to explore the strategic acquisition of land for a variety of purposes which could include affordable housing, parking improvements and enhanced town centre connections.

- Prepare a Strategy for **City of Vincent Owned Land** within the town centres
PLANNING FRAMEWORK

ITEM 1.13 - TOWN CENTRE PLANNING FRAMEWORKS

Vincent’s town centres are expected to grow over the coming years in line with population projections and in response to the state planning framework. The town centres are distinctive in their own ways and are places that local people identify with and deeply care about. They require careful management to ensure that future development contributes to their success while preserving and enhancing their uniquely different characters.

Draft Local Planning Strategy Action 1.4.2 – Economy and Employment states that the City should “ Appropriately zone and/or prepare structure plans for planned growth areas to facilitate a mix of compatible residential and commercial development opportunities.”

Further to this, four of Vincent’s town centres are identified in State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2). Leederville is identified as a Secondary Centre and requires the preparation of an Activity Centre Structure Plan, while North Perth (Fitzgerald Street), Mount Hawthorn and Mount Lawley are identified as District Centres and also require the preparation of an Activity Centre Structure Plan but only requiring WAPC approval if the amount of proposed floorspace exceeds 20,000m².

Perth (William Street) is not listed in SPP4.2. However, a place specific planning framework will need to be investigated for this town centre if its growth and development is to be appropriately managed.

Investigate a Planning Framework for each of the town centres.
02 MOVEMENT

THE MOVEMENT FOCUS AREA IS ABOUT CREATING A MORE WALKABLE ENVIRONMENT AND ENCOURAGING GREATER USE OF PUBLIC TRANSPORT. IT’S ABOUT CREATING THE ENVIRONMENT THAT ENCOURAGES CYCLING AS A VIABLE ALTERNATIVE TO DRIVING A CAR.

RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.1 - TRANSPORT STRATEGY

The City does not currently have a strategic position on how it prefers its residents and visitors to ‘get around’.

A Vincent Transport Strategy that outlines actions relating to walking, cycling, public transport and cars (including car parking) is required. The Transport Strategy should provide recommendations for additional cycling routes and improved connections to and through the town centres.

The 2016 Census data shows that car ownership in Vincent remains high. Most people still drive to work. A preference for cars impacts on the volume of vehicles moving through the local road network.

Instead of focusing on reducing vehicle congestion, attention should be given to promoting alternate travel methods and the improvement of non-car related infrastructure. Actions to improve and enhance walking, cycling and public transport should be developed and outlined in the future Vincent Transport Strategy.

Prepare a Transport Strategy
Rethinking Movement in the Town Centres

Item 2.2 - Transport Infrastructure

Public transport is currently not as efficient and convenient as driving a car. There are very few east–west public transport connections between Vincent’s town centres.

There are currently three east-west bus routes in the City of Vincent. The No. 15 bus runs between Leederville Town Centre and Charles Street before diverting southward to the City and the No. 402 and 990 connect Glendalough to Mount Hawthorn Town Centre before diverting southward on Loftus Street and Scarborough Beach Roads respectively, before continuing on to the City.

The poor east-west connections result in town centre visitors and workers being left with limited options other than to drive. Public transport bus and train services are all designed to service Perth, which means that a 10 minute east-west drive from Beaufort Street to Leederville can result in a 40 minute train ride. This increase in journey time is a deterrent for people to use public transport.

The CAT Service is a popular and highly effective short range bus service operating primarily in the City of Perth. The CAT Service does not extend into the City if Vincent’s town centres but opportunities to extend this service and to improve east-west connections across Vincent should be explored.

Advocate to State Transport Authorities for Transport Infrastructure Improvements including improved east-west connections.

Item 2.3 - Transport Education Program

The impact that car parking has on the functionality and livability of Vincent’s town centres seems to be misunderstood.

The high social and physical cost of car parking is often not realised or acknowledged. Developing additional car parking in established town centres can be difficult without large scale redevelopment. Continuing to develop at-grade, free and unrestricted parking to cater for increasing population and demand, is also a threat to the fabric of Vincent’s town centres because it encourages driving, increases traffic and undermines public transport, cycling and walking.

The negative effect of too much car parking should be explained through an overall Transport Education Program. The Transport Education Program would need to effectively explain the benefits of improving car parking management processes and utilising alternative transport options.

Implement a Transport Education Program.

Item 2.4 - After-hours Transport Options

Vincent’s town centres can be difficult to access and/or leave via public transport after-hours.

Vincent’s town centres are currently difficult to access at night by public transport. If you live nearby walking and cycling are viable options, but cars, ride share and taxis are generally the only other viable means of transport. Leederville and Beaufort Street are well serviced by trains and buses during the day, but service levels fall away significantly in the evening.

Changes need to be made to promote the use of public transport after dark and the City should work closely with ride share companies to encourage them to manage their drivers to minimise their impacts on the movement network.

Advocate for After-hours Transport Options.
**ITEM 2.5 - WAYFINDING STRATEGY**

Wayfinding in Vincent’s town centres is cluttered, unclear and limited. Wayfinding is a critical component to the legibility and walkability of a place. Wayfinding can help determine how people decide to move through spaces. The decisions people make when moving through places are guided by architecture, urban design, landmarks and views. Those decisions are also supported by signage and tactile interventions (such as textured paving).

Wayfinding in Vincent’s town centres has significant room for improvement. An over proliferation of signage and styles competes for attention and can result in confusion.

A Wayfinding Strategy should be prepared to:

- create a comprehensive, clear and consistent visual communication system with concise messaging; and
- only include the information that is relevant to the space, location and navigation path.

**Develop a Wayfinding Strategy**

**ITEM 2.6 - LANEWAY NAMING**

The City’s Policy for naming Laneways and Rights of Way is difficult to use and has resulted in laneways being difficult to name.

Wayfinding improvements must encompass the naming of currently unnamed laneways in Vincent’s town centres. Policy No. 2.2.8 Laneways and Rights of Way has presented some administrative difficulties and will need to be reviewed to make the naming process more efficient.

Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8

**ITEM 2.7 - BUS NOISE EMISSION IMPROVEMENTS**

The noise generated by frequently passing buses is having an impact on the amenity of Vincent’s town centres.

Further studies are required to confirm these impacts and assist further advocacy to the Public Transport Authority to invest in improvements to reduce noise emissions from their bus fleet.

Advocate to the Public Transport Authority for Bus Noise Emission Improvements
IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.8 - UNDERGROUND POWER

Overhead powerlines in Vincent’s town centres are unattractive and stop trees from reaching full maturity.

Mature street trees are a simple yet vital component of the public realm, providing not only a more attractive and comfortable pedestrian environment, but also sensory stimulation with sound, movement and dappled natural light. Street trees enclose the street space with green canopies and provide a connection to the natural world from which urban dwellers can often have perceived disconnect.

Trees cannot reach maturity underneath overhead power lines due to Western Power’s separation requirements. An investigation into the costs and benefits of underground power is necessary.

Investigate the costs and benefits of Underground Power in Vincent’s town centres

UNDERGROUND POWER will contribute to Greening Vincent by allowing trees to mature, increasing canopy coverage and improving walkability.
O3 CHARACTER


CREATING PLACES FOR PEOPLE

ITEM 3.1 - HIGH QUALITY GROUND FLOOR DESIGN

The standard of ground floor design needs to be improved in all new developments.

Good ground floor design outcomes are a fundamental component to walkability and are crucial to the saleability of new ground floor tenancies and the long term success of businesses.

The City is committed to enforcing and promoting good, high quality ground floor design outcomes and will advocate to developers and businesses to achieve this.

Advocate for High Quality Ground Floor Design to the development industry and business community.
# Volume 01 - Vincent Town Centre Place Plans Implementation Framework

## Key Focus Area 1: Activity

### Events

| V1.1 | Prepare and Implement Town Centre Public Space Activation schedules | Community Engagement | DS  | ✓  | ✓  | ✓  | ✓  | ✓  |
| V1.2 | Create an Online Hire Platform and improved booking system for town centre public spaces | Community Engagement | ✓  | ✓  | ✓  |
| V1.3 | Streamline the City's Event Approvals processes | Community Engagement | DS/E | ✓  | ✓  | ✓  | ✓  |
| V1.4 | Provide ongoing support for Town Team Events & Other Public Events | Community Engagement | DS/E | ✓  | ✓  | ✓  | ✓  |

### Customer Service

| V1.5 | Implement the Town Centre Tidy Teams Business Case recommendations | Engineering | DS  | ✓  |
| V1.6 | Manage the Town Team Grant Program | Development Services | CE/E | ✓  | ✓  | ✓  | ✓  |

### Marketing & Branding

| V1.7 | Prepare and Implement Town Centre Marketing & Branding Plans | Community Engagement | DS  | ✓  | ✓  | ✓  |
| V1.8 | Partner with Tourism WA and ensure that the town centres are marketed as key inner city tourist destinations | Community Engagement | DS  | ✓  | ✓  | ✓  |

### Business Support

| V1.10 | Implement a Business Engagement Program | Development Services | CE  | ✓  | ✓  | ✓  | ✓  |

### Night Time Economy

| V1.11 | Advocate for Live Music Venue Protection | Development Services | ✓  | ✓  | ✓  | ✓  | ✓  |

### Development Opportunities

| V1.12 | Prepare a Strategy for City of Vincent Owned Land within the town centres | Corporate Services | DS  | ✓  | ✓  |

### Planning Framework

| V1.13 | Investigate a Planning Framework for each of the town centres | Development Services | ✓  | ✓  | ✓  |

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Engineering (E)

**Actions and projects which occur in all City of Vincent town centres (V)
# Volume 01 - Vincent Town Centre Place Plans Implementation Framework

## Key Focus Area 2: Movement

**Rethinking Movement in the Town Centres**

<table>
<thead>
<tr>
<th>Key Action/Project</th>
<th>Responsible Team</th>
<th>Support Team*</th>
<th>Town Centre Wide**</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>V2.1 Prepare a Transport Strategy</td>
<td>Development Services</td>
<td>E</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>V2.2 Advocate to State Transport Authorities for Transport Infrastructure Improvements including improved east-west connections</td>
<td>Engineering</td>
<td>DS</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>V2.3 Implement a Transport Education Program</td>
<td>Engineering</td>
<td>DS/CE</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>V2.4 Advocate for After-hours Transport Options</td>
<td>Engineering</td>
<td>DS</td>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

## Improving the Pedestrian & Cyclist Environment

<table>
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<tr>
<td>V2.5 Develop a Wayfinding Strategy</td>
<td>Community Engagement</td>
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<td>✔</td>
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<tr>
<td>V2.6 Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8</td>
<td>Development Services</td>
<td>CE/E</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>V2.7 Advocate to the Public Transport Authority for Bus Noise Emission Improvements</td>
<td>Development Services</td>
<td>E</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>V2.8 Investigate the costs and benefits of Underground Power in Vincent’s town centres</td>
<td>Engineering</td>
<td>CS</td>
<td>✔</td>
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</tr>
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## Key Focus Area 3: Character

**Creating Places for People**

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>V3.1 Advocate for High Quality Ground Floor Design to the development industry and business community</td>
<td>Development Services</td>
<td>✔</td>
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**Actions and projects which occur in all City of Vincent town centres (V)
NORTH PERTH TOWN CENTRE PLACE PLAN

VOLUME 02
INTRODUCTION

The North Perth Town Centre Place Plan (Place Plan) has been developed as a place based strategic plan to guide the direction of funding and resources in the North Perth Town Centre.

North Perth Town Centre is defined by its unique character, diverse mix of businesses and rich cultural history. Its characters, iconic businesses and heritage buildings contribute to its distinct sense of identity and are why it is like no other place.

After establishing as a commercial area in the late 19th century, North Perth Town Centre has reinvented itself a number of times. From commercial outpost, to bustling northern suburb with the state’s largest primary school, to the settling place for immigrants that have imbued the place with layers upon layers of cultural diversity. North Perth Town Centre is emerging as a vibrant and highly liveable destination. There are great challenges ahead, but also great opportunities.

HISTORIC SNAPSHOT

LOOKING SOUTH DOWN FITZGERALD STREET

ANGOVE STREET LOOKING EAST TOWARD THE ROSEMOUNT HOTEL

FITZGERALD ST LOOKING NORTH EAST

1905 2000 2017

1940 2017

09/04/18 North Perth Town Centre Place Plan Final
PLACE PLAN PURPOSE & PROCESS

The Place Plan outlines the funds and resources the City has specifically committed to the North Perth Town Centre. The boundary of North Perth Town Centre (refer North Perth Town Centre Boundary Map) extends beyond the City of Vincent’s Town Planning Scheme No. 2 District Centre Scheme Zone, to incorporate the commercial, cultural, and community offering in the immediate vicinity of Angove Street and Fitzgerald Street.

The Place Plan lists the implementation schedule for all of the major initiatives being undertaken in the North Perth Town Centre by the City of Vincent. Such initiatives include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects and/or policy and procedural improvements. The Place Plans provide a robust, planned and integrated approach to project identification and delivery.
The strategies and actions within the Place Plan are cross checked against the following three sources:

A. the content and identified actions within the North Perth Local Action Plan;
B. best practice; and
C. data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.

The Place Plan will be reviewed and updated annually. Anyone who wants to know what the City of Vincent is doing in the North Perth Town Centre can read this document and learn about the broad range of projects the City is undertaking, and the direction the City is taking to support and improve the town centre.

The Implementation Framework sets out the actions, time frames and teams who are responsible for the delivery of the actions and projects.

NORTH PERTH LOCAL

Each of the City of Vincent town centres has a ‘town team’. The town teams are independently formed incorporated bodies that aim to make their respective town centres the best places they can possibly be. The town teams are not an affiliate of the City but do receive funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their strategic Action Plans. The City works collaboratively with the town teams to deliver locally based activities/events, physical improvements and economic and community development initiatives.

North Perth Local is the town team operating in the North Perth Town Centre. North Perth Local’s Action Plan outlines a range of objectives and principles as well as their key focus areas.
HOW TO READ THIS DOCUMENT!

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Sets out the actions, time frames and the responsible teams for the delivery of all of the identified projects.

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**ANALYSIS**

Analysing the detail of the issue or opportunity to understand the best path forward.

**STEP 3**

**SOLUTION**

Proposing a solution that solves the issue or seizes the opportunity.
01 ACTIVITY

NORTH PERTH TOWN CENTRE WILL CONTINUE TO BE A BEAUTIFUL PLACE WHERE THE COMMUNITY LIVE, WORK AND PLAY AND WHERE A THRIVING LOCAL ECONOMY SUPPORTS PROSPEROUS AND PASSIONATE LOCAL, INDEPENDENT BUSINESSES.

PUBLIC OPEN SPACE

ITEM 1.1 - NORTH PERTH COMMON (TOWN SQUARE)

There is not enough comfortable urban open space in the North Perth Town Centre.

Currently there are only two formal public spaces in the North Perth Town Centre and these are both located on the western fringe of the town centre boundary (refer Existing Public Open Space Map).

The North Perth Master Plan 2012 identifies the need for a centrally located public space in the town centre. The Master Plan shows a piazza space at the corner of View Street and Fitzgerald Street but the concept in the Master Plan is constrained by private ownership. Following a detailed investigation, Council have approved the design and development of a public space at the corner of View Street and Fitzgerald Street including the development of a shared space on the View Street road reserve.

Design and develop the North Perth Common (Town Square)

NORTH PERTH COMMON (TOWN SQUARE) will contribute to the greening of Vincent by providing additional town centre green space and exploring the opportunity for additional canopy cover.
PUBLIC OPEN SPACE

ITEM 1.2 - WOODVILLE RESERVE MASTER PLAN

Woodville Reserve contains a number of community uses including the North Perth Tennis Club, North Perth Bowls Club, Vincent Men’s Shed and North Perth Community Garden. These uses and associated facilities are disconnected from one another and from the North Perth Town Centre.

The community facilities at Woodville Reserve have developed incrementally over time. They are well patronised but spatially disconnected. The poor physical relationships between them has inhibited the building of strong relationships between the community groups who inhabit them.

The City is committed to preparing a master plan for Woodville Reserve. Opportunities to develop a positive synergy between Woodville Reserve, the surrounding community uses and the North Perth Town Centre will be explored. The master plan will consider the legibility of this site and how the activity generated by the community uses can better link to the town centre.

WOODVILLE RESERVE MASTER PLAN will contribute to the greening of Vincent by making better use of the existing green space and by exploring opportunities to increase canopy cover.
ITEM 1.3 - NORTH PERTH’S NIGHT TIME ECONOMY

North Perth Town Centre has a weak night time economy compared with other nearby town centres.

The After hours Trading Map shows the businesses that are open after 6pm. The primary generators of after hours activity in the North Perth Town Centre are the supermarket in the North Perth Plaza shopping centre and the Rosemount Hotel. Both of these uses attract specific target audiences with different habits and behaviours. Reviewing the City’s car parking requirements for night time related land uses may improve the affordability of setting up after hours venture. Similarly, a review of the land use permissibility in the City’s Town Planning Scheme may remove the need for community advertising and Council approval or even the need for planning approval altogether.

There is an opportunity to leverage the activity generated after hours by the local supermarket and the future North Perth Common (Town Square) to encourage after hour’s uses in the immediate area.

Ensure updates to the planning and policy framework facilitate the development of North Perth’s Night Time Economy

ITEM 1.4 - CCTV NETWORK

There is no City of Vincent CCTV in the North Perth Town Centre.

The City is required to review the City’s CCTV Strategy and this review may result in specific recommendations for the North Perth Town Centre. A CCTV network can contribute to community safety and security, especially after hours.

The North Perth Local Action Plan identifies a need to focus on community safety.

Implement the recommendations of the 2017/18 review of the City’s CCTV Network

Legend
Businesses Opened after 6pm
- Opens 24hr
- Opens to 12am/1am
- Opens to 10pm/11pm
- Opens to 8pm/9pm
TOWN CENTRE SAFETY

ITEM 1.5 - LIGHTING IMPROVEMENTS

There are some poorly lit areas in the North Perth Town Centre.

Pedestrian safety and the quality of lighting in the North Perth Town Centre is generally considered to be good. The lighting on secondary streets and key walking routes that lead to the town centre could be improved to enhance the pedestrian environment after hours.

The North Perth Local Action Plan identifies a need to focus on community safety.

Investigate Lighting improvements on View Street and Angove Street

DEVELOPMENT OPPORTUNITIES

ITEM 1.6 - NORTH PERTH PLAZA

The North Perth Plaza is an unattractive, underdeveloped, car oriented shopping centre located in the heart of the North Perth Town Centre.

It is yet to reach its potential as a key destination and lacks connectivity to the street.

The ownership of North Perth Plaza presents some constraints for redevelopment in the short term but the site’s location presents significant redevelopment opportunity in the longer term. The City is well positioned to support and advocate for redevelopment in the future.

The City should advocate to North Perth Plaza landowners and/or interested third parties to develop a future design for the site that delivers the right mix of land uses, compliments the local character and includes high quality public spaces and the integration of the adjacent North Perth Plaza bus stop.

Facilitate stakeholder negotiations to redevelop the North Perth Plaza
DEVELOPMENT OPPORTUNITIES

ITEM 1.7 - VIEW STREET CAR PARK URBAN DESIGN CONCEPT

The City has limited land holdings in the town centre (refer City Owned Land Map). The use of the premium, centrally located City owned land at Lots 15, 16 and 40 View Street is not currently of significant benefit to the town centre. Lot 15 supports an underutilised dwelling and the remaining lots form a car park with limited efficiencies.

The City does not have a strategy outlining how its town centre landholdings should be used but it is evident that Lots 15, 16 and 40 View Street are not fulfilling their potential. The land is located adjacent to the neighbouring Rosemount Hotel Car Park and presents an opportunity to improve parking efficiencies, pedestrian links and deliver high quality infill development and urban open space.

This opportunity was identified in the North Perth Master Plan 2012 and the City is now in a position to determine how this land could be utilised for the benefit of the town centre.

Prepare an Urban Design Concept for View Street Car Park and surrounds

VIEW STREET CAR PARK URBAN DESIGN CONCEPT will incorporate additional tree planting along identified key pedestrian links that will contribute to the greening of Vincent.

Legend
Council Owned Land
No. 22 View St (Lot 1, 5 & 2146), approximately 3268m², TP51 & TP52 Public Purpose (CU) Civic Use Zoning
No. 4 View St (Lot 15), approximately 731m², TP51 & TP52 Commercial Zoning
No. 2 View St (Lot 16 & 40), approximately 1040m², TP51 Public Purpose (CP) Car Park Zoning, TP52 Open Space Centre Zoning
No. 79 Wesley St (Lots 3, 5, 66 & 82), approximately 1,424m², TP51 Special Use (CP) Car Park and Open Space Centre Zoning, TP52 Special Use (CP) Car Park Zoning
IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.1 - ANGOVE/FITZGERALD ST INTERSECTION

The Angove/Fitzgerald Street Intersection is difficult for pedestrians to cross.

The pedestrian environment at the Angove Street and Fitzgerald Street intersection is currently poor and somewhat difficult to cross. Improvements to the design and management of this intersection should be explored to enhance pedestrian and cyclist movement. Cycling starter boxes should also be considered at this intersection.

Plan Angove/Fitzgerald Street Intersection improvements

ITEM 2.2 - ALBERT/ANGOVE JUNCTION SHARED SPACES

The Albert/Angove Junction could be Vincent’s highest quality pedestrian environment.

The Albert/Angove Junction was upgraded in 2016 from an unusable verge space to a comfortable public space. It is now able to host a range of activities and small scale events.

The location of the space lends itself to further refinement, being enclosed by well-designed ground floor tenancies, medium density residential, the North Perth Primary School and the Macedonian Orthodox Church.

This space has the potential to be expanded into the surrounding road network via a series of shared spaces that would give greater priority to active transport modes.

Plan and implement Shared Spaces at Angove Street and Albert Street junction adjacent to Albert Square public open space

02 MOVEMENT

The North Perth Town Centre will find the right balance between cars, buses, bicycles and pedestrians, becoming a great place for people and business.
IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.3 - FITZGERALD STREET UPGRADES

Fitzgerald Street is not a comfortable place for pedestrians.

Fitzgerald Street is classified as an ‘Other Regional Road’ in the Metropolitan Region Scheme. This means Fitzgerald Street is considered an important road for connecting people and goods. Our state roads authority, Main Roads Western Australia (MRWA) advise and assist the City of Vincent in the management of Fitzgerald Street.

Fitzgerald Street has another important purpose. It is a place for people. It connects people between businesses on the eastern and western side of the street. It contains the street trees that shade people as they walk on its footpaths and the public art that people admire as they sit on public benches.

Data shows that on average vehicle speeds on Fitzgerald Street do not exceed the speed limit and are comparable to neighbouring Beaufort Street. Yet Beaufort Street functions better as a place for people – why? Observational studies show that noise, constant traffic movement, narrow footpath widths, and buses passing close to pedestrians are impacting pedestrian comfort in a negative way.

It is difficult to cross Fitzgerald Street. Guard rails installed to improve safety actually reduce the ability for pedestrians and cyclists to cross the road and inadvertently reduce driver focus.

The attractiveness of North Perth Town Centre is also impacted by streetscape clutter. This includes road signs, guard rails, business signage and poorly located street furniture. Removing much of this clutter will improve the attractiveness of the town centre.

Improvements to the streetscape including investigating an increase in footpath widths, reducing intersection sizes and further investigating the need for more bicycle parking will induce more walking and cycling. Where possible active transport modes should gain priority over vehicles.
A raised plateau on Fitzgerald Street should be investigated to improve pedestrian movement across Fitzgerald Street. This is consistent with the North Perth Master Plan 2012.

Plan and implement **Upgrades to Fitzgerald Street**

**FITZGERALD STREET UPGRADES** will include further street tree plantings and potential landscaping that will contribute to the greening of Vincent.

**IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT**

**ITEM 2.4 - NORTH PERTH BUS STOP UPGRADE & NAMING**

The North Perth Plaza bus stop is bland, standard and without an identity.

Giving important locations a sense of identity is a central principle of wayfinding and this is especially relevant to North Perth’s most centrally located public transport node.

Naming the bus stop and affirming it as a key public transport node may provide further impetus to the revitalisation of North Perth Plaza and other landholdings.

Advocate to the Public Transport Authority for **North Perth Plaza Bus Stop Upgrade and Naming**
03 CHARACTER

North Perth Town Centre should embrace what makes it distinctive. What are those special aspects that make it different from other places? Is it the buildings, the businesses, the people, the institutions, the local stories, the history? - it's all of those things of course.

These special things can and will be celebrated through the branding & marketing of the town centre. However, there are some specific actions the City can take to improve Fitzgerald Street & capitalise on the traditional heritage buildings on View Street.

Creating Places for People

Item 3.1 - North Perth Plaza Site Improvements

North Perth Plaza is an unattractive ageing shopping centre that does not add positively to the character of the town centre or provide a comfortable walking environment for pedestrians.

North Perth Plaza is a centrally located, key destination for town centre visitors. It is passed by more than 24,000 vehicles per day, heading both north and south along Fitzgerald Street and its prominent location sets the scene for the surrounding town centre.

The footpath adjacent to the North Perth Plaza is cluttered with bollards, poorly located seating and empty planter boxes. De-cluttering the streetscape and upgrading the laneway on the north side of the Plaza will improve pedestrian comfort, enhance the Plaza’s visual appeal and make the site a better place for people. Carefully located and designed bicycle parking would also be beneficial especially in close proximity to the North Perth Plaza bus stop.

Encourage North Perth Plaza Site Improvements

North Perth Plaza Site Improvements will contribute to the greening of Vincent by providing opportunities for additional planting on this key town centre site.
**HERITAGE**

**ITEM 3.2 - NORTH PERTH TOWN HALL**

The North Perth Town Hall is a significant asset to the town centre but is currently underutilised.

The recently renovated North Perth Town Hall has the potential to be used more effectively. The North Perth Town Hall should be accessible to the entire community and a place where people come to meet. It is an ideal location for more community events and work will be undertaken to increase its use.

Maximise the use of the North Perth Town Hall and capitalise on its cultural significance and character.

**HERITAGE**

**ITEM 3.3 - VIEW STREET LANDSCAPE LINK**

The traditional heritage buildings on View Street are hidden from the rest of the town centre.

The pedestrian connections between Fitzgerald Street and the traditional heritage town centre along View Street are currently poor. The implementation of a green link and improved wayfinding would improve the pedestrian connectivity between Fitzgerald Street and the State Registered heritage buildings. The link could include additional landscaping such as verge upgrades and street tree plantings.

North Perth Master Plan 2012 identified the opportunity to develop this landscape link and the City is now in a position to implement it.

Plan & implement a View Street Landscape Link along View Street between Fitzgerald Street and the traditional heritage buildings.

**VIEW STREET LANDSCAPE LINK** will contribute to the greening of Vincent by increasing the canopy cover and planting along View Street.
### VOLUME 02 - NORTH PERTH TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK

#### KEY FOCUS AREA 1: ACTIVITY

**EVENTS**
- V1.1 Prepare and implement *Town Centre Public Space Activation* schedules
- V1.2 Create an *Online Hire Platform* and improved booking system for town centre public spaces
- V1.3 Streamline the City’s *Event Approvals* processes
- V1.4 Provide ongoing support for *Town Team Events & Other Public Events*

**CUSTOMER SERVICE**
- V1.5 Implement the *Town Centre Tidy Teams* Business Case recommendations
- V1.6 Manage the *Town Team Grant Program*

**MARKETING & BRANDING**
- V1.7 Prepare and implement *Town Centre Marketing & Branding Plans*
- V1.8 Partner with *Tourism WA* and ensure that the town centres are marketed as key inner-city tourist destinations

**BUSINESS SUPPORT**
- V1.9 Amend the *Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008*
- V1.10 Implement a *Business Engagement Program*

**PUBLIC OPEN SPACE**
- V1.11 Design and develop the *North Perth Common (Town Square)*
- V1.12 Prepare *Woodville Reserve Master Plan*

**NIGHT TIME ECONOMY**
- V1.13 Advocate for *Live Music Venue Protection*
- V1.14 Ensure updates to the planning and policy framework facilitate the development of *North Perth’s Night Time Economy*

**TOWN CENTRE SAFETY**
- V1.15 Implement the recommendations of the 2017/18 review of the City’s *CCTV Network*
- V1.16 Investigate *Lighting Improvements* on View Street and Angove Street

**DEVELOPMENT OPPORTUNITIES**
- V1.17 Prepare a Strategy for *City of Vincent Owned Land* within the town centres
- V1.18 Facilitate stakeholder negotiations to *Redevelop the North Perth Plaza*
- V1.19 Prepare an *Urban Design Concept for View Street Car Park* and surrounds

**PLANNING FRAMEWORK**
- V1.20 Investigate a *Planning Framework* for each of the town centres

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*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Engineering (E)*

**Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Vincent Town Centres Plan Volume 01"
### VOLUME 02 - NORTH PERTH TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK

#### KEY FOCUS AREA 2: MOVEMENT

<table>
<thead>
<tr>
<th>RETHINKING MOVEMENT IN THE TOWN CENTRES</th>
<th>RESPONSIBLE TEAM</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>V2.1</strong> Prepare a Transport Strategy</td>
<td>Development Services</td>
<td>E</td>
</tr>
<tr>
<td><strong>V2.2</strong> Advocate to State Transport Authorities for Transport Infrastructure Improvements Including Improved east-west connections</td>
<td>Engineering</td>
<td>DS</td>
</tr>
<tr>
<td><strong>V2.3</strong> Implement a Transport Education Program</td>
<td>Engineering</td>
<td>DS/CE</td>
</tr>
<tr>
<td><strong>V2.4</strong> Advocate for After hours Transport Options</td>
<td>Engineering</td>
<td>DS</td>
</tr>
</tbody>
</table>

#### IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

| **V2.5** Develop a Wayfinding Strategy | Community Engagement | DS/E | ✅ | ✅ | ✅ |
| **V2.6** Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8 | Development Services | CE/E | ✅ |
| **V2.7** Advocate to the Public Transport Authority for Bus Noise Emission Improvements | Development Services | E | ✅ | ✅ |
| **V2.8** Investigate the costs and benefits of Underground Power in Vincent's town centres | Engineering | CS | ✅ | ✅ |

| **2.1** Plan Angove/Fitzgerald Street Intersection improvements | Engineering | DS | ✅ |
| **2.2** Plan and implement Shared Spaces at Angove Street and Albert Street Junction adjacent to Albert Square public open space | Development Services | E | ✅ |
| **2.3** Plan and implement Upgrades to Fitzgerald Street | Engineering | DS | ✅ |
| **2.4** Advocate to the Public Transport Authority for North Perth Plaza Bus Stop Upgrade and Naming | Engineering | DS | ✅ |

#### KEY FOCUS AREA 3: CHARACTER

<table>
<thead>
<tr>
<th>CREATING PLACES FOR PEOPLE</th>
<th>RESPONSIBLE TEAM</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>V3.1</strong> Advocate for High Quality Ground Floor Design to the development industry and business community</td>
<td>Development Services</td>
<td>✅</td>
</tr>
<tr>
<td><strong>3.1</strong> Encourage North Perth Plaza Site Improvements</td>
<td>Development Services</td>
<td>E</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HERITAGE</th>
<th>RESPONSIBLE TEAM</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3.2</strong> Maximise the Use of the North Perth Town Hall and capitalise on its cultural significance and character</td>
<td>Community Engagement</td>
<td>DS/E</td>
</tr>
<tr>
<td><strong>3.3</strong> Plan and implement a View Street Landscape Link along View Street between Fitzgerald Street and the traditional heritage buildings</td>
<td>Engineering</td>
<td>DS</td>
</tr>
</tbody>
</table>

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Engineering (E)  
**Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Vincent Town Centres Plan Volume 01
TOWN CENTRE PLACE PLAN VOLUME SERIES

The City of Vincent Town Centre Place Plans Volume Series has been developed as a set of place-based strategic documents to guide the direction of funding and resources in the City’s town centres. These documents guide the implementation of all major initiatives in the town centres.

The Town Centre Place Plans (Place Plans) are split into the following volumes:

VOLUME 01: Outlines the strategic direction for all of the City’s town centres and outlines the projects (including associated funding and resources) which are common to all town centres.

VOLUME 02 to 06: Include the Place Plans specific to each town centre. Each volume relates to one of the City’s five town centres and outlines the funding and resources the City is specifically committed to each individual town centre. Volumes 02 to 06 have been developed as comprehensive, standalone documents which build upon the detailed information relating to all of the town centres in Volume 01.

The Place Plans direct the City’s service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

VOLUME 01
VINCENT TOWN CENTRE PLACE PLANS
- INTRODUCTION
- ACTIVITY
- MOVEMENT
- CHARACTER
- IMPLEMENTATION FRAMEWORK

VOLUME 02
NORTH PERTH TOWN CENTRE PLACE PLAN
- INTRODUCTION
- ACTIVITY
- MOVEMENT
- CHARACTER
- IMPLEMENTATION FRAMEWORK

VOLUME 03
MOUNT LAWLEY/WESTGATE TOWN CENTRE PLACE PLAN
- INTRODUCTION
- ACTIVITY
- MOVEMENT
- CHARACTER
- IMPLEMENTATION FRAMEWORK

VOLUME 04
LEEDERVILLE TOWN CENTRE PLACE PLAN
- INTRODUCTION
- ACTIVITY
- MOVEMENT
- CHARACTER
- IMPLEMENTATION FRAMEWORK

VOLUME 05
MOUNT LAWLEY/WESTGATE TOWN CENTRE PLACE PLAN
- INTRODUCTION
- ACTIVITY
- MOVEMENT
- CHARACTER
- IMPLEMENTATION FRAMEWORK

VOLUME 06
NORTHRIDGE TOWN CENTRE PLACE PLAN
- INTRODUCTION
- ACTIVITY
- MOVEMENT
- CHARACTER
- IMPLEMENTATION FRAMEWORK

VINCENT TOWN CENTRE PLACE PLANS
OO INTRODUCTION

The City of Vincent (City) has five major town centres – North Perth, Mt Hawthorn, Leederville, Mt Lawley, Highgate and Northbridge.

The town centres are classified as District Centres in the State Planning Framework, with the exception of Leederville which is classified as a Secondary Centre. The State and local planning framework identify the town centres as important opportunities for targeted urban development that are expected to respond to and meet changing community needs.

TOWN CENTRE TOWN TEAMS

Each of the town centres has a ‘town team’. The town teams are independently formed incorporated bodies that aim to make their respective town centres the best places they can possibly be. The town teams include:

- Mt Hawthorn Hub >> Mount Hawthorn Town Centre;
- Leederville Connect >> Leederville Town Centre;
- North Perth Local >> North Perth Town Centre;
- Beauvoir Street Network >> Mount Lawley/Highgate Town Centre; and
- Northbridge Commons >> Northbridge Town Centre.

The town teams are not an affiliate of the City but can access funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their respective Action Plans. The City works collaboratively with the town teams to deliver locally based activation events, physical improvements and economic and community development initiatives.
A PLACE MANAGEMENT APPROACH

The City’s Place Management team is responsible for coordinating and influencing the City’s service units to deliver good place outcomes. The Place Management team delivers and influences a variety of projects and is responsible for coordinating the delivery of the Place Plan.

The City of Vincent employs a Place Management approach to streamline and improve the management of the wide range of issues, challenges and opportunities that face the City’s town centres.

PLACE MANAGEMENT

Place Management was established at the City in 2013 and has since evolved through a three phase process. This evolution process is outlined in the Resolution of Place Management Stages below. The implementation of the Place Plan is set to occur during the ‘Manage’ phase.

ESTABLISH

1. Establish working relationships with Administration
2. Build relationships with town centre communities
3. Develop working relationships with the City’s service units and establish a focus on places
4. Facilitate creation and growth of Town Teams and assist the development of their Action Plans
5. Identify and address ‘easy to solve’ physical reference points
6. Establish Place Management as a core component of Vincent’s service offer
7. Champion great place outcomes and focus on people first, entrepreneurs, private, customer service and government
8. Identify and deliver ‘easy to achieve’ procedural improvements
9. Identify and assist ‘easy to solve’ policy anomalies
10. Manage projects through to completion

PLAN

1. Prepare, implement and refine strategic Place Plan
2. Ensure that Place Plans are delivering the projects in the Place Plan
3. Identify potential new projects and opportunities
4. Develop a transition from project management function to advisory and coordination role
5. Prepare Town Centre Performance Measurement Strategy and begin to collect and collate key data sets
6. Continue to support the growth and maturity of the Town Teams
7. Manage the Town Team Grant Program
8. Create the implementation of place activation initiatives
9. Create the implementation of a Place Marketing and Marketing Campaign for the town centres
10. Identify emerging industries and develop support cascading to Town Teams
11. Work with the Business Advisory Group to develop and promote the local economy
12. Review how Place Management interacts with Economic Development and Economic Partners
13. Improve Place Manager mobility to be more present in town centres
14. Support development and review of Town Team Strategic Document
15. Help improve broader industry practice and be recognised as a leader in Local Government
16. Continue to champion great place outcomes at the City

MANAGE

1. Identify potential resources and funding support streams with State and Federal Government
2. Advocate for major town centre improvements at a State and Federal level
3. Support Town Teams to become more profitable, sustainable places-based entities
4. Continue to develop and refine Town Centre Performance Measurement Strategy
5. Oversee the implementation of the Place Plan
6. Review and update the Place Plan
7. Continue to develop support strategies for emerging industries
8. Identify the need for new Policies and Policy changes
9. Develop a well-known example of best practice in Place Management nationally
10. Position key roles in the strategic planning and development of City of Vincent land in town centres
11. Explore other areas that would benefit from a Place Management approach and active funding and securing improvements
12. Continue to champion great place outcomes in the organisation
13. Identify and manage the design component of major town centre projects
14. Coordinate the City’s Place-Based Structure and Place Teams

PLACE PLAN PROCESS

The Place Plans capture and build upon existing strategies and plans prepared by the City.

The projects within the Town Centre Place Plans are either existing town centre based projects from other strategies or new projects that have been identified by analysing and applying information from the following three sources:
A. The content and identified actions within the town team Action Plans;
B. Best practice and
C. Data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.

TOWN TEAM ACTION PLAN

- Best practice case studies and current urban trends from both Australia and overseas inform the strategies and actions included in the Place Plan
- The City has a Town Centre Performance Measurement Strategy to help guide the data collected in town centres. This is an internal strategy and is currently being enhanced by the City
- By collecting and analysing data in a structured and deliberate manner, decisions making becomes better informed. Through the collection of good quality data Administration is able to recommend targeted strategies and interventions
- The collection and analysis of data is a key component in the formulation of actions and strategies within the Place Plans.
PLACE PLAN PURPOSE

The Place Plans form a part of the City’s suite of informing strategies. The Integrated Planning and Reporting Framework outlined by the Local Government Act/Planning Regs 1999 requires the City to adopt a Strategic Community Plan, Corporate Business Plan and Annual Budget. The Place Plans are a consequence of these plans as identified in the City’s Corporate Business Plan, adopted 25 July 2017, and their relationship with the City’s Strategic Community Plan and Corporate Business Plan is illustrated in the diagram below.

STRATEGIC COMMUNITY PLAN 2018-2028

The City of Vincent’s Strategic Community Plan 2018-2020 includes the vision that:

In 2020, the City of Vincent is a lively and vibrant 24hr city, which is synonymous with quality design and sustainability. Its diverse population is supported in their innovation endeavours by a Council that says yes!

This vision is underpinned by a number of key priorities including: Enhanced Environment, Accessible City, Connected Community, Thriving Places, Sensitive Design and Innovative & Accessible. All of which directly align with the purpose and objectives of the Town Centre Place Plans.

Our vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.

MONITORING & REVIEW

Each action within the Place Plans is a project and therefore required to be managed appropriately including the use of project schedules and project plans. Major projects will also need to be highlighted in the Corporate Business Plan.

Place Management is responsible for coordinating with the City’s service units to work through the action items within the Place Plans and ensure the work is undertaken on time and on budget.

Progress reporting to Council on the implementation of the Place Plans is required annually. Progress reports will be prepared by Place Management with input from applicable service units at the City.

The Place Plans are intended to be iterative documents which evolve over time. The plans will be reviewed as follows:

MINOR REVIEW:

High level annual review may include but is not limited to:

- including town team priority projects and initiatives which are supported by best practice, data and Council priorities;
- reflecting changes to the Corporate Business Plans and Strategic Community Plan;
- including priority projects, initiatives and items which may arise in relation to shifts in best practice, in response to specific data acquired and/or external funding opportunities from private organisations, state and/or federal agencies.

MAJOR REVIEW:

A four year review will include major changes to the Place Plan documents including possible structure revisions and graphic design updates. It will also reflect changes to the town team structures and project implementation processes as applicable.

MEASURING PERFORMANCE

The City has access to a range of data that is dispersed across a variety of organisations and information platforms. Current data we have includes:

- vehicle speeds and volumes;
- development approvals;
- permit approvals;
- demographic data (i.e. age);
- crime, crime prevention and disorder data provided by the Public Transport Authority;
- parking numbers and restrictions;
- a diverse range of previous engagement results;
- community asset mapping; and
- rates information.

Place Management has prepared a Town Centre Performance Measurement Strategy which outlines the key datasets the City needs to better understand in order to manage and improve the performance of its town centres. These datasets are outlined on the adjacent page.

Gathering and analysing data is critical to informed decision making. This data set will provide strategic understanding of the place and continue to highlight required action that emerges through the review process.
01 ACTIVITY

THE ACTIVITY FOCUS AREA RELATES TO THOSE PROJECTS AND INITIATIVES THAT HELP TO BRING THE STREETS TO LIFE. IT RELATES TO ACTIVATION, EVENTS, PUBLIC SPACES, MARKETING, THE LOCAL ECONOMY AND FUTURE DEVELOPMENT.

EVENTS AND ACTIVATION

ITEM 1.1 - PUBLIC SPACE ACTIVATION
Many of the public spaces in Vincent’s town centres are not well activated.

- A carefully curated events program in a town centre can amplify the local economy, connect the community, and raise the profile of the place to the broader public. A range of events that vary in scale and style that are designed for the local demographic should be programmed by the City, town teams and/or businesses (together in partnership).

- Events and activities must be carefully designed to cater for the range of people who visit Vincent’s town centres. Active and engaging public spaces attract people and encourage them to “linger longer.” The City recognises the value of engaging visitors to stay longer and the Activation Schedule will be developed to facilitate this.

- The City needs to prepare an activation program for each of its town centre public spaces.

- Prepare and implement Town Centre Public Space Activation schedules

ITEM 1.2 - ONLINE HIRE PLATFORM
It is difficult to hire the public space in Vincent’s town centres.

- The City has recently improved the hiring process for town centre public spaces but there is still room for improvement. Town teams and the local business community are encouraged to hire the town centre public spaces for events and activities. The hiring process needs to be automated, simplified and a user friendly online platform investigated.

- Review the fees and create an Improved Online Hire Platform and booking system for town centre public spaces

ITEM 1.3 - STREAMLINE EVENT APPROVALS PROCESSES
Events often require multiple approvals from the City, sometimes resulting in a complex and lengthy process.

- The City’s approval processes need to be refined and streamlined to make it easier for town teams and the community to see events in town centre public spaces.

- The City’s service units would benefit from an improved understanding of the events approvals processes, as a multidisciplinary approach is needed in order to deliver information and approvals in a timely manner.

- User friendly online systems could be implemented to simplify the approval processes.

- Streamline the City’s Event Approvals processes

ITEM 1.4 - SUPPORT EVENTS
Events are important for the local economy as well as bringing the community together. The City should continue to provide ongoing support for festivals and events in Vincent’s town centres.

- Provide ongoing support for Town Centre Events & Other Public Events

ITEM 1.5 - SERVICE & MAINTENANCE
Vincent’s town centres require a high level of service and maintenance.

- The City is currently investigating the viability of increasing service and maintenance levels in town centres through prioritisation of specialist town centre works schedules and improvements to reporting.

- Clear, curated and attractive public spaces are more inviting, encouraging people to linger longer.

- Specialising the maintenance works and frequencies for the town centres will improve the way the City is able to deliver a higher level of ongoing service in each of the town centres.

- Improve and monitor the level of Service & Maintenance provided in the town centres

TOWN CENTRE TIDY TEAMS will deliver a higher level of maintenance and care to landscaped areas in Vincent town centres.
Item 5.7 - Attachment 3
Item 5.7 - Attachment 3

COUNCIL BRIEFING AGENDA

18 JUNE 2019

1. **Item 1.11 - Live Music Venue Protection**

   Live music venues are at risk of conflicting with new and nearby residential development.

   The City has a number of well-established performance venues which attract crowds from all over Perth to view and listen to a diverse range of music acts.

   Current legislation could result in live music venues having to alter their function or mitigate their impact on nearby residential land uses (residential).

   These live music venues contribute significantly to the economic viability of their respective town centres. They are well-known and respected cultural institutions which must be promoted and protected.

2. **Development Opportunities**

   **Item 1.12 - City of Vincent Owned Land**

   The City does not have a strategy outlining how its landholdings in the town centres could be used.

   The City should plan for the future of its current and future landholdings.

   A strategy could be developed to explore the strategic acquisition of land for a variety of purposes which could include housing, parking improvements and enhanced town centre connections.

   Prepare a Strategy for City of Vincent Owned Land within the town centres.

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**Planning Framework**

**Item 1.13 - Town Centre Planning Frameworks**

Vincent’s town centres are expected to grow over the coming years in line with population projections and in response to the state planning frameworks. The town centres are distinctive in their own ways and are places that local people identify with and deeply care about.

The City has facilitated the preparation of an Activity Centre Structure Plan for each town centre. Each plan was developed with input from the local community to ensure that it reflects their needs and aspirations.

Further to this, five of Vincent’s town centres are identified in State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2).

Leederville is identified as a Secondary Centre and requires the preparation of an Activity Centre Structure Plan, while North Perth (Fitzgerald Street), Mount Hawthorn and Mount Lawley are identified as District Centres and also require the preparation of an Activity Centre Structure Plan but only requiring WAPC approval if the amount of proposed floor space exceeds 20,000m².

Perth (William Street) is not listed in SPP4.2. However, a place-specific planning framework will need to be investigated for this town centre if its growth and development is to be appropriately managed.

Investigate a Planning Framework for each of the town centres.
02 MOVEMENT

THE MOVEMENT FOCUS AREA IS ABOUT CREATING A MORE WALKABLE ENVIRONMENT AND ENCOURAGING GREATER USE OF PUBLIC TRANSPORT. IT’S ABOUT CREATING THE ENVIRONMENT THAT ENHANCES CYCLING AS A Viable ALTERNATIVE TO DRIVING A CAR.

Rethinking Movement in the Town Centres

Item 2.1 - Transport Strategy

The City does not currently have a strategic position on how it prefers its residents and visitors to ‘get around’. A Vincent Transport Strategy that outlines actions relating to walking, cycling, public transport and cars (including car parking) is required. The Transport Strategy should provide recommendations for additional cycling routes and improved connections to and through the town centres.

In 2014 Census data shows that car ownership in Vincent remains high. Most people still drive to work. A preference for cars impacts on the volume of vehicles moving through the local road network. Instead of focusing on reducing vehicle congestion, attention should be given to promoting alternate travel methods and the improvement of non-car related infrastructure. Actions to improve and enhance walking, cycling and public transport should be developed and outlined in the future Vincent Transport Strategy.

Prepare a Transport Strategy

Item 2.1 - Transport Infrastructure

Public transport is generally not as efficient and convenient as driving a car. There are very few east-west public transport connections between Vincent’s town centres.

There are currently three east-west bus routes in the City of Vincent. The No. 15 bus runs between Leederville Town Centre and Charles Street (before diverting southwest to the City) and the No. 460 and 98D connect Gladesville to Mount Hawthorn Town Centre before diverting southwest on Lathams Street and Scarborough Beach Road respectively, before continuing on to the City.

The poor east-west connections result in more sensitive visitors and workers being left with limited options other than to drive. Public transport bus and train services are all designed to service Perth, which means that a 10 minute east-west drive from Beaufort Street to Leederville can result in a 40 minute bus ride. This increase in journey time is a deterrent for people to use public transport.

The CAT Service is a popular and highly effective short range bus service operating primarily in the City of Perth. The CAT Service does not extend to Vincent’s town centres. There is potential to extend this service and to improve east-west connections across Vincent should be explored.

Advocate to State Transport Authorities for Transport Infrastructure improvements including improved east-west connections

Rethinking Movement in the Town Centres

Item 2.3 - Transport Education Program

The impact that car parking has on the functionality and viability of Vincent’s town centres seems to be misunderstood.

The high social and physical cost of car parking is often not realised or acknowledged. Developing additional car parking in established town centres can be difficult without large scale redevelopment. Continuing to develop at-grade, free and unrestricted parking is vital for increasing the functionality and viability of town centres. Vincent’s town centres because it encourages driving, increases traffic and undermines public transport, cycling and walking.

The negative effect of too much car parking should be explored through an overall Transport Education Program. The Transport Education Program would need to effectively explain the benefits of improving car parking management processes and allowing alternative transport options.

Implement a Transport Education Program

Rethinking Movement in the Town Centres

Item 2.4 - After-hours Transport Options

Vincent’s town centres can be difficult to access and/or leave via public transport after-hours.

Vincent’s town centres are currently difficult to access at night by public transport. If you live nearby walking and cycling are viable options, but these options are dangerous for anyone other than the most experienced cyclists. Leederville and Beaufort Street are well serviced by trains and buses during the day, but service levels fall away significantly in the evening.

Changes need to be made to promote the use of public transport after dark and the City should work closely with ride share companies to encourage them to manage their drivers to minimise their impacts on the movement network.

Advocate for After-hours Transport Options
Item 5.7 - Attachment 3
COUNCIL BRIEFING

O3 CHARACTER


CREATING PLACES FOR PEOPLE

ITEM 3.1 - HIGH QUALITY GROUND FLOOR DESIGN

The standard of ground floor design needs to be improved in all new developments.

Good ground floor design outcomes are a fundamental component to walkability and are crucial to the viability of new ground floor tenancies and the long-term success of businesses.

The City is committed to ensuring and promoting good, high-quality ground floor design outcomes and will advocate to developers and businesses to achieve this.

Advocate for High Quality Ground Floor Design in the development industry and business community.

Item 5.7 - Attachment 3
### Volume 01 - Vincent Town Centre Place Plans Implementation Framework

#### Key Focus Area 1: Activity

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
<th>Responsible Team</th>
<th>Support Team</th>
<th>Town Centre Sponsor</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Prepare and implement Town Centre Public Space Activation schedules</td>
<td>C&amp;R</td>
<td>PFP</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>1.2</td>
<td>Review fees and create an improved Online Hire Platform and booking system for town centre public spaces</td>
<td>C&amp;R</td>
<td>PFP</td>
<td></td>
<td>✔</td>
</tr>
</tbody>
</table>

#### Key Focus Area 2: Movement

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
<th>Responsible Team</th>
<th>Support Team</th>
<th>Town Centre Sponsor</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Prepare a Transport Strategy</td>
<td>PFP</td>
<td>IBE</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>2.2</td>
<td>Advocate to State Transport Authorities for Transport Infrastructure Improvements including improved access and walk connections</td>
<td>PFP</td>
<td>IBE</td>
<td></td>
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</table>

#### Key Focus Area 3: Character

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
<th>Responsible Team</th>
<th>Support Team</th>
<th>Town Centre Sponsor</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.3</td>
<td>Implement a Transport Education Program</td>
<td>IBE</td>
<td>PFP/CBA</td>
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</table>

#### Key Focus Area 4: Creating Places for People

<table>
<thead>
<tr>
<th>Item</th>
<th>Action</th>
<th>Responsible Team</th>
<th>Support Team</th>
<th>Town Centre Sponsor</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>4.1</td>
<td>Develop a High Quality Commercial Design to the development industry and business community</td>
<td>PFP</td>
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</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>Responsible Team</td>
<td>Support Team</td>
<td>TOWN 12/18/19</td>
<td>21/21/2021</td>
</tr>
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<tr>
<td>5.7</td>
<td>Items related to the development of the North Perth Community Hub</td>
<td>Community Engagement</td>
<td>Development Services</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>The project is scheduled for completion in early 2019. The activation of the space will continue through to the following financial year and will be done in partnership with North Perth.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Prepare Woodville Reserve Master Plan</td>
<td>Community Engagement</td>
<td>Engineering</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>The Woodville Reserve Master Plan has now been prioritised for 2019/2020 financial year.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Improve the planning framework for the North Perth Town Centre to help facilitate the right Time Economy</td>
<td>Development Services</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Action plan to outline the planning framework of all the town centres is currently being investigated.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Implement the recommendations of the 2017/18 review of the city’s CCTV network</td>
<td>Community Safety</td>
<td>Engineering</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Review of the City’s CCTV Network and Strategy has been ongoing. Opportunities in new technology have been a priority. A tender is being advertised to undertake an initial audit on lighting in the town centre and provide recommendations on improvement options. Additional investigative work on implementing recommendations will be undertaken in 2019/2020.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5.7</td>
<td>Investigate lighting improvements on View Street and Angus Street</td>
<td>Engineering</td>
<td>Development Services</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Offshore engage a lighting consultant to undertake an initial audit on lighting in the town centre and provide recommendations on improvement options. Additional investigative work on implementing recommendations will be undertaken in 2019/2020.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Position stakeholder negotiations to redeliver the North Perth Place</td>
<td>Development Services</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Advisory of the redelivery of the Place is ongoing.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5.7</td>
<td>Prepare urban design concepts for View Street Car Park and surrounds</td>
<td>Development Services</td>
<td>Engineering</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Minor works connected to the Redelivery of the park and View Street car park. Project investigate and scoping will continue with the project being informed by the heritage and urban design of the North Perth Common proposal and cost benefit analysis of the City owned building asset.</td>
<td></td>
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<td></td>
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<tr>
<td>5.7</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Park undergrounding inspection improvements</td>
<td>Engineering</td>
<td>Development Services</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Travel smartness to continue investigation and advocacy to achieve.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Park and Implement branded spaces of Angus street and View Street elements to Albert Square Public Open Space</td>
<td>Development Services</td>
<td>Engineering</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Two new park spaces have been installed in Albert Square and the first of the four improvements in the utility of the park. Future project still planned to be undertaken in 2019/2020.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Park and Implement upgrades to Fitzgerald Street</td>
<td>Engineering</td>
<td>Development Services</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Traffic engineers are currently reviewing the emergency vehicle access opportunities need to be identified and fencing to be done at site.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5.7</td>
<td>Advocate to multi transport authority for the naming and upgrade to the North Perth Place Bus Stop</td>
<td>Engineering</td>
<td>Development Services</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Advocate of having to continue and alternative funding options to be investigated for the bus stop upgrades.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Crosswalk North Perth Place Site Improvements</td>
<td>Development Services</td>
<td>Engineering</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>HDPE culvert to be installed to upgrade the site.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Signage to the north of North Perth Place and adjacent to its cultural significance and character</td>
<td>Community Engagement</td>
<td>Development Services</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>North Perth Place Street name currently being upgraded with new signage to help improve its use potential. The hall was presented as part of the North Perth Industrial area and its use features has increased, efforts will be continuing to</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Park and Implement View Street Landscape Strategy View Street between Fitzgerald Street and the Hospital Heritage Buildings</td>
<td>Engineering</td>
<td>Development Services</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5.7</td>
<td>Planting to be informed by trees and planting at North Perth Common and urban design of View Street.</td>
<td></td>
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</tr>
</tbody>
</table>
The City of Vincent Town Centre Place Plans Volume Series has been developed as a set of ‘place-based’ strategic documents to guide the direction of funding and resources in the City’s town centres. The documents guide the implementation of all major initiatives in the town centres.

The Town Centre Place Plans (Place Plans) are split into the following volumes:

**VOLUME 01** sets the strategic direction for all of the City’s town centres and outlines the projects (including associated funding and resources) which are common to all town centres.

**VOLUME 02 to 06** include the Place Plans specific to each town centre. Each volume relates to one of the City’s five town centres and outlines the funding and resources the City has specifically committed to each individual town centre. Volumes 02 to 06 have been developed as comprehensive, standalone documents which build upon the desired information relating to all of the town centres in Volume 01.

The Place Plans direct the City’s service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.
00 INTRODUCTION

The City of Vincent (City) has five major town centres – North Perth, Mt Hawthorn, Leederville, Mt Lawley, Highgate and Northbridge.

The town centres are classified as District Centres in the State Planning Framework, with the exception of Leederville which is classified as a Secondary Centre. The State and local planning framework identify the town centres as important opportunities for targeted within development that are expected to redvelop over time to meet changing community needs.

TOWN CENTRE TOWN TEAMS

Each of the town centres has a “town team”. The town teams are independently formed Incorporated Bodies that aim to make their respective town centres the best places they can possibly be. The town teams include:

- Mt Hawthorn Hub >> Mount Hawthorn Town Centre;
- Leederville Connect >> Leederville Town Centre;
- North Perth Local >> North Perth Town Centre;
- Beaufort Street Network >> Mount Lawley/Highgate Town Centre; and
- Northbridge Commons >> Northbridge Town Centre.

The town teams are not an affiliate of the City but can access funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their respective Action Plans. The City works collaboratively with the town teams to deliver locally based activation events, physical improvements and economic and community development initiatives.
A PLACE MANAGEMENT APPROACH

The City’s Place Management team is responsible for coordinating and influencing the City’s service to deliver good place outcomes. The Place Management team delivers and influences a variety of projects and is responsible for coordinating the delivery of the Place Plans.

The City of Vincent employs a Place Management approach to streamline and improve the management of the wide range of issues, challenges and opportunities that face the City’s town centres.

Establish working relationships with Administration
Build relationships with town centre communities
Develop working relationships with the City’s business units and establish a focus on places
Facilitate creation and growth of Town Teams and assist the development of their Action Plans
Identify and address “easy to solve” physical deficiencies
Establish Place Management as a core component of Vincent’s service offer
Champion great place outcomes and focus on: people first, entrepreneurship, quality, customer service and processing, and delivery “easy to solve” procedural improvements
Identify and amend “easy to solve” policy anomalies
Manage projects through to completion

PLANT

EstABLISH

Prep备, implement and refine strategic Place Plan:
- Prepare and deliver a Place Summary, that identifies the key projects in the Plan
- Prepare and deliver a Place Plan
- Establish a transition from project management function to advisory and coordination role
- Prepare Town Centre Performance Measurement Strategy and begin to collect and collate key data sets
- Continue to support the growth and maturity of the Town Teams
- Monitor the Town Team Grant Program
- Create the creation and implementation of place activation solutions
- Create the creation and implementation of a Place Branding and Marketing Campaign for the towns centres
- Identify emerging industries and develop support for these within the Place Plans
- Work with the Business Advisory Group to develop and promote the local economy
- Review how Place Management interfaces with Economic Development and Enacted Members
- Improve Place Manager mobility to be more present in town centres
- Support development and review of Town Team Strategic Document/Action Plans
- Help improve broader industry practice and be recognised as a leader in place-based governance
- Continue to champion great place outcomes at the City

MANAGE

Identify potential resources and funding support streams with State and Federal Government
Advocate for major town centre improvements at a State and Federal level
Support Town Teams to become more profitable, sustainable place-based entities
Continue to develop and refine Town Centre Performance Measurement Strategy
Chair and coordinate the implementation of the Place Plans
Review and update the Place Plans
Continue to develop support strategies for emerging industries
Identify the need for new Policies and Policy changes
Act as a well-known example of best practice in Place Management nationally
Provide key roles in the strategic planning and development of City of Vincent’s Place Plans
Ensure other areas that would benefit from a Place Management approach and deliver funding and measuring requirements
Continue to champion great place outcomes in the organisation
Identify and manage the design component of major Town Centre projects
Coordinate the City’s Place-based Structure and Place Plans

PLACE PLAN PROCESS

The Place Plans capture and build upon existing strategies and plans prepared by the City.

The projects within the Town Centre Place Plans are either existing town centre based projects or initiatives from other strategies – i.e. – plans or new projects that have been identified by analysing and applying information from the following three sources:

A. the content and identified actions within the town centre Action Plans;
B. best practice; and
C. data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.

The town team Action Plans provide the opportunity for town teams to influence the strategic direction and management of their town centres. Town Team Action Plans are prepared by local people who have a deep knowledge and feel for the area. The Action Plans are critical to the City better understanding the needs and aspirations of the local community. Key actions from the town team Action Plans are assessed by the City and considered for inclusion in the relevant Place Plan.

Best practice case studies and current urban trends from both Australia and overseas inform the strategies and actions included in the Place Plans. By collecting and analysing data is a structured and deliberate manner, decisions making becomes better informed. Through the collection of quality data, Administration is able to recommend targeted strategies and interventions.

The collection and analysis of data is a key component in the formulation of actions and strategies within the Place Plans.
PLACE PLAN PURPOSE
The Place Plans are a part of the City’s suite of informing strategies. The Integrated Planning and Reporting Framework outlined by the Local Government Administrative Regulation 1999 requires the City to adopt a Strategic Community Plan. The Place Plans, the City’s first formal place strategy, is identified in the City’s Corporate Business Plan, adopted 29 July 2017, and their relationship with the City’s future Strategic Community Plan and Corporate Business Plan is illustrated in the diagram below.

STRATEGIC COMMUNITY PLAN 2018-2028
The City of Vincent Strategic Community Plan 2018-2020 includes the vision that:

In 2020, the City of Vincent is a lively and vibrant 24hr city, which is synonymous with quality design and sustainability. Its diverse population is supported in their innovation endeavours by a Council that says yes!

This vision is underpinned by a number of key priorities including: Enhanced Environment, Accessible City, Connected Community, Thriving Places, Sensitive Design and Innovative & Accessible. All of which directly align with the purpose and objectives of the Town Centre Place Plans.

Our vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.

MONITORING & REVIEW
Each action within the Place Plans is a project and therefore required to be managed appropriately including the use of project schedules and project plans. Major projects will also need to be highlighted in the Corporate Business Plan.

Place Management is responsible for coordinating with the City’s service units to work through the action items within the Place Plans and ensure the work is undertaken on time and on budget. Progress reports to Council on the implementation of the Place Plans is required annually. Progress reports will be prepared by Place Management with input from applicable service units at the City.

The Place Plans are intended to be iterative documents which evolve over time. The plans will be reviewed as follows:

MINOR REVIEW:
High level annual review may include but is not limited to:

- including town team priority projects and initiatives which are supported by best practice, data and Council priorities;
- reflecting changes to the Corporate Business Plans and Strategic Community Plan;
- including priority projects, initiatives and items which may arise in relation to shifts in best practice, in response to specific data acquired and/or external funding opportunities from private organisations, state and/or federal agencies.

MAJOR REVIEW:
A four-year review will include major changes to the Place Plan documents, including possible structure revisions and graphic design updates. It will also reflect changes to the town team structures and project implementation processes as applicable.

MEASURING PERFORMANCE
Place Management has prepared a Town Centre Performance Measurement Strategy which outlines the key datasets the City needs to better understand in order to manage and improve the performance of its town centres. These datasets are outlined on the adjacent page.

Gathering and analysing data is critical to informed decision making. The data will provide a platform through understanding of the place and continue to highlight required action that emerges through the review process.
HOW TO READ THIS DOCUMENT

The Vincent Town Centre Place Plan Volume Series is structured around three Key Forces:

**01 Activity**
- Sets out the actions and projects which assist the City to enhance activity in its town centres so they can reach their activation and economic potential.

**02 Movement**
- Sets out the actions and projects which enhance walkability, improve the use of public transport, deliver parking efficiencies and create more pedestrian and cycle friendly town centres.

**03 Character**
- Sets out the actions and projects which contribute to Vincent's town centres unique sense of place.

The City of Vincent is committed to 'Growing Vincent' by investing urban design support; creating more livable and walkable neighbourhoods and fostering biodiversity within the City of Vincent. Major growing projects are identified in:
- The City's Growing Plan Implementation Schedule;
- The actions in the Place Plan Volume Series that are detailed in the Vincent Growing Plan below.

**DIAGNOSIS**
- Diagnosing the issue or opportunity evident in the town centres. These may be identified in town centre Action Plans, or as an opportunity to achieve best practice or through the analysis of data.

**STEP 1**
- **Analysis**
  - Analyzing the detail of the issue or opportunity to understand the best path forward.

**STEP 2**
- **SOLUTION**
  - Proposing a solution that solves the issue or seizes the opportunity.

**STEP 3**
- **IMPLEMENTATION FRAMEWORK**
  - Sets out the actions, timeframes and the responsible teams for the delivery of all of the identified projects.

**GREENING**
- Any action that has a greening component is marked with the City of Vincent's Greening Plan icon.
01 ACTIVITY

THE ACTIVITY FOCUS AREA RELATES TO THOSE PROJECTS AND INITIATIVES THAT HELP TO BRING THE STREETS TO LIFE. IT RELATES TO ACTIVATION, EVENTS, PUBLIC SPACES, MARKETING, THE LOCAL ECONOMY AND FUTURE DEVELOPMENT.

EVENTS AND ACTIVATION

ITEM 1.1 - PUBLIC SPACE ACTIVATION

Many of the public spaces in Vincent’s town centres are not well activated.

A carefully curated events program in a town centre can amplify the local economy, connect the community, and raise the profile of the place to the broader public. A range of events that vary in scale and style that are designed for the local demographic should be programmed by either the City, town teams and/or businesses (together in partnership).

Events and activities must be carefully designed to cater for the range of people who visit Vincent’s town centres. Active and engaging public spaces attract people and encourage them to “linger longer.” The City recognises the value of engaging visitors to stay longer and the Activation Schedule will be developed to facilitate this.

The City needs to prepare an activation program for each of its town centre public spaces.

Prepare and implement Town Centre Public Space Activation schedules

ITEM 1.2 - ONLINE HIRE PLATFORM

It is difficult to hire the public space in Vincent’s town centres.

The City has recently improved the hiring process for town centre public spaces but there is still room for improvement. Town teams and the local business community are encouraged to hire the town centre public spaces to run events and activities. The hiring process needs to be streamlined, simplified and a more user-friendly online platform investigated.

Review the fees and create an Improved Online Hire Platform and booking system for town centre public spaces

ITEM 1.3 - STREAMLINE EVENT APPROVALS PROCESSES

Events often require multiple approvals from the City, sometimes resulting in a complex and long process.

The City’s approval processes need to be refined and streamlined to make it easier for town teams and the community to see events in town centre public spaces.

The City’s service units would benefit from an improved understanding of the events approvals processes, as a multidisciplinary approach is needed in order to deliver information and approvals in a timely manner.

User-friendly online systems could be implemented to simplify the approvals processes.

Streamline the City’s Event Approvals processes

ITEM 1.4 - SUPPORT EVENTS

Major events require financial and administrative support from the City of Vincent.

Events are important for the local economy as well as bringing the community together. The City should continue to provide ongoing support for festivals and events in Vincent’s town centres.

Provide ongoing support for Town Team Events & Other Public Events

ITEM 1.5 - SERVICE & MAINTENANCE

Vincent’s town centres require a high level of service and maintenance.

The City is currently investigating the stability of increasing service and maintenance levels in town centres through prioritisation of specialised town centre works schedules and improvements to reporting.

Clean, curated and attractive public spaces are more inviting, encouraging people to linger longer.

Specialising the maintenance works and frequencies for the town centres will improve the way the City is able to deliver a higher level of ongoing service in each of the town centres.

Improve and monitor the level of Service & Maintenance provided in the town centres

TOWN CENTRE TOY TEAMS will deliver a higher level of maintenance and care to landscaped areas in Vincent town centres.
Customer Service
ITEM 1.6 - TOWN TEAM GRANT PROGRAM
Town teams require financial support to deliver outcomes for their respective town centres and to make themselves more sustainable.

Town teams can access grant funding through the Town Team Grant Program. This funding can be used to facilitate events, activities and/or initiatives that engage the local community, contribute to the local economy or improve the sustainability of the town team.

Manager for Town Team Grant Program

Marketing & Branding
ITEM 1.7 - MARKETING & BRANDING
Vincent’s town centres do not have strong and cohesive brands or benefits from a coordinated marketing approach.

The town centres are primarily trafficked through the town team websites, with Tourism and Independent shop promotions such as Urban List. The town teams have a distinct branding strategy which further promotes each town centre. Further work needs to be undertaken to understand the best approach to marketing, whether it is led by the City of Vincent, the town teams, or both.

Prepare and implement Town Centre Marketing & Branding Plans

Marketing & Branding
ITEM 1.8 - DESTINATION MARKETING
The City does not partner with other inner city local governments to promote destination tourism of its town centres.

A partnership between the City and inner city local governments should be developed to better promote key inner city destinations.

Work collaboratively with the Inner North Assembly to develop and deliver Destination Marketing

Business Support
ITEM 1.9 - LOCAL LAWS REVIEW
The Trading in Public Places Local Law 2009 and Local Government Property Local Law 2006 make it difficult for businesses to use and activate the public realm.

Vibrant places have active footpaths that include alfresco dining, goods displays and street performances.

Amendments to the Trading in Public Places and Local Government Property Local Laws will make it easier for businesses to utilise the public space in front of their shops by enabling an online self-administering process that reduces paperwork and approval time frames.


Business Support
ITEM 1.10 - BUSINESS ENGAGEMENT PROGRAM
The City of Vincent does not provide any specific business support measures.

We acknowledge the local community (the mix of independent traders in Vincent’s town centres). There are a variety of trends impacting business, including but not limited to the below:

- the use of technology to consume, engage and experience;
- people want to experience urban environments;
- customers are fickle consumers;
- customers are culturally diverse (music, film, books, theatre, art, etc);
- restaurants and bars provide the experience customers want;
- a transition to online shopping;
- a focus on networking (social media, etc);
- many customers in Vincent are older, driven, and time poor;
- customers have progressively attitudes and are socially conscious, and;
- customers have relatively high incomes (capacity for high income).

The City of Vincent should create a Business Engagement Program that includes a digital platform that businesses can access to review emerging trends, link into existing training and funding opportunities, obtain business support and be a forum for knowledge exchange.

This Engagement Program will include trends and tips about catering to the local community and could also include networking events.

Implement a Business Engagement Program
COUNCIL BRIEFING AGENDA

18 JUNE 2019

Item 5.7 - Attachment 5

**AFTER-HOURS ACTIVITY**

**ITEM 1.11 - LIVE MUSIC VENUE PROTECTION**

Live music venues are at risk of conflicting with new and nearby residential development.

The City has a number of well-established performance venues which attract visitors from all over Perth to view and listen to a diverse range of music acts.

Current legislation could result in live music venues having to alter the way they function to mitigate their impact on new neighbouring sensitive land uses (residential).

These live music venues contribute significantly to the economy of their respective town centres. They are well known and respected cultural institutions which must be promoted and protected.

Advocate for Live Music Venue Protection

**DEVELOPMENT OPPORTUNITIES**

**ITEM 1.12 - CITY OF VINCENT OWNED LAND**

The City does not have a strategy outlining how its landholdings in the town centres could be used.

The City should plan for the future of its current and future landholdings. A strategy could be developed to explore the strategic acquisition of land for a variety of purposes which could include housing, parking improvements and enhanced town centre connections.

Prepare a Strategy for City of Vincent Owned Land within the town centres

**PLANNING FRAMEWORK**

**ITEM 1.13 - TOWN CENTRE PLANNING FRAMEWORKS**

Vincent’s town centres are expected to grow over the coming years in line with population projections and in response to the state planning framework. The town centres are distinctive in their own ways and are places that local people identify with and deeply care about.

Further to the need to support existing businesses and3 contribute to their success while preserving and enhancing their uniquely different character.

Draft Local Planning Strategy Action 1.4.2 – Economy and Employment states that the City should “Appropriately zone and/or prepare structure plans for planned growth areas to facilitate a mix of compatible residential and commercial development opportunities.

Further to this, five of Vincent’s town centres are identified in State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2). Leederville is identified as a Secondary Centre and requires the preparation of an Activity Centre Structure Plan, while North Perth (Fitzgerald Street), Mount Hawthorn and Mount Lawley are identified as District Centres and also require the preparation of an Activity Centre Structure Plan but only requiring WAPC approval if the amount of proposed floor space exceeds 20,000m².

Perth (William Street) is not listed in SPP4.2. However, a place-specific planning framework will need to be investigated for this town centre if its growth and development is to be appropriately managed.

Investigate a Planning Framework for each of the town centres.
COUNCIL BRIEFING AGENDA

18 JUNE 2019

02 MOVEMENT

THE MOVEMENT FOCUS AREA IS ABOUT CREATING A MORE WALKABLE ENVIRONMENT AND ENCOURAGING GREATER USE OF PUBLIC TRANSPORT. IT’S ABOUT CREATING THE ENVIRONMENT THAT ENCOURAGES CYCLING AS A VIABLE ALTERNATIVE TO DRIVING A CAR.

02.1 - TRANSPORT STRATEGY

The City does not currently have a strategic position on how it prefers its residents and visitors to ‘get around’. A Vincent Transport Strategy that outlines actions relating to walking, cycling, public transport and cars (including car parking) is required. The Transport Strategy should provide recommendations for additional cycling routes and improved connections to and through the town centres.

The 2014 Census data shows that car ownership in Vincent remains high. Most people will drive to work. A preference for cars impacts on the volume of traffic moving through the local road network. Instead of focusing on reducing vehicle congestion, attention should be given to promoting alternative travel methods and the improvement of non-car related infrastructure. Actions to improve and enhance walking, cycling and public transport routes should be developed and included in the future Vincent Transport Strategy.

Prepare a Transport Strategy

02.2 - TRANSPORT INFRASTRUCTURE

Public transport is currently not as efficient and convenient as driving a car. There are very few east-west public transport connections between Vincent’s town centres.

There are currently three east-west bus routes in the City of Vincent. The No. 15 bus runs between Leederville Town Centre and Charles Street (before diverting southwest to the City and the No. 400 and 990 connect Glenfield to Mount Hawthorn Town Centre before diverting southwest on Cottesloe and Scarborough Beach Roads respectively, before continuing on to the City.

The poor east-west connections result in many service visitors and workers being left with limited options other than to drive. Public transport bus and train services are all designed to serve Perth, which means that a 10 minute east-west drive from Beaufort Street to Leederville can result in a 40 minute total ride. This increase in journey time is a deterrent for people to use public transport.

The CAT Service is a popular and highly effective short range bus service operating primarily in the City of Perth. The CAT Service does not currently operate in Vincent and there is scope to extend this service and to improve east-west connections across Vincent should be explored.

Advocate to State Transport Authorities for Transport Infrastructure improvements including improved east-west connections

02.3 - TRANSPORT EDUCATION PROGRAM

The impact that car parking has on the functionality and viability of Vincent’s town centres seems to be misunderstood.

The high social and physical cost of car parking is often not realised or acknowledged. Developing additional car parking in established town centres can be difficult without large-scale redevelopment. Continuing to develop at-grade, free and unrestricted parking is vital for increasing foot traffic in the existing town centres because it encourages driving, increases traffic and undermines public transport, cycling and walking.

The negative effect of too much car parking should be explained through an overall Transport Education Program. The Transport Education Program would need to effectively explain the benefits of improving car parking management processes and allow alternative transport options.

Implement a Transport Education Program

02.4 - AFTER-HOURS TRANSPORT OPTIONS

Vincent’s town centres can be difficult to access and/or leave via public transport after hours.

Vincent’s town centres are currently difficult to access at night by public transport. If you live nearby, walking and cycling are viable options, but users, ride share and taxis are generally the only other viable means of transport. Leederville and Beaufort Street are well serviced by trains and buses during the day, but service levels fall away significantly in the evening.

Changes need to be made to promote the use of public transport after dark and the City should work closely with ride share companies to encourage them to manage their drivers to minimise their impacts on the movement network.

Advocate for After-hours Transport Options

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Item 5.7 - Attachment 5
Item 5.7 - Attachment 5
O3 CHARACTER


CREATING PLACES FOR PEOPLE

ITEM 3.1 - HIGH QUALITY GROUND FLOOR DESIGN

The standard of ground floor design needs to be improved in all new developments.

Good ground floor design outcomes are a fundamental component to walkability and are crucial to the viability of new ground floor tenancies and the long-term success of businesses.

The City is committed to enhancing and promoting good, high-quality ground floor design outcomes and will advocate to developers and businesses to achieve this.

Advocates for High Quality Ground Floor Design in the development industry and business community.

COUNCIL BRIEFING AGENDA
18 JUNE 2019
NORTH PERTH TOWN CENTRE PLACE PLAN

VOLUME 02
INTRODUCTION

The North Perth Town Centre Place Plan (Place Plan) has been developed as a ‘place based’ strategic plan to guide the direction of funding and resources in the North Perth Town Centre.

North Perth Town Centre is defined by its unique character, diverse mix of businesses and rich cultural history. Its characters, iconic businesses and heritage buildings contribute to its distinct sense of identity and are why it is like no other place.

After establishing as a commercial area in the late 19th century, North Perth Town Centre has reinvented itself a number of times. From commercial outpost, to bustling northern suburb with the state’s largest primary school, to the settling place for immigrants that have imbued the place with layers upon layers of cultural diversity. North Perth Town Centre is emerging as a vibrant and highly liveable destination. There are great challenges ahead, but also great...
DEMOGRAPHIC SNAPSHOT

North Perth is made up of:

- 13.2% 0-11
- 12.4% 12-24
- 42.1% 25-49
- 21.1% 50-69
- 10.2% 70-85+

Population:

- 2017: 9,370
- 2056: 12,710

- 33.64% has a higher proportion of people
- 66.36% has a lower proportion of people

Compared to Greater Perth, North Perth has a lower proportion of:

- Couples without children
- One-parent families
- Couples families with children

Top 3 countries of birth:

- Australia
- England
- Italy

ECONOMIC SNAPSHOT

North Perth households have higher incomes:

- 23.1% North Perth
- 31.7% Australia

North Perth has a diverse range of housing:

- 67% of North Perth housing stock was comprised of separate houses in 2016.

Between March 2015 & March 2016, the following dwellings were approved:

- Multiple
- Ancillary

North Perth Town Centre Place Plan
PLACE PLAN PURPOSE & PROCESS

The Place Plan outlines the funds and resources the City has specifically committed to the North Perth Town Centre. The boundary of North Perth Town Centre (refer North Perth Town Centre Boundary Map) extends beyond the City of Vincent’s Town Planning Scheme No. 2 District Centre Scheme Zone, to incorporate the commercial, cultural, and community offering in the immediate vicinity of Angove Street and Fitzgerald Street.

The Place Plan lists the implementation schedule for all of the major initiatives being undertaken in the North Perth Town Centre by the City of Vincent. Such initiatives include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects and/or policy and procedural improvements. The Place Plans provide a robust, planned and integrated approach to project identification and delivery.
The strategies and actions within the Place Plan are cross checked against the following three sources:

A. the content and identified actions within the North Perth Local Action Plan;
B. best practice; and
C. data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.

NORTH PERTH LOCAL

Each of the City of Vincent town centres has a ‘town team’. The town teams are independently formed incorporated bodies that aim to make their respective town centres the best places they can possibly be. The town teams are not an affiliate of the City but do receive funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their strategic Action Plans. The City works collaboratively with the town teams to deliver locally based activities/events, physical improvements and economic and community development initiatives.

North Perth Local is the town team operating in the North Perth Town Centre. North Perth Local’s Action Plan outlines a range of objectives and principles as well as their key focus areas.

The Place Plan will be reviewed and updated annually. Anyone who wishes to know what the City of Vincent is doing in the North Perth Town Centre can read this document and learn about the broad range of projects the City is undertaking, and the direction the City is taking to support and improve the town centre.

The Implementation Framework sets out the actions, time frames and teams who are responsible for the delivery of the actions and projects.
HOW TO READ THIS DOCUMENT!

The North Perth Town Centre Place Plan is structured around three Key Focus Areas:

01 ACTIVITY
Sets out the actions and projects which assist the City to enhance activity in the town centre in order for it to reach its activation and economic potential.

02 MOVEMENT
Sets out the actions and projects which enhance walkability, improve the use of public transport, deliver parking efficiencies and create a more pedestrian and cycle friendly town centre.

03 CHARACTER
Sets out the actions and projects which contribute to North Perth’s unique sense of place.
The City of Vincent is committed to “Greening Vincent” by increasing overall canopy cover, creating more liveable and walkable neighbourhoods and fostering biodiversity within the City of Vincent. Major greening projects are identified in:

- the City’s Greening Plan Implementation Schedule; and
- the actions in the Place Plan that are demarcated with the Vincent Greening Icon below.

*GREENING* Any action that has a greening component is marked with the City of Vincent’s Greening Plan Icon.

*IMPLEMENTATION FRAMEWORK* sets out the actions, time frames and the responsible teams for the delivery of all of the identified projects.

Each project is explained using the following three step process:

**STEP 1**

**DIAGNOSIS**

Diagnosing the issue or opportunity evident in North Perth Town Centre. These may be identified in North Perth Local’s Action Plan, as an opportunity to achieve best practice or through the analysis of data.

**STEP 2**

**ANALYSIS**

Analysing the detail of the issue or opportunity to understand the best path forward.

**STEP 3**

**SOLUTION**

Proposing a solution that solves the issue or seizes the opportunity.

NORTH PERTH TOWN CENTRE PLACE PLAN
01 ACTIVITY

NORTH PERTH TOWN CENTRE WILL CONTINUE TO BE A BEAUTIFUL PLACE WHERE THE COMMUNITY LIVE, WORK AND PLAY AND WHERE A THRIVING LOCAL ECONOMY SUPPORTS PROSPEROUS AND PASSIONATE LOCAL, INDEPENDENT BUSINESSES.

PUBLIC OPEN SPACE

ITEM 1.1 - NORTH PERTH COMMON (TOWN SQUARE)

There is not enough comfortable urban open space in the North Perth Town Centre.

Currently there are only two formal public spaces in the North Perth Town Centre and these are both located on the western fringe of the town centre boundary (refer Existing Public Open Space Map).

The North Perth Master Plan 2012 identifies the need for a centrally located public space in the town centre. The Master Plan shows a piazza space at the corner of View Street and Fitzgerald Street but the concept in the Master Plan is constrained by private ownership. Following a detailed investigation, Council have approved the design and development of a public space at the corner of View Street and Fitzgerald Street including the development of a shared space on the View Street road reserve.

Complete the development of the North Perth Common (Town Square) and assist with the ongoing activation of the space

NORTH PERTH COMMON (TOWN SQUARE) will contribute to the greening of Vincent by providing additional town centre green space and exploring the opportunity for additional canopy cover.
PUBLIC OPEN SPACE

ITEM 1.2 - WOODVILLE RESERVE MASTER PLAN

Woodville Reserve contains a number of community uses including the North Perth Tennis Club, North Perth Bowls Club, Vincent Men’s Shed and North Perth Community Garden. These uses and associated facilities are disconnected from one another and from the North Perth Town Centre.

The community facilities at Woodville Reserve have developed incrementally over time. They are well patronised but spatially disconnected. The poor physical relationships between them has inhibited the building of strong relationships between the community groups who inhabit them.

The City is committed to preparing a master plan for Woodville Reserve. Opportunities to develop a positive synergy between Woodville Reserve, the surrounding community uses and the North Perth Town Centre will be explored. The master plan will consider the legibility of this site and how the activity generated by the community uses can better link to the town centre.

Prepare Woodville Reserve Master Plan

WOODVILLE Reserve MASTER PLAN will contribute to the greening of Vincent by making better use of the existing green space and by exploring opportunities to increase canopy cover.
**NIGHT TIME ECONOMY**

**ITEM 1.3 - NORTH PERTH’S NIGHT TIME ECONOMY**

North Perth Town Centre has a weak night time economy compared with other nearby town centres.

The *After hours Trading Map* shows the businesses that are open after 6pm. The primary generators of after hours activity in the North Perth Town Centre are the supermarket in the North Perth Plaza shopping centre and the Rosemount Hotel. Both of these uses attract specific target audiences with different habits and behaviours. Reviewing the City’s car parking requirements for night time related land uses may improve the affordability of setting up after hours ventures. Similarly, a review of the land use permissibility in the City’s Town Planning Scheme may remove the need for community advertising and Council approval or even the need for planning approval altogether.

There is an opportunity to leverage the activity generated after hours by the local supermarket and the future North Perth Common (Town Square) to encourage after hours uses in the immediate area.

Ensure updates to the planning and policy framework facilitate the development of North Perth’s Night Time Economy.

**TOWN CENTRE SAFETY**

**ITEM 1.4 - CCTV NETWORK**

There is no City of Vincent CCTV in the North Perth Town Centre.

The City is required to review the City’s CCTV Strategy and this review may result in specific recommendations for the North Perth Town Centre. A CCTV network can contribute to community safety and security, especially after hours.

The *North Perth Local Action Plan* identifies a need to focus on community safety.

Implement the recommendations of the 2017/18 review of the City’s CCTV Network.
**TOWN CENTRE SAFETY**

**ITEM 1.5 - LIGHTING IMPROVEMENTS**

There are some poorly lit areas in the North Perth Town Centre.

Pedestrian safety and the quality of lighting in the North Perth Town Centre is generally considered to be good. The lighting on secondary streets and key walking routes that lead to the town centre could be improved to enhance the pedestrian environment after hours.

The North Perth Local Action Plan identifies a need to focus on community safety.

Investigate Lighting Improvements on View Street and Angove Street

**DEVELOPMENT OPPORTUNITIES**

**ITEM 1.6 - NORTH PERTH PLAZA**

The North Perth Plaza is an unattractive, underdeveloped, car-oriented shopping centre located in the heart of the North Perth Town Centre. It is yet to reach its potential as a key destination and lacks connectivity to the street.

The ownership of North Perth Plaza presents some constraints for redevelopment in the short term but the site location presents significant redevelopment opportunity in the longer term. The City is well positioned to support and advocate for redevelopment in the future.

The City should advocate to North Perth Plaza landowners and/or interested third parties to develop a future design for the site that delivers the right mix of land uses, compliments the local character and includes high quality public spaces and the integration of the adjacent North Perth Plaza bus stop.

Facilitate stakeholder negotiations to redevelop the North Perth Plaza
**DEVELOPMENT OPPORTUNITIES**

**ITEM 1.7 - VIEW STREET CAR PARK URBAN DESIGN CONCEPT**

The City has limited land holdings in the town centre (refer City Owned Land Map). The use of the premium, centrally located, City owned land at Lots 15, 16 and 40 View Street is not currently of significant benefit to the town centre. Lot 15 supports an underutilised dwelling and the remaining lots form a car park with limited efficiencies.

The City does not have a strategy outlining how its town centre landholdings should be used but it is evident that Lots 15, 16 and 40 View Street are not fulfilling their potential. The land is located adjacent to the neighbouring Rosemount Hotel Car Park and presents an opportunity to improve parking efficiencies, pedestrian links and deliver high quality infill development and urban open space.

This opportunity was identified in the North Perth Master Plan 2012 and the City is now in a position to determine how this land could be utilised for the benefit of the town centre.

Prepare an Urban Design Concept for View Street Car Park and surrounds

**VIEW STREET CAR PARK URBAN DESIGN CONCEPT** will incorporate additional tree planting along identified key pedestrian links that will contribute to the greening of Vincent.

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**NORTH PERTH TOWN CENTRE PLACE PLAN**
### IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

#### ITEM 2.1 - ANGOVE/FITZGERALD ST INTERSECTION

The Angove/Fitzgerald Street Intersection is difficult for pedestrians to cross.

The pedestrian environment at the Angove Street and Fitzgerald Street intersection is currently poor and somewhat difficult to cross. Improvements to the design and management of this intersection should be explored to enhance pedestrian and cyclist movement. Cycling starter boxes should also be considered at this intersection.

Plan Angove/Fitzgerald Street Intersection Improvements

#### ITEM 2.2 - ALBERT/ANGOVE JUNCTION SHARED SPACES

The Albert/Angove Junction could be Vincent’s highest quality pedestrian environment.

The Albert/Angove Junction was upgraded in 2016 from an unusable verge space to a comfortable public space. It is now able to host a range of activities and small scale events.

The location of the space lends itself to further refinement, being enclosed by well-designed ground floor tenancies, medium density residential, the North Perth Primary School and the Macedonian Orthodox Church.

This space has the potential to be expanded into the surrounding road network via a series of shared spaces that would give greater priority to active transport modes.

Plan and implement Shared Spaces at Angove Street and Albert Street junction adjacent to Albert Square public open space

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**02 MOVEMENT**

THE NORTH PERTH TOWN CENTRE WILL FIND THE RIGHT BALANCE BETWEEN CARS, BUSES, BICYCLES AND PEDESTRIANS, BECOMING A GREAT PLACE FOR PEOPLE AND BUSINESS.
IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.3 - FITZGERALD STREET UPGRADES

Fitzgerald Street is not a comfortable place for pedestrians.

Fitzgerald Street is classified as an ‘Other Regional Road’ in the Metropolitan Region Scheme. This means Fitzgerald Street is considered an important road for connecting people and goods. Our state roads authority, Main Roads Western Australia (MRWA) advise and assist the City of Vincent in the management of Fitzgerald Street.

Fitzgerald Street has another important purpose. It is a place for people. It connects people between businesses on the eastern and western side of the street. It contains the street trees that shade people as they walk on its footpaths and the public art that people admire as they sit on public benches.

Data shows that on average vehicle speeds on Fitzgerald Street do not exceed the speed limit and are comparable to neighbouring Beaufort Street. Yet Beaufort Street functions better as a place for people – why? Observational studies show that noise, constant traffic movement, narrow footpath widths, and buses passing close to pedestrians are impacting pedestrian comfort in a negative way.

It is difficult to cross Fitzgerald Street. Guard rails installed to improve safety actually reduce the ability for pedestrians and cyclists to cross the road and inadvertently reduce driver focus.

The attractiveness of North Perth Town Centre is also impacted by streetscape clutter. This includes road signs, guard rails, business signage and poorly located street furniture. Removing much of this clutter will improve the attractiveness of the town centre.

Improvements to the streetscape including investigating an increase in footpath widths, reducing intersection sizes and further investigating the need for more bicycle parking will induce more walking and cycling. Where possible active transport modes should gain priority over vehicles.
A raised plateau on Fitzgerald Street should be investigated to improve pedestrian movement across Fitzgerald Street. This is consistent with the North Perth Master Plan 2012.

Plan and implement **Upgrades to Fitzgerald Street**

**FITZGERALD STREET UPGRADES** will include further street tree plantings and potential landscaping that will contribute to the greening of Vincent.

**IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT**

**ITEM 2.4 - NORTH PERTH BUS STOP UPGRADE & NAMING**

The North Perth Plaza bus stop is bland, standard and without an identity.

Giving important locations a sense of identity is a central principle of wayfinding and this is especially relevant to North Perth's most centrally located public transport node.

Naming the bus stop and affirming it as a key public transport node may provide further impetus to the revitalisation of North Perth Plaza and other landholdings.

Advocate to the Public Transport Authority for **North Perth Plaza Bus Stop Upgrade and Naming**
03 CHARACTER


THESE SPECIAL THINGS CAN AND WILL BE CELEBRATED THROUGH THE BRANDING & MARKETING OF THE TOWN CENTRE. HOWEVER, THERE ARE SOME SPECIFIC ACTIONS THE CITY CAN TAKE TO IMPROVE FITZGERALD STREET & CAPITALISE ON THE TRADITIONAL HERITAGE BUILDINGS ON VIEW STREET.

CREATING PLACES FOR PEOPLE

ITEM 3.1 - NORTH PERTH PLAZA SITE IMPROVEMENTS

North Perth Plaza is an unattractive ageing shopping centre that does not add positively to the character of the town centre or provide a comfortable walking environment for pedestrians.

North Perth Plaza is a centrally located, key destination for town centre visitors. It is passed by more than 24,000 vehicles per day, heading both north and south along Fitzgerald Street and its prominent location sets the scene for the surrounding town centre.

The footpath adjacent to the North Perth Plaza is cluttered with bollards, poorly located seating and empty planter boxes. De-cluttering the streetscape and upgrading the laneway on the north side of the Plaza will improve pedestrian comfort, enhance the Plaza’s visual appeal and make the site a better place for people. Carefully located and designed bicycle parking would also be beneficial especially in close proximity to the North Perth Plaza bus stop.

Encourage North Perth Plaza Site Improvements

NORTH PERTH PLAZA SITE IMPROVEMENTS will contribute to the greening of Vincent by providing opportunities for additional planting on this key town centre site.
HERITAGE

ITEM 3.2 - NORTH PERTH TOWN HALL

The North Perth Town Hall is a significant asset to the town centre but is currently underutilised.

The recently renovated North Perth Town Hall has the potential to be used more effectively. The North Perth Town Hall should be accessible to the entire community and a place where people come to meet. It is an ideal location for more community events and work will be undertaken to increase its use.

Maximise the use of the North Perth Town Hall and capitalise on its cultural significance and character

ITEM 3.3 - VIEW STREET LANDSCAPE LINK

The traditional heritage buildings on View Street are hidden from the rest of the town centre.

The pedestrian connections between Fitzgerald Street and the traditional heritage town centre along View Street are currently poor. The implementation of a green link and improved wayfinding would improve the pedestrian connectivity between Fitzgerald Street and the State Registered heritage buildings. The link could include additional landscaping such as verge upgrades and street tree plantings.

North Perth Master Plan 2012 identified the opportunity to develop this landscape link and the City is now in a position to implement it.

Plan & implement a View Street Landscape Link along View Street between Fitzgerald Street and the traditional heritage buildings

VIEW STREET LANDSCAPE LINK will contribute to the greening of Vincent by increasing the canopy cover and planting along View Street.
## VOLUME 02 - NORTH PERTH TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK

### KEY FOCUS AREA 1: ACTIVITY

#### EVENTS

- **V1.1.** Prepare and implement *Town Centre Public Space Activation* schedules  
  - **Community Engagement**  
  - **DS**

- **V1.2.** Create an *Online Hire Platform* and improved booking system for town centre public spaces and review the fees and charges for these spaces  
  - **Community Engagement**

- **V1.3.** Streamline the City's *Event Approvals* processes  
  - **Community Engagement**  
  - **DS/IE**

- **V1.4.** Provide ongoing support for *Town Team Events & Other Public Events*  
  - **Community Engagement**  
  - **DS/IE**

#### CUSTOMER SERVICE

- **V1.5.** Review and implement the *Town Centre Tidy Teams* Business Case recommendations  
  - **Infrastructure and Environment**  
  - **DS**

- **V1.6.** Manage the *Town Team Grant Program*  
  - **Development Services**  
  - **CE/IE**

#### MARKETING & BRANDING

- **V1.7.** Prepare and implement *Town Centre Marketing & Branding Plans*  
  - **Community Engagement**  
  - **DS**

- **V1.8.** Work collaboratively with the *Inner Perth Assembly* to develop and deliver destination marketing with inner city local governments.  
  - **Community Engagement**  
  - **DS**

#### BUSINESS SUPPORT

- **V1.9.** Amend the *Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008*  
  - **Development Services**  
  - **CE/CS/IE**

- **V1.10.** Implement a *Business Engagement Program*  
  - **Development Services**  
  - **CE**

#### PUBLIC OPEN SPACE

- **1.1.** Complete the development of the *North Perth Common* (Town Square) and assist with the ongoing activation of the space  
  - **Infrastructure and Environment**  
  - **DS**

- **1.2.** Prepare *Woodville Reserve Master Plan*  
  - **Community Engagement**  
  - **CS/DS/IE**

#### NIGHT TIME ECONOMY

- **V1.11.** Advocate for *Live Music Venue Protection*  
  - **Development Services**

- **1.3.** Ensure updates to the planning and policy framework facilitate the development of *North Perth’s Night Time Economy*  
  - **Development Services**

#### TOWN CENTRE SAFETY

- **1.4.** Implement the recommendations of the 2017/18 review of the City's *CCTV Network*  
  - **Community Engagement**  
  - **IE**

- **1.5.** Investigate *Lighting Improvements* on View Street and Angove Street  
  - **Development Services**  
  - **IE**

#### DEVELOPMENT OPPORTUNITIES

- **1.12.** Prepare a Strategy for *City of Vincent Owned Land* within the town centres  
  - **Corporate Services**  
  - **DS**

- **1.16.** Facilitate stakeholder negotiations to *Redevelop the North Perth Plaza*  
  - **Development Services**

- **1.17.** Prepare an *Urban Design Concept for View Street Car Park* and surrounds  
  - **Development Services**  
  - **CS/IE**

#### PLANNING FRAMEWORK

- **V1.13.** Investigate a *Planning Framework* for each of the town centres  
  - **Development Services**

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<th>KEY ACTION/ PROJECT</th>
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<th>SUPPORT TEAM**</th>
<th>TOWN CENTRE WIDE**</th>
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<tr>
<td><strong>EVENTS</strong></td>
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</tr>
<tr>
<td>V1.1. Prepare and implement <em>Town Centre Public Space Activation</em> schedules</td>
<td>Community Engagement</td>
<td>DS</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
</tr>
<tr>
<td>V1.2. Create an <em>Online Hire Platform</em> and improved booking system for town centre public spaces and review the fees and charges for these spaces</td>
<td>Community Engagement</td>
<td></td>
<td>✔ ✔</td>
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</tr>
<tr>
<td>V1.3. Streamline the City's <em>Event Approvals</em> processes</td>
<td>Community Engagement</td>
<td>DS/IE</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
</tr>
<tr>
<td>V1.4. Provide ongoing support for <em>Town Team Events &amp; Other Public Events</em></td>
<td>Community Engagement</td>
<td>DS/IE</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
</tr>
<tr>
<td><strong>CUSTOMER SERVICE</strong></td>
<td></td>
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<tr>
<td>V1.5. Review and implement the <em>Town Centre Tidy Teams</em> Business Case recommendations</td>
<td>Infrastructure and Environment</td>
<td>DS</td>
<td>✔ ✔</td>
<td></td>
</tr>
<tr>
<td>V1.6. Manage the <em>Town Team Grant Program</em></td>
<td>Development Services</td>
<td>CE/IE</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
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<tr>
<td><strong>MARKETING &amp; BRANDING</strong></td>
<td></td>
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<tr>
<td>V1.7. Prepare and implement <em>Town Centre Marketing &amp; Branding Plans</em></td>
<td>Community Engagement</td>
<td>DS</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
</tr>
<tr>
<td>V1.8. Work collaboratively with the <em>Inner Perth Assembly</em> to develop and deliver destination marketing with inner city local governments.</td>
<td>Community Engagement</td>
<td>DS</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
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<tr>
<td><strong>BUSINESS SUPPORT</strong></td>
<td></td>
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<tr>
<td>V1.10. Implement a <em>Business Engagement Program</em></td>
<td>Development Services</td>
<td>CE</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
</tr>
<tr>
<td><strong>PUBLIC OPEN SPACE</strong></td>
<td></td>
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</tr>
<tr>
<td>1.1. Complete the development of the <em>North Perth Common</em> (Town Square) and assist with the ongoing activation of the space</td>
<td>Infrastructure and Environment</td>
<td>DS</td>
<td>✔ ✔</td>
<td></td>
</tr>
<tr>
<td>1.2. Prepare <em>Woodville Reserve Master Plan</em></td>
<td>Community Engagement</td>
<td>CS/DS/IE</td>
<td>✔ ✔</td>
<td></td>
</tr>
<tr>
<td><strong>NIGHT TIME ECONOMY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>V1.11. Advocate for <em>Live Music Venue Protection</em></td>
<td>Development Services</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3. Ensure updates to the planning and policy framework facilitate the development of <em>North Perth’s Night Time Economy</em></td>
<td>Development Services</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOWN CENTRE SAFETY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.4. Implement the recommendations of the 2017/18 review of the City's <em>CCTV Network</em></td>
<td>Community Engagement</td>
<td>IE</td>
<td>✔ ✔</td>
<td></td>
</tr>
<tr>
<td>1.5. Investigate <em>Lighting Improvements</em> on View Street and Angove Street</td>
<td>Development Services</td>
<td>IE</td>
<td>✔ ✔</td>
<td></td>
</tr>
<tr>
<td><strong>DEVELOPMENT OPPORTUNITIES</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1.12. Prepare a Strategy for <em>City of Vincent Owned Land</em> within the town centres</td>
<td>Corporate Services</td>
<td>DS</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
</tr>
<tr>
<td>1.16. Facilitate stakeholder negotiations to <em>Redevelop the North Perth Plaza</em></td>
<td>Development Services</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.17. Prepare an <em>Urban Design Concept for View Street Car Park</em> and surrounds</td>
<td>Development Services</td>
<td>CS/IE</td>
<td>✔ ✔</td>
<td></td>
</tr>
<tr>
<td><strong>PLANNING FRAMEWORK</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>V1.13. Investigate a <em>Planning Framework</em> for each of the town centres</td>
<td>Development Services</td>
<td>✔ ✔ ✔</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### VOLUME 02 - NORTH PERTH TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK

#### KEY FOCUS AREA 2: MOVEMENT

<table>
<thead>
<tr>
<th>KEY ACTION/ PROJECT</th>
<th>RESPONSIBLE TEAM</th>
<th>SUPPORT TEAM*</th>
<th>TOWN CENTRE WIDE**</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RETHINKING MOVEMENT IN THE TOWN CENTRES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>V2.1 Prepare a Transport Strategy</td>
<td>Development Services</td>
<td>IE</td>
<td>✓</td>
</tr>
<tr>
<td>V2.2 Advocate to State Transport Authorities for Transport Infrastructure improvements including improved east-west connections</td>
<td>Infrastructure and Environment</td>
<td>DS/IE</td>
<td>✓</td>
</tr>
<tr>
<td>V2.3 Implement a Transport Education Program</td>
<td>Infrastructure and Environment</td>
<td>DS/CE</td>
<td>✓</td>
</tr>
<tr>
<td>V2.4 Advocate for After hours Transport Options</td>
<td>Infrastructure and Environment</td>
<td>DS</td>
<td>✓</td>
</tr>
<tr>
<td><strong>IMPROVING THE PEDESTRIAN &amp; CYCLIST ENVIRONMENT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>V2.5 Develop a Wayfinding Strategy</td>
<td>Community Engagement</td>
<td>DS/IE</td>
<td>✓</td>
</tr>
<tr>
<td>V2.6 Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8</td>
<td>Development Services</td>
<td>CE/IE</td>
<td>✓</td>
</tr>
<tr>
<td>V2.7 Advocate to the Public Transport Authority for Bus Noise Emission Improvements</td>
<td>Development Services</td>
<td>IE</td>
<td>✓</td>
</tr>
<tr>
<td>V2.8 Investigate the costs and benefits of Underground Power in Vincent’s town centres</td>
<td>Infrastructure and Environment</td>
<td>CS</td>
<td>✓</td>
</tr>
<tr>
<td>2.1 Plan Angove/Fitzgerald Street Intersection improvements</td>
<td>Infrastructure and Environment</td>
<td>DS</td>
<td>✓</td>
</tr>
<tr>
<td>2.2 Plan and implement Shared Spaces at Angove Street and Albert Street Junction adjacent to Albert Square public open space</td>
<td>Development Services</td>
<td>IE</td>
<td>✓</td>
</tr>
<tr>
<td>2.3 Plan and implement Upgrades to Fitzgerald Street</td>
<td>Development Services</td>
<td>IE</td>
<td>✓</td>
</tr>
<tr>
<td>2.4 Advocate to the Public Transport Authority for North Perth Plaza Bus Stop Upgrade and Naming</td>
<td>Development Services</td>
<td>IE</td>
<td>✓</td>
</tr>
</tbody>
</table>

#### KEY FOCUS AREA 3: CHARACTER

**CREATING PLACES FOR PEOPLE**

<table>
<thead>
<tr>
<th>KEY ACTION/ PROJECT</th>
<th>RESPONSIBLE TEAM</th>
<th>SUPPORT TEAM*</th>
<th>TOWN CENTRE WIDE**</th>
</tr>
</thead>
<tbody>
<tr>
<td>V3.1 Advocate for High Quality Ground Floor Design to the development industry and business community</td>
<td>Development Services</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>3.1 Encourage North Perth Plaza Site Improvements</td>
<td>Development Services</td>
<td>IE</td>
<td>✓</td>
</tr>
</tbody>
</table>

**HERITAGE**

<table>
<thead>
<tr>
<th>KEY ACTION/ PROJECT</th>
<th>RESPONSIBLE TEAM</th>
<th>SUPPORT TEAM*</th>
<th>TOWN CENTRE WIDE**</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.2 Maximise the Use of the North Perth Town Hall and capitalise on its cultural significance and character</td>
<td>Community Engagement</td>
<td>DS/IE</td>
<td>✓</td>
</tr>
<tr>
<td>3.3 Plan and implement a View Street Landscape Link along View Street between Fitzgerald Street and the traditional heritage buildings</td>
<td>Infrastructure and Environment</td>
<td>DS</td>
<td>✓</td>
</tr>
</tbody>
</table>

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Infrastructure and Environment (IE)  
**Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Vincent Town Centres Plan Volume 01
RECOMMENDATION:

That Council:

1. NOTES options presented for future hard waste (junk) services, resulting from a service review undertaken as part of Waste Strategy Project 2; and

2. REQUESTS Administration presents the results of the consultation back to Council by December 2019.

PURPOSE OF REPORT:

To provide Council with options for bulk waste management and collection in the City, including financial modelling.

BACKGROUND:

The City recently adopted the new Waste Strategy 2018 – 2023 with a Vision of “Zero waste to landfill by 2028”. The Strategy recognises the current collection methodology is very outdated and encourages the generation of waste. Additionally only 15% of the material collected is currently recovered through limited source separation on the verge.

During the recent bulk hard waste (junk) collection in February 2019, Council and City Administration received numerous complaints from the community, with primary concerns being:

- Thoughtless scavenging (often overnight), creating amenity and safety issues/concerns;
- Adverse impact on visual amenity – including ransacked piles and litter;
- Presentation time too long, leading to further illegal dumping on existing piles; and
- Verge access/obstruction issues.

At the Ordinary Council Meeting held on 2 April 2019, Council adopted the following Notice of Motion:

“1. REQUESTS that Administration:

1.1 DOES NOT proceed with a Tender or Quotations for Bulk Verge Collection beyond the existing contract;

1.2 PROVIDES a report to Council no later than June 2019 with alternative options for bulk waste management and collection in the City, including financial modelling; and

1.3 That the options presented be capable of being implemented in the 2019-20 financial year, subject to Council decision.”

This Notice of Motion is related to Project 2 of the City’s Waste Strategy. This is a Bulk Hard Waste (Junk) options appraisal to consider alternative means of collection, which will increase diversion from landfill and deliver a “cost effective, sustainable and contemporary waste service” in line with our Waste Strategy commitment.
DETAILS:

Current Service and Options for Change

The City currently contracts out its Bulk Verge Collection services. This service comprises one bulk junk collection and two bulk green collections per annum, at a cost of around $440,000 per annum; the bulk hard waste ‘Junk” component accounting for around $200,000 of this figure.

This service allows residents to present unlimited volumes of bulky household items, including furniture, mattresses, white goods and e-waste on their verge, for a period of up to 10 days prior to the scheduled collection. In the last collection cycle (i.e. January-February 2019), the City collected 685 tonnes of bulk hard waste, of which 15% (103 tonnes) was recycled.

The current collection contract is due to expire June 30 and has just completed its final annual bulk hard waste (junk) collection.

There are currently no proposed changes to the bulk verge green waste collections as this service achieves 100% diversion, and has a low processing cost of $85/tonne. The City will let a short-term contract for verge green waste collections pending evaluation of the impact of FOGO implementation (as FOGO may well cause migration of organic material from the bulk verge green waste service).

Outlined below, are a number of ways in which the City could change the way in which it provides the bulk hard waste service, to increase overall diversion from landfill, improve the visual amenity, and reduce risk:

- Cease the service;
- Limit the collection volume;
- Introduce an on-request service (as opposed to the current scheduled service); and
- Introduce an on request, fee per service. This is currently the case for the City’s mattress collection service and could be extended to other items such as fridges, white goods, sofas, large pieces of furniture, etc. – i.e. true “bulky” items which residents are unable to dispose of by any other means.

<table>
<thead>
<tr>
<th>Service Change Option</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline - no change to service</td>
<td>Cheaper collection cost on a per household basis</td>
<td>More expensive overall, due to higher participation and waste generation rates. More likely to lead to unwanted behaviours such as illegal dumping, broad-scale systematic scavenging and other antisocial behaviour.</td>
</tr>
<tr>
<td>Option 1 - Cease to provide a service</td>
<td>Significant cost savings (Collection &amp; Disposal Costs) Highest reduction in waste tonnage.</td>
<td>Community expectation is that there will be a service available. Illegal dumping may increase.</td>
</tr>
<tr>
<td>Option 2 - Limit the collection volume</td>
<td>Reduces waste tonnage and associated disposal costs. Improves street presentation. Provide more equity in the service.</td>
<td>Likelihood that some households will still exceed the collection volume so will require enforcement. Difficult to police if not containerised.</td>
</tr>
<tr>
<td>Option 3 - On-request service</td>
<td>Reduces waste tonnages significantly (by circa 60%). Potential to produce cost savings. Provides services at a time convenient to residents. Allows for a range of items to be collected separately, increasing the ability to recover material at source.</td>
<td>Additional administration for booking/scheduling. Collection slots not always available when resident wants to present waste. If containerised, higher demand for weekend skips and under-utilised on weekdays. Most difficult option to cost as depends upon range of services provided, uptake of service and contract costs.</td>
</tr>
<tr>
<td>Service Change Option</td>
<td>Advantages</td>
<td>Disadvantages</td>
</tr>
<tr>
<td>-----------------------</td>
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</tr>
<tr>
<td>Option 4 - On-request charged services</td>
<td>Reduces waste tonnages significantly. Significant cost savings. Fairer system, as actual cost of the service is borne by service users, rather than spread across all rate payers Likely to be more cost effective for a resident than using a private contractor due to City's buying power.</td>
<td>Increases administration. Significant behaviour change for residents, that some may oppose.</td>
</tr>
</tbody>
</table>

**Discussion Options**

**Option 1 – Attachment Cease to Provide the Service**

Is unlikely to meet community expectations and does not cater for residents who may genuinely have no other option for disposal of household junk.

**Option 2 – Limiting the volume to 3m³**

Is difficult to achieve without significant additional education and enforcement. However, it is estimated that this option could reduce waste collected by 20%.

**Option 3 – On-Request Service**

Is now becoming the standard across the metro region as move away from the traditional “bring out your dead” scheduled service that encourages the production of waste. On-request services have been shown to significantly reduce the volume of waste presented as fewer households (an estimated 33% per year) participate in the service and there is less dumping of waste from outside of the council area. There is potential to reduce overall cost as although the collection per service rate rises, much less waste is generated. An on-request service is considered better for the resident as it can be provided when the customer requires the service (e.g. when moving home) rather than when the annual collection is scheduled. An on request service could be provided in a number of ways such as through a skip bin, via individual items (e.g. fridges) or by an item limit (e.g. three items of furniture per collection). This is aligned with the DWER Draft Better Practice Vergeside Collection Guidelines for Local Government as “future best practice”.

**Option 4 – On-Request Charged Services**

Is a variation of option 3 and would be an extension of the City’s current on request charged services, i.e. mattress collections and the soon to be implemented white goods collection service (July/August 2019). It is considered the most progressive and a “user pays” service will produce the best outcome in terms of waste reduction, as it transfers the responsibility for waste to the producer of the waste. Some metro councils charge for additional bulk waste services and others on the east coast have introduced charges for all collections. Option 4 could be introduced incrementally through the introduction of new fees and subsidised using the existing budget allocation in the early years of its introduction. This is also aligned with the DWER Draft Better Practice Vergeside Collection Guidelines for Local Government as “future best practice”.

**Socioeconomic Considerations**

Whilst scavenging may be considered to offer benefits by supporting re-use/recovery and by reducing the volume of material that local governments collect, systematic scavenging is generally undesirable, often resulting in significant amenity issues (such as litter, mess and theft) and safety concerns (for example: broken glass, obstructions, ripped out fridge motors, etc.). It may also increase costs due to the valuable materials being removed from the stream; the City currently collects metals separately using the rebate to offset service costs – last cycle this was around $8,000.

The historic trend of furnishing your home from verge “treasures” or upcycling items to generate income has now been superseded by various social media groups, including Gumtree and Facebook, which have their own “free-cycle” forums. For those less IT savvy, there is nothing to prevent them from briefly presenting the item on the verge, and clearly marking this as “for free”.

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An on-request system, where residents ‘book’ a collection via telephone or online, presents the City with an opportunity at the point of contact to suggest alternative uses for material (e.g. ‘have you considered donating quality unwanted items to charity?’). This also affords the opportunity to provide further guidance on scheme, including accepted items, volumes, set out/presentation/collection times, etc. By registering their contact details, the City also has an opportunity to ask residents if they would like to receive information on upcoming waste events/workshops or tips/news on sustainable living throughout the year.

Regional Significance

Changes to the bulk verge collection services is a key issue for all the member Councils of the MRC. The City has a good record of working with WALGA, MRC and its member Councils.

Current services provided by other member councils are as follows:

<table>
<thead>
<tr>
<th>Member Council</th>
<th>Bulk Hard Waste</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Wanneroo.</td>
<td>One scheduled loose collection per year.</td>
<td>Bulk Hard and Bulk Green Collections are scheduled but on different dates.</td>
</tr>
<tr>
<td>City of Stirling.</td>
<td>One ‘on demand’ skip bin (three cubic metres) per household per year. Extra skip bins available for a fee.</td>
<td></td>
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<tr>
<td></td>
<td>Plus:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• One on-demand E-waste collection.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• One on-demand mattress collection.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• One on-demand white goods collection.</td>
<td></td>
</tr>
<tr>
<td>City of Joondalup</td>
<td>One ‘on demand’ skip bin (three cubic metres) per household per year (or lounge suite in lieu of skip) Extra skip bins available for a fee.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Plus:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• One on-demand mattress collection</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• One on-demand white goods collection</td>
<td></td>
</tr>
<tr>
<td>Town of Victoria Park.</td>
<td>Two scheduled loose collections per year.</td>
<td>Plus: Drop-off dates for hazardous waste.</td>
</tr>
<tr>
<td>Town of Cambridge.</td>
<td>Two scheduled loose collections per year.</td>
<td>Bulk hard and bulk green collections are scheduled on the same date.</td>
</tr>
<tr>
<td>City of Perth.</td>
<td>One scheduled loose collection per year.</td>
<td>Bulk hard and bulk green collections are scheduled on the same date.</td>
</tr>
</tbody>
</table>

CONSULTATION/ADVERTISING:

A detailed Public Engagement and Communications Strategy will be developed subject to Council decision on the desired Bulk Option. Utilising best practice principles and incorporate lessons learnt from other Local Governments. It will also consider targeted consultation to sites with operational complexities, such as Multi-Use Dwellings (MUD’s).

LEGAL/POLICY:


RISK MANAGEMENT IMPLICATIONS:

Medium: Community acceptance of proposed changes. It is essential that the City embark on a communications campaign to inform, educate, and promote the service changes and to encourage correct waste behaviours.

Medium: The City must address the diversion targets in accordance with the new WA Waste Strategy 2030 and the City’s Waste Strategy Vision.
Low: MRC cost increases. As member councils remove their residual waste from the MRC facilities, this adversely impacts the remaining member councils as gate fees increase. It is estimated that for every 10,000 tonnes removed the gate fee will increase in the region of $5 per tonne. Failure to divert waste will incur even higher costs as MRC gate fees and the landfill levy continue to rise. As the bulk system currently only sends around 582 tonnes to landfill, cost increases due to reduced tonnes collected would be minimal (around $0.29/tonne).

STRATEGIC IMPLICATIONS:


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

_We have improved resource efficiency and waste management. Minimise our impact on the environment_

**Innovative and Accountable**

_We are open and accountable to an engaged community._

SUSTAINABILITY IMPLICATIONS:

Will support the City’s Waste Strategy vision of sending ‘Zero Waste to Landfill’

FINANCIAL/BUDGET IMPLICATIONS:

The Table below indicates the key findings from high level modelling undertaken on each of the aforementioned options for service change:

<table>
<thead>
<tr>
<th>Option</th>
<th>Collection Change</th>
<th>Annual tonnes</th>
<th>Assumptions</th>
<th>Indicative Annual Saving or Additional Cost</th>
<th>Increase in landfill diversion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
<td>No change (current service)</td>
<td>685</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Cease to provide a bulk hard waste service</td>
<td>0</td>
<td>$200,000</td>
<td></td>
<td>1.1%</td>
</tr>
<tr>
<td>2</td>
<td>Limit volumes</td>
<td>548</td>
<td>Assumes 20% reduction</td>
<td>$40,000</td>
<td>0.2%</td>
</tr>
<tr>
<td>3</td>
<td>On-request service</td>
<td>226</td>
<td>Assumes 33% uptake</td>
<td>Will depend on specific service offered. However, if based on skip assumptions below estimated additional cost: $108,000 (at 33%) $33,000 (at 25%)</td>
<td>0.7%</td>
</tr>
<tr>
<td>4</td>
<td>On-request charged services</td>
<td>137</td>
<td>Assumes 20% uptake</td>
<td>Will depend on specific service offered. In main paid directly by resident, so only Contract Administration Costs and Customer Service/Online Booking associated costs incurred; although these may also be built into the fee.</td>
<td>0.9%</td>
</tr>
</tbody>
</table>
Modelling Assumptions/Other Considerations

- Modelling was prepared with the assistance of Talis Consultants.
- Participation uptake figure is based on Mindarie Regional Council *Infrastructure Options Assessment Report (Hyder Consulting, 2015)*.
- Above Table assumes current contract collection rates (Contract Expires 30/6/19), and a straight percentage reduction.
- Does not include potential savings from additional sorting/recovery (assumes landfill). New contract specifications would be inclusive of processing arrangements, with demonstrable recovery methodologies. Current recovery rates from MRC member Councils under similar contracts are between 30-40% (i.e. for key recycling streams such as wood, metals, oversized cardboard, etc.). As collection tonnage is low, this would have minimal effect on overall diversion rates.
- Market indicates that bulk hard waste sorting/processing to recover material is likely to be cheaper than landfill (although there are currently limited opportunities to do so in the metropolitan region). Indicative market rates for sorting and recovery are circa $150 per tonne (Landfill currently $205 per tonne)
- Bulk collection services involving skips can be significantly more expensive than the cost of collecting materials loose. Market rates average circa $50 per skip lift – this is indicative only and would be subject to Tender.
- Skips may not be a feasible option in all areas of Vincent due to lack for verge space, high-density dwellings (MUD’s), etc. and so loose collection of a range of items may be considered suitable.
- Whilst the report suggests a participation reduction to 33% by moving to an on-request service, more recent regional benchmarking data suggests this may be closer to 25%. Detailed financial modelling will be updated as tendered rates become available and will be used to inform the annual budget process (for 2020/21).

**COMMENTS:**

**Next Steps and Proposed Timeframes**

Consultation on the Bulk Waste Service Options will commence in July 2019. Consultation findings and an implementation plan will be presented to Council for decision before December 2019 to align with the 2020/21 budget setting process.

To allow for consultation, service design, tendering, budget preparation and service implementation, it is anticipated that the new bulk hard waste service will commence in July 2020. As the next bulk junk Collection Service would not be due until February 2020, this would mean a short service break of five months.
6.2 MINOR PARKING RESTRICTION IMPROVEMENTS/AMENDMENTS

TRIM Ref: D19/67757
Author: Craig Wilson, Manager Asset & Engineering
Authoriser: Andrew Murphy, Executive Director Infrastructure and Environment

RECOMMENDATION:

That Council:

1. APPROVES the following minor parking restriction improvements and amendments:

   1.1 Install a 1/4 P bay outside No. 555 Newcastle Street, West Perth, as shown on Plan No. 3524-PP-01 (Attachment 1); and

   1.2 Install two ‘yellow’ No Stopping zones in Pennant Street, North Perth, Plan No. 3508-PP-01 (Attachment 2).

PURPOSE OF REPORT:

To consider improvements and amendments to parking arrangements at various locations throughout the City of Vincent as detailed in the report.

BACKGROUND:

The City regularly receives requests for the introduction of, or changes to, parking restrictions in both residential and commercial areas. Administration generally undertakes a range of investigations including parking demand and traffic volume surveys to assess traffic and on-street parking conditions. That data is then used to determine whether new or amended restrictions are warranted to improve parking availability and amenity. Where changes are considered justifiable a report is then presented to Council for consideration as Administration does not have delegated authority to make such changes.

DETAILS:

A number of parking issues have recently been identified and investigated with details provided below:

Proposed 1/4P Bay at No. 555 Newcastle Street, West Perth

The above location is on the southern side of Newcastle Street, south western corner of Cleaver Street.

The City has received a request for a short-term, 1/4P, parking space adjacent the Newcastle Street entrance to a commercial premise.

The building is occupied by a corrective / specialist dental surgery. The practice has an anaesthetist on site and it is common for patients to be fully anaesthetised for complex surgery. As a consequence, they (the patient) cannot drive after the procedure and has to be collected from the premises. The patient is generally ferried, via wheelchair, to a waiting vehicle in Newcastle Street.

Because the premises are located within a commercial area, there are existing restrictions in front of the building, 2P 8.00am to 5.30pm Monday to Friday and 8.00am to 12noon Saturdays. The on-road parking space adjacent the building can accommodate three vehicles and if fully occupied it requires the patient be transported further than is desirable, or the collection vehicle parked illegally in a No Stopping zone, potentially creating a hazardous situation.

The internal parking area is off the Cleaver Street side of the premises, on a slope, and with no direct wheelchair access.
In order to address the situation the practice manager has asked the City to install a 1/4P in the first on-road space closest the entrance.

It is therefore recommended that an existing parking space at No. 555 Newcastle Street be changed to a 1/4P 8.00am to 5.30pm Monday to Friday, 8.00am to 12 noon Saturday, as shown on Plan 3524-PP-01 (Attachment 1)

**Proposed ‘No Stopping’ zones, Pennant Street, North Perth.**

The City has previously, and continues to receive, complaints from residents of Pennant Street about parking towards the northern, or Scarborough Beach Road end, of the street.

While there are existing weekday restrictions, 2P 8.00am to 5.30pm Monday to Friday, the popularity of a nearby café / restaurant has seen a significant increase in parking demand on weekends, which fall outside the restrictions. Further, the Pennant Street road pavement is relatively narrow (6.2m) with wide verges (which the residents tend use for parking). Consequently, where vehicles are parallel parked on the road directly opposite each other it is difficult for larger (commercial) vehicles, including that of fire tenders, to drive down the street. The situation is most prevalent at the Scarborough Beach Road end. From No. 42 /41 Pennant Street, heading south, the situation eases due to the number of crossovers (No Stopping zones) which provide passing opportunities.

The problem should arise again adjacent Nos. 33 & 35. However, several years ago a ‘yellow’ No Stopping zone was installed adjacent Nos. 33 & 35, with the residents support, but without Council’s consent.

Therefore, with the support of the residents at No. 44 Pennant Street, and the continuing support of the residents at Nos. 33 & 35 Pennant Street, it is recommended that the existing No Stopping zone on the eastern side of Pennant Street be extended from the Right of Way to the southern boundary of No. 44 and the existing No Stopping zone adjacent Nos. 33 and 35, and as shown on plan 3508-PP-01, (Attachment 2), be approved.

**CONSULTATION/ADVERTISING:**

All affected property owners and occupiers will be notified of the parking restriction changes although it should be noted that in each instance the level of amenity for the adjacent residents will improve. There is minimal impact upon the wider community.

**LEGAL/POLICY:**

The *City of Vincent Parking and Parking Facilities Local Law 2007* regulates the parking or standing of vehicles in all or specified thoroughfares and reserves under the care, control and management of the City and provides for the management and operation of parking facilities.

**RISK MANAGEMENT IMPLICATIONS:**

**Low:** These proposed parking restriction changes will deliver amenity improvements for residents, businesses, and visitors.

**STRATEGIC IMPLICATIONS:**

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

*“Accessible City

We have better integrated all modes of transport and increased services throughout the City.”*

**SUSTAINABILITY IMPLICATIONS:**

Nil.
FINANCIAL/BUDGET IMPLICATIONS:

Costs associated with these parking restriction changes will be completed utilising existing funding from the appropriate signage and line-marking budgets.

COMMENTS:

Administration has investigated current parking and traffic management issues at these locations, and it considered appropriate to implement minor improvements and amendments to improve amenity and on-street parking availability. While significant changes to parking arrangements should await completion of the Integrated Transport Strategy it is necessary for Administration to continue to effectively respond to site-specific issues. It is anticipated that Administration will continue to present parking reports to Council to deal with current parking issues.
### 6.3 NORTH PERTH PRECINCT TRAFFIC STUDY

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<tr>
<td>Author:</td>
<td>Craig Wilson, Manager Asset &amp; Engineering</td>
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<td>Authoriser:</td>
<td>Andrew Murphy, Executive Director Infrastructure and Environment</td>
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<td>Attachments:</td>
<td>1. Transport Study Presentation North Perth</td>
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**RECOMMENDATION:**

That Council:

1. NOTES the discussion of the Urban Mobility Advisory Group (UMAG) at its meeting of 27 May 2019;

2. APPROVES the installation of mid-block slow points, as shown in Attachment 1, in:
   - Alma Road, between Camelia and Persimmon Streets;
   - Camelia Street, between Vincent and Claverton Streets;
   - Claverton Street, between Camelia and Alfonso Streets;
   - Alfonso Street, between Calverton and Vincent Streets; and
   - Leake Street, between Grosvenor and Chelmsford Roads;

3. APPROVES a pedestrian refuge island in Alfonso Street, corner Claverton Street, as shown in Attachment 1;

4. AUTHORISES the Executive Director Infrastructure and Environment to determine the exact location and extent of the works described in recommendations 2 and 3 above, in consultation with affected adjacent landowners; and

5. DEFERS any further works within the precinct until the outcome of the 40kph Speed Trial for the area south of Vincent Street is published and the findings considered;

6. INFORMS the petitioners of the Council’s decision.

**PURPOSE OF REPORT:**

To advise Council of the conclusions of the report of the independent Traffic Engineering Consultants engaged by the City to undertake a traffic and road safety assessment for the area bounded by Vincent, Fitzgerald, Angove and Charles Streets, and subsequent discussion of the Urban Mobility Advisory Group at its meeting on 27 May 2019, as requested by Council at its Ordinary Meeting held on 11 December 2018.

**BACKGROUND:**

At its Ordinary Meeting of Council held on 1 May 2018 a 42 signature petition was tabled outlining residents’ concerns about the speed, volume, composition and origins of traffic using the local road network bounded by Leake, Vincent, Charles and View Streets.

A report was presented to the Ordinary Meeting of Council held on 18 September 2018 recommending a number of actions including installing ‘a single lane slow point’ in Claverton Street and realigning a portion of the on-road parking in Leake Street to deter speeding.

Prior to the Council considering the report a number of residents requested additional traffic calming, over and above what was being recommended, as well as raising concerns about other unrelated issues such as the adequacy of the street lighting and damaged footpaths.
Having considered both the report and the residents comments, the Council decided in part to:

“2. **NOTES:**

2.3 that there are three locations (Alma Road, Camelia and Alfonso Streets) where recorded speeds are close to the intervention level;

3. **APPROVES:**

3.1 a mid-block single lane slow in Claverton Street, between Camelia and Alfonso Streets; and

3.2 a mid-block single lane slow in Leake Street, between Grosvenor and Chelmsford Roads;

4. **AUTHORISES** the Director Engineering to:

4.1 determine the precise location and extent of the proposed works described in 3.1 and 3.2 above; and

4.2 engage with the residents within the streets as nominated in the petition and the Urban Mobility Advisory Group on additional traffic calming, safety and amenity measures in the streets nominated in the Petition including locations identified in item 2.3;”.

In light of the above a number of residents emailed the City with their concerns about the recommendations of the report and Council’s subsequent decision. These were discussed at the Urban Mobility Advisory Group (UMAG) meeting of 8 October 2018, and in particular, the adequacy of the traffic calming measures being proposed.

On the 12 November 2018 a Public Forum was held at the North Perth Town Hall at which residents were invited to discuss their concerns directly with Elected Members, Infrastructure and Environment and Community Engagement staff, and a representative of the WA Police.

At its Ordinary Meeting of 11 December 2018 the Council received a further report with the following Recommendation:

**That Council:**

1. **NOTES** the discussion of the Urban Mobility Advisory Group (UMAG) and the comments of the residents received as an outcome of the Public Forum held at the North Perth Town Hall on 12 November 2018;

2. **APPROVES** mid-block single lane slow points in Alma Road, between Camelia and Persimmon Streets and in Alfonso Street, between Claverton and Vincent Streets, as shown on Plan No. 3484-CP-01 (Attachment 1);

3. **AUTHORISES** the Director Engineering to:

3.1 determine the precise location and extent of the works described in recommendation 2 above, in consultation with affected adjacent landowners; and

3.2 consider the other matters raised as part of the further consultation, assess the impact of the mid-block single lane slow points once constructed and uses the data in liaison with the UMAG, to review the effectiveness of the slow points; and

4. **Informs** the petitioners of the Council’s decision.

Having considered the report Council resolved that:

That the motion be **DEFERRED** to a Council Meeting no later than June 2019 to allow Administration to further consider the options for traffic calming in this area.
DETAILS:

Engagement of an Independent Traffic Engineering Consultant

To ensure that the City was not limiting its options and to take a more a ‘holistic’ approach to the precinct so as to address the residents’ concerns GTA Consultants (Traffic Engineers) were engaged to undertake an independent traffic and road safety assessment for the area bounded by Vincent, Fitzgerald*, Angove and Charles Streets.

*the study area was extended to Fitzgerald Street to the east and Angove Street to the north (the surrounding District Distributor Roads) at the request of residents to the east of Leake Street and north of View Street respectively.

GTA were provided with the previous Council reports and UMAG minutes as well as full access to the City’s traffic data and MRWA/Police accident data. While they were not asked specifically to form an opinion of an appropriate 85% speed they were advised that the one of the major concerns held by residents was that an 85% speed in the order of 50kph was excessive, irrespective of it being the current urban speed limit.

Urban Mobility Advisory Group (UMAG)

GTA submitted a ‘draft’ report to the City in mid-May and presented an overview of their findings to the UMAG at its meeting 27 May 2019, as shown on Attachment 2.

The ‘draft’ report, as discussed at the meeting, considered a ‘short term’ or priority intervention strategy, as summarised below, as well as a suggested longer term strategy.

The short term strategy recommended a number of mid-block slow points to reduce the speed at those locations where the 85% speed is near, or exceeds, 50kph, as listed in the recommendation.

The longer term strategy, in addition to the above measures, was based around a series of raised plateaus at strategic intersections, in particular in Leake Street, and a possible ‘diagonal road closure’ at Alma Road and Leake Street. In addition, the report suggested that entry statements could be considered at each entrance to those access roads that intersect with a District Distributor/Boundary Road.

The later was seen as being dependent upon the outcome of the 40kph Speed Zone Trial in the area to the south of Vincent Street. The premise being that if the trial proves successful the 40kph speed limit, if supported by the whole of Government, could be extended across the City of Vincent, if the not wider metropolitan area, and that the additional measures may not be required.

The UMAG having considered the matter broadly agreed with the suggested strategy of:

- Implementing the Short Term Priority Intervention (as outlined below) in 2019/20, and
- Awaiting the outcome the 40kph Speed Zone Trial in the area to the south of Vincent Street before considering the longer term strategy.

Depending upon the results if the trial is considered:

- Unsuccessful: the UMAG revisiting the long term strategy, or if,
- Successful: supporting the precinct becoming a designated 40kph area in conjunction with a wider implementation of a 40kph speed limit across the City of Vincent.

Specific to the (last bullet point) above GTA were requested to prepare a drawing showing a combination of the ‘short term’ priorities and 40kph Speed Zone Area signs (as installed south of Vincent Street) on the assumption the 40kph Speed Zone Trial is successful and progressively extended across the City.

It is intended take the final report, inclusive of the possible View / Fitzgerald change and ‘third’ study option to the next UMAG meeting, tentatively schedule for 8 July 2019.

GTA Report - Short Term Priority Intervention Strategy.

The GTA have provided the following advice:
The following are priority recommendations for implementation in the short term that target the most critical sections of roads whilst keeping it relevant for the future development of the Long-Term Strategy (Figure 4.13).

The most critical location to be treated is Claverton Street between Alfonso Road and Camelia Street due to the high traffic speeds. A midblock treatment that helps to reduce visibility combined with narrowing of the traffic lanes is proposed (Oval Slow Point or build outs with street trees). The portion of Leake Street between Grosvenor Road and Chelmsford Road is the second most critical location to be treated again due to high traffic speeds. This section includes intersection treatments of Leake Street with Grosvenor Road and Leake Street with Chelmsford Road creating a narrowing gate effect combined with a raised platform. A midblock treatment to reduce forward visibility and traffic lane width (such as an Oval Slow Point) could also be considered.

The third most critical area to be treated is the section of Alma Road between Persimmon Street and Camelia Street. A potential treatment could be the installation of a raised plateau combined with lane narrowing to create a gate effect. However, a midblock treatment, such as an Oval Slow Point, should also be considered to reduce forward visibility.

Alfonso Road and Camelia Street require midblock treatment to reduce the existing traffic speeds. Forward visibility is not as critical as it is in Alma Road and Grosvenor Road, and therefore treatment such as a single lane slow point or a single lane angled slow point (which could be further combined with a speed hump if required) would be sufficient.

Finally, the section of Leake Street between Alma Road and Raglan Road should be treated. In particular, the intersection between Alma Road and Leake Street is subject to moderately high traffic from each direction and speed close to 50km/h along the Leake Street corridor.

Along the east side of Leake Street between Alma Road and Grosvenor Road there is a park with playground facility, therefore it is important to ensure speeds are low alongside the park. As such (and given the priority for treatment at sections along Leake Street) a corridor treatment for Leake Street between Alma Road and Chelmsford Road should be considered as a short-term priority.

The proposed recommendation to treat the identified Leake Street corridor is to address the intersections (of Alma Road, Raglan Road, Grosvenor Road and Chelmsford Road) with raised plateaus with consideration for tightening the corner radii to reduce speeds entering the side roads.

An alternative approach to treating this Leake Street corridor is to formalise the on-parking with landscaping features accompanying build-outs or smaller nibs which would be staggered on either side of the road, interrupting the straight line of the road, creating a slow speed pedestrian/cycle friendly environment.

Cost Implications

As part of the 2019/20 budget deliberations $50,000 has been included on the ‘draft’ budget to install traffic calming measures within the nominated area.

The cost of a single lane slow point, where no widening is required, is in the order $8,000 inclusive of vegetation. An Oval Slow Point, as suggested by GTA, requires localised widening and is upwards of $12,000+, dependent upon services. Raised intersection plateaus, similar to that at the intersection of Fairfield Street and Anzac Road in Mt Hawthorn, cost in the order of $25,000, and again dependent upon services. Entry statements, where the road is narrowed with landscaped nibs, and a speed hump installed, such as at the intersection of Strathcona and Newcastle Streets, West Perth, is in the order of $15,000, excluding service relocations.

Therefore, given the likely budget of $50,000 the City would able to install a combination of ‘single lane slow points’ and ‘oval slow points’ at the five locations identified by GTA but not the raised plateaus as suggested in Leake Street.

In addition to the above the City has been requested to install a pedestrian refuge island in Alfonso Street at the intersection of Claverton Street. The basis of the request is to both slow down and correctly align, i.e. stop vehicles ‘cutting the corner’, when turning right into Alfonso Street. Given the width of Alfonso Street (10m) a standard island can be accommodated with minimal impact and cost (in the order of $5,000) and within the existing budget.
Current Council Decision

At its Ordinary Meeting of 18 September 2018 Council approved the installation of two single lane slow points in Claverton and Leake Streets. The current recommendation is to proceed with two aforementioned mid-block slow points with additional three in Alma Road, Alfonso and Camelia Streets respectively, as well as a pedestrian refuge island in Alfonso Street corner Claverton Street.

CONSULTATION/ADVERTISING:

The matter has twice been considered by the UMAG as well as at a Public Forum held at the North Perth Town Hall on Monday 12 November 2018.

LEGAL/POLICY:

All of the roads within and bounding the precinct, other than Charles Street, as discussed in this report, come under the care, control and management of the City.

RISK MANAGEMENT IMPLICATIONS:

Low/Medium: The study has shown that, other than the specified two locations, the speeds and volumes within the study area are within the operating criteria for the respective streets in accordance with their classification.

STRATEGIC IMPLICATIONS:

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

"Accessible City

- We have better integrated all modes of transport and increased services throughout the City."

SUSTAINABILITY IMPLICATIONS:

Not applicable.

FINANCIAL/BUDGET IMPLICATIONS:

The 2019/20 draft budget includes an allocation of $50,000 with which to undertake traffic calming within the study area. A combination of three single lane slow points and two oval slow points, with the addition of a pedestrian refuge island, will utilise the entire budget.

The installation of the recommended slow points will enable the City to compare the effectiveness of 'hard' traffic calming measures versus that of signage only as recently installed in the 40kph Speed Zone Trial area. Further, if the 40kph trial proves successful it is envisaged that the precinct. Could become a designated a 40kph speed zone, potentially reducing the need for additional traffic measures and the resultant loss of resident amenity.
NORTH PERTH PRECINCT

TRANSPORT AND ROAD SAFETY STUDY

Client Name City of Vincent
Project ID W171860
NORTH PERTH PRECINCT

TRANSPORT AND ROAD SAFETY STUDY APPROACH

OBJECTIVE OF THE STUDY
A STRATEGY TO REDUCE SPEEDS AND IMPROVE SAFETY:
• REDUCE THROUGH TRAFFIC ‘RAT RUNNING’
• ACHIEVE A 30 TO 40 KM/H SPEED AS REQUESTED BY LOCAL RESIDENTS

EXISTING SCENARIO
• REVIEW OF RESIDENTS CONCERNS (ALMA ROAD, LEAKE STREET, ALFONSO STREET)
• SITE ASSESSMENT OF EXISTING MOVEMENTS
• TRAFFIC DATA ANALYSIS
• CRASH DATA ANALYSIS

FUTURE SCENARIO
• REVIEW OF EXISTING TRANSPORT STRATEGIES
PROPOSED STRATEGY

SHORT TERM SCENARIO

ULTIMATE SCENARIO

GTA Consultants | North Perth Precinct – Traffic and Transport Study
28/05/2019
THANK YOU

NSW   QLD   SA   VIC   WA

Level 2, 5 Mill Street Perth

GTA Consultants | North Perth Precinct – Traffic and Transport Study  28/05/2019
7 COMMUNITY AND BUSINESS SERVICES

7.1 LATE REPORT: INVESTMENT REPORT AS AT 31 MAY 2019

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING - 18 JUNE 2019
LATE REPORT: AUTHORISATION EXPENDITURE FOR THE PERIOD 1 MAY TO 31 MAY 2019

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING - 18 JUNE 2019
7.3 LATE REPORT: FINANCIAL STATEMENTS AS AT 31 MAY 2019

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING - 18 JUNE 2019
7.4 LATE REPORT: ADOPTION OF 2019/2020 ANNUAL BUDGET

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING - 18 JUNE 2019
7.5 AMENDMENTS TO THE PARKING AND PARKING FACILITIES LOCAL LAW 2007

TRIM Ref: D19/47582
Authors: Chris Dixon, Projects and Strategy Officer
         Meluka Bancroft, Manager Governance, Property and Contracts
Authoriser: Michael Quirk, A/Executive Director Community and Business
Attachments: 1. Parking and Parking Facilities Amendment Local Law 2019 draft
             2. Parking and Parking Facilities Local Law 2007 marked up draft

RECOMMENDATION:

That Council:

1. GIVES statewide and local public notice, in accordance with section 3.12 of the Local Government Act 1995 stating that:
   
   1.1 It is proposed to make the City of Vincent Parking and Parking Facilities Amendment Local Law 2019 at Attachment 1;
   
   1.2 The purpose of the City of Vincent Parking and Parking Facilities Amendment Local Law 2019 is to amend the City of Vincent Parking and Parking Facilities Local Law 2007 to:
      
      1.2.1 Introduce alternative methods of payment for parking;
      
      1.2.2 Create new definitions and offences; and
      
      1.2.3 To make administrative modifications so that the local law aligns with the City's current objectives and processes;
   
   1.3 The effect of the City of Vincent Parking and Parking Facilities Amendment Local Law 2019 is to:
      
      1.3.1 allow alternative methods of payment for parking;
      
      1.3.2 update the definition of tickets to allow tickets to be issued via mobile devices; and
      
      1.3.3 provide administrative modifications to ensure the local law aligns with the City's current objectives and processes;
   
   1.4 Copies of the proposed local law are available for inspection at the City's Administration & Civic Centre, Library and Local History Centre and on its website; and
   
   1.5 Submissions on the proposed local law may be made to the City within a period of not less than six weeks after public notice is given;

2. NOTES that in accordance with Section 3.12(3)(b) of the Local Government Act 1995 a copy of the proposed local laws and public notice will be provided to the Minister for Local Government; and

3. NOTES that any submissions received as a result of the public notice provided as set out in 1. above will be presented to Council for consideration.
PURPOSE OF REPORT:

To consider giving public notice of the proposed amendments to the City of Vincent Parking and Parking Facilities Local Law 2007, as set out in the City of Vincent Parking and Parking Facilities Amendment Local Law 2019, at Attachment 1.

BACKGROUND:

Administration has continued to investigate options available to improve the customer experience at car park locations particularly following the implementation of pay-by-plate ticket machines. The requirement to enter a vehicle registration number has led to delays when customers are obtaining a ticket. Given that these car park locations are often busy such delays often lead to queues and frustration.

Pay-by-plate ticket machines are now located in eight of the City’s twenty car parks:

- The Avenue Car Park, Leederville (5);
- Frame Court Car Park, Leederville (4);
- Barlee Street Car Park, Mt Lawley (2);
- Chelmsford Road Car Park, Mt Lawley (2);
- Raglan Road Car Park, Mt Lawley (2);
- Wasley Street Car Park, North Perth (2);
- View Street and Rosemount Hotel Car Park, North Perth (4); and
- Brisbane Street Car Park, Perth (2).

Nine of the remaining car parks have no fee and two of the remaining car parks yield limited revenue so pay-by-plate ticket machines have not been installed. The other remaining car park is subject to a Private Property Parking Arrangement so requires a 50/50 contribution from the landowner towards any new ticket machines. EasyPark is available at ticket machines throughout Vincent where payment is required and will soon be introduced at the Loftus Centre Car Park to assist with parking management.

DETAILS:

The hand-held devices used by the City’s Rangers were upgraded in 2017/18 and recent improvements to the enforcement application will enable full integration with both the pay-by-plate ticket machines and EasyPark application from July 2019. This provides the ability for any locations with pay-by-plate machines to be ticketless. Administration intends to move to ticketless parking at these locations in the 2019/20 financial year and therefore it is necessary to make several minor amendments to the Parking and Parking Facilities Local Law.

The Parking and Parking Facilities Local Law 2007 has been established to regulate the parking or standing of vehicles in specified thoroughfares, car parks and road reserves under the care and management of the local government and to provide for the management and operation of parking facilities. The effect of the Local Law is that any person parking a vehicle within Vincent is to comply with these provisions.

To enable the implementation and enforcement of ticketless parking, for both EasyPark and pay-by-plate machines, the following amendments are necessary:

1. Including a new definition for electronic parking detection device, electronic parking ticket, mobile device, parking app and parking permit within the Interpretation section;
2. Amending the existing definition for parking ticket and ticket issuing machine within the Interpretation section;
3. Including a new clause ‘1.10 – Alternative Methods for Payment of Parking’;
4. Amending existing clause ‘4.13 – Parking in a Parking Station’ to align with the abovementioned new clause 1.10;
5. Amending existing clause ‘6.4 – Display of Tickets’ to align with the abovementioned new clause 1.10;
6. Amending existing clause ‘7.9 – Display of Parking Permits’ to align with the abovementioned new clause 1.10; and
7. Amending ‘Schedule 2 – Prescribed Offences’ as required.

It should be noted that Administration has also investigated other options to improve the customer experience at car park locations particularly following the implementation of pay-by-plate ticket machines.
Given that most customer complaints have been received at The Avenue Car Park additional explanatory signage has already been installed. Signage throughout the car park advises customers that they will need their vehicle registration number to acquire a parking ticket, and signage on the ticket machines attempts to better explain instructions to acquire a parking ticket. That same signage is being replicated across the City’s car parks. Additional pay-by-plate ticket machines are also being installed at The Avenue in the 2018/19 financial year in response to customer feedback.

The installation of car park entry/exit gates (similar to the airport and some shopping centres) was also investigated, however this would require substantial changes to the various access and egress points at The Avenue. The capital costs for boom gates and associated technology is approximately $247,000. Administration may progress a business case in the future for consideration by Council given that The Avenue is the most highly utilised car park in Vincent with 575,000 parking tickets issued per annum that generate approximately $825,000 each financial year.

Movement to ticketless parking in the City car parks with pay-by-plate ticket machines will deliver a number of benefits:

- The customer will not need to return to their vehicle after acquiring a parking ticket;
- The customer will not need to display a physical ticket within their vehicle that removes the common $70 infringement for ‘failure to display an unexpired parking ticket’ or ‘failure to display a valid parking ticket’. Quite often a valid ticket has been purchased but it has inadvertently blown off the dashboard or turned upside down. Council Policy No. 3.9.2 – Parking Enforcement and Review/Appeal of Infringement Notices specifically states that review/appeal will generally not be considered where the permit/ticket had fallen out of sight;
- With the new hand-held devices and enforcement application the Rangers can patrol car parks more effectively and efficiently; and
- The City will save approximately $27,885 per annum in ticket paper and printing costs.

Given that any Local Law amendment is a lengthy process Administration has reviewed the entire Local Law to determine whether any other minor changes are required since the most recent amendment by Council in December 2017.

The marked up version of the Parking and Parking Facilities Local Law 2007 is at Attachment 2.

CONSULTATION/ADVERTISING:

Section 3.12 of the Local Government Act 1995 sets out the consultation requirements for making a local law. This section of the Act is reproduced in the Legal/Policy section of this report.

The City’s Policy 4.1.5 – Community Consultation also requires that notice of the proposed amendment local law is provided on the City’s website and to local businesses and community groups.

LEGAL/POLICY:

Section 3.12 of the Local Government Act 1995 sets out the requirements for making a local law:

“3.12 Procedure for making local laws

(1) In making a local law a local government is to follow the procedure described in this section, in the sequence in which it is described.

(2A) Despite subsection (1), a failure to follow the procedure described in this section does not invalidate a local law if there has been substantial compliance with the procedure.

(2) At a council meeting the person presiding is to give notice to the meeting of the purpose and effect of the proposed local law in the prescribed manner.

(3) The local government is to —

(a) give Statewide public notice stating that —

(i) the local government proposes to make a local law the purpose and effect of which is summarized in the notice; and
(ii) a copy of the proposed local law may be inspected or obtained at any place specified in the notice; and

(iii) submissions about the proposed local law may be made to the local government before a day to be specified in the notice, being a day that is not less than 6 weeks after the notice is given; and

(b) as soon as the notice is given, give a copy of the proposed local law and a copy of the notice to the Minister and, if another Minister administers the Act under which the local law is proposed to be made, to that other Minister; and

(c) provide a copy of the proposed local law, in accordance with the notice, to any person requesting it.

(3A) A notice under subsection (3) is also to be published and exhibited as if it were a local public notice.

(4) After the last day for submissions, the local government is to consider any submissions made and may make the local law* as proposed or make a local law* that is not significantly different from what was proposed.

* Absolute majority required.

(5) After making the local law, the local government is to publish it in the Gazette and give a copy of it to the Minister and, if another Minister administers the Act under which the local law is proposed to be made, to that other Minister.

(6) After the local law has been published in the Gazette the local government is to give local public notice

(a) stating the title of the local law; and

(b) summarizing the purpose and effect of the local law (specifying the day on which it comes into operation); and

(c) advising that copies of the local law may be inspected or obtained from the local government’s office.

(7) The Minister may give directions to local governments requiring them to provide to the Parliament copies of local laws they have made and any explanatory or other material relating to them.

(8) In this section — making in relation to a local law, includes making a local law to amend the text of, or repeal, a local law."

RISK MANAGEMENT IMPLICATIONS:

Low: There are minimal risks involved in reviewing the City’s local laws and making the proposed amendments.

STRATEGIC IMPLICATIONS:

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

“Accessible City

We have embraced emerging transport technologies.

Thriving Places

Our physical assets are efficiently and effectively managed and maintained.

Innovative and Accountable

Our resources and assets are planned and managed in an efficient and sustainable manner.

SUSTAINABILITY IMPLICATIONS:

Nil.
FINANCIAL/BUDGET IMPLICATIONS:
There are nominal costs associated with making the local laws, including advertising and Gazettal, which can be expended from the City's operating budget.
LOCAL GOVERNMENT ACT 1995
PARKING AND PARKING FACILITIES LOCAL LAW 2007
City of Vincent

Parking and Parking Facilities Amendment Local Law 2019

Under the powers conferred by the Parking and Parking Facilities Local Law 2007 and by all other powers enabling it, the Council of the City of Vincent resolved on .......................... to make the following local law.

1. Citation

This local law may be cited as the City of Vincent Parking and Parking Facilities Local Law 2007

2. Commencement

This local law comes into operation 14 days after the date of its publication in the Government Gazette.

3. Principal local law

In this local law the City of Vincent Parking and Parking Facilities Local Law published in the Government Gazette on ...... is referred to as the principal local law. The principal local law is amended.

4. Table of Contents

The table of contents is deleted and replaced with:

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6. Clause 1.6(1) Interpretation Amended

(1) Insert “electronic parking detection device” means an electronic device placed in a position to detect and record the parking time of a vehicle on any road, parking facility, or other public place and includes any instrument, display panel or transmitting apparatus associated with the device;

(2) Insert “electronic parking ticket” means a ticket which is issued from a ticket issuing machine or ticket issuing device, and which authorises the parking of a vehicle in a parking stall or a parking station or part of a parking station and includes the date and time of which the authorisation expires, whether or not the payment of a fee is required;

(3) Insert “mobile device” means a portable computing device such as a smartphone or tablet computer;

(4) Insert “money” means any legal tender under the Currency Act 1965 (Cth);

(5) Insert “parking app” means a mobile app or mobile application designed to operate on a mobile device for the purpose of purchasing or obtaining an electronic parking ticket

(6) Insert “parking permit” means a permit issued by the local government or an authorised person and includes a written or electronic permit;

(7) Amend “parking ticket” definition, insert “or ticket issuing device, after the word issuing machine and insert “and includes the date and time of which the authorisation expires, whether or not the payment of a fee is required” after the word parking station;

(8) Amend “ticket issuing machine” definition, insert “mobile” after word machine or, and delete “which is installed in a parking facility and which upon the insertion of coins or a token, pass, card, key or device issues a parking ticket” and replace with “which, as a result of a payment by
coins, money or any permitted means, issues a parking ticket, whether paper or electronic, showing the period during which it is lawful to remain parked in the area to which the machine or mobile device relates”.

6. **Clause 1.10 added**
   (1) Insert “1.10 Alternative methods of payment for parking

   (1) The local government may authorise a person to park, or to pay for parking, in advance or in arrears by issuing (electronically or otherwise) a permit, invoice, ticket or pass (referred to in this clause as an Alternative Method of Payment).

   (2) A person who has been authorised by the local government to make an Alternative Method of Payment for parking is exempt from paying fees at the relevant parking facility providing that he or she complies with the terms of the Alternative Method of Payment.

   (3) An Alternative Method of Payment may not be used by any person other than the person who received authorisation by the local government.

   (4) The local government may introduce and apply methods of payment for parking fees which may include but not limited to payment by—

   a. Australian currency including coins and or bank notes;
   b. Credit card or debit card;
   c. Payment by telephone;
   d. Any other approved method of payment

   (5) The local government may introduce various paid parking processes which may include but not limited to the following—

   a. Ticket parking
   b. Pay by vehicle registration number
   c. Pay by parking bay; or
   d. Pay on foot

7. **Clause 4.13 amended**
   (1) Replace clause 4.13(1) with “This clause does not apply to a person who parks a vehicle, or who permits a vehicle to remain parked, in a parking station in accordance with the terms of an Alternative Method of Payment under clause 1.10.


   (3) In clause 4.13(2)(a) replace subject to subclause (2) with subject to subclause (3);

   (4) Renumber clause 4.13(2)(a)(i) and 4.13(2)(a)(ii) as 4.13(2)(a)(ii) and 4.13(2)(a)(iii) respectively

   (5) Insert clause 4.13(2)(a)(i) “This clause does not apply to a person who parks a vehicle, or who permits a vehicle to remain parked, in a parking station in accordance with the terms of an Alternative Method of Payment under clause 1.10”;

   (6) Insert clause 4.13(2)(a)(iv) “in the case of an electronic parking ticket, the date and time of issue or expiry of the ticket, as the case may be, and the number of the ticket, if any, printed thereon is able to be read on a mobile device by an authorised person from outside the vehicle at all times while the vehicle remains stopped or parked in that part of the parking station

*Parking and Parking Facilities Local Law 2019*
(7) In clause 4.13(2)(b) replace for the purpose of subclause (1) with for the purpose of subclause (2);

(8) In clause 4.13(3)(b) insert “expired”, after the word “obliterated”; 

8. Clause 6.3 amended
   (1) In clause 6.3(2) insert “or is otherwise paid under clause 1.10” after the word issuing machine;

9. Clause 6.4 amended
   (1) Replace 6.4(1) with “This clause does not apply to a person who parks a vehicle in a ticket machine zone in accordance with the terms of an Alternative Method of Payment under clause 1.10”
   (2) Renumber clause 6.4(1), 6.4(2) and 6.4(3) as 6.4(2), 6.4(3) and 6.4(4) respectively.
   (3) In clause 6.4(2) insert “(c) In the case of an electronic parking ticket, the date and time of issue or expiry of the ticket, as the case may be, and the number of the ticket, if any, printed thereon is able to be read on a mobile device by an authorised person from outside the vehicle at all times while the vehicle remains stopped or parked in that part of the ticket machine zone.”;

10. Clause 6 amended
    (1) In clause 6 insert “6.7 No parking when cover on ticket machine” “Despite any other provision of this local law and despite any other sign or notice, a person must not park a vehicle in a ticket machine zone, if the ticket issuing machine referable to the ticket machine zone has a cover marked ‘No Parking’, ‘Reserved Parking’ or ‘Temporary Bus Stand’ or an equivalent symbol depicting one or more of these purposes, except with the permission of the local government or an authorised person”;

11. Clause 7.9 amended
    (1) In clause 7.9(1) insert “either” after the word “permit is” and insert “or available to be viewed on a mobile device” after the word “inside the vehicle”;
    (2) In clause 7.9(2) insert “either” after the word “person from” and insert “or from a mobile device” after the word “the vehicle”;
    (3) Delete clause 7.9(3);

12. Schedule 2 Prescribed offences
    (1) In item 90 rename 6.4(1)(a) to 6.4(2)(a)
    (2) In item 91 rename 6.4(1)(b) to 6.4(2)(b) and insert “clearly” after the word “failure to”
    (3) Renumber item 92, 93, 94, 95 and 96 as 93, 94, 95, 96 and 97 respectively
    (4) Insert item 92 6.4(2)(c) “Failure to obtain a valid parking ticket” penalty $70
    (5) Renumber item 97, 98, 99, 100, 101, 102, 103 as 99, 100, 101, 102, 103, 104 and 105 respectively
    (6) Insert item 98 6.7 “Parking contrary to a covered ticket issuing machine” penalty $95

Parking and Parking Facilities Local Law 2019
13 Schedule 6 delete “Nick Catania, JP” and replace with “Emma Cole” and delete “John Giorgio, JP” and insert “David MacLennan”
CITY OF VINCENT

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LOCAL GOVERNMENT ACT 1995

CITY OF VINCENT

PARKING AND PARKING FACILITIES LOCAL LAW 2007

Under the powers conferred by the Local Government Act 1995 and under all other powers enabling it, the Council of the City of Vincent resolved to make the following local law on the 25th day of September 2007.

PART 1 - PRELIMINARY

1.1 Citation

This local law may be cited as the City of Vincent Parking and Parking Facilities Local Law 2007.

1.2 Objective

(1) The objective of this local law is to regulate the parking or standing of vehicles in all or specified thoroughfares and reserves under the care, control and management of the local government and to provide for the management and operation of parking facilities.

(2) The effect of this local law is that a person parking a vehicle within the parking region is to comply with the provisions of this local law.

1.3 Commencement

This local law comes into operation 14 days after the date of its publication in the Government Gazette.

1.4 Repeal

The City of Vincent Local Law Relating to Parking Facilities published in the Government Gazette on 23 May 2000 and as amended from time to time, is repealed.

1.5 Application

(1) Subject to subclause (2), this local law applies to the parking region.

(2) (a) The local government may enter into an agreement in writing with the owner or occupier of a parking facility or a parking station that is not owned or occupied by the local government for the application of this local law to the facility or station.

(b) The agreement referred to in subclause (2)(a) may be made on such terms and conditions as the parties may agree.
(3) This local law does not apply to a parking facility or a parking station that is not occupied by the local government, unless the local government and the owner or occupier of that facility or station have agreed in writing that this local law will apply to that facility or station.

(4) Where a parking facility or a parking station is determined to be under the care, control and management of the City, then the facility or station shall be deemed to be a facility or station to which this local law applies and it shall not be necessary to prove that it is the subject of an agreement referred to in subclause (2).

(5) The provisions of Parts 3, 4 and 5 do not apply to a bicycle parked at a bicycle rail or bicycle rack.

1.6 Interpretation

(1) In this local law unless the context requires otherwise –

“ACROD sticker” has the meaning given to it by the Local Government (Parking for Disabled Persons) Regulations 1998;

“Act” means the Local Government Act 1995;

“AS” means Australian Standard published by Standards Association of Australia;

“attended parking station” means a parking station attended by an officer of the local government and in respect of which fees for the parking of a vehicle are payable immediately prior to the removal of the vehicle from the station;

“authorised person” means a person authorised by the local government under section 9.10 of the Act, to perform any of the functions of an authorised person under this local law;

“authorised vehicle” means a vehicle authorised by the local government, the Chief Executive Officer or an authorised person or by any written law to park on a thoroughfare or parking facility;

“bicycle” has the meaning given to it by the Code;

“bicycle lane” has the meaning given to it by the Code;

“bicycle path” has the meaning given to it by the Code;

“bus” has the meaning given to it by the Code;

“bus embayment” has the meaning given to it by the Code;

“bus stop” has the meaning given to it by the Code;

“bus zone” has the meaning given to it by the Code;

“caravan” means a vehicle that is fitted or designed to allow human habitation and which is drawn by another vehicle, or which is capable of self-propulsion;
“carriageway” means a portion of a thoroughfare that is improved, designed or ordinarily used for vehicular traffic and includes the shoulders, and areas including embayments, at the side or centre of the carriageway, used for the stopping or parking of vehicles; and where a thoroughfare has two or more of those portions divided by a median strip, the expression means each of those portions, separately;

“centre” in relation to a carriageway, means a line or a series of lines, marks or other indications –

(a) for a two-way carriageway – placed so as to delineate vehicular traffic travelling in different directions; or

(b) in the absence of any such lines, marks or other indications – the middle of the main, travelled portion of the carriageway;

“CEO” means the Chief Executive Officer of the local government;

“children’s crossing” has the meaning given to it by the Code;

“clearway” means a length of carriageway which carries a high traffic volume that has clearway no stopping signs erected appurtenant to it, to facilitate the unhindered flow of traffic;

“Code” means the Road Traffic Code 2000;

“coin” means any coin which is legal tender pursuant to the Currency Act 1965 (Commonwealth);

“commercial vehicle” means a motor vehicle constructed for the conveyance of goods or merchandise, or for the conveyance of materials used in any trade, business, industry or work whatsoever, other than a motor vehicle for the conveyance of passengers, and includes any motor vehicle that is designed primarily for the carriage of persons, but which has been fitted or adapted for the conveyance of the goods, merchandise or materials referred to, and is in fact used for that purpose;

“head of a cul-de-sac” means the part of a road that is closed at one end and is shaped in such a way that it can be used for vehicles to turn, and includes bulb or hammer-head shaped closed roads;

“district” means the district of the local government;

“driver” means any person driving or in control of a vehicle;

“eating area” means an area in which tables, chairs and other structures are provided for the purpose of the supply of food and beverages to a member of the public or the consumption of food and beverages by a member of the public;

“edge line” for a carriageway, means a line marked along the carriageway at or near the far left or the far right of the carriageway;

“electronic parking detection device” means an electronic device placed in a position to detect and record the parking time of a vehicle on any road, parking facility, or other public place and includes any instrument, display panel or transmitting apparatus associated with the device;

“electronic parking ticket” means a ticket which is issued from a ticket issuing machine or ticket issuing device, and which authorises the parking of a vehicle in a parking stall or a parking station or part of a parking station and includes the date and time of which the authorisation expires, whether or not the payment of a fee is required;
**CITY OF VINCENT PARKING AND PARKING FACILITIES LOCAL LAW**

"emergency vehicle" has the meaning given to it by the Code;

"fire hydrant" means an upright pipe with a spout, nozzle or other outlet for drawing water from a main or service pipe in case of fire or other emergency;

"footpath" has the meaning given to it by the Code;

"GVM" (which stands for ‘gross vehicle mass’) has the meaning given to it by the Code;

"kerb" means any structure, mark, marking or device to delineate or indicate the edge of a carriageway;

"loading zone" means a parking stall which is set aside for use by commercial vehicles if there is a sign referable to that stall marked ‘Loading Zone’;

"local government" means the City of Vincent;

"mail zone" has the meaning given to it by the Code;

"median strip" has the meaning given to it by the Code;

"metered space" means a section or part of a metered zone that is controlled by a parking meter and that is marked or defined in any way to indicate where a vehicle may be parked on payment of a fee or charge;

"metered zone" means any road or reserve, or part of any road or reserve, in which parking meters regulate the stopping or parking of vehicles;

"mobile device” means a portable computing device such as a smartphone or tablet computer;

"money" means any legal tender under the Currency Act 1965 (Cth);

"motor cycle" has the meaning given to it by the Code;

"motor vehicle" means a self-propelled vehicle that is not operated on rails; and the expression includes a trailer, semi-trailer or caravan while attached to a motor vehicle, but does not include a power assisted pedal cycle;

"no parking area" means a portion of a carriageway to which a “no parking” sign applies or an area to which a no parking sign applies;

"no parking sign" means a sign with the words “no parking” in red letters on a white background, or the letter “P” within a red annulus and a red diagonal line across it on a white background;

"no stopping area” means a portion of a carriageway to which a “no stopping” sign applies or an area to which a “no stopping” sign applies;

"no stopping sign” means a sign with the words “no stopping” or “no standing” in red letters on a white background or the letter “S” within a red annulus and a red diagonal line across it on a white background;

"obstruct" means to prevent or impede or to make difficult the normal passage of any vehicle, wheelchair, perambulator or pedestrian and “obstruction” shall have a corresponding meaning;

"occupier" has the meaning given to it by the Act;

"omnibus" has the same meaning given to it in the Road Traffic Act;

"owner”
(a) where used in relation to a vehicle licensed under the Road Traffic Act, means the person in whose name the vehicle has been registered under the Road Traffic Act;

(b) where used in relation to any other vehicle, means the person who owns, or is entitled to possession of that vehicle; and

(c) where used in relation to land, has the meaning given to it by the Act;

“park” in relation to a vehicle, means to permit a vehicle, whether attended or not by any person, to remain stationary except for the purpose of –

(a) avoiding conflict with other traffic; or

(b) complying with the provisions of any law; or

(c) taking up or setting down persons or goods (maximum of 2 minutes);

“parking app” means a mobile app or mobile application designed to operate on a mobile device for the purpose of purchasing or obtaining an electronic parking ticket;

“parking area” means a portion of a carriageway to which a “permissive parking” sign applies or an area to which a permissive parking sign applies;

“parking facilities” includes land, buildings, shelters, road reserve, parking area, metered zone, ticket machine zone, parking bay, parking station, attended parking station, parking stalls and other facilities open to the public generally for the parking of vehicles whether or not a fee is charged, and includes any signs, notices and facilities used in connection with the parking of vehicles;

“parking permit” means a permit issued by the local government or an authorised person and includes a written or electronic permit;

“parking region” means the area described in Schedule 1;

“parking stall” means a section or part of a thoroughfare or of a parking station which is marked or defined by painted lines, metallic studs, coloured bricks or pavers or similar devices for the purpose of indicating where a vehicle may be parked, but does not include a metered space;

“parking station” means any land, or structure provided for the purpose of accommodating vehicles;

“parking ticket” means a ticket which is issued from a ticket issuing machine or ticket issuing device, and which authorises the parking of a vehicle in a parking stall or a parking station or part of a parking station and includes the date and time of which the authorisation expires, whether or not the payment of a fee is required;

“pedestrian crossing” has the meaning given to it by the Code;

“permit” means a permit issued under this local law;

“public place” means any place to which the public has access whether or not that place is on private property;

“reserve” means any land –

(a) which belongs to the local government;

(b) of which the local government is the management body under the Land Administration Act 1997; or
which is an 'otherwise unvested facility' within section 3.53 of the Act;

“residential street” means a thoroughfare where the majority of properties abutting the thoroughfare are used for residential purposes;

“right of way” means a portion of land that is –

(a) shown and marked “Right of Way” or “ROW”, or coloured or marked in any other way to signify that the portion of land is a right of way, on any plan or diagram deposited with the Registrar of Titles that is subject to the provisions of section 167A of the Transfer of Land Act 1893;

(b) shown on a diagram or plan of survey relating to a subdivision that is created as a “right of way” and vested in the Crown under section 152 of the Planning and Development Act 2005; and

(c) shown and marked as a right of way on a map or plan deposited with the Registrar of Titles and transferred to the Crown under the Transfer of Land Act 1893,

but does not include:

(d) private driveways; and

(e) a “right of way” created by a deed of easement between two or more parties;

“Road Traffic Act” means the Road Traffic Act 1974;

“Schedule” means a schedule to this local law;

“shared zone” has the meaning given to it by the Code;

“sign” includes a traffic sign, inscription, road marking, mark, structure or device on which may be shown words, numbers, expressions or symbols, and which is placed on or near a thoroughfare or within a parking station or reserve for the purpose of prohibiting, regulating, guiding, directing or restricting the parking or stopping of vehicles;

“special purpose vehicle” has the meaning given to it by the Code;

“stop” in relation to a vehicle means to stop a vehicle and permit it to remain stationary, except for the purposes of avoiding conflict with other traffic or of complying with the provisions of any law;

“symbol” includes, but is not limited to, any symbol specified by Australian Standard 1742.11-1999 and any symbol specified from time to time by Standards Australia for use in the regulation of parking;

“tare weight” in relation to a vehicle, means the weight of the vehicle without any passengers or load;

“taxi” means a taxi within the meaning of the Taxi Act 1994 or a taxi-car in section 47Z of the Transport Co-ordination Act 1966;

“taxi zone” has the meaning given to it by the Code;

“ticket issuing machine” means a machine or mobile device which is installed in a parking facility and which upon insertion of coins or a token, pass, card, key or device issues a parking ticket, as a result of a payment by coins, money or any permitted means, issues a parking ticket, whether paper or electronic, showing the period during which it is lawful to remain parked in the area to which the machine or mobile device relates;
“ticket machine zone” means a parking facility in which ticket issuing machines are installed but does not include a parking station;

“thoroughfare” has the meaning given to it by the Act;

“traffic island” has the meaning given to it by the Code;

“trailer” means any vehicle without motive power of its own, designed for attachment to a motor vehicle for the purpose of being towed, but does not include the rear portion of an articulated vehicle, or a side car;

“tourist bus” means any omnibus which is used, hired or chartered for any purpose and includes a charter bus but does not include a public bus;

“truck” means a vehicle which as a load capacity exceeding 1000 kilograms;

“unattended” in relation to a vehicle, means that the driver has left the vehicle so that the driver is more than 3 metres from the closest point of the vehicle;

“vehicle” has the meaning given to it by the Road Traffic Act; and

“verge” means the portion of a thoroughfare which lies between the boundary of a carriageway and the adjacent property line but does not include a footpath.

(2) For the purposes of the application of the definitions “no parking area” and “parking area” an arrow inscribed on a sign erected at an angle to the boundary of the carriageway is deemed to be pointing in the direction in which it would point, if the signs were turned at an angle of less than 90 degrees until parallel with the boundary.

(3) A reference to a word or expression inscribed on a sign includes a reference to a symbol depicting the word or expression.

(4) A reference to a parking station, ticket machine zone or metered zone includes a reference to part of the parking station, ticket machine zone or metered zone.

(5) Unless the context otherwise requires, where a term is used, but not defined in this local law and:

(a) it is defined in the Act, it shall have the meaning given to it in the Act; and

(b) it is defined in the Road Traffic Act or in the Code, it shall have the meaning given to it in the Road Traffic Act or the Code.

1.7 Classes of vehicles

For the purpose of this local law, vehicles are divided into the following classes—

(a) buses;

(b) commercial vehicles;

(c) motorcycles and bicycles;

(d) taxis; and

(e) all other vehicles.

1.8 Powers of the local government
CITY OF VINCENT PARKING AND PARKING FACILITIES LOCAL LAW

The local government may, by resolution, prohibit or regulate by signs or otherwise, the stopping or parking of any vehicle or any class of vehicles in any part of the parking region, but must do so consistently with the provisions of this local law.

1.9 Determination of fees, charges and costs

All fees, charges and costs referred to in this local law shall be determined and imposed by the local government from time to time in accordance with sections 6.16 to 6.19 of the Act.

1.10 Alternative methods of payment for parking

(1) The local government may authorise a person to park, or to pay for parking, in advance or in arrears by issuing (electronically or otherwise) a permit, invoice, ticket or pass (referred to in this clause as an Alternative Method of Payment).

(2) A person who has been authorised by the local government to make an Alternative Method of Payment for parking is exempt from paying fees at the relevant parking facility providing that he or she complies with the terms of the Alternative Method of Payment.

(3) An Alternative Method of Payment may not be used by any person other than the person who received authorisation by the local government.

(4) The local government may introduce and apply methods of payment for parking fees which may include but not limited to payment by –
   a. Australian currency including coins and or bank notes;
   b. Credit card or debit card; or
   c. Payment by telephone or other mobile device with parking app;

(5) The local government may introduce various paid parking processes which may include but not limited to the following –
   a. Ticket parking
   b. Pay by vehicle registration number
   c. Pay by parking bay; or
   d. Pay by mobile device

PART 2 – SIGNS

2.1 Erection of signs

The local government may erect a sign for the purposes of this local law on any land, building or other structure within the parking region.

2.2 Compliance with signs

(1) A person shall comply with the direction on every sign displayed, marked, placed or erected pursuant to this local law.

(2) An inscription or symbol on a sign operates and has effect according to its tenor and a person contravening the direction on a sign commits an offence under this local law.

2.3 Unauthorised signs and defacing of signs

A person shall not without the approval of the local government –

(a) display, mark, set up or exhibit a sign purporting to be or resembling a sign marked,
set up or exhibited by the local government under this local law;

(b) remove, deface or misuse a sign or property set up or exhibited by the local government under this local law or attempt to do any such act; or

(c) affix a board, sign, placard, notice or other thing to, or paint or write upon any part of a sign set up or exhibited by the local government under this local law.

2.4 General provisions about signs

(1) A sign marked, erected, set up, established or displayed on or near a thoroughfare or in a parking station is, in the absence of evidence to the contrary to be deemed to be a sign marked, erected, set up, established or displayed under the authority of this local law.

(2) The first three letters of any day of the week when used on a sign indicate that day of the week.

(3) For the purpose of this local law, the local government may use (AS 1742.11-1999), as a guide for the development or marking of signs, but is not bound to do so and, where it does use it as a guide may vary any of the provisions of (AS 1742.11-1999) as it sees fit.

2.5 Application of this local law to pre-existing signs and private properties

(1) A sign that –

(a) was erected by the local government or the Commissioner of Main Roads prior to the coming into operation of this local law; and

(b) relates to the parking of vehicles within the parking region,

shall be deemed for the purposes of this local law to have been erected by the local government under the authority of this local law.

(2) A sign that was erected on a private property prior to the coming into operation of this local law, and that states or stated to the effect that there was no unauthorised parking and that the local law repealed under clause 1.4 (the "repealed local law") applied to the private property, shall be deemed for the purposes of this local law to have been erected under the authority of this local law and to refer to this local law instead of the repealed local law.

(3) An inscription or symbol on a sign referred to in subclause (1) or (2) operates and has effect according to its tenor.

(4) Where prior to the coming into operation of this local law, a private property was registered with the local government for the purpose of enforcing clause 67 of the repealed local law, that registration and any terms or conditions attaching to that registration shall continue to have effect for the purpose of enforcing clause 4.9(2) of this local law.

2.6 Part of a thoroughfare to which sign applies

Where under this local law the parking of vehicles in a thoroughfare is controlled by a sign, the sign shall be read as applying to that part of the thoroughfare which –

(a) lies beyond the sign;

(b) lies between the sign and the next sign beyond that sign; and

(c) is on that side of the thoroughfare nearest to the sign.
PART 3 - PARKING STALLS AND PARKING STATIONS

3.1 Determination of parking stalls and parking stations

The local government may by resolution constitute, determine and vary and also indicate by signs –

(a) parking stalls;
(b) parking stations;
(c) permitted time and conditions of parking in parking stalls and parking stations which may vary with the locality;
(d) permitted classes of vehicles which may park in parking stalls and parking stations;
(e) permitted classes of persons who may park in specified parking stalls or parking stations; and
(f) the manner of parking in parking stalls and parking stations.

3.2 Vehicles to be within parking stalls on thoroughfare

(1) Subject to subclauses (2), (3) and (4), a person shall not park a vehicle in a parking stall in a thoroughfare otherwise than –
   (a) parallel to and as close to the kerb as is practicable;
   (b) wholly within the stall; and
   (c) headed in the direction of the movement of traffic on the side of the thoroughfare in which the stall is situated.

(2) Subject to subclause (3) where a parking stall in a thoroughfare is set out otherwise than parallel to the kerb, then a person must park a vehicle in that stall wholly within it.

(3) If a vehicle is too long or too wide to fit completely within a single parking stall then the person parking the vehicle shall do so within the minimum number of parking stalls needed to park that vehicle.

(4) A person shall not park a vehicle partly within and partly outside a parking area.

3.3 Parking prohibitions and restrictions

(1) A person shall not –
   (a) stop or park a vehicle in a parking station so as to obstruct any entrance, exit, carriageway, passage or thoroughfare of the parking station;
   (b) except with the permission of the local government or an authorised person park a vehicle on any part of a parking station contrary to a sign referable to that part;
   (c) permit a vehicle to park on any part of a parking station, if an authorised person directs the driver of such vehicle to move the vehicle from such part or from the parking station; or
   (d) park or attempt to park a vehicle in a parking stall in which another vehicle is parked but this paragraph does not prevent the parking of a motorcycle and a bicycle together in a stall marked 'M/C', if the bicycle is parked in accordance with subclause (2).
(2) No person shall park any bicycle –
   (a) in a parking stall other than in a stall marked 'M/C'; and
   (b) in such stall other than against the kerb,

   unless it is parked at a bicycle rail or in a bicycle rack.

(3) Notwithstanding the provisions of subclause (1)(b) a driver may park a vehicle in a
   parking stall or station (except in a parking area for people with disabilities) for twice
   the period of time permitted by the sign, provided that –
   (a) the driver's vehicle displays an ACROD sticker; and
   (b) a person with disabilities to which that ACROD sticker relates is either the driver
       of or a passenger in the vehicle.

PART 4 - PARKING GENERALLY

4.1 Restrictions on parking in particular areas

(1) Subject to subclause (2), a person shall not park a vehicle in a thoroughfare or part of
    a thoroughfare, or part of a parking station –
    (a) if by a sign it is set apart for the parking of vehicles of a different class;
    (b) if by a sign it is set apart for the parking of vehicles by persons of a different
         class; or
    (c) during any period when the parking of vehicles is prohibited by a sign.

(2) In subclause (2)(b) "driver" means a driver where –
   (i) the driver's vehicle displays an ACROD sticker; and
   (ii) a disabled person to which the ACROD sticker relates is either the
        driver of the vehicle or a passenger in the vehicle.

   (b) A driver may park a vehicle in a thoroughfare or part of a thoroughfare or part of
       a parking station, except in a thoroughfare or part of a thoroughfare or part of a
       parking station to which a disabled parking sign relates, for twice the period of
       time permitted by a sign referable to the thoroughfare or the part of the
       thoroughfare or the part of the parking station.

(3) A person shall not park a vehicle –
   (a) in a no parking area;
   (b) in a parking area, except in accordance with both the signs associated with the
       parking area and with this local law;
   (c) in a stall marked "M/C" unless it is a motorcycle without a sidecar or a trailer, or
       it is a bicycle;
   (d) within the head of a cul-de-sac;

(4) A person shall not park a motorcycle without a sidecar or a trailer, or a bicycle in a
    parking stall unless the stall is marked "M/C".
(5) A person shall not, without the prior permission of the local government, or an authorised person, park a vehicle in an area designated by a sign stating “Authorised Vehicles Only”.

(6) A person shall not stop or park a vehicle in a bicycle lane or on a bicycle path.

4.2 Parking vehicle on a carriageway

(1) A person parking a vehicle on a carriageway other than in a parking stall shall park it —

(a) in the case of a two-way carriageway, so that it is as near as practicable to and parallel with, the left boundary of the carriageway and headed in the direction of the movement of traffic on the side of the thoroughfare on which the vehicle is parked;

(b) in the case of a one-way carriageway, so that it is as near as practicable to and parallel with either boundary of the carriageway and headed in the direction of the movement of traffic on the side of the thoroughfare on which the vehicle is parked;

(c) so that at least 3 metres of the width of the carriageway lies between the vehicle and the farther boundary of the carriageway, or any continuous line or median strip, or between the vehicle and a vehicle parked on the farther side of the carriageway;

(d) so that the front and the rear of the vehicle respectively are not less than 1 metre from any other vehicle, except a motorcycle without a trailer, or a bicycle parked in accordance with this local law; and

(e) so that it does not obstruct any vehicle on the carriageway, unless otherwise indicated by a sign.

(2) In this clause, “continuous dividing line” means —

(a) a single continuous dividing line only;

(b) a single continuous dividing line to the left or right of a broken dividing line; or

(c) two parallel continuous dividing lines.

(3) (a) The driver of any vehicle standing on any carriageway in any park or reserve shall place and keep the same close to and parallel with the road edge, kerb or footpath on the left of such vehicle, except where channels or other obstructions prevent this from being done;

(b) Subclause (3)(a) shall not apply to a vehicle parked in an area where the parking bays have been marked other than parallel to the road edge.

4.3 When parallel and right-angled parking apply

Where a sign associated with a parking area is not inscribed with the words “angle parking” (or with an equivalent symbol depicting this purpose), then unless a sign associated with the parking area indicates, or marks on the carriageway indicate, that vehicles have to park in a different position, where the parking area is —

(a) adjacent to the boundary of a carriageway, a person parking a vehicle in the parking area shall park it as near as practicable to and parallel with that boundary; and
(b) at or near the centre of the carriageway, a person parking a vehicle in that parking area shall park it at approximately right angles to the centre of the carriageway.

4.4 When angle parking applies

(1) This clause does not apply to —

(a) a passenger vehicle or a commercial vehicle with a mass including any load, of over three tonnes; or

(b) a person parking either a motor cycle without a trailer or a bicycle.

(2) Where a sign associated with a parking area is inscribed with the words "angle parking" (or with an equivalent symbol depicting this purpose), a person parking a vehicle in the area shall park the vehicle at an angle of approximately 45 degrees to the centre of the carriageway unless otherwise indicated by the inscription on the parking sign or by marks on the carriageway.

4.5 General prohibitions on parking

(1) (a) This clause does not apply to a vehicle parked in a parking stall.

(b) Subclauses (2)(c), (e) and (g) do not apply to a vehicle which parks in a bus embayment.

(2) Subject to any law relating to intersections with traffic control signals a person shall not park a vehicle so that any portion of the vehicle is —

(a) between any other stationary vehicles and the centre of the carriageway;

(b) on or adjacent to a median strip;

(c) obstructing a right of way, private drive or carriageway or so close as to deny a vehicle reasonable access to or egress from the right of way, private drive or carriageway;

(d) alongside or opposite any excavation, works, hoarding, scaffolding or obstruction on the carriageway, if the vehicle would obstruct traffic;

(e) on or within 10 metres of any portion of a carriageway bounded by a traffic island;

(f) on any footpath or pedestrian crossing;

(g) between the boundaries of a carriageway and any double longitudinal line consisting of two continuous lines or between a double longitudinal line consisting of a continuous line and a broken or dotted line and the boundary of a carriageway nearer to the continuous line, unless there is a distance of at least 3 metres clear between the vehicle and the double longitudinal line;

(h) on an intersection, except adjacent to a carriageway boundary that is not broken by an intersecting carriageway;

(i) within 1 metre of a fire hydrant or fire plug, or of any sign or mark indicating the existence of a fire hydrant or fire plug;

(j) within 3 metres of a public letter box, unless the vehicle is being used for the purposes of collecting postal articles from the public letter box; or
(k) within 10 metres of the nearer property line of any thoroughfare intersecting the thoroughfare on the side on which the vehicle is parked,

unless a sign indicates otherwise.

(3) A person shall not park a vehicle so that any portion of the vehicle is within 10 metres of the departure side of –

(a) a sign inscribed with the words “Bus Stop” or “Hail Bus Here” (or with equivalent symbols depicting these purposes) unless the vehicle is a bus stopped to take up or set down passengers; or

(b) a children’s crossing or pedestrian crossing.

(4) A person shall not park a vehicle so that any portion of the vehicle is within 20 metres of the approach side of –

(a) a sign inscribed with the words “Bus Stop” or “Hail Bus Here” (or with equivalent symbols depicting these purposes) unless the vehicle is a bus stopped to take up or set down passengers;

(b) a children’s crossing or pedestrian crossing.

(5) A person shall not park a vehicle so that any portion of the vehicle is within 20 metres of either the approach side or the departure side of the nearest rail of a railway level crossing.

4.6 Authorised person may order vehicle on thoroughfare to be moved

The driver of a vehicle shall not park a vehicle on any part of a thoroughfare in contravention of this local law after an authorised person has directed the driver to move it.

4.7 No movement of vehicles to avoid time limitation

(1) Where the parking of vehicles in a parking facility is permitted for a limited time, a person shall not move a vehicle within the parking facility so that the total time of parking exceeds the maximum time allowed for parking in the parking facility.

(2) Where the parking of vehicles in a thoroughfare is permitted for a limited time, a person shall not move a vehicle along that thoroughfare so that the total time of parking exceeds the maximum time permitted, unless the vehicle has first been removed from the thoroughfare for at least two hours.

(3) Where parking in a thoroughfare is restricted as to time and a vehicle has been parked in that thoroughfare a person shall not park that vehicle again in that thoroughfare unless there is between the place where the vehicle had been parked and the place where the vehicle is subsequently parked another thoroughfare that meets or intersects that thoroughfare.

4.8 No parking of vehicles exposed for sale and in other circumstances

A person shall not park a vehicle on any part of a thoroughfare –

(a) for the purpose of exposing it for sale;

(b) if that vehicle is not licensed under the Road Traffic Act;

(c) if that vehicle is a trailer or a caravan unattached to a motor vehicle; or

(d) for the purpose of effecting repairs to it, other than the minimum repairs necessary to
enable the vehicle to be moved to a place other than a thoroughfare.

4.9 Parking on private land

(1) In this clause a reference to “land” does not include land –
   (a) which belongs to the local government;
   (b) of which the local government is the management body under the Land Administration Act 1997;
   (c) which is an ‘otherwise unvested facility’ within section 3.53 of the Act;
   (d) which is the subject of an agreement referred to in clause 1.5(2); or
   (e) which is determined by a Council resolution to be a parking station under the care, control and management of the City.

(2) A person shall not park a vehicle on land without the consent of the owner or occupier of the land on which the vehicle is parked.

(3) Where the owner or occupier of the land, by a sign referable to that land or otherwise, consents to the parking of vehicles of a specified class or classes on the land for a limited period, a person shall not park a vehicle on the land otherwise than in accordance with the consent.

4.10 Parking on reserves

No person other than an employee or approved contractor of the local government in the course of his or her duties or a person authorised by the local government shall drive or park a vehicle upon or over any portion of a reserve other than upon an area specifically set aside for that purpose.

4.11 Parking on verges

(1) A person shall not –
   (a) park a vehicle;
   (b) park a commercial vehicle or bus, or a trailer or caravan unattached to a motor vehicle; or
   (c) park a vehicle during any period when the parking of vehicles on that verge is prohibited by a sign adjacent and referable to that verge,

so that any portion of it is on a verge.

(2) Subclause (1)(a) does not apply to the person if he or she is the owner or occupier of the premises adjacent to that verge, or is a person authorised by the occupier of those premises to park the vehicle so that any portion of it is on the verge.

(3) Subclause (1)(b) does not apply to a commercial vehicle when it is being loaded or unloaded with reasonable expedition with goods, merchandise or materials collected from or delivered to the premises adjacent to the portion of the verge on which the commercial vehicle is parked, provided no obstruction is caused to the passage of any vehicle or person using a carriageway or a footpath.

4.12 Suspension of parking limitations for urgent, essential or official duties

(1) Where by a sign the parking of vehicles is permitted for a limited time on a portion of a
thoroughfare or parking facility, the local government or an authorised person may, subject to the Code, permit a person to park a vehicle in that portion of the thoroughfare or parking facility for longer than the permitted time in order that the person may carry out urgent, essential or official duties.

(2) Where permission is granted under subclause (1), the local government or an authorised person may prohibit the use by any other vehicle of that portion of the thoroughfare or parking facility to which the permission relates, for the duration of that permission.

4.13 Parking in a parking station

(1) This clause does not apply to a person who parks a vehicle, or who permits a vehicle to remain parked, in a parking station in accordance with the terms of an Alternative Method of Payment under clause 1.10.

(1/2) Display of Tickets

(a) Subject to subclause (2) (3) a person shall not stop or park a vehicle in any part of a parking station equipped with a ticket issuing machine or a parking facility during any permitted period unless:

(i) The appropriate fee has been accepted by a ticket issuing machine or the required payment is made in such other form as may be permitted;

(ii) a valid parking ticket or valid parking tickets applicable to that part of the parking station and issued on that day; and

(iii) the date and time of issue or expiry of the ticket, as the case may be, and the number of the ticket, if any, printed thereon, are displayed inside the vehicle and clearly visible to and be able to be read by an authorised person from outside the vehicle at all times while the vehicle remains stopped or parked in that part of the parking station; or

(iv) in the case of an electronic parking ticket, the date and time of issue or expiry of the ticket, as the case may be, and the number of the ticket, if any, printed thereon is able to be read on a mobile device by an authorised person from outside the vehicle at all times while the vehicle remains stopped or parked in that part of the parking station.

(b) For the purposes of subclause (4) (2), a parking ticket issued in respect of any parking station or any part of a parking station which has been set aside under this local law shall be applicable only to that parking station or that part of that parking station, as the case may be.

(c) A reference in this clause to:

(i) "permitted period" means the period stated on the ticket issuing machines in the parking station during which the parking of vehicle is permitted upon the purchase of a parking ticket;

(ii) "valid parking ticket" means a parking ticket on which:

   (A) a date and expiry time is printed and that time has not expired; or

   (B) a date and time of issue is printed and the period for which that ticket remains valid as stated on the ticket issuing machine from which the ticket was purchased has not expired.
Use of Parking Tickets

A person shall not –

(d) deface, alter, add to, erase, obliterate or otherwise interfere with a parking ticket or any information, printing or imprint thereon;

(e) park a vehicle in a parking station or parking facility if there is displayed in that vehicle so as to be visible from outside the vehicle a parking ticket which has been defaced, altered, added to, erased, obliterated, expired or otherwise interfered with; or

(f) produce to an authorised person or the local government to accept payment of parking fees, a parking ticket which is, or any information, printing or imprint on which is defaced, altered, added to, erased, obliterated or otherwise interfered with.

Fees for Motor Cycles in Parking Stations

(g) A fee payable for the parking of a motor cycle and the period of application of the fee in a parking station may be determined and imposed by the local government.

(h) The local government shall not be obliged to accept payment of any fee referred to in this clause.

Parking Position for Motor Cycles

A person shall not stop or park a motor cycle in a parking station equipped with a ticket issuing machine unless –

(i) wholly within a parking stall marked with the symbol "M/C" or otherwise designated as being set aside for the parking of motor cycles;

(j) that person has paid to the local government the fee; and

(k) during the period for which the fee is applicable.

Set aside Parking Stations for Multiple Occupants

The local government in respect of any period or time may by the use of signs set aside any parking station or any part of a parking station and prohibit entry thereto by vehicles other than vehicles carrying at least one other person in addition to the driver.

Parking Restrictions for Vehicles with Multiple Occupants

(l) The local government may determine and impose a fee payable for the parking of a vehicle in any parking station or part of a parking station at any time or for specified times.

(m) A person shall not stop or park a vehicle in any parking station or part of a parking station which has been set aside under this local law at the times or within such period specified pursuant to this local law unless the vehicle is carrying at least one other person.

(n) A person shall not enter any parking station or part of a parking station which has been set aside under this local law at the times or within such period specified pursuant to this local law unless that person is the driver of or passenger in a vehicle carrying at least one other person.
4.14 Special event parking

(1) The local government may by the use of signs, set aside for any period specified on the signs, any parking station, parking facility or other land owned or controlled by the local government for the parking of vehicles by persons attending a special event.

(2) A person shall not park or stop a vehicle in a parking station, parking facility or land owned or controlled by the local government set aside under subclause (1) during the period for which it is set aside unless a ticket purchased on entry to that parking station, parking facility or land with respect to the special event is clearly visible to and readable by an authorised person from outside a vehicle.

(3) A fee payable for special event parking may be determined and imposed by the local government.

(4) For the purpose of this clause a “special event” means any event or occurrence considered by the local government to be special and likely to attract a substantial number of persons driving vehicles.

(5) During the period referred to in subclause (1) the provisions of clause 6.5 shall not apply to the parking station, parking facility or other land.

PART 5 – PARKING AND STOPPING

Division 1 - Parking and stopping generally

5.1 No stopping and no parking signs, and yellow edge lines

(1) No stopping

A driver shall not stop on any part of a carriageway, or in an area –

(a) to which a “no stopping” sign applies; or

(b) during the times a sign specifies a “no stopping” or “clearway” restriction is in operation.

(2) No parking

A driver shall not stop on a part of a carriageway or in an area to which a ‘no parking’ sign applies, unless the driver is –

(a) dropping off, or picking up, passengers or goods;

(b) does not leave the vehicle unattended; and

(c) completes the dropping off, or picking up, of the passengers or goods within 2 minutes of stopping and drives on.

(3) No stopping on a carriageway with yellow edge lines

A driver shall not stop at the side of a carriageway marked with a continuous yellow edge line.

Division 2 - Stopping in zones for particular vehicles

5.2 Stopping in a loading zone

A person shall not stop a vehicle in a loading zone unless it is –
(a) a motor vehicle used for commercial or trade purposes engaged in the picking up or setting down of goods; or

(b) a motor vehicle taking up or setting down passengers,

but, in any event, shall not remain in that loading zone:

(c) for longer than a time indicated on the “loading zone” sign; or

(d) longer than 30 minutes (if no time is indicated on the sign).

5.3 Stopping in a taxi or bus zone

(1) A driver shall not stop in a taxi zone, unless the driver is driving a taxi.

(2) A driver shall not stop in a bus zone unless the driver is driving a public bus, or a bus of a type that is permitted to stop at the bus zone by information on or with the “bus zone” sign applying to the bus zone.

(3) A person driving a taxi must not leave the taxi unattended while it is in a taxi zone/rank.

5.4 Stopping in a mail zone

A person shall not stop a vehicle in a mail zone.

5.5 Other limitations in zones

A person shall not stop a vehicle in a zone to which a sign applies if stopping the vehicle would be contrary to any limitation in respect to classes of persons or vehicles, or specific activities allowed, as indicated by additional words on a sign that applies to the zone.

Division 3 - Other places where stopping is restricted

5.6 Stopping in a shared zone

A driver shall not stop in a shared zone unless –

(a) the driver stops at a place on a part of a carriageway, or in an area, to which a sign applies and the driver is permitted to stop at that place by the sign;

(b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under this local law;

(c) the driver is dropping off, or picking up, passengers or goods; or

(d) the driver is engaged in door-to-door delivery or collection of goods, or in the collection of waste or garbage.

5.7 Double parking

(1) A driver shall not stop a vehicle so that any portion of the vehicle is between any other stopped vehicle and the centre of the carriageway.

(2) This clause does not apply to –

(a) a driver stopped in traffic; or

(b) a driver angle parking on the side of the carriageway or in a median strip parking
area, in accordance with this local law.

5.8 Stopping near an obstruction

A driver shall not stop on a carriageway near an obstruction on the carriageway in a position that further obstructs traffic on the carriageway.

5.9 Stopping on a bridge or in a tunnel, etc

(1) A driver shall not stop a vehicle on a bridge, causeway, ramp or similar structure unless –

(a) the carriageway is at least as wide on the structure as it is on each of the approaches and a sign does not prohibit stopping or parking; or

(b) the driver stops at a place on a part of a carriageway, or in an area, to which a sign applies and the driver is permitted to stop at that place by the sign.

(2) A driver shall not stop a vehicle in a tunnel or underpass unless –

(a) the carriageway is at least as wide in the tunnel or underpass as it is on each of the approaches and a traffic sign does not prohibit stopping or parking; or

(b) the driver of a motor vehicle stops at a bus stop, or in a bus zone or parking area marked on the carriageway, for the purpose of setting down or taking up passengers.

5.10 Stopping on crests, curves, etc

(1) Subject to subclause (2), a driver shall not stop a vehicle on, or partly on, a carriageway, in any position where it is not visible to the driver of an overtaking vehicle, from a distance of 50 metres within a built-up area, and from a distance of 150 metres outside a built-up area.

(2) A driver may stop on a crest or curve on a carriageway that is not in a built-up area if the driver stops at a place on the carriageway, or in an area, to which a sign applies and the driver is permitted to stop at that place by the sign.

5.11 Stopping near a fire hydrant etc

A driver shall not stop a vehicle so that any portion of the vehicle is within 1 metre of a fire hydrant or fire plug, or of any sign or mark indicating the existence of a fire hydrant or fire plug, unless –

(a) the driver is driving a public bus, and the driver stops in a bus zone or at a bus stop and does not leave the bus unattended; or

(b) the driver is driving a taxi, and the driver stops in a taxi zone and does not leave the taxi unattended.

5.12 Stopping at or near a bus stop

(1) A driver shall not stop a vehicle so that any portion of the vehicle is within 20 metres of the approach side of a bus stop, or within 10 metres of the departure side of a bus stop, unless –

(a) the vehicle is a public bus stopped to take up or set down passengers; or

(b) the driver stops at a place on a part of a carriageway, or in an area, to which a sign applies and the driver is permitted to stop at that place by the sign.
(2) In this clause –

(a) distances are measured in the direction in which the driver is driving; and

(b) a trailer attached to a public bus is deemed to be a part of the public bus.

5.13 Stopping on a path, median strip, or traffic island

The driver of a vehicle (other than a bicycle or an animal) shall not stop so that any portion of the vehicle is on a path, traffic island or median strip, unless the driver stops in an area, to which a sign applies and the driver is permitted to stop at that place by the sign.

5.14 Stopping on verge

(1) A person shall not –

(a) stop a vehicle (other than a bicycle);

(b) stop a commercial vehicle or bus, or a trailer or caravan unattached to a motor vehicle; or

(c) stop a vehicle during any period when the stopping of vehicles on that verge is prohibited by a sign adjacent and referable to that verge, so that any portion of it is on a verge.

(2) Subclause (1)(a) does not apply to the person if he or she is the owner or occupier of the premises adjacent to that verge, or is a person authorised by the occupier of those premises to stop the vehicle so that any portion of it is on the verge.

(3) Subclause (1)(b) does not apply to a commercial vehicle when it is being loaded or unloaded with reasonable expedition with goods, merchandise or materials collected from or delivered to the premises adjacent to the portion of the verge on which the commercial vehicle is parked, provided no obstruction is caused to the passage of any vehicle or person using a carriageway or a footpath.

5.15 Obstructing access to and from a path, driveway, etc

(1) A driver shall not stop a vehicle so that any portion of the vehicle is in front of a path, in a position that obstructs access by vehicles or pedestrians to or from that path, unless –

(a) the driver is dropping off, or picking up, passengers; or

(b) the driver stops in a parking stall and the driver is permitted to stop in the parking stall under this local law.

(2) A driver shall not stop a vehicle on or across a driveway or other way of access for vehicles travelling to or from adjacent land, unless –

(a) the driver is dropping off, or picking up, passengers; or

(b) the driver stops in a parking stall and the driver is permitted to stop in the parking stall under this local law.

5.16 Stopping near a public letter box

A driver shall not stop a vehicle so that any portion of the vehicle is within 3 metres of a public letter box, unless the driver –

(a) is dropping off, or picking up, passengers or mail; or
(b) stops at a place on a part of a carriageway, or in an area, to which a sign applies and the driver is permitted to stop at that place by the sign.

5.17 Stopping on a carriageway – heavy and long vehicles

Subject to any clause to the contrary or sign referable to the carriageway, a person shall not park a vehicle or any combination of vehicles that, together with any projection on, or load carried by the vehicle or combination of vehicles is 7.5 metres or more in length or exceeds a GVM of 4.5 tonnes –

(a) on a carriageway in a built-up area for any period exceeding one hour, unless engaged in the picking up or setting down of goods; or

(b) on a carriageway outside a built-up area, except on the shoulder of the carriageway, or in a truck bay or other area set aside for the parking of such vehicles.

5.18 Stopping on a carriageway with a bicycle parking sign

The driver of a vehicle (other than a bicycle) shall not stop on a part of a carriageway to which a "bicycle parking" sign applies, unless the driver is dropping off or picking up passengers.

5.19 Stopping on a carriageway with motor cycle parking sign

The driver of a vehicle shall not stop on a part of a carriageway, or in an area to which a "motor cycle parking" sign applies, or an area marked "M/C" unless –

(a) the vehicle is a motor cycle; or

(b) the driver is dropping off or picking up passengers.

5.20 Eating areas in parking stalls

A person shall not stop or park a vehicle in a parking stall which has been authorised in writing by the local government, to be set up or conducted as an eating area and which is designated by signs as such at that time.

5.21 Permits in parking facilities

(1) The local government or authorised person may, whether upon payment of a fee or not, issue a written temporary parking permission which allows a specific vehicle to park –

(a) in a specified kerbside area;

(b) in a car park which is controlled by a sign, in contravention of the restriction specified on that sign; or

(c) in any other place under the control of the local government.

(2) A permit issued under subclause (1) may –

(a) authorise the stopping or parking of the vehicle continuously for a specified period or periods between specified times or from time to time during a specified period; and

(b) be revoked or suspended at any time by the local government or an authorised person before the expiration of any time or period specified in the permit without responsibility for any liability or loss or claim.

(3) A person shall not stop or park a vehicle in respect of which a permit has been issued.
pursuant to subclause (2) —
(a) except at the times or during the period specified in the permit;
(b) for any purpose other than the purpose for which the permit was issued; or
(c) at any time after the cancellation, withdrawal or suspension of the permit.

(4) Nothing in this clause mitigates the limitations or condition imposed by any other clause or by any local law relating to a person’s right of appeal against the local government revoking or suspending a permit.

5.22 Motor cycle stalls

(1) A person shall not stop or park a vehicle other than a bicycle or a motor cycle to which no side car or side-box is attached in a parking stall —
(a) marked with the symbol “M/C”; or
(b) in which the parking of bicycles or motor cycles is permitted by a sign referable to that parking stall.

(2) A person shall not stop or park a bicycle or motor cycle in a parking stall marked with the symbol “M/C” —
(a) for longer than the maximum period permitted for parking in that parking stall by a sign referable to that parking stall or metered space;
(b) if there is no sign referable to that parking stall than for longer than the maximum period during which a vehicle may stop or be parked as specified on any sign referable to any parking stall adjacent thereto; or
(c) otherwise than wholly within the stall.

PART 6 - TICKET ISSUING MACHINES AND ZONES

6.1 Establishment of Metered Zones, Metered Stalls and Ticket Zones

(1) The local government may, by resolution:
(a) establish;
(b) indicate by signs; and
(c) vary from time to time;

metered zones, metered spaces and ticket zones.

(2) In relation to metered zones, metered spaces and ticket zones, the local government may prescribe:
(a) conditions and permitted times of parking;
(b) the manner of parking; and
(c) the classes of vehicles permitted to park;

but this authority shall not be exercised in a manner which is inconsistent with the provisions of this local law or any other written law.

6.2 Ticket issuing machines

(1) Damage to Ticket Issuing Machines
A person shall not or attempt to remove, damage, deface, misuse or interfere with any ticket issuing machine.

(2) **Signs on Ticket Issuing Machines**

A person shall not, without the permission of the local government, affix any board, sign, placard, notice, cover or other thing to or paint, mark or write upon any ticket issuing machine.

(3) **Use of Coins in Ticket Issuing Machines**

A person shall not insert or cause to be inserted or attempt to insert into a coin slot of a ticket issuing machine any thing other than a coin appropriate to that slot.

(4) **Operating Ticket Issuing Machines**

A person shall not operate or attempt to operate a ticket issuing machine except in accordance with the operating instructions appearing on the ticket issuing machine.

6.3 **Fees in ticket machine zones**

(1) Fees for stopping and parking of vehicles in a ticket machine zone may be determined and imposed by the local government.

(2) A person must not stop or park a vehicle in a ticket machine zone unless the appropriate fee as indicated by a sign on the ticket issuing machine referable to the zone is inserted into the ticket issuing machine or is otherwise paid under clause 1.10.

(3) The payment of the fee referred to in subclause (1) in accordance with subclause (2) entitles a person to stop or park a vehicle in a ticket machine zone for the period shown on the parking ticket, but does not authorise the stopping or parking of the vehicle in a parking space, or part of the zone during any time when stopping or parking in that zone is prohibited —

(a) under this local law;

(b) by the sign on the ticket issuing machine referable to the zone; or

(c) by a sign referable to that space.

6.4 **Display of tickets**

(1) This clause does not apply to a person who parks a vehicle in a ticket machine zone in accordance with the terms of an Alternative Method of Payment under clause 1.10.

(1)(2) A person shall not stop or park a vehicle in a ticket machine zone during any permitted period unless —

(a) an unexpired ticket issued by a ticket issuing machine in that ticket machine zone; and

(b) the date and time of issue or expiry, as the case may be, and the number, if any, of the ticket printed on the ticket,

are displayed inside the vehicle and are clearly visible to and able to be read by an authorised person from outside the vehicle at all times while the vehicle remains stopped or parked in the zone.

(c) In the case of an electronic parking ticket, the date and time of issue or expiry
of the ticket, as the case may be, and the number of the ticket, if any, printed thereon is able to be read on a mobile device by an authorised person from outside the vehicle at all times while the vehicle remains stopped or parked in that part of the ticket machine zone.

(2/3) A reference in this clause to:

(d) "permitted period" means the period stated on the ticket issuing machines in the ticket machine zone during which the parking of vehicle is permitted upon the purchase of a parking ticket;

(e) "valid parking ticket" means a parking ticket on which –

(i) a date and expiry time is printed and that time has not expired;

(ii) a date and time of issue is printed and the period for which that ticket remains valid as stated on the ticket issuing machine from which the ticket was purchased has not expired.

(3/4) For the purpose of this clause, where more than one parking ticket is displayed bearing the same date and time of issue, the period for each ticket referred to in subclause (2)(b) shall be aggregated and the tickets shall be deemed not to have expired until the expiry of the aggregate of those periods.

6.5 Parking limits

(1) A person shall not stop or park a vehicle in a ticket machine zone during any permitted period for longer than the maximum period.

(2) A reference in this clause to –

(a) "maximum period" means the maximum period stated on the ticket issuing machines in the zone during which the continuous parking of a vehicle in the zone is permitted;

(b) "permitted period" has the meaning given to it in clause 6.3(2)(a).

6.6 Parking position in ticket machine zones

A person shall not stop or park a vehicle in a ticket machine zone:

(1) on any part of which there are parking stalls set out parallel to a kerb otherwise than –

(a) parallel to that kerb;

(b) as close to the kerb as practicable;

(c) wholly within a parking stall;

(d) headed in the direction of the movement of traffic on the part of the carriageway on which the parking stall is situated;

(2) on any part of which there are parking stalls not set out parallel to a kerb otherwise than wholly within a parking stall.

6.7 No parking when cover on ticket machine

Despite any other provision of this local law and despite any other sign or notice, a person must not park a vehicle in a ticket machine zone, if the ticket issuing machine referable to the ticket machine zone has a cover marked 'No Parking', 'Reserved Parking' or 'Temporary Bus Stand' or an equivalent symbol depicting one or more of these purposes, except with the permission of
the local government or an authorised person.

PART 7 - PARKING PERMITS

7.1 Definitions

In this Part, unless the context otherwise requires –

“dwelling unit” means premises lawfully used for self contained living quarters;

“commercial parking permit” means a permit issued to a business by the local government pursuant to clause 7.3(3);

“grouped dwelling” means a dwelling that is one of a group of two or more dwellings on the same lot such that no dwelling is placed wholly or partially vertically above another, except where special conditions of landscape or topography dictate otherwise, and includes a dwelling on a survey strata with common property;

“eligible person” where used in relation to an application for a –

(a) “residential parking permit” means an owner or occupier of a single house, grouped dwelling or multiple dwelling;

(b) “commercial parking permit” means the proprietor of a commercial business;

“multiple dwelling” means a dwelling in a group of more than one dwelling on a lot where 50 percent or greater of floor area of a dwelling is vertically above part of any other but:

- does not include a grouped dwelling; and
- includes any dwellings above the ground floor in a mixed use development;

“residential parking permit” means a permit issued to a resident by the local government pursuant to clause 7.3(1);

“residential unit” means a dwelling unit which is part of a building adjacent to a part of a thoroughfare on which thoroughfare the stopping or parking of vehicles is prohibited for more than a specified period and which building contains –

(a) two or more dwelling units with or without any non residential units;

(b) one dwelling unit with one or more non residential units;

“single house” means a dwelling unit constructed on its own lot and used for self contained living quarters and which is adjacent to a part of a road on which the stopping or parking of vehicles is prohibited for more than a specified period;

“single house occupier” means an occupier of a single house;

“strata company” has the meaning given to it in the Strata Titles Act 1985;

“temporary parking permit” means a permit issued to a business or individual by the local government pursuant to clause 7.4;”

“unit occupier” means a person who is an occupier of a residential unit but does not include a unit owner;

“unit owner” means a person who is an owner of a residential unit.

7.2 Exemption for permit holders

(1) (a) Where on any part of a thoroughfare the stopping or parking of vehicles is prohibited
by a sign for more than a specified period or where any part of a thoroughfare is a metered space, the holder of a valid permit is exempted from such prohibition.

(b) The local government may also issue a permit which exempts the holder from compliance with the requirements of clauses 7(2)(a) and 7(2)(b).

(2) The exemption conferred by subclause (1) shall apply only –

(a) to that part of a thoroughfare specified in the permit;

(b) where the time restriction applicable to that part of the thoroughfare is for a period exceeding 30 minutes;

(c) where the permit displayed is a residential parking permit to the vehicle specified in the residential parking permit;

(d) if the permit is displayed in the vehicle or affixed to the windscreen of the vehicle so as to be clearly visible and able to be read by an authorised person from outside the vehicle;

(e) if the permit is valid.

(3) The exemption conferred by subclause (1) shall not, unless specifically noted on the permit, apply during any period in which the stopping or parking of vehicles is prohibited in the thoroughfare or the part of the thoroughfare specified in the permit.

7.3 Issue of permits

(1) The local government may upon a written application of an eligible person issue a residential parking permit.

(2) The local government may upon a written application of an eligible person issue a commercial parking permit.

(3) The local government may, upon written application of an eligible person, issue a temporary parking permit.

(4) The local government’s power to issue, replace and revoke permits under this Part may be exercised by an authorised officer.

(5) Notwithstanding any other provision in this local law, the local government may approve the issue of a number of residential or commercial parking permits (as applicable) to any eligible person on such terms and conditions as the local government sees fit.

7.4 Discretionary authority

The local government may approve the issue of one additional residential parking permit to any occupier on such terms and conditions as the local government sees fit.

7.5 Validity of permit

Every residential or commercial parking permit as the case may be, shall cease to be valid upon –

(a) the expiry of a period of either 1 or 3 years (depending upon the permit issued) from and including the date on which it is issued or midnight of the expiry date shown on the permit;

(b) the holder of the permit ceasing to be an eligible person;
the revocation of the permit by the local government pursuant to clause 7.8;

(d) the replacement of any permit by a new permit issued by the local government pursuant to clause 7.3.

7.6 Revocation of a permit

(1) The local government may at any time give an eligible person to whom a permit was issued pursuant to the provisions of this local law notice requiring that person to notify the local government of any reason why that permit should not be revoked.

(2) The local government shall give notice referred to in subclause (1) by serving a notice on the eligible person to whom the permit was issued.

(3) If within seven (7) days after the date of receipt of the notice referred to in subclause (2) the eligible person to whom the permit was issued –

(i) fails to give the local government notice in writing of any reason why the permit should not be revoked;

(ii) gives the local government notice in writing of any reasons why the permit should not be revoked;

then the local government may in its absolute discretion revoke that permit.

(4) For the purpose of subclause (3) the date of receipt of the notice shall be the date the notice was served.

(5) The local government shall give notice of the revocation by serving a notice on the eligible person to whom the permit was issued.

7.7 Removal of permit from vehicle

The holder of a residential or commercial parking permit shall forthwith upon that permit being revoked or ceasing to be valid remove the permit from the vehicle in which it is displayed or to which it is affixed.

7.8 Replacement of permit

(1) The local government may upon a written application of an eligible person and upon payment of the fee referred to in subclause (2), if any, issue a permit to replace a residential or commercial parking permit which is lost, misplaced, destroyed or stolen.

(2) The local government may determine and impose a fee for the issue of a replacement permit pursuant to this clause.

(3) Notwithstanding subclause (2), no fee shall be payable for the issue of a replacement permit if evidence is produced in writing to the satisfaction of the local government –

(a) that the vehicle in which the permit is displayed has been disposed of;

(b) that the vehicle's windscreen in which the permit is displayed has been replaced; or

(c) which the local government considers warrants the waiving of the fee.

7.9 Display of parking permits

(1) A person shall not stop or park a vehicle in an area set aside for persons or vehicles of a particular class during any permitted period unless a valid permit is either displayed...
inside the vehicle or available to be viewed on a mobile device.

(2) The permit must be clearly visible to and able to be read by an authorised person from either outside the vehicle, or from a mobile device at all times while the vehicle remains stopped or parked in the zone.

(3) Resident parking permits must be affixed to the inside left-hand side of the vehicle windscreen to which it was issued in order to be valid.

PART 8 – MISCELLANEOUS

8.1 Authorised persons

No offence under this local law is committed by an authorised person while carrying out his or her duties as an authorised person.

8.2 Necessary Power

An authorised person has all necessary powers for the purpose of performing or observing all of the functions conferred on him or her under the Act and this local law.

8.3 Authorised person to be obeyed

A person who is given a direction by an authorised person or a member of the WA Police Service under this local law or in relation to a contravention of this local law, shall comply with that direction.

8.4 Persons may be directed to leave local government property

An authorised person may direct a person to leave local government property or a local government building where the authorised person reasonably suspects that the person has contravened a provision of this local law.

8.5 Marking of tyres

(1) For the purposes of ascertaining whether or not a parked vehicle has been or may be parked in contravention of any provision of this local law an authorised person may mark the tyres of a vehicle parked in a parking facility with chalk or any other non-indelible substance.

(2) A person shall not remove or interfere with any such mark referred to in subclause (1) so that the purpose of affixing that mark is or may be defeated.

8.6 Removal of notices on a vehicle

A person, other than the driver of the vehicle or a person acting under the direction of the driver of the vehicle or an authorised person, shall not remove from the vehicle any notice put on the vehicle by an authorised person.

8.7 Special purpose and emergency vehicles

Notwithstanding anything to the contrary in this local law, the driver of—

(a) a special purpose vehicle may, only in the course of his or her duties and when it is expedient and safe to do so, stop or park the vehicle in any place, at any time; and

(b) an emergency vehicle may, in the course of his or her duties and when it is expedient and safe to do so or where he or she honestly and reasonably believes that it is
expedient and safe to do so, stop or park the vehicle at any place, at any time.

8.8 Vehicles not to obstruct a public place or thoroughfare

(1) A person shall not park or leave a vehicle, or any part of a vehicle, in a public place so that it obstructs the use of any part of that public place without the permission of the local government or unless authorised under any written law.

(2) A vehicle which is parked in any portion of a public place where vehicles may be lawfully parked, is deemed to cause an obstruction and may be impounded where—

(a) the vehicle is so parked during any period in which the parking of vehicles is prohibited or restricted by a sign; or

(b) the vehicle is abandoned, unregistered or disused.

8.9 Damage to parking stations and facilities

A person shall not, and shall not attempt to remove, damage, deface, misuse or interfere with any part of a parking station or parking facility.

8.10 Local government may lock parking stations

(1) At the expiration of the hours of operation of a parking station, the local government, whether or not any vehicle remains parked in a parking station, may lock the parking station or otherwise prevent the movement of any vehicle within or to or from the parking station.

(2) Nothing in this clause mitigates the limitations or condition imposed by any other clause or by any local law relating to the locking of a parking station.

PART 9 – PENALTIES

9.1 Offences and penalties

(1) Any person who fails to do anything required or directed to be done under this local law, or who does anything which under this local law that person is prohibited from doing, commits an offence.

(2) A person who commits an offence under this local law is liable on conviction to a penalty not less than $250 and not exceeding $5,000, and if the offence is of a continuing nature, to a further penalty not exceeding a fine of $500 in respect of each day or part of a day during which the offence has continued.

(3) An offence against any provision of this local law is a prescribed offence for the purposes of section 9.16(1) of the Act.

(4) The amount appearing in the final column of Schedule 2 directly opposite a clause specified in that schedule is the modified penalty for an offence against that clause.

9.2 Form of notices

For the purposes of this local law the form of the –

(a) notice referred to in section 9.13 of the Act is that of the form in Schedule 3;
CITY OF VINCENT PARKING AND PARKING FACILITIES LOCAL LAW

(b) infringement notice referred to in section 9.17 of the Act is that of the form in Schedule 4; and

(b) notice referred to in section 9.20 of the Act is that of the form in Schedule 5.
SCHEDULE 1

Local Government Act 1995
City of Vincent Parking and Parking Facilities Local Law 2007

PARKING REGION

The parking region is the whole of the district but excludes the following portions of the district:

1. the approach and departure prohibition areas of all existing and future traffic control signal installations as determined by the Commissioner of Main Roads;

2. prohibition areas applicable to all existing and future bridges and subways as determined by the Commissioner of Main Roads;

3. any road which comes under the control of the Commissioner of Main Roads unless the control of parking and parking facilities on that road is carried out subject to the control and direction of the Commissioner of Main Roads or has been delegated by the Commissioner to the local government; and

4. the Mitchell Freeway and Graham Farmer Freeway, save that Subdivision 4 of Division 3 of Part 3 of the Act continues to apply to these portions and these portions are included in the parking region for that purpose.
## SCHEDULE 2

Local Government Act 1995  
City of Vincent Parking and Parking Facilities Local Law 2007

### PRESCRIBED OFFENCES

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<tr>
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<td>4</td>
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<td>8.8(1)</td>
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SCHEDULE 3

Local Government Act 1995
City of Vincent Parking and Parking Facilities Local Law 2007

NOTICE TO OWNER OF VEHICLE INVOLVED IN OFFENCE

Date ........ / .......... / .......... 

To: (1) ...........................................................................................................................................

of: (2) ...........................................................................................................................................

It is alleged that on ........ / .......... / .......... at (3) ...........................................................................
at (4) ............................................................................................................................................. your vehicle:

make: ..............................................................;

model: ..........................................................

registration: ....................................................

was involved in the commission of the following offence - ..............................................................

..........................................................................................................................................................

..........................................................................................................................................................

..........................................................................................................................................................

contrary to clause ............ of the City of Vincent Parking and Parking Facilities Local Law 2007.

You are required under section 9.13 of the Local Government Act 1995 to identify the person who was the driver or person in charge of the vehicle at the time when the offence is alleged to have been committed.

If you do not prove otherwise, you will be deemed to have committed the offence unless:

(a) within 28 days after being served with this notice:

(i) you inform the Chief Executive Officer or another authorised officer of the local government as to the identity and address of the person who was the driver or person in charge of the vehicle at the time the offence is alleged to have been committed; or

(ii) you satisfy the Chief Executive Officer that the vehicle had been stolen, or was being unlawfully used, at the time the offence is alleged to have been committed;

or

(b) you were given an infringement notice for the alleged offence and the modified penalty specified in it is paid within 28 days after the notice was given or such further time as is allowed.

(5) ..............................................................................................................................................

(6) ..............................................................................................................................................

Insert:

(1) Name of owner or ‘the owner’

(2) Address of owner (not required if owner not named)

(3) Time of alleged offence

(4) Location of alleged offence

(5) Signature of authorised person

(6) Name and title of authorised person giving notice
CITY OF VINCENT PARKING AND PARKING FACILITIES LOCAL LAW

SCHEDULE 4

Local Government Act 1995
City of Vincent Parking and Parking Facilities Local Law 2007

INFRINGEMENT NOTICE

Serial No ..................................
Date ........... / ........... / ...........

To: (1) ..............................................................................................................................
of: (2) ..............................................................................................................................

It is alleged that on ........... / ........... / ........... at (3) ........................................................ at (4) .............................................................. in respect of vehicle:
make: ..............................................................;
model: ..............................................................;
registration: ..............................................................;
you committed the following offence:
..............................................................................................................................
..............................................................................................................................
contrary to clause ............... of the City of Vincent Parking and Parking Facilities Local Law 2007.
The modified penalty for the offence is $ ............
If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty may be paid to an authorised person at (5) ........................................................... within a period of 28 days after the giving of this notice.
If you take no action this infringement notice may be registered with the Fines Enforcement Registry after which your driver’s licence or any vehicle licence held by you may be suspended. If the matter is registered with the Registry additional costs will also be payable by you.
If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver’s licence or any vehicle licence being suspended without your knowledge.
(6) ..............................................................

(7) ..............................................................................................................................

Insert:

(1) Name of alleged offender or ‘the owner’
(2) Address of alleged offender
(3) Time of alleged offence
(4) Location of alleged offence
(5) Place where modified penalty may be paid
(6) Signature of authorised person
(7) Name and title of authorised person giving notice
WITHDRAWAL OF INFRINGEMENT NOTICE

Serial No ........................................
Date ........ / ........ / .........

To: (1) .................................................................................................
of: (2) .................................................................................................

Infringement Notice No. .......................................................... dated ........ / ........ / ........

in respect of vehicle:

make: .............................................................. ;
model: .............................................................. ;
registration: .............................................................. ,

for the alleged offence of ..............................................................
..............................................................
..............................................................
has been withdrawn.

The modified penalty of $ ........................................

• has been paid and a refund is enclosed.
• has not been paid and should not be paid.

delete as appropriate.

(3) .................................................................................................

(4) .................................................................................................

Insert:

(1) Name of alleged offender to whom infringement notice was given or ‘the owner’.

(2) Address of alleged offender.

(3) Signature of authorised person

(4) Name and title of authorised person giving notice
SCHEDULE 6

Local Government Act 1995
City of Vincent Parking and Parking Facilities Local Law 2007

ITEM 3(a) NOTICE OF INTENT TO REVOKE A PERMIT

CITY OF VINCENT

NOTICE OF INTENT TO REVOKE A PERMIT

Take notice that within seven days from the ................................day of ................................the person to whom (Residential Parking Permit/ Commercial Parking Permit)* No .............. was issued is required to give the local government notice in writing of any reason why that permit should not be revoked. If no written notice is received by the local government within that time, the local government may revoke that permit.

........................................................
for and on behalf of the CITY OF VINCENT

........................................................
Date of Service

* Delete whichever is inapplicable
Local Government Act 1995
City of Vincent Parking and Parking Facilities Local Law 2007

ITEM 3(b) NOTICE OF REVOCATION OF A PERMIT

CITY OF VINCENT

Take notice that from and including the .......................... day of .......................... (Residential Parking Permit/Visitor's Parking Permit/Commercial Parking Permit)* No .................. is revoked and invalid.

............................................................................................................
for and on behalf of the CITY OF VINCENT

* Delete whichever is inapplicable

Dated this 25th day of September 2007.

The Common Seal of the City of Vincent was affixed by authority of a resolution of the Council in the presence of —

NICK CATANIA, JEMMA COLE, Mayor

MAYOR

JOHN GIORGI, JDAMISON MACLENNAN, Chief Executive Officer

CHIEF EXECUTIVE OFFICER
### SCHEDULE OF AMENDMENTS

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<th>Details of Amendment</th>
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<td>08.07.08</td>
<td>05.08.08</td>
<td>Schedule 5 amended to correct anomalies</td>
</tr>
<tr>
<td>10.02.09</td>
<td>27.02.09</td>
<td>Clause 5.1 amended to be specific to Clearway parking restrictions, so that the City can differentiate between &quot;No Stopping At All Times&quot; and &quot;No Stopping – Restricted Periods&quot; and amend Schedule 2 accordingly.</td>
</tr>
<tr>
<td>05.07.11</td>
<td>12.07.11 &amp; 19.07.11</td>
<td>Various amendments – see amendment sheet July 2011</td>
</tr>
<tr>
<td>12.12.17</td>
<td>9.1.18</td>
<td>Added new prescribed offences 4.1(3)(d), 4.1(6) and 5.3(3). Changed references to &quot;valid&quot; from &quot;unexpired&quot; parking tickets and updated clause 7.9 to clarify the display of parking permits. Deleted schedule 6.</td>
</tr>
<tr>
<td>02.05.19</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
7.6 LATE REPORT: CITY HOMELESSNESS FRAMEWORK COMMITTEE - DRAFT ACTION PLAN

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING - 18 JUNE 2019
7.7 LATE REPORT: FLOREAT ATHENA FOOTBALL CLUB - LITIS STADIUM LEASE - PROGRESS REPORT

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING – 18 JUNE 2019
8 CHIEF EXECUTIVE OFFICER

8.1 CORPORATE BUSINESS PLAN PROGRESS UPDATE

TRIM Ref: D19/81838
Author: Tracy Spadanuda, Special Project Officer
Authoriser: John Paton, Executive Manager - Office of the CEO

RECOMMENDATION:


PURPOSE OF REPORT:

To consider a progress update on the City’s Corporate Business Plan 2018/19 – 2021/22 (see Attachment 1).

BACKGROUND:

Council adopted the City of Vincent Corporate Business Plan 2018/19 – 2021/22 (CBP) at its meeting of 26 June 2018 (Agenda Item 13.3). This report represents the second progress update on the CBP since its adoption.

At Ordinary Meeting of Council 5 March 2019, Council received the first progress report of the City’s Corporate Business Plan 2018/19 – 2021/22.

DETAILS:

In consultation with all relevant services areas, the status of each CBP item as at 31 May 2019 is included in the Progress Update Table as Attachment 1.

The Table in Attachment 1 includes the same action item information as contained in the CBP, except for inclusion of the following two columns:

- An Overall Health column with a colour coded symbol applied to each line item, to enable the reader to identify “at a glance” the project status or health, as follows – a green dot denotes the project has been completed or is on track; an orange dot denotes ‘caution’ as the item has been delayed/extended or there is a cost/quality risk; and a red dot would denote the project is at risk of not being completed (at this stage there are no red dots); and

- A “Progress Update” column provides commentary on the progress of each CBP item.

Where no action was required or planned in the CBP for a particular project in 2018/19, the “Progress Update” column states “No action required in 2018/19” and a dash (-) is shown in the right-hand at a glance ‘health” column.

The CBP reflects a significant amount of work to be undertaken by the City over the course of four years. Of the 58 projects listed in the CBP, 50 are listed for commencement or completion in 2018/19 and therefore have a resourcing implication on the organisation.

Based on the health tracker, 30 of the items are on track and 20 are reflecting caution mainly due to a likely delay in finalising the item, with several still awaiting clarity on the funding requirement for future years.

CONSULTATION/ADVERTISING:

All relevant staff have contributed to the Progress Update Table shown in Attachment 1.
LEGAL/POLICY:

Requirements relating to the review of the CBP are set out in Regulation 19DA of the Local Government (Administration) Regulations 1996, with the following sub-regulations relevant:

(4) A local government is to review the current corporate business plan for its district every year.
(5) A local government may modify a corporate business plan, including extending the period the plan is made in respect of and modifying the plan if required because of modification of the local government’s strategic community plan.

The annual review of the CBP will occur separately to this progress report and prior to or concurrent with Council’s adoption of the 2019/20 Budget.

RISK MANAGEMENT IMPLICATIONS:

Low: This Progress Update does not propose any additional initiatives or change to the City’s Corporate Business Plan.

Corporate business planning helps to manage risk to the City of Vincent by ensuring that commitments align with Council’s strategic direction and are sufficiently matched to the City’s resourcing capability to deliver projects and services successfully.

STRATEGIC IMPLICATIONS:

1. This is in keeping with the City’s Strategic Community Plan 2018-2028:
2. Innovative and Accountable

Our community is aware of what we are doing and how we are meeting our goals

SUSTAINABILITY IMPLICATIONS:

N/A

FINANCIAL/BUDGET IMPLICATIONS:

The Corporate Business Plan priorities are reflected in the Annual Budget for 2018/19 and Long Term Financial Plan for future financial years.

COMMENTS:

As stated on page 7 of the CBP, the CBP is not a representation of all the City’s planned efforts and activities. Rather, it reflects the key strategic initiatives to be undertaken that will contribute to achieving Council’s priorities adopted in the Strategic Community Plan 2018 - 2028.

As part of the proposed review of the CBP, it is intended to broaden its scope to incorporate functional responsibilities and key elements in the range of services provided to better reflect the overall service delivery to the community.
## COUNCIL BRIEFING AGENDA

**18 JUNE 2019**

### Item 8.1 - Attachment 1

<table>
<thead>
<tr>
<th>Title of Item</th>
<th>Description of Proposed Action</th>
<th>Responsible Officer</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1.1 Sustainable Development Strategy</strong></td>
<td>Review and implement the Sustainable Development Strategy (Sustainable Development Strategy - Impossible Environmental Advisory Group)</td>
<td>Planning &amp; Environment Services</td>
<td>O</td>
</tr>
<tr>
<td><strong>8.1.1 Attachment 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2.1 Waste and Recycling Strategies</strong></td>
<td>Review and implement the Waste and Recycling Strategies</td>
<td>Planning &amp; Environment Services</td>
<td>O</td>
</tr>
<tr>
<td><strong>2.1.1 Attachment 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3.1 Water and Energy Efficiency Initiatives</strong></td>
<td>Implement various water and energy efficiency initiatives across City buildings</td>
<td>Utilities/Works Program</td>
<td>O</td>
</tr>
<tr>
<td><strong>3.1.1 Attachment 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Resolution

The 2018/19 projects have been completed.
<table>
<thead>
<tr>
<th>Item</th>
<th>Attachment</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item 8.1</td>
<td>Attachment 1</td>
<td>644</td>
</tr>
</tbody>
</table>
COUNCIL BRIEFING AGENDA

18 JUNE 2019

Item 8.1 - Attachment 1

Page 645
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Details</th>
<th>Progress Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.1.1</td>
<td>Attachment 1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Item 8.1 - Attachment 1

<table>
<thead>
<tr>
<th>Title of the Project</th>
<th>Description of Works</th>
<th>Current Status</th>
<th>Estimated Cost (Excl. GST)</th>
<th>Estimated Cost (Incl. GST)</th>
<th>Duration</th>
<th>Project Manager</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1 Beach Park Leisure Centre Structural and Drainage Upgrade</td>
<td>Improve structural integrity and drainage system for Beach Park Leisure Centre</td>
<td>In Design Phase</td>
<td>$120,000</td>
<td>$127,200</td>
<td>12 months</td>
<td>Architect</td>
<td>Details of cost to be provided next meeting.</td>
</tr>
<tr>
<td>9.2 Enhancement of Leasing &amp; Tenant Management Systems</td>
<td>Enhance leasing and tenant management systems for upcoming developments</td>
<td>In Design Phase</td>
<td>$30,000</td>
<td>$34,500</td>
<td>6 months</td>
<td>Manager</td>
<td>Details of cost to be provided next meeting.</td>
</tr>
<tr>
<td>9.3 Corporate Services</td>
<td>Implement new corporate services policies and procedures</td>
<td>In Design Phase</td>
<td>$50,000</td>
<td>$58,500</td>
<td>6 months</td>
<td>Director</td>
<td>Details of cost to be provided next meeting.</td>
</tr>
<tr>
<td>9.4 Business Planning</td>
<td>Develop and implement business plan for upcoming financial year</td>
<td>In Design Phase</td>
<td>$20,000</td>
<td>$23,000</td>
<td>6 months</td>
<td>Manager</td>
<td>Details of cost to be provided next meeting.</td>
</tr>
<tr>
<td>9.5 Business Planning</td>
<td>Implement new corporate services policies and procedures</td>
<td>In Design Phase</td>
<td>$10,000</td>
<td>$11,000</td>
<td>6 months</td>
<td>Director</td>
<td>Details of cost to be provided next meeting.</td>
</tr>
</tbody>
</table>

**Overall Results**

- Project being prepared for AVU removal, with installation delayed to 2019/20.
- Full project pending outcome of the Options Project (CEP & G).
- Tie downs have been developed. Limit of financial resources delayed the project until late in 2019/20.
- No action required in 2019/20.
- Work progressing on Risk Management Framework.
- Completed.
- ICT Strategy being developed.
- No action required in 2019/20.
- No action required in 2019/20.
- Consultant engaged to prepare the BCP in 2019.
- Two projects completed, with a third scheduled by 30 June.
- Leve 1 completed and occupied as per schedule. Community Hub and Autism Centre concepts to be developed for staged implementation from 2019/20.
- Completed 30 April 2019.
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.2</td>
<td>COMMUNITY BUDGET SUBMISSIONS 2019/20</td>
</tr>
</tbody>
</table>

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING -18 JUNE 2019
8.3 MONTHLY REVIEW OF POLICIES IN ACCORDANCE WITH THE CITY’S POLICY REVIEW PLAN

TRIM Ref: D19/76206
Author: Emma Simmons, Governance and Council Support Officer
Authoriser: Meluka Bancroft, Manager Governance, Property and Contracts
Attachments: 1. Policies for repeal

RECOMMENDATION:

That Council REPEALS the following policies as shown in Attachment 1:

<table>
<thead>
<tr>
<th>POLICY NUMBER</th>
<th>POLICY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.2.1</td>
<td>Directional Signs</td>
</tr>
<tr>
<td>2.2.2</td>
<td>Undergrounding of Power</td>
</tr>
<tr>
<td>2.2.3</td>
<td>Electricity Supply - Installation of Substations</td>
</tr>
<tr>
<td>2.2.5</td>
<td>Kerbside House Numbering</td>
</tr>
<tr>
<td>2.2.7</td>
<td>Street Parties</td>
</tr>
<tr>
<td>2.2.9</td>
<td>Street Lighting</td>
</tr>
<tr>
<td>3.9.1</td>
<td>Community Policing Policy</td>
</tr>
<tr>
<td>3.9.2</td>
<td>Parking Enforcement and Review – Appeal of Infringement Notices</td>
</tr>
<tr>
<td>3.9.5</td>
<td>Parking Control</td>
</tr>
<tr>
<td>3.9.6</td>
<td>Public Car Marts in the City’s Car Parks</td>
</tr>
<tr>
<td>3.9.7</td>
<td>Abandoned Vehicles – removal and Disposal of</td>
</tr>
<tr>
<td>3.9.8</td>
<td>Cats Foxes and Other Predators – Control Measures</td>
</tr>
<tr>
<td>3.9.9</td>
<td>Dog Control</td>
</tr>
</tbody>
</table>

PURPOSE OF REPORT:

To repeal a number of the City’s policies as an outcome of the periodic review.

BACKGROUND:

In accordance with section 2.7 of the Local Government Act 1995 one of the roles of Council is to determine the City’s policies. The role of City employees (Administration) is to make decisions and provide services in accordance with the City’s policies.

The City is reviewing its policies in accordance with its Policy Review Plan to ensure policies remain consistent with statutory requirements and current practices.

DETAILS:

Administration has reviewed the “Asset and Design” policies and identified a number of policies that are no longer required as detailed below:

<table>
<thead>
<tr>
<th>Policy No</th>
<th>Policy Name</th>
<th>Action</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.2.1</td>
<td>Directional Signs</td>
<td>REPEAL</td>
<td>No longer required. Minor in nature and an administrative function.</td>
</tr>
<tr>
<td>2.2.2</td>
<td>Undergrounding of Power</td>
<td>REPEAL</td>
<td>No longer required. Given the significant financial implications any City/Ratepayer funded major Underground Power Project’s, albeit under the State Program or by the City directly, requires Council approval (Sections 1 and 2). Section 3 is now covered by a Planning Policy.</td>
</tr>
<tr>
<td>Item</td>
<td>Agenda Item</td>
<td>Repeal</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>2.2.3</td>
<td>Electricity Supply - Installation of Substations</td>
<td>REPEAL</td>
<td>No longer required. Administered by Western Power under its own State Act.</td>
</tr>
<tr>
<td>2.2.5</td>
<td>Kerbside House Numbering</td>
<td>REPEAL</td>
<td>No longer required. Enacted at the time. Created in response to predatory sales tactics by contractor.</td>
</tr>
<tr>
<td>2.2.7</td>
<td>Street Parties</td>
<td>REPEAL</td>
<td>No longer required. Superseded by Community Engagement’s ‘Street Activation Policy’ policy 3.10.3</td>
</tr>
<tr>
<td>2.2.9</td>
<td>Street Lighting</td>
<td>REPEAL</td>
<td>No longer required. An administrative function and restricts the City’s ability to install streetlights other than by Western Power.</td>
</tr>
</tbody>
</table>

**CONSULTATION/ADVERTISING:**

Public consultation is only required for new policies or where significant amendments are being proposed.

**LEGAL/POLICY:**

Section 2.7 of the *Local Government Act 1995* provides that Council is to determine the City’s policies. Policies provide guidance to the City’s Administration and Elected Members. The City’s code of conduct requires that employees adhere to all City policies.

**RISK MANAGEMENT IMPLICATIONS:**

**Low:** Repealing the recommended policies ensures that the City’s policies remain relevant.

**STRATEGIC IMPLICATIONS:**

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

Innovative and Accountable

*Our community is aware of what we are doing and how we are meeting our goals.*

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

**SUSTAINABILITY IMPLICATIONS:**

Maintaining a current and up-to-date suite of policies ensures that the City’s services are provided effectively and in accordance with the City’s objectives, which includes sustainability.

**FINANCIAL/BUDGET IMPLICATIONS:**

Nil.
POLICY NO: 2.2.1

DIRECTIONAL SIGNS

OBJECTIVES

To identify the types of directional and service club signs that can be erected in the road reserve and conditions that apply to their provision, erection and maintenance.

POLICY STATEMENT

1. Directional signs of the street name plate type may be provided on Western Power poles or street name plate poles, directing the public to hospitals, churches and community centres only.

2. Approval must be obtained by the City from Western Power to fix a directional sign on any of their poles.

3. The sign should be manufactured from extruded aluminium section to the City's specification with a maximum size of 800mm x 200mm, in accordance with AS1742.5 – 1997.

4. The cost of the approved sign is to be borne by the applicant.

5. Approved directional signs shall be maintained in good order by the City, however, the cost of replacement signs shall be borne by the applicant.

6. Approval for signage will be restricted to facilities which are likely to be those sought by a significant number of visitors to the City, in accordance with AS1742.5 – 1997.

7. Approval for Signage shall generally only be granted to facilities of a non-commercial nature as outlined in AS1742.5 – 1997.

8. Service clubs approved by the Director Technical Services or Chief Executive Officer may erect meeting signs on pylons at approved positions on the road verge.

The erection of other advertising signs on property of the City is not permitted except in enclosed grounds.

Date Adopted: 22 September 1997
Date Amended: 26 August 2003
Date Reviewed: 26 August 2003, 13 May 2008
Date of Next Review: May 2013
POLICY NO: 2.2.2

UNDERGROUNDING OF POWER

OBJECTIVES

To establish guidelines for;

(i) future opportunities for small and large scale underground power projects and initiatives within the City;

(ii) the undergrounding of power in all major City streetscape upgrade projects; and

(iii) the undergrounding power requirements for private developments.

POLICY STATEMENT

The City of Vincent recognises the benefits of the undergrounding of power supplies and has a long term objective to achieve this as soon as practicable, within the City’s available financial resources.

1. Application

This Policy applies to;

1.1 all future rounds of the State Underground Power Program administered by the State Government. The City will:

(a) submit Expressions of Interest, when the opportunity arises for Major Residential projects (as previously approved by the Council at its Ordinary Meeting held on 11 February 2003), one of approximately 1250 lots and the other of approximately 800 lots as shown on attached Plans No. 99070-A1 and 99070-A2; and

(b) submit Expressions of Interest, where deemed appropriate, for Localised Enhancement Projects as approved by the Council.

1.2 the requirement to provide underground power in all major City streetscape upgrade projects, is subject to appropriate funding being available; and

1.3 the undergrounding of the power supply, at the developers expense for large scale developments comprising two or more storey’s in or abutting City/District centre precincts or for large scale developments comprising three or more storey’s in all other parts of the City.

2. Funding

2.1 The funding model for all future State Underground projects will be based on a 50% State Government and Western Power contribution, with the City’s 50% contribution to be recouped from property owners in the project area.

2.2 The City’s share of any costs of any project under the State Underground Power Program, either Major Residential Projects or Localised Enhancement Projects, will be recovered from the property owners in the project area (who benefit from that project).
2.3 For any project under the State Underground Power Program, property owners will be given the option of paying these costs over a number of years, as approved by the Council, but will have to pay any extra costs incurred in extending the payment period such as interest.

2.4 For any project under the current State Underground Power Program, pensioners will be given the option of deferring full payment until ownership of the property is transferred, and the final payment will include any interest incurred as a result of the deferred payment.

3. Streetscape Upgrades

In accordance with this policy, the City will provide for undergrounding of power and the installation of decorative street lighting (from the Western Power Street Vision range of decorative street lighting) in all major streetscape upgrade projects undertaken by the City estimated to cost $500,000 or more, subject to appropriate funding being available.

4. Private Developments

(i) Effective from 28 May 2008, the City will require the undergrounding of the power supply for developments specified in this policy at the developers expense, and will impose the necessary conditions of Planning Approval.

(ii) The undergrounding of the power supply, at the developers expense, will be required for;

(a) large scale developments comprising two or more storey's in or abutting City/District centre precincts;

(b) large scale developments comprising three or more storey's in all other parts of the City.

(iii) The undergrounding of power is also to apply to developments adjacent to areas with existing underground power which may involve an extension of the underground power scheme by one or more bays*.

(iv) As a condition of development, the developer is required to underground the power across the frontage of the development thereby relocating the terminating pole and eliminating one or more bays*. When adjoining properties are redeveloped, the City will require underground power be to be progressively extended the length of the street. This will be at the developer/applicant’s expense.

*Note: A bay refers to the length of cables strung between two power poles.

| Date Adopted: | 27 May 2008 |
| Date Amended: | - |
| Date Reviewed: | - |
| Date of Next Review: | May 2013 |
GUIDELINES AND POLICY PROCEDURE FOR
UNDERGROUNDING OF POWER
POLICY NO. 2.2.2

1. Since 1998, the Office of Energy (OoE) has overseen the State Underground Power Program (SUPP) whereby successive State Governments have committed to ensuring that 50% of Perth metropolitan power supplies are underground by 2010. This is to be achieved by requiring that all new subdivisions have underground power and retrofitting established areas.

2. At the commencement of each funding round the OoE invites interested Local Governments to nominate suitable projects for inclusion in the SUPP funding round.

3. The SUPP supports two types of projects, Major residential and Localised enhancement based upon a 50/50 State to Local Government funding split as follows.
   (i) Major residential projects will service 1,000 to 1,250 lots.
   (ii) Localised enhancement projects for traffic routes of scenic significance, centres with tourism and/or heritage value and the like.

4. Selection Criteria (Major Residential Projects)
   Proposals will be assessed on how the criteria are addressed. The criteria are:
   (i) Project size 1,000 to 1,250 lots with the State Funding share of $2.5 million (maximum);
   (ii) Commitment for the City to jointly fund works to at least 50% of the total project cost;
   (iii) Inclusion of practical proposals for raising the City share of finance;
   (iv) Inclusion of evidence of community willingness to participate, including methods of consultation with the community;
   (v) The physical and electrical contiguity of the proposed area;
   (vi) The age and condition of the existing infrastructure, i.e. power poles and lines, and the level of their vulnerability to storm damage; and
   (vii) Inclusion of reasonable preliminary evidence of community willingness to participate in the project.

5. Selection Criteria (Localised Enhancement Projects)
   Proposals for funding for a Localised Enhancement Project will be assessed on the following criteria:
   (i) Heritage/Tourism/Scenic/Geographical significance, including the level of passing traffic or visitors;
   (ii) The budget of the project being consistent with these guidelines, with the State’s funding share not to exceed $250,000, i.e. the total project budget not to exceed $50 million;
   (iii) Commitment by the City to fund at least 50% of the total project cost;
   (iv) Inclusion of practical proposals for raising the Local Authority share of finance;
   (v) Inclusion of details of the methods used to provide information to the community and to further consult with the community;
   (vi) Inclusion of reasonable preliminary evidence of community willingness to participate in the project; and
   (vii) The age and condition of the existing infrastructure and its level of vulnerability to storm damage.
POLICY NO: 2.2.3

ELECTRICITY SUPPLY - INSTALLATION OF SUBSTATIONS

OBJECTIVES

To provide guidelines under which electrical transformers and sub-stations can be installed within the City.

POLICY STATEMENT

If, as a condition of Western Power Corporation's approval, a development or subdivision requires the installation of an electrical transformer and/or substation, then the following are to apply:

1. Subdivisions. The owner or developer of the site is to liaise with Western Power to locate and incorporate the transformer and/or substation within the subdivision at the applicant's cost.

2. Developments. The owner or developer of the site is to liaise with Western Power to locate and incorporate the transformer and/or substation within the site or building envelope at the applicant's cost.

3. Screening. If the substation and/or substation is visible from the road reserve, public open space or adjoining property, the applicant is to provide appropriate screening of the installation in materials i.e. vegetation, fencing, walls to be approved by Western Power and the City.

In respect of the State Underground Power Program and the retrospective installation of underground power infrastructure, the following are to apply:

1. Western Power Corporation and/or its sub contractors are to liaise with the City as to the preferred location of the underground power infrastructure prior to finalising the design, and

2. In conjunction with the City's officers, Western Power Corporation liaise with affected property owners, residents, businesses and Local Precinct Groups.

Wherever possible the City will minimise and discourage isolated placement of electrical infrastructure in public spaces.

| Date Adopted: | 3 June 2005 |
| Date Amended: | - |
| Date Reviewed: | 1 February 2010 |
| Date of Next Review: | February 2015 |
POLICY NO: 2.2.5

KERBSIDE HOUSE NUMBERING

OBJECTIVE

To establish guidelines for the installation of kerbside numbering.

POLICY STATEMENT

House Numbers to be:

1. poly carbonate reflective prisms of uniformed size and colour, or
2. stencilled numbers of uniform size and colour.

Organisations are permitted to supply house numbers on the kerb for residents providing they obtain:

1. Council’s written permission.
2. Approval of the property owner/resident concerned.

The City may request the removal of the kerbside number by the property owner/resident or carry out the removal at anytime at their expense.

The property owner/resident shall ensure the correct house number is supplied on the kerb.

Maintenance of kerb numbers shall be the sole responsibility of the property owner/resident.

Authorisation to apply house numbering does not grant the holder sole rights to carrying out this service.

The City retains the right to cancel any authorisation should the contractor fail to observe the specifications in this document.

SPECIFICATIONS:

1. GENERAL

The house number shall be located in a position to indicate the residence/property concerned or the driveway leading to that residence/property.
2. POLY CARBONATE REFLECTIVE PRISMS

Poly carbonate reflective prisms shall first be approved by the City and be supported by documentation of proven strength and durability.

3. STENCILLING

3.1 (a) On mountable flat kerbing:

(i) 140mm high Series E numerals in accordance with AS1744-1975.

(ii) 127mm interlocking numerals in a Gothic style.

(b) On shallow faced semi-mountable kerbing:

(i) 100mm high Series E numerals in accordance with AS1744-1975.

(ii) 100mm interlocking numerals in a Gothic style

3.2 Where the kerb face is too small to accept the above stencils, then the largest size suitable, of a similar design, shall be used.

3.3 Where an alpha/number prefix or suffix is used (24a, 2-36), then the prefix or suffix shall be approximately two-thirds the height of the main number.

3.4 Numbers shall consist of retro-reflective yellow numerals on an olive green background.

3.5 Numerals shall be located centrally within the background.

3.6 The background shall be of a sufficient size to allow a 30mm border all round the number wherever the kerb size permits this.

3.7 The paint to be used and method of achieving retro-reflectivity shall be approved by the Chief Executive Officer prior to the commencement of any work.

Date Adopted: 23 March 1998
Date Amended: -
Date Reviewed: 22 June 2004, 1 February 2010
Date of Next Review: February 2015
**POLICY NO: 2.2.7**

**STREET PARTIES**

**OBJECTIVE**

The objective of this Policy is to establish guidelines for applicants wishing to hold a Street Party within the City of Vincent.

**POLICY STATEMENT**

For the purpose of this Policy, the following definition will apply:

"Street Party" means a community or local event/gathering or other such event where the applicants seek to occupy part of a local road for a party, event or similar occasion.

1. From time-to-time, the City receives request from residents to hold a Street Party on a public road. The Council supports the principle of residents meeting socially and enhancing community spirit. The City will therefore assist where reasonably possible but not to the extent that direct costs of funding the Street Party are funded by the broader community.

2. Street Parties offer residents in the City of Vincent the opportunity to hold a party on a City controlled local road. In order to protect the residents, all such events must have the public road closed to vehicular use (except emergency vehicles).

3. Subject to full compliance with the City’s conditions, the City may contribute up to 50% of the cost of holding a ‘Street Party’, to a maximum of $500 per Street Party, per financial year.

4. The City will only provide a financial contribution to one (1) ‘Street Party’ per Street, in any one financial year.

5. The City will pay the public liability insurance (via Local Community Insurance Services) and contribute towards the preparation of a Traffic Management Plan for an approved Street Party.

6. Applications for temporary road closures, pursuant to the Local Government Act may be approved by the City, subject to the conditions prescribed in this Policy and Policy Procedure and Guidelines.

7. Street Parties may only be held if all of the City’s conditions have been met and a Street Party Permit has been issued.

8. This Policy may be implemented by the Chief Executive Officer under delegated authority from the Council.

<table>
<thead>
<tr>
<th>Date Adopted:</th>
<th>6 December 1999 (original Policy), 6 December 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Amended:</td>
<td>10 June 2008</td>
</tr>
<tr>
<td>Date Reviewed:</td>
<td>10 June 2008</td>
</tr>
<tr>
<td>Date of Next Review:</td>
<td>December 2016</td>
</tr>
</tbody>
</table>
POLICY PROCEDURE AND GUIDELINES FOR STREET PARTIES – POLICY NO. 2.2.7

1. APPLICATION PROCEDURE

The Organiser(s) of a Street Party must ensure that:

1.1 An Application for a Street Party Permit is made to the City of Vincent at least six (6) weeks prior to the scheduled event.

1.3 The proposed party is supported by the majority of residents of the street.

1.4 Safety equipment is available during the event, including a fire extinguisher and first aid kit.

1.5 No illegal activities are allowed, including the sale of food/drinks without an appropriate permit.

1.6 All waste and litter is disposed of appropriately.

1.7 Noise is kept to a minimum so as not to cause inconvenience to other people.

1.8 The Permit holder is to abide with any reasonable direction given by a City of Vincent Authorised Officer or member of the Police Service.

1.9 Contact details must be provided for the permit holder or a designated person to be responsible for liaising with the City’s Technical Services.

2. APPLICATION PROCESS

2.1 Upon receipt of a completed Street Party Application Form, the City will undertake a preliminary assessment of the proposed street/site.

2.2 If the City considers that the proposed party date/street/site is appropriate, the City will advise to the applicant, notifying of preliminary approval.

2.3 If preliminary approval is granted, the applicant must provide all requested information, to enable the application to be fully assessed and receive final approval.
3. **APPLICATION FORMS**

3.1 The applicant shall complete a ‘Street Party Application Form’ which is to be forwarded to the City’s Technical Services Directorate who will coordinate/approve the application.

3.2 Once an application is approved, a Street Party Permit will be issued by the City’s Ranger and Community Safety Services Section.

4. **CITY OF VINCENT ASSISTANCE**

For approved Street Parties, the City will:

4.1 Provide a user friendly and simple Checklist for organisers of the street parties, outlining all requirements and necessary deadlines for the Street Party to proceed.

4.2 Assist in the preparation of a Traffic Management Plan and a Risk Management Plan (if required) to ensure the safety of residents and to minimise disruption for surrounding streets.

4.3 (a) Notify all local residents in the proposed street, outlining the times/location of proposed road closures/disruptions and allowing them seven (7) days to lodge a submission or objection.

(b) If a majority number of residents in the affected street lodge an objection, the City will advise the Applicant and the approval will be withdrawn.

5. **ROAD CLOSURES**

5.1 This Policy Guideline covers all Street Parties that require the closure of a local road. As each street within the City of Vincent is slightly different, each application for a Street Party will be assessed on its merits.

5.2 Approval, if granted, shall be granted in accordance with the Road Traffic (Events on Roads) Regulations 1991, whereby the applicant will be required to carry out the following:

(a) **Temporary Road Closure for Events (Section 81A)**

The applicant must obtain from the WA Police an “Application for an Order for a Road Closure”. The completed form must be signed by the Chief Executive Officer or nominee and lodged by the applicant at the Police Station nearest to where the event is to be conducted.
(b) Suspension of Road Rules (Section 83(1))

The applicant must also obtain from the WA Police Services an "Application for Temporary Suspension of the Road Traffic Act/Regulations – Section 83 Road Traffic Act". The completed form must be signed by the Director Technical Services and lodged by the applicant at the Police Station nearest to where the event is to be conducted.

5.3 The City, on the applicant’s behalf, will notify all emergency services regarding street parties.

5.4 For safety reasons, once the street has been closed by accredited Traffic Management Personnel in accordance with the approved Traffic Management Plan, no vehicles (other than emergency vehicles) will be able to enter/exit the street.

5.5 Street parties may be held on local access roads (as identified in the City’s Functional Road Hierarchy) and will require the approval of the City.

6. The event organiser(s) shall ensure that all participants are respectful of the amenity of surrounding residents in relation to noise, behaviour and parking. Compliance with the law and the relevant City’s Local Laws and Policies are to be adhered to at all times.

7. The organisers of the event shall ensure that the consumption of any alcohol within the road reserve complies with the law. The sale of alcohol is illegal and prohibited substances are not to be consumed or administered.

8. The applicant shall ensure that appropriate measures are in place to minimise litter, excessive noise, parking problems and anti-social behaviour.

9. Where applicable, applicants are to arrange sufficient rubbish bins, temporary toilet facilities or appropriate access, and a clean up during, and particularly after, the event.

10. Organisers are to be mindful of any resident in the street who does not wish to participate by holding it away from their property.
POLICY NO: 2.2.9

STREET LIGHTING

OBJECTIVES

To provide effective and efficient street lighting throughout the City and to provide a mechanism by which street lighting requests and designs can be assessed.

POLICY STATEMENT

The City of Vincent has approximately 2,800 street lights varying from a minimum 80 watt mercury vapour to a maximum 400 watt high pressure sodium. The type and wattage of street lights is determined from the functional road hierarchy.

The Western Power street lighting policy includes the following:

- All night lighting to all metropolitan areas.
- Rolling mass globes replacement at least every four years with a minimum wattage of 80 watts.
- Charge Local Governments a tariff based upon the number of streetlights.

Therefore in concurrence with the WP policy, a minimum standard of wattage and type based on the functional road hierarchy in accordance with AS1158.1 (1997) ‘SAA Public Lighting Code’ with the City's minimum standard being a street light located on every second pole.

Functional Road Hierarchy

Roads in the Functional Road Hierarchy are classified into the following categories:

Primary Distributors

Generally roads with full control of access which carry high volumes of traffic, i.e. main roads and freeways.

District (A) Distributors

Arterial roads carrying moderate to heavy volumes from through traffic, together with significant local traffic, including pedestrians, generated by abutting land use activities.

District (B) Distributors

Secondary arterial roads and major collector roads which supplement the busier arterial roads in providing for through traffic, with generally low vehicle and pedestrian traffic generation from abutting development.
Local Distributors

Roads which carry traffic between the arterial or distributor roads and local roads. Vehicle volumes are moderate to low but still include a component destined for properties not abutting these roads.

Access Roads

Roads, the main function of which is to provide access to abutting properties including those used for residential purposes.

The proposal is outlined as follows:

**Minimum Standard**

The minimum standard proposed for each category of road is as follows:

<table>
<thead>
<tr>
<th>Primary/District (A) Distributors</th>
<th>High Pressure Sodium (HPS)</th>
<th>Minimum 250 watt</th>
</tr>
</thead>
<tbody>
<tr>
<td>District (B) Distributors</td>
<td>Mercury Vapour (MV)</td>
<td>250 watt</td>
</tr>
<tr>
<td>Local Distributors</td>
<td>Mercury Vapour (MV)</td>
<td>125 watt</td>
</tr>
<tr>
<td>Access Road</td>
<td>Mercury Vapour (MV)</td>
<td>80 watt</td>
</tr>
</tbody>
</table>

Street Lighting in the above road categories will be progressively upgraded to the required standards in accordance with Council’s Street Lighting Upgrade Program.

**Decorative Street Light Fittings**

1. City adopts the styles from the Western Power supported range “Street Vision” as a standard decorative street light for all future streetscape upgrades which involve the undergrounding of power.

2. The Chief Executive Officer and Director Technical Services are authorised to select the style of the light fittings from the Western Power Supported range, in consultation with adjoining residents/business proprietors.

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**Date Adopted:** 22 September 1997  
**Date Amended:** 17 November 2000, 26 August 2003  
**Date Reviewed:** 26 August 2003, 13 May 2008  
**Date of Next Review:** May 2013  

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Item 8.3- Attachment 1  
Page 663
8.4 TERMINATION OF MULTICULTURAL SERVICES CENTRE OF WA’S SUB LEASE OF THE WELLNESS CENTRE AT WOODVILLE RESERVE, 10 FARMER STREET, NORTH PERTH

TRIM Ref: D19/60434
Authors: Caroline Ngunjiri, Property Officer
Meluka Bancroft, Manager Governance, Property and Contracts
Authoriser: David MacLennan, Chief Executive Officer
Attachments: 1. Plan of the Premises, 10 Farmer Street, North Perth

RECOMMENDATION:

That Council:

1. APPROVES by mutual agreement the termination of the Multicultural Services Centre of WA Inc.’s sub lease of a portion of the building located at Woodville Reserve, 10 Farmer Street, North Perth, effective 25 June 2019; and

2. NOTES that the Chief Executive Officer will invite expressions of interest for the short term sub lease (2 – 3 years) of the building from community organisations and report back to Council.

PURPOSE OF REPORT:

To consider the request from Multicultural Services Centre of WA Inc. (MSCWA) to terminate its sub lease over a portion of the building located at Woodville Reserve, 10 Farmer Street, North Perth, which is used as a wellness centre (Premises).

BACKGROUND:

The City leases the portion of Woodville Reserve which comprises the Premises from the Crown pursuant to a lease dated 13 June 1925. The City may sub lease portions of Woodville Reserve for a period not exceeding 20 years, subject to the approval of the Minister for Lands.

The City has sub leased the Premises as shown at Attachment 1 to the MSCWA since 2004. The current sub lease dated 12 February 2015 is due to expire on 31 August 2019. There is no further term.

MSCWA is a non-governmental organisation which was established in 1980 in North Perth to meet the settlement, welfare, education and training, cultural, legal and related needs of culturally and linguistically diverse Western Australians and to undertake research and community education activities in relation to their needs.

MSCWA uses the Premises to provide day care facilities and activities for the elderly.

DETAILS

On 4 April 2019, MSCWA advised the City that it wished to terminate the sub lease as it is relocating this service. In requesting the early termination of the sub lease, the MSCWA further submitted that:

“1. the premises have been used to provide a much needed service for residents of City of Vincent and adjoining Local Government Authorities for more than 20 years; and

2. we have spent considerable amount of money upgrading/installing assets such as air conditioning, patio, gazebo, curtains etc.”

The sub lease does not contemplate the early termination of the sub lease, except if the lessee is in breach of the terms of the sub lease or if the Premises is damaged to the extent that it becomes substantially unfit for use. MSCWA is not in breach of the sub lease and the Premises has not become unfit for use.
Given the nature of service provided by MSCWA, the current level of return being achieved from the Premises and the ongoing relationship between MSCWA and the City, Administration recommends that Council accept the termination of the sub lease over the Premises effective 25 June 2019.

The City has no immediate plans for the Premises but will look to secure a short term tenant in the interim to the development and implementation of the Woodville Reserve Masterplan which is proposed to be prepared in 2019/2020. Accordingly, the Lessee has not been asked to undertake any capital works prior to the end of the sub lease term, including repainting as required pursuant to clause 5.2 of the sub lease. The Premises is in a good condition consistent with its age. The Premises comprises three offices, an open plan activities area and a kitchen. The Premises would be suitable for use as an office or as a meeting space by a community group. Administration is aware of several community organisations which are in need of a premises similar to this, and subject to the termination of this sub lease, will contact these organisations and invite expressions of invitation for a short term sub lease. Given that the Woodville Reserve Masterplan is not proposed to be budgeted for and implemented until 2021/2022 a 2 – 3 year sub lease term will be recommended. The sub lease can be drafted so that the first term is one year, and the two further one year options terms are at the City’s discretion.

CONSULTATION/ADVERTISING:

Administration has discussed the proposed termination with the MSCWA. MSCWA is agreeable to the sub lease terminating on 25 June 2019.

LEGAL/POLICY:

The sub lease does not contemplate the early termination of the sub lease, except if the lessee is in breach of the terms of the sub lease or if the Premises is damaged to the extent that it becomes substantially unfit for use.

RISK MANAGEMENT IMPLICATIONS:

Medium  There are a number of risks associated with the Premises being left vacant following the termination of the sub lease, including vandalism and increased maintenance and upkeep costs for the City. As the City also leases portions of Woodville Reserve to a number of community organisations including the North Perth Tennis Club (adjacent portion of the building), the North Perth Community Garden and the Vincent Men’s Shed, a level of passive surveillance over the Premises will occur which mitigates this risk.

STRATEGIC IMPLICATIONS:

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

Thriving Places

*Our physical assets are efficiently and effectively managed and maintained*

Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

FINANCIAL/BUDGET IMPLICATIONS:

The City currently receives an annual rent of $4,405. The utility, general maintenance, minimum level of service, pest inspection and insurance costs total approximately $2,000 to date this financial year, and have been recouped from the MSCWA. The annual depreciation is $13,227.
ANNUAL REVIEW OF COUNCIL DELEGATIONS

TRIM Ref: D19/82167
Authors: Meluka Bancroft, Manager Governance, Property and Contracts
        Jay Naidoo, Manager Development & Design
Authoriser: David MacLennan, Chief Executive Officer

RECOMMENDATION:

That Council:

1. RECEIVES the annual review of the delegations made by Council to the Chief Executive Officer in accordance with section 5.46(2) of the Local Government Act 1995; and

2. DELEGATES BY ABSOLUTE MAJORITY the local government functions listed in the City's Council Delegations Register 2019/20 included as Attachment 1.

PURPOSE OF REPORT:

To consider amendments to the City's Council Delegations Register (Register), following a review as required under the Local Government Act 1995 (Act).

BACKGROUND:

Powers and duties are conferred on a local government by the Act and other enabling legislation. In the interests of organisational efficiency, it is possible for many of those powers and duties to be delegated from Council to the Chief Executive Officer (CEO), to a committee or in limited circumstances directly to an employee or person other than the CEO. A power can only be delegated if it exists under legislation, and that legislation specifically allows the delegation to take place. Council may impose conditions on the exercise of any powers that they delegate.

All delegations made under the Act must be made by absolute majority and recorded in a Register which is reviewed at least once every financial year. Council endorsed the 2018/19 delegations review at its 26 June 2018 Meeting.

The purpose of delegating power is to enable routine decision making to be undertaken in a cost effective and efficient manner, or rapidly where a time imperative may be involved. The Act sets out a governance structure that establishes the different and separate roles of Council and the CEO. Council's roles is to:

- govern the local government's affairs;
- be responsible for the performance of the local government's functions;
- oversee the allocation of the local government's finances and resources; and
- determine the local government's policies.

In accordance with this role, Council is required to make decisions of high importance (some which require absolute majority decisions and therefore cannot be delegated), which include decisions on executive functions (local laws), business plans for major land transactions, the annual budget and strategic community plan, the formation of committees, determining rates and service changes and borrowing money.

Council also has discretionary duties which involve making decisions that are routine, high frequency and low risk. It is appropriate for Council to delegate these functions.

DETAILS:

The annual review of delegations by Council is a statutory requirement and is also required to ensure the delegations remain consistent with legislation and applicable to the City's current operational needs. The Act
does not specify the manner in which Council must ‘review’ its delegations and simply states that a review must occur.

As a result of the review it is proposed that the Register is updated to align with the WA Local Government Association’s (WALGA’s) model, which is the model used by the majority of local governments. WALGA’s model structures the delegations around the legislation, as opposed to the directorate or organisational structure. The marked up Register is at Attachment 1.

Several substantive changes to the delegations are also proposed. Firstly, delegation 2.2.2 – ‘Payments to employees in addition to award or contract’ is recommended to be deleted as these types of payments would be at the discretion of Council. If the delegation was made the City would need a policy in accordance with section 5.50 of the Act.

In delegation 2.2.3 it is proposed that the following condition on the delegation is removed to enable the officer delegated by the CEO to exercise this power to approve the legal action without referring the matter to the CEO, provided that the officer complies with all other delegations, legislation and any relevant policies:

“The Chief Executive Officer shall approve of all legal action and sign all legal documents.”

The following changes to the Council delegations made under the Planning and Development Act (delegation 17.2.1) are also proposed:

<table>
<thead>
<tr>
<th>Condition</th>
<th>Proposed changes</th>
<th>Administration Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Remove the need for the “Educational Establishment” land use to be referred to Council in every instance.</td>
<td>This land use would be referred to Council for determination where there is car parking shortfall or where five or more objections are received during community consultation.</td>
</tr>
<tr>
<td>2</td>
<td>Allow development that is 3 storeys or more to be determined under delegated authority where it meets the deemed-to-comply Building Height.</td>
<td>The City’s Policy 7.7.1 Built Form, sets clear building heights in both metres and storeys for each part of the City. It is recommended that applications that meet these standards be determined under delegated authority, noting that applications will be referred to Council for determination where there is car parking shortfall or where more than five objections are received during community consultation.</td>
</tr>
<tr>
<td>5</td>
<td>Allow applications for Billboard Signs to be refused under delegated authority.</td>
<td>The current delegation does not permit Administration to refuse billboard sign applications. Billboard signs are not permitted under Policy No. 7.5.2 – Signs and Advertising and it is recommended that delegation be granted to refuse these applications in accordance with the policy.</td>
</tr>
<tr>
<td>Nil (current Condition No. 11 proposed to be deleted)</td>
<td>Remove the need for Grouped and Multiple Dwellings proposing more than three dwellings to be referred to Council for determination in every instance.</td>
<td>These uses would be referred to Council for determination where building height is exceeded or where more than five objections are received during community consultation.</td>
</tr>
<tr>
<td>13</td>
<td>Allow amendments to applications previously determined by the Joint Development Assessment Panel (DAP) to be determined under delegated authority in accordance with the DAP Regulations.</td>
<td>The current delegations do not allow Administration to determine minor amendments to DAP applications that are delegated to local government under the DAP Regulations.</td>
</tr>
</tbody>
</table>

CONSULTATION/ADVERTISING:

Nil.
LEGAL/POLICY:

Section 5.46(2) of the Act requires Council to review of its delegations at least once every financial year.

RISK MANAGEMENT IMPLICATIONS:

Medium: Delegating the powers of a local government introduces a risk that those powers may be used in a manner that is contrary to Council’s view. This risk is mitigated by imposing conditions on delegations, implementing guiding policies and providing appropriate training, which define clear authorities and accountabilities for City officers.

STRATEGIC IMPLICATIONS:

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

   **Innovative and Accountable**

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

   *Our resources and assets are planned and managed in an efficient and sustainable manner.*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Administration has engaged a consultant at a cost of approximately $3,500 (including GST) to assist in the annual review of the Council and CEO delegations, which includes updating the delegations to WALGA’s model and consolidating all Council and CEO delegations and authorisations into one register.

COMMENT:

The proposed changes to the format of the Council delegations should increase the ease in use of the Register. It is also proposed that Council and CEO delegations and the list of authorised persons appointed will be consolidated in one register to reduce the volume of documentation required and ease of reference.
CITY OF VINCENT

DELEGATIONS REGISTER

Delegations from Council to the CEO

Adopted at the Ordinary Meeting of Council held on dd mm 2019
Delegations from Council to the CEO reviewed on dd mm 2019

Suggested changes from the City’s 2018/19 register are highlighted in red
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1 Introduction

This document is the Register of Delegations of the City of Vincent.

Some Acts of Parliament which confer powers on local governments allow a Council to delegate to a committee of the local government, the local governments CEO or in limited circumstances other persons or employees.

The purpose of delegating a power is aimed at dealing with matters that are routine, may have a time constraint, can change rapidly, or is simply more efficient.

The extent of delegation, conditions that may be applied and records that must be kept depend on the various heads of power in the Acts themselves as does the obligation to review and/or amend which may be either the council or the CEO.

Western Australian legislation may be accessed online at the State Law Publisher’s website at https://www.legislation.wa.gov.au/.

This document deals with:

- Delegations from Council to committees; and
- Delegations from Council to the CEO.

1.1 The difference between a delegation, ‘acting through’ another person and an ‘authorised person’

A Delegation

Simply put, a delegation is the process prescribed in legislation for assigning authority to exercise an express power or duty from the delegate to another person (named by position title or office) or an entity (the delegate).

Some legislation confers a power directly on a person. A person appointed to a statutory office does not need any further delegation or authorisation in order to fulfil those assigned powers and duties. For example:

- The Local Government Act lists statutory offices including Mayor, CEO and Returning Officer;
- The Public Health Act assigns duties to Environmental Health Officers;
- The Building Act to Building Surveyors; and
- The Local Government Act, Cat Act and Graffiti Vandalism Act also allow a local government CEO to delegate any powers or duties assigned to their office.

This document details the delegations of authority made by Council to a committee, the CEO and where applicable, from the CEO to another employee of the City.

Acting through another person

Employees do not always need delegations or sub delegations to carry out their tasks and functions on behalf of the local government. Basically, a function may be undertaken through the “acting through” concept where a person has no discretion in carrying out that function – the outcome will not be substantially different regardless of the circumstances or who exercised the power.

Section 5.18(4) of the Local Government Act provides that:

...
(4) Nothing in this section is to be read as preventing a local government from performing any of its functions by acting through another person.

Similarly, s5.45(2) Act provides that:

Nothing in this Division (Division 4 - Local Government Employees) is to be read as preventing –

a) a local government from performing any of its functions by acting through a person other than the Chief Executive Officer; or

b) a Chief Executive Officer from performing any of his or her functions by acting through another person.

The key difference between a delegation and acting through is that a delegate exercises a decision making function in his or her own right. For example, an employee may pay an account or issue an approval if directed to do so by another employee who has the authority to make such a decision and chooses to “act through” another employee.

Authorised persons

Authorised persons (and who under some Acts do not necessarily have to be employees of the local government but often are) are given powers to do certain things under an Act, Regulation or local law, usually to issue an infringement, make inquiries, enter on to property, issue a notice or to enforce a provision.

Note that a council can delegate authority to its CEO to appoint authorised persons under the Local Government Act 1995 and other legislation, in some Acts an employee or other person holding an office are directly authorised under that Act itself. Provisions vary by Act.

An authorised person, once appointed, is responsible for fulfilling the powers and duties assigned under law to an authorised person, which may be specified or limited in an Act or Regulation, or the certificate of authorisation. An authorised person cannot delegate their powers and duties to another person.

Who may appoint authorised persons depends on the enabling legislation. Section 9.10 of the Local Government Act provides that:

(1) The local government may, in writing, appoint persons or classes of persons to be authorised for the purposes of performing particular functions.

(2) The local government is to issue to each person so authorised a certificate stating that the person is so authorised, and the person is to produce the certificate whenever required to do so by a person who has been or is about to be affected by any exercise of authority by the authorised person.

Authorised persons may or may not have delegated authority to undertake certain actions – the delegation of authority is a separate matter, although they are included in this register for ease of reference and review.

1.2 The Interpretation Act 1984 – principles of delegation

Section 59 of the Interpretation Act 1984 prescribes the framework for how delegated authority must be structured in Western Australian law.

In summary:

1. The written law (head of power) must include an express power to delegate, which specifically enables a person (the delegator) to make a delegation;

2. In that same written law, there must be an express power or duty conferred or
imposed on the delegator and it must be capable of being delegated. This means that:

a. The power or duty proposed for delegation must be written in the same law as the express power to delegate; and

b. That written law must not prohibit the power or duty from being delegated or contain limitations or conditions, which the proposed delegation exceeds.

3. The power to delegate cannot be delegated;

4. Delegations must be in writing (the instrument of delegation); and

5. Delegations must be advised to the delegate in writing.

Note that nothing prevents the delegating body or person from taking back a delegation or sub delegation, or actually making the relevant decision on a particular issue. Similarly, a delegator does not have to exercise the delegation and may refer the decision back to the delegator.

Similarly, section 59(2) provides that:

The delegation of a power shall be deemed to include the delegation of any duty incidental thereto or connected therewith and the delegation of a duty shall be deemed to include the delegation of any power incidental thereto or connected therewith.

Delegation by office or by name

Section 53 of the Interpretation Act provides that a delegation can be to the holder of an office (whether acting or permanent) or by naming an individual:

Where a written law confers a power or imposes a duty upon a person to appoint or designate a person to —

(a) perform any function; or

(b) be a member of any board, tribunal, commission, committee, council, or other similar body, whether corporate or unincorporate; or

(c) be or do any other thing.

that person may make the appointment or designation either by appointing or designating a person by name or by appointing or designating the holder of an office by the term designating his office; and any such appointment or designation of the holder of an office shall be construed as the appointment or designation of the person from time to time holding, acting in, or lawfully performing the functions of the office.

Delegations made by the City are to the holder of an office.

1.3 How this document is structured

Matters that apply generally to delegations and authorisations are set out in this introduction. As there can be differences in legislation, delegations that may be made under various Acts are set out by Act, rather than by employee or organisational structure.

While generally prohibited, some legislation does allow sub-delegation (mainly the Local Government Act) from Council to the CEO, and from the CEO to other employees. Delegations from the CEO to other employees and appointments of authorised persons are listed in other documents.

Each section of this document is structured as follows:
• Guidance notes, including any particular requirements of the enabling legislation of unusual features;
• Delegations from Council to a committee (if allowed by the enabling legislation and if the City has any committees established to deal with the power to be exercised); and
• Delegations from Council to the CEO.

The individual delegations are set out as follows. Explanatory notes are shown in red.

Heading
A snapshot of what it is that is delegated

Delegation from Council to CEO
Most legislation refers to a ‘local government’. This heading makes it clear that in this case, this is a delegation from Council to the CEO. Under most Acts, Council can only delegate to the CEO.

<table>
<thead>
<tr>
<th>Delegator: Power / Duty assigned in legislation to</th>
<th>‘Local Government’ will be the entity in most cases.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power to Delegate: Power that enables a delegation to be made</td>
<td>This sets out the head of power in the Act or regulation that allows a power to be delegated; eg:</td>
</tr>
<tr>
<td></td>
<td>Local Government Act 1995:</td>
</tr>
<tr>
<td></td>
<td>- s.5.42 Delegation of some powers or duties to the CEO</td>
</tr>
<tr>
<td></td>
<td>- s.5.43 Limitations on delegations to the CEO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>The section or part of the Act that is being delegated; eg:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local Government Act 1995:</td>
</tr>
<tr>
<td></td>
<td>- s.5.50 Making payments to employees in addition to contract or award.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</th>
<th>A summary of what is delegated; eg:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The Chief Executive Officer is delegated the power to approve of making payment to employees in addition to their contract or Award.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
<th>This sets out any conditions or limitations; eg:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Payments must be in accordance with Council policy 1234</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate: Some legislation allows sub-delegation from the CEO to another employee and some does not.</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local Government Act 1995:</td>
</tr>
<tr>
<td></td>
<td>- s.5.44 CEO may delegate some powers and duties to other employees.</td>
</tr>
</tbody>
</table>

1.4 Exercising delegated authority

Overall requirements
Before using a delegated authority a delegate must familiarise themselves with the legislative framework, conditions and limitations relevant to the statutory power or duty that informs the decisions they will make.
The delegate must also consider and apply local laws, Council decisions, policy, procedures or standards that are relevant to the decisions they are empowered to make.

Conflicts of interest
The City requires persons to whom authority has been delegated to deal appropriately with conflicts of interest.

Section 5.71 of the Local Government Act provides that employees must disclose interests relating to delegated functions:

5.71. Employees to disclose interests relating to delegated functions
If, under Division 4, an employee has been delegated a power or duty relating to a matter and the employee has an interest in the matter, the employee must not exercise the power or discharge the duty and —

(a) in the case of the CEO, must disclose to the mayor or president the nature of the interest as soon as practicable after becoming aware that he or she has the interest in the matter; and

(b) in the case of any other employee, must disclose to the CEO the nature of the interest as soon as practicable after becoming aware that he or she has the interest in the matter.

Penalty: $10,000 or imprisonment for 2 years.

A conflict of interest arises where a personal interest is in conflict with the public interest. Delegates must disclose any conflict of interest which may require them to be removed from the decision making process.

A delegate may also refer the decision making back to the delegator, where they consider there is a risk or sensitivity, which makes it more appropriate for the delegator to make that decision. The City's code of conduct also applies.

Requirement for annual return and disclosures by delegate
An employee to whom a duty or power is delegated under the Local Government Act 1995 is considered a 'designated employee' under section 5.74(1) of the Act and is required to complete a primary and annual return each year.

Keeping a record of decisions made under delegated authority
In accordance with Section 5.46(3) of the Local Government Act 1995, a person to whom a power or duty is delegated is to keep records in accordance with regulations in relation to the exercise of the power or the discharge of the duty.

Regulation 19 of the Local Government (Administration) Regulations 1996 requires a delegate to keep a written record of:

a. how the person exercised the power or discharged the duty;

b. when the person exercised the power or discharged the duty; and

c. the person or classes of persons, other than council or committee members or employees of the local government, directly affected by the exercise of the power or the discharge of the duty.

The City has decided that this applies regardless of the enabling legislation.

A central record of decisions made under a delegation is unnecessary but a record must be kept by the person exercising the power.

A record made that complies with the City's record keeping policy (eg a letter or email sent and saved in accordance with the City's record keeping policy) is sufficient.
2 Delegations made under the Local Government Act 1995

The Local Government Act 1995 (the Act) is the legislation most widely used for delegations by local governments.

The Act confers some powers directly on a CEO, and s5.44 sets out the duties of a CEO.

This part of the manual deals with delegations from Council under the Act. Under this Act, Council may delegate authority to a committee or to the CEO.

Council may place restrictions or conditions on the exercise of that power or duty such as a financial amount, to take into account a policy or direction from Council, or something particular only to the matter delegated.

Delegation from Council to a committee
Section 5.16 of the Local Government Act allows Council to delegate by an absolute majority vote some powers and duties to certain committees. This is to be in writing and may be general or as otherwise provided in the instrument of delegation.

Subject to sections 58 and 59 of the Interpretation Act 1984 —
(a) A delegation made to a committee under s5.16 has effect for the period of time specified in the delegation or if no period has been specified, indefinitely; and
(b) Any decision to amend or revoke a delegation under this section is to be by an absolute majority.

There are limits on delegation of powers and duties to certain committees set out in s5.17:

(1) A local government can delegate —
(a) to a committee comprising council members only, any of the council’s powers or duties under this Act except —
(i) any power or duty that requires a decision of an absolute majority or a 75% majority of the local government; and
(ii) any other power or duty that is prescribed;
and
(b) to a committee comprising council members and employees, any of the local government’s powers or duties that can be delegated to the CEO under Division 4; and
(c) to a committee referred to in section 5.9(2)(c), (d) or (e)*, any of the local government’s powers or duties that are necessary or convenient for the proper management of —
(i) the local government’s property; or
(ii) an event in which the local government is involved.

(2) A local government cannot delegate any of its powers or duties to a committee referred to in section 5.9(2)(f)**.

* A committee comprising:
(c) council members, employees and other persons; or
(d) council members and other persons; or
(e) employees and other persons.

** A committee comprising of other persons only.

Delegation from Council to the CEO
Section 5.42 allows Council to delegate to the Chief Executive Officer the exercise of any of its powers or the discharge of any of its duties under the Act.
It cannot delegate to any other person or employee unless expressly provided for in legislation.

All delegations made by Council to the CEO must be by an absolute majority decision, and must be reviewed at least annually.

**Restrictions on delegations from the Council to the CEO**

Section 5.43 of the Act restricts what can be delegated by Council to the CEO:

- A power under sections 214(2), (3) or (5) of the Planning and Development Act 2005 (which relate to a local government’s powers to deal with illegal development);
- Any power or duty that requires a decision of an absolute majority or a 75% majority of the local government;
- Accepting a tender which exceeds an amount determined by the local government for the purpose of this paragraph;
- Appointing an auditor;
- Acquiring or disposing of any property valued at an amount exceeding an amount determined by the local government for the purpose of this paragraph;
- Any of the local government’s powers under section 5.98, 5.98A, 5.99, 5.99A or 5.100 (which relate to fees for elected members, an allowance for the Deputy Mayor, meeting fees and reimbursement of expenses, and payments for certain committee members);
- Borrowing money on behalf of the local government;
- Hearing or determining an objection of a kind referred to in section 9.5 (which relates to an objection or appeal in response to a decision to grant a person an authorisation under Part 3 or under any local law or regulation that is to operate as if it were a local law; or to renew, vary, or cancel an authorisation that a person has under any of those provisions);
- The power under section 9.49A(4) to authorise a person to sign documents on behalf of the local government;
- Any power or duty that requires the approval of the Minister or the Governor;
- Such other powers or duties as may be prescribed under the Local Government (Administration) Regulations 1996, and which are under:
  - section 7.12A(2), (3)(a) or (4) of the Act (which relate to duties of local government with respect to audits, determine if any matters raised by the audit report, require action to be taken by the local government, prepare a report addressing any matters identified as significant by the auditor in the audit report and advise the Minister); and
  - Regulations 18C and 18D which relate to the selection and appointment process for CEOs and the local government’s duties in relation to a performance review of CEO.

**Delegation from the CEO to another employee**

Under ss.5.44 the CEO may sub-delegate any of these powers and duties functions to another employee, other than the power of delegation itself.

Those delegations are also subject to any restrictions or conditions that the Council may have placed on the delegation to the CEO. The CEO may add further conditions or restrictions, and which also must be reviewed annually.
Parameters are summarised below, as are the delegations themselves. More detail about the particular sections of the Act that apply is also made under each heading.
### 2.1 Delegations from Council to committees

#### 2.1.1 Delegation to audit and risk committee

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Local Government Act 1995: s.5.16 Delegation of some powers and duties to certain committees s.7.1B Delegation of some powers and duties to audit committees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Local Government Act 1995: s.7.12A(2), (3) &amp; (4) Duties of Local Government with respect to audits</td>
</tr>
<tr>
<td>Function:</td>
<td>This is a precise only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
</tr>
<tr>
<td>1.</td>
<td>Authority to meet with the City’s Auditor at least once every year on behalf of the Council [s.7.12A(2)].</td>
</tr>
<tr>
<td>2.</td>
<td>Authority to:</td>
</tr>
<tr>
<td>i.</td>
<td>examine the report of the Auditor and determine matters that require action to be taken by the City; and</td>
</tr>
<tr>
<td>ii.</td>
<td>ensure that appropriate action is taken in respect of those matters [s.7.12A(3)].</td>
</tr>
<tr>
<td>3.</td>
<td>Authority to review and endorse the City’s report on any actions taken in response to an Auditor’s report, prior to it being forwarded to the Minister [s.7.12A(4)].</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>a. This delegation is not to be used where a Management Letter or Audit Report raises significant issues and the meeting with the Auditor must be held with the Council.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td>Nil. Sub-delegation is prohibited by s.7.1B.</td>
</tr>
</tbody>
</table>

**Notes:**

This is a new delegation, suggested in the WALGA model.

See Department of Local Government, Sport and Cultural Industries Operational Guideline No. 09 - The appointment, function and responsibilities of Audit Committees.

City of Vincent Audit and Risk Committee Terms of Reference.
2.2 Delegations from Council to the CEO

2.2.1 Appointment of an acting CEO

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Section 5.42 Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Power to appoint an Acting Chief Executive Officer under s5.30(1)(a).</td>
</tr>
<tr>
<td>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td>Power to appoint an Acting Chief Executive Officer under s5.36(1)(a).</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>The Employee being designated a &quot;Senior Employee&quot;, as prescribed by the Local Government Act; Appointments being no longer than 30 days; Council Members to be advised of acting Chief Executive Officer; The acting role to be rotated between the Executive Directors of the City where practicable.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td>Local Government Act 1995: s.5.44 CEO may delegate some powers and duties to other employees</td>
</tr>
</tbody>
</table>

Notes:
Previously Delegation 1.1 of the City’s 2018/19 Register.
2.2.2 Payments to employees in addition to contract or award

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Local Government Act 1995:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.5.42 Delegation of some powers or duties to the CEO</td>
</tr>
<tr>
<td></td>
<td>c.5.43 Limitations on delegations to the CEO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Government Act 1995:</td>
</tr>
<tr>
<td>s.5.50 Making payments to employees in addition to contract or award</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function:</th>
</tr>
</thead>
<tbody>
<tr>
<td>This is a precisely delegating clause. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>a—Payments must be in accordance with Council policy 1234 made under s.5.50 of the Local Government Act</td>
</tr>
<tr>
<td>b—Regulation 19A Regulation 19A of the Local Government (Administration) Regulations 1996 places limits on any gratuity payments that can be made</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Government Act 1995:</td>
</tr>
<tr>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
</tr>
</tbody>
</table>

**Notes:**
Previously Delegation 1.2 of the City’s 2018/19 Register.
See Policy number 1234
2.2.3 Serving of notices requiring certain things to be done by owner or occupier of land

*Delegation from Council to CEO*

<table>
<thead>
<tr>
<th>Head of power to Delegated:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
</table>
| Power that enables a delegation to be made | s.5.42 Delegation of some powers or duties to the CEO  
|                                | s.5.43 Limitations on delegations to the CEO |

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sections 3.25(1) and 3.26</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function: Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</th>
<th>The Chief Executive Officer is delegated the power to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1) Issue a notice in writing relating to the land requiring the person to do anything specified in Schedule 3.1, Division 1 or for the purpose of remedying or mitigating the effects of any offence prescribed in Schedule 3.1, Division 2; and</td>
</tr>
<tr>
<td></td>
<td>2) do anything that he considers necessary to achieve, so far as is practicable, the purpose for which the notice was given, including recovering the cost of anything it does as a debt due from the person who failed to comply with the notice.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
<th>The Chief Executive Officer shall approve all legal action and sign all legal documents.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
</tr>
</tbody>
</table>

**Notes:**
2.2.4 Performing particular things on land which is not local government property

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Local Government Act 1995:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.5.42 Delegation of some powers or duties to the CEO</td>
</tr>
<tr>
<td></td>
<td>s.5.43 Limitations on delegations to the CEO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Local Government Act 1995:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Section 3.27</td>
</tr>
</tbody>
</table>

A local government may perform its general functions of the things prescribed in Schedule 3.2 of the Act on land, even though the land is not local government property and the local government does not have consent to do it.

<table>
<thead>
<tr>
<th>Function:</th>
<th>The Chief Executive Officer is delegated the power to carry out things prescribed in Schedule 3.2 even though the land is not local government property and the local government does not have consent to do it.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>Nil.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegated:</th>
<th>Local Government Act 1995:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
</tr>
</tbody>
</table>

Notes: No previous delegation
### 2.2.5 Powers of entry

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th><strong>Local Government Act 1995</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.5.42 Delegation of some powers or duties to the CEO</td>
</tr>
<tr>
<td></td>
<td>s.5.43 Limitations on delegations to the CEO</td>
</tr>
<tr>
<td>Express Power or Duty Delegated:</td>
<td><strong>Local Government Act 1995</strong></td>
</tr>
<tr>
<td></td>
<td>s.3.28 When this Subdivision applies</td>
</tr>
<tr>
<td></td>
<td>s.3.32 Notice of entry</td>
</tr>
<tr>
<td></td>
<td>s.3.33 Entry under warrant</td>
</tr>
<tr>
<td></td>
<td>s.3.34 Entry in an emergency</td>
</tr>
<tr>
<td></td>
<td>s.3.36 Opening fences</td>
</tr>
<tr>
<td>Function: This is a precise only Delegate must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td>1. Authority to exercise powers of entry to enter onto land to perform any of the local Government functions under this Act, other than entry under a Local Law [s.3.28].</td>
</tr>
<tr>
<td></td>
<td>2. Authority to give notice of entry [s.3.32].</td>
</tr>
<tr>
<td></td>
<td>3. Authority to seek and execute an entry under warrant [s.3.33].</td>
</tr>
<tr>
<td></td>
<td>4. Authority to execute entry in an emergency, using such force as is reasonable [s.3.34(1) and (3)].</td>
</tr>
<tr>
<td></td>
<td>5. Authority to give notice and effect entry by opening a fence [s.3.36].</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>Nil.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td><strong>Local Government Act 1995</strong></td>
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<td></td>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
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<tr>
<td>Compliance Links:</td>
<td><strong>Local Government Act 1995</strong></td>
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<tr>
<td></td>
<td>s.9.10 Appointment of authorised persons – refer also s.3.32(2)]</td>
</tr>
<tr>
<td></td>
<td>Part 3, Division 3, Subdivision 3 – prescribes statutory processes for Powers of Entry</td>
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<tr>
<td></td>
<td>s.3.34(2) Entry in an emergency</td>
</tr>
</tbody>
</table>

**Notes:**
Previously delegation No 1.5 of the City’s 2018/19 Register.
2.2.6 Declare vehicle is abandoned vehicle wreck

Delegation from Council to CEO

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<tr>
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<td></td>
<td>s.5.43 Limitations on delegations to the CEO</td>
</tr>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Local Government Act 1995:</td>
</tr>
<tr>
<td>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation</td>
<td>s.3.40A(4) Abandoned vehicle wreck may be taken</td>
</tr>
<tr>
<td></td>
<td>Declare that an impounded vehicle is an abandoned vehicle wreck [s.3.40A(4)].</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>The declaration is to be recorded in the appropriate record to meet legislative requirements.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td>Local Government Act 1995:</td>
</tr>
<tr>
<td></td>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
</tr>
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</table>

Notes:
Previously delegation No 1.6 of the City’s 2018/19 Register.
2.2.7 Confiscated or Uncollected Goods

**Guidance note**
Section 3.47 of the Act specifies that s.3.58 applies to disposal of goods under s.3.47.

Note however, that the s.3.57 tender requirements do not apply to either the disposal of confiscated or uncollected goods OR the Disposal of Property under s.3.58. (s3.57 applies only to "contracts... under which another person is to supply goods or service").

**Delegation from Council to CEO**

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<th>Express Power or Duty Delegated:</th>
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<tbody>
<tr>
<td>s.3.48 Goods May be withheld until costs paid</td>
<td></td>
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<tr>
<td>s.3.47 Confiscated or uncollected goods, disposal of</td>
<td></td>
</tr>
<tr>
<td>s.3.48 Impounding expenses, recovery of</td>
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</table>

1. Authority to refuse to allow goods impounded under s.3.39 or 3.40A to be collected until the costs of removing, impounding and keeping them have been paid to the local government. [s.3.46]
2. Authority to sell or otherwise dispose of confiscated or uncollected goods or vehicles that have been ordered to be confiscated under s.3.43 [s.3.47]
3. Authority to recover expenses incurred for removing, impounding, and disposing of confiscated or uncollected goods [s.3.48].

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
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<tbody>
<tr>
<td>Disposal of confiscated or uncollected goods, including abandoned vehicles, with a market value less than $20,000 may, in accordance with Functions and General Regulation 30, be disposed of by any means considered to provide best value, provided the process is transparent and accountable.</td>
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<th>Express Power to Sub-Delegate:</th>
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<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
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<th>Compliance Links:</th>
<th>Local Government Act 1995 Part 3, Division 3, Subdivision 3</th>
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<tbody>
<tr>
<td>s.3.56 Disposing of Property — applies to the sale of goods under s.3.47 as if they were properly referred to in that section.</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
Previously delegation No 1.7 and 1.9 (part) of the City’s 2018/19 Register.
2.2.8 Disposal of Sick or Injured Animals

Note that this delegation relates only to animals not covered by the Dog and Cat Acts.

**Delegation from Council to CEO**

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<td>s.3.47A Sick or injured animals, disposal of</td>
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<td>This is a précis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td>1. Authority to determine when an impounded animal is ill or injured, that treating it is not practicable, and to humanely destroy the animal and dispose of the carcass [s.3.47A(1)].</td>
</tr>
<tr>
<td></td>
<td>2. Authority to recover expenses incurred for removing, impounding, and disposing of confiscated or uncollected goods [s.3.48].</td>
</tr>
</tbody>
</table>

| Council Conditions on this Delegation: | Delegation only to be used where the Delegate's reasonable efforts to identify and contact an owner have failed. |

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<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
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</table>

Notes: Not previously delegated.
2.2.9 Closing Thoroughfares to Vehicles

Delegation from Council to CEO

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<tr>
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<td>s.3.50 Closing certain thoroughfares to vehicles</td>
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<tr>
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<td>s.3.50A Partial closure of thoroughfare for repairs or maintenance</td>
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<td></td>
<td>s.3.51 Affected owners to be notified of certain proposals</td>
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</tbody>
</table>

Function:
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.

1. Authority to close a thoroughfare (wholly or partially) to vehicles or particular classes of vehicles for a period not exceeding 4-weeks [s.3.50(1)].
2. Authority to determine to close a thoroughfare for a period exceeding 4-weeks and before doing so, to:
   - give, public notice, written notice to the Commissioner of Main Roads and written notice to prescribed persons and persons that own prescribed land; and
   - consider submissions relevant to the road closure's proposed [s.3.50(1a), (2) and (4)]
3. Authority to revoke an order to close a thoroughfare [s.3.50(6)].
4. Authority to partially and temporarily close a thoroughfare without public notice for repairs or maintenance, where it is unlikely to have significant adverse effect on users of the thoroughfare [s.3.50A]
5. Before doing anything to which section 3.51 applies, take action to notify affected owners and give public notice that allows reasonable time for submissions to be made and consider any submissions made before determining to fix or alter the level or alignment of a thoroughfare or draining water from a thoroughfare to private land [s.3.51].

Council Conditions on this Delegation:

a. If, under s.3.50(1), a thoroughfare is closed without giving local public notice, local public notice is to be given as soon as practicable after the thoroughfare is closed [s.3.50(6)].
b. Maintain access to adjoining land [s.3.52(3)].
c. Permanent closures to be referred to Council for determination.

Express Power to Sub-Delegate: Local Government Act 1995

s.5.44 CEO may delegate some powers and duties to other employees

Notes:
Previously delegations No 1.10, 1.12 and 1.13 of the City’s 2018/19 Register.
2.2.10 Control Reserves and Certain Unvested Facilities

*Delegation from Council to CEO*

| Head of power to Delegate: | **Local Government Act 1995**  
| - | s.5.42 Delegation of some powers or duties to the CEO  
|   | s.5.43 Limitations on delegations to the CEO  

| Express Power or Duty Delegated: | **Local Government Act 1995**  
| - | s.3.53(3) Control of certain unvested facilities  
|   | s.3.54(1) Reserves under control of local government  

| Function:  
| *This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.* | 1. Authority to agree the method for control and management of an unvested facility which is partially within 2 or more local government districts. [s.3.53(3)]  
|   | 2. Authority to do anything for the purpose of controlling and managing land under the control and management of the City that the City could do under s.5 of the *Perks and Reserves Act 1995* [s.3.54(1)].  

| Council Conditions on this Delegation: |  
| a. Limited to matters where the financial implications do not exceed a relevant and current budget allocation and which do not create a financial liability in future budgets.  
| b.  

| Express Power to Sub-Delegate: | **Local Government Act 1995**  
| - | s.5.44 CEO may delegate some powers and duties to other employees  

Notes:  
*Not currently delegated.*
### 2.2.11 Obstruction of Footpaths and Thoroughfares

**Delegation from Council to CEO**

| Head of power to Delegte: | Local Government Act 1995  
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<td>s.5.43 Limitations on delegations to the CEO</td>
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</table>

**Express Power or Duty Delegated:**

- Local Government (Uniform Local Provisions) Regulations 1996:
  - r.5(2) Interfering with, or taking from, local government land
  - r.6 Obstruction of public thoroughfare by things placed and left - Sch. 9.1 cl. 3(1)(a)
  - r.7A Obstruction of public thoroughfare by fallen things – Sch.9.1 cl.3(1)(b)
  - r.7 Encroaching on public thoroughfare – Sch.9.1 cl.3(2)

**Function:**

*This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.*

1. Authority to determine, by written notice served on a person who is carrying out plastering, painting or decorating operations (the work) over or near a footpath on land that is local government property, to require the person to cover the footpath during the period specified in the notice so as to:
   a. prevent damage to the footpath; or
   b. prevent inconvenience to the public or danger from falling materials (ULP r.5(2)).

2. Authority to provide permission including imposing appropriate conditions or to refuse to provide permission, for a person to place on a specified part of a public thoroughfare one or more specified things that may obstruct the public thoroughfare. (ULP r.6(2) and (4)).

3. Authority to renew permission to obstruct a thoroughfare and to vary any condition imposed on the permission effective at the time written notice is given to the person to whom permission is granted (ULP r.6(5)).

4. Authority to require an owner or occupier of land to remove any thing that has fallen from the land or from anything on the land, which is obstructing a public thoroughfare (ULP r.7A).

5. Authority to require an owner occupier of land to remove any part of a structure, tree or plant that is encroaching, without lawful authority on a public thoroughfare (ULP r.7).

**Council Conditions on this Delegation:**

- Actions under this Delegation must comply with procedural requirements detailed in the Local Government (Uniform Local Provisions) Regulations 1996

- Permission may only be granted where, the proponent has:
  1. Where appropriate, obtained written permission from each owner of adjoining or adjacent property which may be impacted by the proposed obstruction.
  2. Provided a bond, sufficient to the value of works that may be required if the proponent does not satisfactorily make good public assets damaged by the obstruction at the completion of works.
  4. Provided pedestrian and traffic management plans which are sufficient for the protection of public safety and amenity.
### Express Power to Sub-Delegate:

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<th>Local Government Act 1995</th>
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<tr>
<td>s 5.44 CEO may delegate some powers and duties to other employees</td>
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</table>

### Compliance Links:

- Determination of Bond Value and Conditions - refer to CEO Delegation
- Public Thoroughfare Obstruction – Determine Conditions
- Local Government (Uniform Local Provisions) Regulations 1996
- Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the Local Government Act 1995

### Notes:

- Not currently delegated
2.2.12 Public Thoroughfares – Dangerous Excavations

Delegation from Council to CEO

| Head of power to Delegate: | Local Government Act 1995  
|                           | s.5.42 Delegation of some powers or duties to the CEO  
|                           | s.5.43 Limitations on delegations to the CEO  

| Express Power or Duty Delegated: | Local Government (Uniform Local Provisions) Regulations 1996:  
|                                 | r.11(1), (4), (6) & (8) Dangerous excavation in or near public thoroughfare – Sch.9.1 cl.6  

| Function:  
| This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |  
| 1. Authority to determine if an excavation in or on land adjoining a public thoroughfare is dangerous and take action to fill it in or fence it or request the owner / occupier in writing to fill in or securely fence the excavation [ULP r.11(1)].  
| 2. Authority to determine to give permission or refuse to give permission to make, or make and leave an excavation in a public thoroughfare or land adjoining a public thoroughfare [ULP r.11(4)].  
| 3. Authority to impose conditions on granting permission [ULP r.11(6)].  
| 4. Authority to renew a permission granted or vary at any time, any condition imposed on a permission granted [ULP r.11(8)].  

| Council Conditions on this Delegation: |  
| a. Actions under this Delegation must comply with procedural requirements detailed in the Local Government (Uniform Local Provisions) Regulations 1996.  
| b. Permission may only be granted where the proponent has:  
| i. Where appropriate, obtained written permission from or entered into a legal agreement with, each owner of adjoining or adjacent property which may be impacted by the proposed works.  
| ii. Provided a bond, sufficient to the value of works that may be required if the proponent does not satisfactorily make good the public assets at the completion of works.  
| iii. Provided evidence of sufficient Public Liability Insurance.  
| iv. Provided pedestrian and traffic management plans which are sufficient for the protection of public safety and amenity.  

| Express Power to Sub-Delegate: | Local Government Act 1995  
|                                | s.5.44 CEO may delegate some powers and duties to other employees  

| Compliance Links: | Local Government (Uniform Local Provisions) Regulations 1996 – prescribe applicable statutory procedures  
|                  | Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the Local Government Act 1995  

| Notes: | Not previously delegated.  

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2.2.13 Crossovers - Construction, Repair and Removal

*Delegation from Council to CEO*

| Head of power to Delegate: | Local Government Act 1995:  
|--------------------------|--------------------------------------------------|
| Power that enables a delegation to be made | s.5.42 Delegation of some powers or duties to the CEO  
s.5.43 Limitations on delegations to the CEO  

| Express Power or Duty Delegated: | Local Government (Uniform Local Provisions) Regulations 1996:  
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| Express Power or Duty Delegated: | r.12(1) Crossing from public thoroughfare to private land or private thoroughfare – Sch.9.1 cl.7(2)  
r.13(1) Requirement to construct or repair crossing – Sch.9.1 cl.7(3)  

| Function: |  
|--------------------------|--------------------------------------------------|
| This is a precis only Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |  

| 1. | Authority to approve or refuse to approve, applications for the construction of a crossing giving access from a public thoroughfare to land or private thoroughfare serving land [ULP r.12(1)].  
| 2. | Authority to determine the specifications for construction of crossings to the satisfaction of the Local Government [ULP r.12(1)(a)].  
| 3. | Authority to give notice to an owner or occupier of land requiring the person to construct or repair a crossing [ULP r.13(1)].  
| 4. | Authority to initiate works to construct a crossing where the person fails to comply with a notice requiring them to construct or repair the crossing and recover 50% of the cost of doing so as a debt due from the person [ULP r.13(2)].  

<p>| Council Conditions on this Delegation: |</p>
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| Express Power to Sub-Delegated: | Local Government Act 1995:  
s.5.44 CEO may delegate some powers and duties to other employees.  

| Compliance Links: | Local Government (Uniform Local Provisions) Regulations 1996 – prescribe applicable statutory procedures  
|-----------------|----------------------------------------------------------------------------------------------------------------|
| Compliance Links: | Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the Local Government Act 1995.  

| Notes: | Previously delegation 2.5B (part) of City’s 2018/19 Register.  
|-------|----------------------------------------------------------------------------------------------------------------|
### 2.2.14 Private Works on, over or under Public Places

**Delegation from Council to CEO**

| Head of power to Delegate: | Local Government Act 1995  
| s.5.42 Delegation of some powers or duties to the CEO  
| s.5.43 Limitations on delegations to the CEO |
|---|---|
| Express Power or Duty Delegated: | Local Government Act 1995  
| r.17 Private works on, over, or under public places – Sch.9.1 cl.8 |
| Function:  
**This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.** | 1. Authority to grant permission or refuse permission to construct a specified thing on, over, or under a specified public thoroughfare or public place that is local government property ([ULP r.17(3)]).  
2. Authority to impose conditions on permission including those prescribed in r.17(5) and (6) ([ULP r.17(5)].) |
| Council Conditions on this Delegation: | a. Actions under this Delegation must comply with procedural requirements detailed in the *Local Government (Uniform Local Provisions) Regulations 1996*  
b. Permission may only be granted where, the proponent has:  
   i. Where appropriate, obtained written permission from or entered into a legal agreement with, each owner or adjoining or adjacent property which may be impacted by the proposed private works.  
   ii. Provided a bond, sufficient to the value of works that may be required if the proponent does not satisfactorily make good the public place at the completion of works.  
   iii. Provided evidence of sufficient Public Liability Insurance.  
   iv. Provided pedestrian and traffic management plans which are sufficient for the protection of public safety and amenity. |
| Express Power to Sub-Delegate: | Local Government Act 1995  
| s.5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Local Government (Uniform Local Provisions) Regulations 1996* – prescribe applicable statutory procedures  
**Determination of Bond Value and Conditions - refer to CEO Delegation 1.3.4 Determine and Manage Conditions on Permission for Private Works on, over, or under Public Places**  
Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the *Local Government Act 1995* |

**Notes:**  
Not previously delegated.
2.2.15 Expressions of Interest for Goods and Services

Delegation from Council to CEO

| Head of power to Delegate: | Local Government Act 1995  
|                           | s.5.42 Delegation of some powers or duties to the CEO  
|                           | s.5.43 Limitations on delegations to the CEO  
| Express Power or Duty Delegated: | Local Government Act 1995  
|                                | s.3.57 Tenders for providing goods or services  
|                                | Local Government (Functions and General) Regulations 1996  
|                                | r.21 Limiting who can tender, procedure for  
|                                | r.23 Rejecting and accepting expressions of interest to be acceptable tenderer  
| Function:  
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.  
|                                | 1. Authority to determine when to seek Expressions of Interest and to invite Expressions of Interest for the supply of goods or services [F&G r.21].  
|                                | 2. Authority to consider Expressions of Interest which have not been rejected and determine those which are capable of satisfactorily providing the goods or services, for listing as acceptable tenderers [F&G r.23].  
| Council Conditions on this Delegation: | Nil.  
| Express Power to Sub-Delegate: | Local Government Act 1995  
|                                | s.5.44 CEO may delegate some powers and duties to other employees  
| Compliance Links: | Local Government (Functions and General) Regulations 1996 – prescribe applicable statutory procedures  

Notes:  
Not previously delegated.
### 2.2.16 Tenders for Goods and Services

**Guidance notes:**

**Contract Variations**

The Local Government (Functions and General) Regulations (R21A) enables contract variations applying only to contracts formed with a successful tenderer. A delegation of R.21A is required for the CEO (or any sub-delegate) to vary a tender contract.

Making, varying or discharging contracts formed through mechanisms other than a tender, are not subject to R.21A. Section 9.4909 of the Act applies to non-tender contracts and requires that any person making decisions to make, vary or discharge a contract must do so under the authority of the Local Government. Meaning there must either be an express Council resolution enabling the CEO to administer the contract OR the contract is operational in nature and may be administered by the CEO (or officers by Acting Through).

**Contract Management**

In addition, the CEO may assign operational responsibilities for contract administration via position descriptions or documented procedures.

**Delegation from Council to CEO**

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<tbody>
<tr>
<td>1. Authority to call tenders [F&amp;G r.11(1)].</td>
</tr>
<tr>
<td>2. Authority to, because of the unique nature of the goods or services or for any other reason it is unlikely that there is more than one supplier, determine a sole supplier arrangement [F&amp;G r.11(9)].</td>
</tr>
<tr>
<td>3. Authority to invite tenders although not required to do so [F&amp;G r.13].</td>
</tr>
<tr>
<td>4. Authority to determine in writing, before tenders are called, the criteria for acceptance of tenders [F&amp;G r.14(2a)].</td>
</tr>
<tr>
<td>5. Authority to determine the information that is to be disclosed to those interested in submitting a tender [F&amp;G r.14(4)(d)].</td>
</tr>
<tr>
<td>6. Authority to vary tender information after public notice of invitation to tender and before the close of tenders, taking reasonable steps to ensure each person who has sought copies of the tender information is provided notice of the variation [F&amp;G r.14(5)].</td>
</tr>
<tr>
<td>7. Authority to evaluate tenders, by written evaluation, and decide which is the most advantageous [F&amp;G r.18(4)] and either:</td>
</tr>
<tr>
<td>i. Accept, or reject tenders under a value of $250,000 in accordance with the requirements of the Functions and General Regulations [F&amp;G r.18(2) and (4)]; or</td>
</tr>
<tr>
<td>ii. Recommend to council acceptance or rejection of all other tenders.</td>
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<tr>
<td>8. Authority to determine that a variation proposed is minor in</td>
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9. Authority to seek clarification from tenderers in relation to information contained in their tender submission [F&G r.18(4e)].
10. Authority to decline any tender [F&G r.18(5)].
11. If the chosen tenderer is unable or unwilling to form a contract OR the minor variation cannot be agreed with the successful tenderer, so that the tenderer ceases to be the chosen tenderer, authority to choose the next most advantageous tender to accept [F&G r.20(2)]
12. Authority to:
   i. Vary a contract that has been entered into with a successful tenderer, provided the variation’s do not change the scope of the original contract or increase the contract value beyond 10%.
   ii. Exercise an extension option that was included in the original tender specification and contract in accordance with r.11(2)(c). [F&G r.21A].
13. Authority to accept another tender where within 6-months of either accepting a tender, a contract has not been entered into OR the successful tenderer agrees to terminate the contract [F&G r.18(6) & (7)].

**Council Conditions on this Delegation:**

- The invitation to tender is to be entered into the Tender Register in the prescribed manner.
- Selection criteria must be recorded in the appropriate record and comply with the requirements of the Regulations.
- Details of the minor variations must be recorded in the appropriate record.
- Details of the calling of expressions of interest must be recorded in the appropriate record and in the Tender Register.
- The delegation is subject to:
  1. Tenders called to comply with Council’s Policy No. 1.2.2 – “Code of Tendering” and Policy No. 1.2.3 – “Purchasing Policy”;
  2. Tenders can only be invited for those goods and services identified in the Annual Budget, Plan for the Future or where the expenditure has been approved in advance by Council;

**Express Power to Sub-Delegate:** Local Government Act 1995 s.5.44 CEO may delegate some powers and duties to other employees.

**Compliance Links:** Local Government (Functions and General) Regulations 1996 prescribe applicable statutory procedures.

**Notes:**
Previously delegation 1.19 and 1.20 (part) of the City’s 2018/19 register.
2.2.17 Panels of Pre-Qualified Suppliers for Goods and Services

Guidance note:
This Delegation cannot be made unless the Council has adopted a Policy (Panels of Pre-Qualified Suppliers) in accordance with Functions and General Regulation 24AC.

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegat</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
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</tr>
</tbody>
</table>

<table>
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<tr>
<th>Express Power or Duty Delegated</th>
<th>Local Government (Functions and General) Regulation 1996</th>
</tr>
</thead>
<tbody>
<tr>
<td>r.24AB Local government may establish panels of pre-qualified suppliers</td>
<td></td>
</tr>
<tr>
<td>r.24AC(1)(b) Requirements before establishing panels of pre-qualified suppliers</td>
<td></td>
</tr>
<tr>
<td>r.24AD(3) &amp; (6) Requirements when inviting persons to apply to join panel of pre-qualified suppliers</td>
<td></td>
</tr>
<tr>
<td>r.24AH(2), (3), (4) and (5) Rejecting and accepting applications to join panel of pre-qualified suppliers</td>
<td></td>
</tr>
</tbody>
</table>

<p>| Function: |</p>
<table>
<thead>
<tr>
<th>This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Authority to determine that there is a continuing need for the goods or services proposed to be provided by a panel of pre-qualified suppliers [F &amp; G r 24AC(1)(b)].</td>
</tr>
<tr>
<td>2. Authority to, before inviting submissions, determine the written criteria for deciding which application should be for inclusion in a panel of pre-qualified suppliers should be accepted [F &amp; G r 24AD(3)].</td>
</tr>
<tr>
<td>3. Authority to vary panel of pre-qualified supplier information after public notice inviting submissions has been given, taking reasonable steps to each person who has enquired or submitted an application is provided notice of the variation [F &amp; G r 24AD(6)].</td>
</tr>
<tr>
<td>4. Authority to reject an application without considering its merits, where it was submitted at a place and within the time specified, but fails to comply with any other requirement specified in the invitation [F &amp; G r 24AH(2)].</td>
</tr>
<tr>
<td>5. Authority to assess applications, by written evaluation of the extent to which the submission satisfies the criteria for deciding which applicants to accept, and decide which applications to accept as most advantageous [F &amp; G r 24AH(3)].</td>
</tr>
<tr>
<td>6. Authority to request clarification of information provided in a submission by an applicant [F &amp; G r 24AH(4)].</td>
</tr>
<tr>
<td>7. Authority to decline to accept any application [F &amp; G r 24AH(5)].</td>
</tr>
<tr>
<td>8. Authority to enter into contract, or contracts, for the supply of goods or services with a pre-qualified supplier, as part of a panel of pre-qualified suppliers for those particular goods or services [F &amp; G r 24AH(1)].</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Panels of pre-qualified suppliers may only be established, where the total consideration under the resulting contract is $250,000 or less and the expense is included in the adopted Annual Budget.</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Express Power to Sub-Delegat</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td>s 5.44 CEO may delegate some powers and duties to other employees</td>
<td></td>
</tr>
</tbody>
</table>
| Compliance Links: | Local Government (Functions and General) Regulations 1996 – prescribe applicable statutory procedures  
| | Council Policy 1.2.3 Purchasing Policy |

Notes:
Previously delegation 1.27 of the City's 2018/19 register.
2.2.18 Disposing of Property

Guidance note:
Note that s.3.57 tender requirements do not apply to the Disposal of Property under s.3.58 (s.3.57 applies only to ‘contracts … under which another person is to supply goods or service).

**Delegation from Council to CEO**

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<thead>
<tr>
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<tbody>
<tr>
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<td>s.5.43 Limitations on delegations to the CEO</td>
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</table>

**Express Power or Duty Delegated:**

<table>
<thead>
<tr>
<th>Local Government Act 1995:</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.3.58(2) &amp; (3) Disposing of Property</td>
</tr>
</tbody>
</table>

**Function:**
*This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.*

1. Authority to dispose of property to:
   - (a) to the highest bidder at public auction [s.3.58(2)(a)].
   - (b) to the person who at public tender called by the local government makes what is considered by the delegate to be, the most acceptable tender, whether or not it is the highest tenders [s.3.58(2)(b)]

2. Authority to dispose of property by private treaty only in accordance with section 3.58(3) and prior to the disposal, to consider any submissions received following the giving of public notice [s.3.58(3)].

**Council Conditions on this Delegation:**

a. Disposal of land or building assets is limited to matters specified in the Annual Budget and in any other case, a Council resolution is required.

b. In accordance with s.5.43, disposal of property, for any single project or where not part of a project but part of a single transaction, is limited to a maximum value of $250,000 or less.

c. When determining the method of disposal:
   - Where a public auction is determined as the method of disposal:
     - Reserve price has been set by independent valuation
     - Where the reserve price is not achieved at auction, negotiation may be undertaken to achieve the sale at up to a -10% variation on the set reserve price
   - Where a public tender is determined as the method of disposal and the tender does not achieve a reasonable price for the disposal of the property, then the CEO is to determine if better value could be achieved through another disposal method and if so, must determine not to accept any tender and use an alternative disposal method.
   - Where a private treaty is determined [s.3.58(3)] as the method of disposal, authority to:
     - Negotiate the sale of the property up to a -10% variance on the valuation, and
     - Consider any public submissions received and determine if to proceed with the disposal, ensuring that the reasons for such a decision are recorded.

d. Where the market value of the property is determined as being less than $20,000 (F&G r.30(3) excluded disposal) may be undertaken:
   - Without reference to Council for resolution; and
In any case, be undertaken to ensure that the best value return is achieved however, where the property is determined as having a nil market value, then the disposal must ensure environmentally responsible disposal.

| Express Power to Sub-Delegate: | Local Government Act 1995  
| s.5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Local Government Act 1995 – s.5.58 Disposal of Property  
| Local Government (Functions and General) Regulations 1995 – r.30  
| Dispositions of property excluded from Act s.3.58 |

**Notes:**

Previously delegation 1.23 of the City’s 2018/19 register.
2.2.19 Payments from the Municipal or Trust Funds

Guidance notes:

*The difference between incurring liabilities and making payments*

The following information will assist in understanding the legislative framework that informs:

- Incurring a liability as a procedural matter subject to CEO authorisations; and
- Making payments as an express (written) statutory power which is capable of being delegated.

Incurring liabilities (procedures and administrative authorities)

Incurring liabilities is not described in the Local Government Act or Regulations as an express power or duty, rather it is only described as a requirement for the Local Government and the CEO to control by developing "systems and procedures" [see FM Regs 5 and 11].

Incurring liabilities is therefore not an express (written) power or duty which is capable of being delegated. The CEO must establish systems and written procedures which give effect to compliance with legislation and purchasing policy and provide appropriate internal controls and risk mitigation for incurring liabilities.

- Issuing a requisition – a requisition is only a proposal to purchase (FM Regs 5 & 11) describing the goods or services required to enable a decision to issue a purchase order. It does not incur a liability as the goods / services may only be provided on the basis of an appropriately issued purchase order. Administrative procedures should establish which positions are authorised to issue requisitions.

A decision to issue a requisition and therefore a purchase order is informed by other, previous Council decisions, for example – the budget adopted by Council, Council decisions to approve projects or implement policies.

The decision to incur a liability where a budget provision has been made is part of implementing a Council decision and therefore accords with the CEO’s duties under s.5.41(c).

- Issuing a purchase order – a purchase order creates a contract between the supplier and the local government. It incurs a liability (FM Regs 5 & 11) provided that the goods or services are ultimately supplied in accordance with the requirements specified in the purchase order. Administrative procedures should establish which positions are authorised to issue purchase orders, with pre-requisite requirements for a purchase order to only be issued, where due diligence confirms:
  - Compliance with the local government’s purchasing policy;
  - The committal value of the purchase order is within an appropriate and available budget allocation, and
  - The proposed goods / services / works are within the scope of implementing a Council decision, either specific or generally.

- Using a credit or transaction card (store card, fuel card or corporate credit card) – transaction cards are a method of incurring a liability, with the goods or services received and a statement provided to the local government for acquittal on at least a monthly basis. Procedures should prescribe the positions which are authorised to use transaction cards and the limits and obligations for use for their use when incurring liabilities and the requirements for acquittal of statements to enable payment.

- Verification of a liability
  - Goods / services received – a record that evidences that the goods or services have been received in accordance with the purchase order.
  - Verification of invoice – the charges align with the accepted quote or the contracted schedule of rates as relevant, which have been checked against the record of goods / services received.
  - Verification of transaction card statements – transactions accord with the card holder limits and conditions, transactions are for a proper purpose (not personal) and the goods /
services obtained are within the scope of implementing a Council decision either specific or generally.

An element of the internal control is the separation of roles from employees who incur liabilities and those who make payments. This means that a person who has responsibility for incurring a liability should not also be responsible for verifying the liability or approving the relevant payment.

In addition, Council (and also through its audit committee) may form an opinion as to its satisfaction the procedures prepared in accordance with FM 11, when it undertakes its biennial review of Internal Controls in accordance with Audit Reg. 17(1)(b).

Making payments (delegated authority)
Financial Management Reg.12(1)(a) prescribes the ability for the Council to delegate to the CEO its power to make payments from the Municipal or the Trust Fund. Financial Management Reg.13 prescribes the procedural matters that the CEO must comply with if the power to make payments is delegated.

A payment can only be made, where an opinion has been formed (delegated authority decision FM Reg12(1)(e)) that the goods or services specified in the purchase order have been satisfactorily received.

Procedural reviews
Audit Regulations [r 17(1)(b) & (2)] require the CEO to review procedures and report the outcomes of the review to the Audit Committee at least once in every 3 financial years.

Delegation from Council to CEO

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<th>Express Power or Duty Delegated:</th>
<th>Local Government (Financial Management) Regulations 1996</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>r.12(1)(a) Payments from municipal fund or trust fund, restrictions on making</td>
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</table>

<table>
<thead>
<tr>
<th>Function:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Authority to make payments from the municipal or trust funds [r.12(1)(e)].</td>
</tr>
<tr>
<td>2.</td>
<td>Authority to transfer funds held in the Trust Fund for over 10 years to the Municipal Fund.</td>
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<tr>
<th>Council Conditions on this Delegation:</th>
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<td>Local Government (Financial Management) Regulations 1996 - refer specifically r.13 Payments from municipal fund or trust fund by CEO, CEO’s duties as to etc.</td>
</tr>
<tr>
<td></td>
<td>Local Government (Audit) Regulations 1996</td>
</tr>
<tr>
<td></td>
<td>Department of Local Government, Sport and Cultural Industries Operational Guideline No.11 – Use of Corporate Credit Cards</td>
</tr>
<tr>
<td></td>
<td>Department of Local Government, Sport and Cultural Industries: Accounting Manual</td>
</tr>
</tbody>
</table>
Notes:
Previously delegations 1.14 and 1.24 of the City's 2018/19 register.
2.2.20 Defer payment, grant discounts, waive fees or write off debts

Delegation from Council to CEO

| Head of power to Delegate: | Local Government Act 1995  
| Power that enables a delegation to be made | s.5.42 Delegation of some powers or duties to the CEO  
|  | s.5.43 Limitations on delegations to the CEO  
| Express Power or Duty Delegated: | Local Government Act 1995  
|  | s.6.12 Power to defer, grant discounts, waive or write off debts  
| Delegate: | Chief Executive Officer  
| Function: | This is a precise only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.  
| 1. | Waive a debt which is owed to the City [s.6.12(1)(b)].  
| 2. | Grant a concession in relation to money owed to the City [s.6.12(1)(b)].  
| 3. | Write off an amount of money owed to the City [s.6.12(1)(c)]  
| Council Conditions on this Delegation: |  
| a. | This delegation does not apply to writing off rates or service charges.  
| b. | The power to waive fees or write off money is subject to the amount not exceeding $5,000.  
| c. | The power to waive fees or write off debts relating to infringements is subject to the debt not exceeding $270.  
| d. | The power to waive or write off library fees is subject to the debt not exceeding $50.  
| e. | This delegation is not applicable to writing off or waiving rates or service charges.  
| f. | A debt may only be written off where all necessary measures have been taken to locate/contact the debtor and where costs associated with continued action to recover the debt will outweigh the net value of the debt if recovered by the City.  
| Express Power to Sub-Delegate: | Local Government Act 1995  
|  | s.5.44 CEO may delegate some powers and duties to other employees  
| CEO Conditions on this Sub-Delegation: | Conditions on the original delegation also apply to the sub-delegations.  
|  | The power to waive fees or write off money is subject to the amount not exceeding $2,000.  
|  | The power to waive fees or write off debts relating to infringements is subject to the debt not exceeding $270.  
|  | The power to waive or write off library fees is subject to the debt not exceeding $50.  
|  | The power to waive building and planning fees must be done in accordance with Appendix 20 of the Planning and Building Policy Manual – Refunding and Waiving of Planning and Building Fees.  
|  | This delegation is not applicable to writing off or waiving rates or service charges.  
| Compliance Links: |  
| Notes: | Previously delegation 1.16 of the City’s 2018/19 register.  
|  | Amounts listed above were $1,000 and $250 respectively.  

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2.2.21 Amendment of a rate record

*Delegation from Council to CEO*

| Head of power to Delegate: | Local Government Act 1995  
| s.5.42 Delegation of some powers or duties to the CEO  
| s.5.43 Limitations on delegations to the CEO |

| Express Power or Duty Delegated: | Local Government Act 1995  
| s.6.39(2)(b) Rate record |

| Function:  
This is a précis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | 1. Authority to determine any requirement to amend the rate record for the 5-years preceding the current financial year [s.6.39(2)(b)]. |

| Council Conditions on this Delegation: | a. Delegates must comply with the requirements of s.6.40 of the Act. |

| Express Power to Sub-Delegate: | Local Government Act 1995  
| s.5.44 CEO may delegate some powers and duties to other employees |

| s.6.40 prescribes consequential actions that may be required following a decision to amend the rate record.  
Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. |

Notes:  
Previously delegation 1.18 of the City’s 2018/19 register.
### 2.2.22 Agreement as to payment of rates and service charges

**Delegation from Council to CEO**

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</tbody>
</table>

| Function: |
| This is a précis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |
| 1. Authority to make an agreement with a person for the payment of rates or service charges [s.6.49]. |

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
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<tbody>
<tr>
<td>Subject to Council Policy No. 1.2.12 – Rates and Service Charges.</td>
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**Notes:**

Previously delegation 1.16 of the City’s 2018/19 register.
### Delegation from Council to CEO

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<tbody>
<tr>
<td></td>
<td>s.6.50 Rates or service charges due and payable</td>
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<tr>
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</table>

1. Authority to determine the date on which rates or service charges become due and payable to the City (s.6.50). 

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
<th>Nil.</th>
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<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Local Government Act 1995</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
</tr>
</tbody>
</table>

**Notes:**

Not currently delegated
2.2.24 Recovery of Rates or Service Charges

Delegation from Council to CEO

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<tr>
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</thead>
<tbody>
<tr>
<td></td>
<td>s 6.56 Rates or service charges recoverable in court</td>
</tr>
</tbody>
</table>

| Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | 1. Authority to recover rates or service charges, as well as costs of proceedings for the recovery, in a court of competent jurisdiction [s.6.56(1)]. |

| Council Conditions on this Delegation: | Nil. |

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
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<tr>
<td></td>
<td>s 5.44 CEO may delegate some powers and duties to other employees</td>
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</tbody>
</table>

Notes:
Previously delegation 1.25 in the City’s 2018/19 register.
### 2.2.25 Recovery of Rates Debts – Require Lessee to Pay Rent

**Delegation from Council to CEO**

| Head of power to Delegate: | Local Government Act 1995  
|                           | s.5.42 Delegation of some powers or duties to the CEO  
|                           | s.5.43 Limitations on delegations to the CEO  
| Express Power or Duty Delegated: | Local Government Act 1995  
|                                 | s.6.60 Local Government may require lessee to pay rent  
| **Function:**  
| *This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.* | 1. Authority to give notice to a lessee of land in respect of which there is an unpaid rate or service charge, requiring the lessee to pay its rent to the City [s.6.60(2)].  
|                                                         | 2. Authority to recover the amount of the rate or service charge as a debt from the lessee if rent is not paid in accordance with a notice [s.6.60(4)].  
| **Council Conditions on this Delegation:** | a. Subject to Council Policy No. 12.13 – Collection of Rates and Service Charges.  
| **Express Power to Sub-Delegate:** | Local Government Act 1995  
|                                   | s.5.44 CEO may delegate some powers and duties to other employees  
| **Compliance Links:** | Local Government Act 1995 – refer sections 6.61 and 6.62 and Schedule 6.2 prescribe procedures relevant to exercise of authority under s.6.60.  
|                                      | Council Policy No. 12.12 – Rates and Service Charges.  

**Notes:**
Previously delegation 1.17 of the City’s 2018/19 register.
2.2.26 Recovery of Rates Debts - Actions to Take Possession of the Land

Delegation from Council to CEO

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<tbody>
<tr>
<td>s.6.64(1) &amp; (3) Actions to be taken</td>
<td>s.6.69(2) Right to pay rates, service charges and costs, and stay proceedings</td>
</tr>
<tr>
<td>s.6.71 Power to transfer land to Crown or local government</td>
<td>s.6.74 Power to have land reseized in Crown if rates in arrears 3 years</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Function:</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td></td>
</tr>
</tbody>
</table>

1. Authority to take possession of land and hold the land against a person having an estate or interest in the land where rates or service charges have remained unpaid for at least three years (s.6.64(1)), including:
   i. lease the land, or
   ii. sell the land, or where land is offered for sale and a contract of sale has not been entered into after 12 months:
      I. cause the land to be transferred to the Crown (s.6.71 and s.6.74); or
      II. cause the land to be transferred to the City (s.6.71).
2. Authority to lodge (and withdraw) a caveat to preclude dealings in respect of land where payment of rates or service charges imposed on that land is in arrears (s.6.64(3)).
3. Authority to agree terms and conditions with a person having estate or interest in land and to accept payment of outstanding rates, service charges and costs within 7 days of and prior to the proposed sale (s.6.69(2)).

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. In accordance with s.6.68(3A), this delegation cannot be used where a decision relates to exercising a power of sale without having, within the previous 3 years attempted to recover the outstanding rates / charges through a court under s.6.56, as s.6.68(3A) requires that the reasons why court action has not been pursued must be recorded in Council Minutes.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Compliance Links:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Government Act 1995 – Part 6, Division 6 Subdivision 6 and Schedule 6.3 prescribe procedures relevant to exercise of authority under this delegation.</td>
<td></td>
</tr>
<tr>
<td>Local Government (Financial Management) Regulations 1996 – regulations 72 – 78 prescribe forms and procedures relevant to exercise of authority under this delegation.</td>
<td></td>
</tr>
<tr>
<td>Subject to Council Policy No. 1.2.13 – Collection of Rates and Service Charges</td>
<td></td>
</tr>
</tbody>
</table>
Notes:
Not currently delegated.
2.2.27 Rate Record – Objections

*Delegation from Council to CEO*

| Head of power to Delegate: | Local Government Act 1995  
|                          | s 5.42 Delegation of some powers or duties to the CEO  
|                          | s 5.43 Limitations on delegations to the CEO  
| Express Power or Duty Delegated: |  
|                          | Local Government Act 1995  
|                          | s 6.76 Grounds of objection  
| Function: |  
|            | This is a precise only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.  
|            | 1. Authority to extend the time for a person to make an objection to a rate record [s 6.76(4)]  
|            | 2. Authority to consider an objection to a rate record and either allow it or disallow it, wholly or in part, providing the decision and reasons for the decision in a notice promptly served upon the person whom made the objection [s 6.76(5)].  
| Council Conditions on this Delegation: | Nil  
| Express Power to Sub-Delegate: | Local Government Act 1995  
|                          | s 5.44 CEO may delegate some powers and duties to other employees  

**Compliance Links:** Note – Decisions under this delegation may be referred for review by the State Administration Tribunal.

**Notes:**  
Previously delegation 1.26 of the City’s 2018/19 register.
2.2.28 Power to Invest and Manage Investments

**Delegation from Council to CEO**

| Head of power to Delegate: | Local Government Act 1995:  
|                           | s.5.42 Delegation of some powers or duties to the CEO  
|                           | s.5.43 Limitations on delegations to the CEO |
| Express Power or Duty Delegated: | Local Government Act 1995:  
|                                  | s.6.14 Power to invest  
|                                  | Local Government (Financial Management) Regulations 1996:  
|                                  | r.19 Investments, control procedures for |
| Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | 1. Authority to invest money held in the municipal fund or trust fund that is not, for the time being, required for any other purpose [s.6.14(1)].  
|                     | 2. Authority to establish and document internal control procedures to be followed in the investment and management of investments [FM r.19]. |
| Council Conditions on this Delegation: | a. All investment activity must comply with the Financial Management Regulation 19C and Council Policy 1.2.4 Investments.  
|                                          | b. A report detailing the investment portfolio’s performance, exposures and changes since last reporting, is to be provided as part of the Monthly Financial Reports.  
|                                          | c. Procedures are to be systematically documented and retained in accordance with the Plan, and must include references that enable recognition of statutory requirements and assign responsibility for actions to position titles.  
|                                          | d. Procedures are to be administratively reviewed for continuing compliance and confirmed as ‘fit for purpose’ and subsequently considered by the Audit and Risk Committee at least once each financial year. [Audit r.17] |
| Express Power to Sub-Delegate: | Local Government Act 1995:  
|                              | s.5.44 CEO may delegate some powers and duties to other employees. |
| Compliance Links: | Local Government (Financial Management) Regulations 1996 – refer to r.19C Investment of money, restrictions on (Act s.6.14(2)(a)) |

**Notes:**  
Not currently delegated
2.2.29 Dealing with objections under Part 9 of Local Government Act

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.5.42 Delegation of some powers or duties to the CEO</td>
</tr>
<tr>
<td></td>
<td>s.5.43 Limitations on delegations to the CEO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Section 9.5(2), Section 9.6(5) and 9.9(1)(b)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function:</th>
<th>The Chief Executive Officer is delegated the power to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• receive an objection and grant an extension of time for an objection to be lodged (Section 9.5(2)).</td>
</tr>
<tr>
<td></td>
<td>• give notice in writing of how it has been decided to dispose of the objection and the reasons for disposing of it in that way.</td>
</tr>
<tr>
<td></td>
<td>• determine that there are reasons why the effect of a decision should not be suspended in line with the provisions of the Local Government Act 1995 Section 9.9(1)(b).</td>
</tr>
</tbody>
</table>

| Council Conditions on this Delegation: | This delegation may not be exercised to dispose of an objection to a decision originally made by the CEO. |

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
</tr>
</tbody>
</table>

Notes: Previously 1.21 of the 2018/19 register of delegations.
### 2.2.30 Execution of documents

**Head of power to Delegate:**
- Power that enables a delegation to be made

**Express Power or Duty Delegated:**
- Local Government Act 1995:
  - s.5.42 Delegation of some powers or duties to the CEO
  - s.5.43 Limitations on delegations to the CEO
  - s.9.49A(4) Execution of documents
  - s.9.49A(2) Affixing the common seal

**Function:**
- *This is a précis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.*

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>The Chief Executive Officer is delegated authority to sign documents in relation to the administration of leases, licences, or other land agreements.</td>
</tr>
<tr>
<td>2.</td>
<td>The Chief Executive Officer is delegated authority to sign sponsorship or grant agreements and acquittals where the City's contribution falls within budget or is consistent with a Council resolution.</td>
</tr>
<tr>
<td>3.</td>
<td>The Chief Executive Officer is delegated authority to provide consent and execute documents in relation to any assignment or sublease where there is a request by a lessee operating under a lease agreement.</td>
</tr>
<tr>
<td>4.</td>
<td>The Chief Executive Officer is delegated authority to sign Memorandums of Understanding (MOU) if they satisfy the following conditions:</td>
</tr>
<tr>
<td></td>
<td>a) There is no additional financial contribution in excess of existing budgets required to give effect to the City's obligations under the MOU.</td>
</tr>
<tr>
<td></td>
<td>b) Formalises an existing working relationship between the City and a government agency or department or another local government.</td>
</tr>
<tr>
<td>5.</td>
<td>The Chief Executive Officer is delegated authority to lodge, remove, withdraw, surrender or modify relating to notifications, covenants, easements and caveats under the <em>Transfer of Land Act</em> 1893.</td>
</tr>
<tr>
<td>6.</td>
<td>The Chief Executive Officer is delegated authority to execute easements or deeds of easement under the <em>Land Administration Act</em> 1997 and/or <em>Strata Titles Act</em> 1995.</td>
</tr>
<tr>
<td>7.</td>
<td>Documents required to satisfy conditions of subdivision and/or development approval.</td>
</tr>
<tr>
<td>8.</td>
<td>The Chief Executive Officer is delegated authority to sign Finance Leases, Contracts, Service Level agreements, and any other agreement that does not require the Common Seal of the City.</td>
</tr>
</tbody>
</table>

**Council Conditions on this Delegation:**
- Execution of all documents must be in accordance with Policy 4.1.10 - Execution of Documents.

**Express Power to Sub-Delegate:**

Notes:
- Previously delegation 1.22 of the City's 2018/19 register.
2.2.31 Appointment of Authorised Persons

**Delegation from Council to CEO**

| Head of power to Delegate: | Local Government Act 1995:  
| Delegated: | s.5.42 Delegation of some powers or duties to the CEO  
| Power that enables a delegation to be made | s.5.43 Limitations on delegations to the CEO  

| Express Power or Duty Delegated: | Local Government Act 1995:  
| Function: | s.3.24 Authorising persons under this subdivision [Part 3, Division 3, Subdivision 2 – Certain provisions about land]  
| This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | s.9.10 Appointment of authorised persons  

Authority to appoint persons or classes of persons as authorised persons for the purpose of fulfilling prescribed functions within the Local Government Act 1995 and its subsidiary legislation, including:

- Local Government Act Regulations,
- the Local Government (Miscellaneous Provisions) Act 1980,
- Local Laws made under the Local Government Act [s.3.24 and s.9.10] and
- Any other Act under which a local law can be made.

| Council Conditions on this Delegation: | a. A register of authorised persons is to be maintained as a local government record.  
| Express Power to Sub-Delegate: | b. Only persons who are appropriately qualified and trained may be appointed as authorised persons.  
| Local Government Act 1995 | s.5.44 CEO may delegate some powers and duties to other employees  

Notes:  
Previously 2.1 (part) of the 2018/19 delegations register.
3 Local Laws

Guidance note

Any decision which has the effect of granting, renewing, varying or cancelling a permission or authorisation under a Local Law is a decision that is subject to Part 9, Division 1 of the Local Government Act (objection and appeal rights – see s.9.1) and can be referred to the State Administration Tribunal. Example Local Law decision include approving, refusing, applying a condition, varying an approval or condition or cancelling a permit.

Such decisions are deemed ‘quasi-judicial’ and imply substantial scope for decision outcomes to differ on each occasion that a decision is made. Therefore, as with other legislation, where a discretionary power or duty is assigned in a local law to the ‘Local Government’, the power or duty must be delegated to convey the authority to make decisions.

Note that imposition of a fee or charge where mentioned in a local law cannot be delegated and must be set by Council when adopting its budget under Part 6 of the Local Government Act 1995.

3.1 Administer local laws

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.5.42 Delegation of some powers or duties to the CEO</td>
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<td></td>
<td>s.5.43 Limitations on delegations to the CEO</td>
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</tbody>
</table>

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<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sections 3.18 and 5.42 of the Local Government Act 1995</td>
</tr>
<tr>
<td>All powers under City’s local laws:</td>
</tr>
<tr>
<td>- Dogs Local Law</td>
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<tr>
<td>- Fencing Local Law</td>
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<tr>
<td>- Health Local Law</td>
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<tr>
<td>- Local Government Property Local Law</td>
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<tr>
<td>- Parking &amp; Parking Facilities Local Law</td>
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<tr>
<td>- Meeting Procedures Local Law</td>
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<td>- Trading in Public Places Local Law</td>
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<table>
<thead>
<tr>
<th>Delegate:</th>
<th>Chief Executive Officer</th>
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<table>
<thead>
<tr>
<th>Function:</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</em></td>
</tr>
<tr>
<td>Authority to administer the City’s local laws and to do all other things that are necessary or convenient to be done for, or in connection with, performing the functions of the City under the City’s local laws, including:</td>
</tr>
<tr>
<td>- Permits – forms and information required, issuing, imposing conditions, amending conditions, cancelation, approving transfers, and suspensions;</td>
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<tr>
<td>- All enforcement provisions including issuing notices, issuing infringements, prosecutions for breaches, and carrying out requirements of notices, reinstatements;</td>
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<td>- Recovery of costs incurred by the City;</td>
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<td>- Adding or changing parking restrictions;</td>
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<tr>
<td>- Locking parking stations, and</td>
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<tr>
<td>- Establishment, modification of zones and areas where allowed by local laws and conditions of use.</td>
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</tbody>
</table>

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<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
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<tbody>
<tr>
<td>Parking permits are to be issued in accordance with the City’s policy number 3.9.3</td>
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<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Local Government Act 1995</th>
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<tbody>
<tr>
<td></td>
<td>s.5.44 CEO may delegate some powers and duties to other employees</td>
</tr>
</tbody>
</table>
Notes:
Previously delegations 2.3A, 2.3B, 2.4, and 5.5 (issue license to deposit material on a street) of the City’s 2018/19 register.
4 Delegations made under the Building Act 2011

Guidance note
Decisions under this delegated authority should be either undertaken or informed by a person qualified in accordance with r.5 of the Building Regulations 2012.

The Building Act 2011 refers to a ‘permit authority’, which is the local government in this instance.

4.1 Grant or refuse a Building Permit

Delegation from Council to CEO

| Head of power to Delegate: Power that enables a delegation to be made | Building Act 2011:  
| s.127(1) & (3) Delegation: special permit authorities and local government |
| Express Power or Duty Delegated: | Building Act 2011:  
| s.18 Further Information  
| s.20 Grant of building permit  
| s.22 Further grounds for not granting an application  
| s.27(1) and (3) Impose Conditions on Permit |
| Building Regulations 2012:  
| r.23 Application to extend time during which permit has effect (s.32)  
| r.24 Extension of time during which permit has effect (s.32(3))  
| r.26 Approval of new responsible person (s.35(c)) |

| Function: This is a précis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | 1. Authority to require an applicant to provide any documentation or information required to determine a building permit application (s.18(1)). |
| 2. Authority to grant or refuse to grant a building permit (s.20(1) & (2) and s.22). |
| 3. Authority to impose, vary or revoke conditions on a building permit (s.27(1) and(3)). |
| 4. Authority to determine an application to extend time during which a building permit has effect (r.23).  
| i. Subject to being satisfied that work for which the building permit was granted has not been completed OR the extension is necessary to allow rectification of defects of works for which the permit was granted (r.24(1))  
| ii. Authority to impose any condition on the building permit extension that could have been imposed under s.27 (r.24(2)). |
| 5. Authority to approve, or refuse to approve, an application for a new responsible person for a building permit (r.26). |

| Council Conditions on this Delegation: | Nil. |

| Express Power to Sub-Delegate: | Building Act 2011:  
| s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |

| Compliance Links: | Building Act 2011  
| s.110 Building and demolition permits – application for review |
by SAT
s.23 Time for deciding application for building or demolition permit
s.17 Uncertified application to be considered by building surveyor

Building Regulations 2012 – s.25 Review of decision to refuse to extend time during which permit has effect (s.32(3)) – reviewable by SAT

Building Services (Registration Act) 2011 – Section 7

Home Building Contracts Act 1991 – Part 3A, Division 2 – Part 7, Division 2

Building and Construction Industry Training Levy Act 1990

Heritage of Western Australia Act 1990

Notes:
Previously delegation 5.1 of the City's 2018/19 register.
## 4.2 Demolition permits

*Delegation from Council to CEO*

| Head of power to Delegated: | **Building Act 2011:**  
  s.127(1) & (3) Delegation: special permit authorities and local government |
|-----------------------------|----------------------------------------------------------------------------------|
| **Power that enables a delegation to be made:** | **Building Act 2011:**  
  s.18 Further Information  
  s.21 Grant of demolition permit  
  s.22 Further grounds for not granting an application  
  s.27(1) and (3) Impose Conditions on Permit  

| Building Regulations 2012  
  r.23 Application to extend time during which permit has effect (s.32)  
  r.24 Extension of time during which permit has effect (s.32(3))  
  r.26 Approval of new responsible person (s.35(e)) |

| **Express Power or Duty Delegated:** | **Function:**  
  *This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.*  
  1. Authority to require an applicant to provide any documentation or information required to determine a demolition permit application (s.18(1)).  
  2. Authority to grant or refuse to grant a demolition permit on the basis that all s.21(1) requirements have been satisfied (s.20(1) & (2) and s.22).  
  3. Authority to impose, vary or revoke conditions on a demolition permit (s.27(1) and (3)).  
  4. Authority to determine an application to extend time during which a demolition permit has effect (r.23)  
    i. Subject to being satisfied that work for which the demolition permit was granted has not been completed OR the extension is necessary to allow rectification of defects of works for which the permit was granted (r.24(1)).  
    ii. Authority to impose any condition on the demolition permit extension that could have been imposed under s.27 (r.24(2)).  
  5. Authority to approve, or refuse to approve, an application for a new responsible person for a demolition permit (r.26).  

| **Council Conditions on this Delegation:** | **a.** The Chief Executive Officer is delegated authority to grant or refuse a Demolition Permit other than for buildings classified by the National Trust and Council’s Heritage Register, pursuant to the Building Act 2011, Sections 21, 22. |

| **Express Power to Sub-Delegate:** | **Building Act 2011:**  
  s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |

| **Compliance Links:** | **Building Act 2011:**  
  s.119 Building and demolition permits – application for review by SAT  
  s.23 Time for deciding application for building or demolition permit |

*Building Services (Complaint Resolution and Administration) Act 2011*
Notes:
Previously delegation 5.3 of the City's 2018/19 register.
### 4.3 Occupancy Permits or Building Approval Certificates

*Delegation from Council to CEO*

| Head of power to Delegate: | Building Act 2011:  
<table>
<thead>
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<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.127(1) &amp; (3) Delegation: special permit authorities and local government</td>
</tr>
</tbody>
</table>

| Express Power or Duty Delegated: | Building Act 2011:  
|---|---|
| | s.55 Further information  
s.62(1) and (3) Conditions imposed by permit authority  
s.65(4) Extension of period of duration  
Building Regulations 2012  
r.40 Extension of period of duration of time limited occupancy permit or building approval certificate (s.65) |

| Function:  
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |  
|---|---|
| 1. Authority to require an applicant to provide any documentation or information required in order to determine an application [s.55].  
2. Authority to grant, refuse to grant or to modify an occupancy permit or building approval certificate [s.58].  
3. Authority to impose, add, vary or revoke conditions on an occupancy permit [s.62(1) and (3)].  
4. Authority to extend, or refuse to extend, the period in which an occupancy permit or modification or building approval certificate has effect [s.65(4) and r.40]. |

| Council Conditions on this Delegation: | Nil. |

| Express Power to Sub-Delegate: | Building Act 2011:  
<table>
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<tr>
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<tbody>
<tr>
<td></td>
<td>s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)</td>
</tr>
</tbody>
</table>

| Compliance Links: | Building Act 2011  
s.59 Time for granting occupancy permit or building approval certificate  
s.60 Notice of decision not to grant occupancy permit or grant building approval certificate  
s.121 Occupancy permits and building approval certificates – application for review by SAT  
Building Services (Complaint Resolution and Administration) Act 2011  
- Part 7, Division 2  
Building and Construction Industry Training Levy Act 1990  
Heritage of Western Australia Act 1990 |

Notes:  
Previously delegation 5.2 of the City’s 2018/19 register.
4.4 Building Orders

Delegation from Council to CEO

| Head of power to Delegate: | Building Act 2011:
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.127(1) &amp; (3) Delegation: special permit authorities and local government</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Building Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.110(1) A permit authority may make a building order</td>
</tr>
<tr>
<td></td>
<td>s.111(1) Notice of proposed building order other than building order (emergency)</td>
</tr>
<tr>
<td></td>
<td>s.117(1) and (2) A permit authority may revoke a building order or notify that it remains in effect</td>
</tr>
<tr>
<td></td>
<td>s.118(2) and (3) Permit authority may give effect to building order if non-compliance</td>
</tr>
<tr>
<td></td>
<td>s.133(1) A permit authority may commence a prosecution for an offence against this Act</td>
</tr>
</tbody>
</table>

**Function:**
This is a precise only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.

1. Authority to make Building Orders in relation to:
   a. Building work
   b. Demolition work
   c. An existing building or incidental structure [s.110(1)].
2. Authority to give notice of a proposed building order and consider submissions received in response and determine actions [s.111(1)(c)].
3. Authority to revoke a building order [s.117].
4. If there is non-compliance with a building order, authority to cause an authorised person to:
   a. take any action specified in the order; or
   b. commence or complete any work specified in the order; or
   c. if any specified action was required by the order to cease, to take such steps as are reasonable to cause the action to cease [s.118(2)].
5. Authority to take court action to recover as a debt, reasonable costs and expense incurred in doing anything in regard to non-compliance with a building order [s.118(3)].
6. Authority to initiate a prosecution pursuant to section 133(1) for non-compliance with a building order made pursuant to section 110 of the Building Act 2011.

**Council Conditions on this Delegation:**

| a. Subject to Sub-Section 112(2)(b) being conditional as follows; “The Order to demolish, dismantle or remove a building or incidental structure that has been, or is being, built or occupied in suspected contravention of a provision of the Building Act 2011, SHALL only be issued where the building is assessed to be in a state that is dangerous and which cannot be easily rectified”. |

**Express Power to Sub-Delegate:**

<table>
<thead>
<tr>
<th>Building Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.127(8A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)</td>
</tr>
</tbody>
</table>

**Compliance Links:**

<table>
<thead>
<tr>
<th>Building Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 111 Notice of proposed building order other than building order (emergency)</td>
</tr>
</tbody>
</table>
Section 112 Content of building order
Section 113 Limitation on effect of building order
Section 114 Service of building order
Part 9 Review – s.122 Building orders – application for review by SAT

Notes:
Previously delegation 5.4 of the City's 2018/19 register.
### 4.5 Inspection and Copies of Building Records

*Delegation from Council to CEO*

<table>
<thead>
<tr>
<th>Head of power to Delegates:</th>
<th>Building Act 2011: s.127(1) &amp; (3) Delegation: special permit authorities and local government</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td></td>
</tr>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Building Act 2011: s.131(2) Inspection, copies of building records</td>
</tr>
<tr>
<td>Function:</td>
<td>Authority to determine an application from an interested person to inspect and copy a building record (s.131(2)).</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td></td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td>Building Act 2011: s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)</td>
</tr>
<tr>
<td>Compliance Links:</td>
<td>Building Act 2011 - s.146 Confidentiality</td>
</tr>
</tbody>
</table>

**Notes:**

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### 4.6 Referrals and Issuing Certificates

**Delegation from Council to CEO**

| Head of power to Delegate: **Power that enables a delegation to be made** | Building Act 2011:  
  s.127(1) & (3) Delegation: special permit authorities and local government |
|---|---|
| **Express Power or Duty Delegated:** | Building Act 2011:  
  s.145A Local Government functions |
| **Delegate:** | Chief Executive Officer |
| **Function:**  
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |  
1. Authority to refer uncertified applications under s.17(1) to a building surveyor who is not employed by the local government [s.145A(1)].  
2. Authority to issue a certificate for Design Compliance, Construction Compliance or Building Compliance whether or not the land subject of the application is located in the City’s District [s.145A(2)]. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | Building Act 2011:  
  s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |

**Notes:**  
Not currently delegated.
4.7 Private Pool Barrier – Alternative and Performance Solutions

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Building Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.127(1) &amp; (3) Delegation: special permit authorities and local government</td>
</tr>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Building Regulations 2012:</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>r.51 Approvals by permit authority</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function:</th>
</tr>
</thead>
<tbody>
<tr>
<td>This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
</tr>
<tr>
<td>1. Authority to approve requirements alternative to a fence, wall, gate or other component included in the barrier, if satisfied that the alternative requirements will restrict access by young children as effectively as if there were compliance with AS 1926.1 [r.51(2)]</td>
</tr>
<tr>
<td>2. Authority to approve a door for the purposes of compliance with AS 1926.1, where a fence or barrier would cause significant structural or other problem which is beyond the control of the owner / occupier or the pool is totally enclosed by a building or a fence or barrier between the building and pool would create a significant access problem for a person with a disability [r.51(3)]</td>
</tr>
<tr>
<td>3. Authority to approve a performance solution to a Building Code pool barrier requirement if satisfied that the performance solution complies with the relevant performance requirement [r.51(5)].</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nil</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Act 2011:</td>
</tr>
<tr>
<td>s.127(8A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO)</td>
</tr>
</tbody>
</table>

Notes:

Not currently delegated
4.8 Smoke Alarms – Alternative Solutions

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Building Act 2011: s. 127(1) &amp; (3) Delegation: special permit authorities and local government</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>Building Regulations 2012: r.55 Terms Used (alternative building solution approval) r.61 Local Government approval of battery powered smoke alarms</td>
</tr>
<tr>
<td>Express Power or Duty Delegated:</td>
<td></td>
</tr>
</tbody>
</table>
| Function: | 1. Authority to approve alternative building solutions which meet the performance requirement of the Building Code relating to fire detection and early warning [r.55].  
2. Authority to approve or refuse to approve a battery powered smoke alarm and to determine the form of an application for such approval [r.61]. |
| Council Conditions on this Delegation: | Nil. |
| Express Power to Sub-Delegate: | Building Act 2011: s. 127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |

Notes:
Not currently delegated
### 4.9 Designate employees as Authorised Persons

_Delegation from Council to CEO_

| Head of power to Delegate: | Building Act 2011:  
|                           | s.127(1) & (3) Delegation: special permit authorities and local government |
| Express Power or Duty Delegated: | Building Act 2011:  
|                               | s.96(3) authorised persons  
|                               | s.99(3) Limitation on powers of authorised person |
| **Function:** |  
| **This is a precis only:** Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |  
| 1. Authority to designate an employee as an authorised person [s.96(3)]. |  
| 2. Authority to revoke or vary a condition of designation as an authorised person or give written notice to an authorised person limiting powers that may be exercised by that person [s.99(3)]. |
| **Council Conditions on this Delegation:** |  
| a. Decisions under this delegated authority should be in accordance with r.5 of the Building Regulations 2012. |  
| **Express Power to Sub-Delegate:** | Building Act 2011:  
|                              | s.127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |

| Compliance Links: | Building Act 2011:  
|                  | s.97 requires each person designated as an authorised person must have an identity card.  
|                  | r.5A Authorised persons (s.3) – definition |

**Notes:**  
*Not currently delegated.*
5 Delegations made under the *Fines, Penalties, and Infringement Notices Enforcement Act 1984*

### 5.1 Designate employees as Authorised Persons

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Power that enables a delegation to be made</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Express Power or Duty Delegated:</strong></td>
<td>Section 13(2) of the Fines, Penalties and Infringement Notices Enforcement Act 1994</td>
</tr>
<tr>
<td><strong>Function:</strong></td>
<td>Appointment of officers as Prosecution Officers for the purposes of the Fines, Penalties and Infringement Notices Enforcement Act 1994, Section 13(2).</td>
</tr>
<tr>
<td><strong>Council Conditions on this Delegation:</strong></td>
<td>Nil.</td>
</tr>
<tr>
<td><strong>Express Power to Sub-Delegate:</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

This is not in the WALGA model, but previously 2.2 in the City’s 20/18/19 register, and was a list of persons authorised as designated persons under the PER Act. This delegation is to the CEO to appoint those persons on the City’s behalf.
6 Delegations made under the *Strata Titles Act 1985*

### 6.1 Granting of a Certificate – Form 26

*Delegation from Council to CEO*

| Head of power to Delegate: | Local Government Act 1995  
| s.5.42 Delegation of some powers or duties to the CEO  
| s.5.43 Limitations on delegations to the CEO |

| Express Power or Duty Delegated: | Strata Titles Act 1985  
| Section 25 Certificate of Commission |

| Function:  
| This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |

| | Issue prescribed Strata Title Local Government Certificate Form 26 Certificate of Approval under the *Strata Titles Act 1985*, Section 25.  
| | Power to determine applications for the issuing of a certificate of approval under the *Strata Titles Act 1985*, Section 25 for a plan of subdivision, re-subdivision or consolidation, except those applications that:  
| (a) | propose the creation of a vacant lot;  
| (b) | proposed vacant air strata’s in multi-tiered strata scheme developments;  
| (c) | in the opinion of the WAPC as notified to the relevant local government in writing, or in the opinion of the relevant local government as notified to the WAPC in writing, relating to:  
| (i) | a type of development, and/or  
| (ii) | land within an area,  
| | which is of state or regional significance, or in respect of which the WAPC has determined is otherwise in the public interest for the WAPC to determine the application. |

| Council Conditions on this Delegation: |

| Express Power to Sub-Delegate: | Local Government Act 1995  
| s.5.44 CEO may delegate some powers and duties to other employees |

Notes:  
This is not in the WALGA model but was previously delegation 5.6 of the City’s 2018/19 register.
7 Delegations made under the *Bush Fires Act 1954*

Section 48 of the *Bush Fires Act 1954* provides that:

48. **Delegation by local governments**
   
   (1) A local government may, in writing, delegate to its chief executive officer the performance of any of its functions under this Act.
   
   (2) Performance by the chief executive officer of a local government of a function delegated under subsection (1) —
      
      (a) is taken to be in accordance with the terms of a delegation under this section, unless the contrary is shown; and
      
      (b) is to be treated as performance by the local government.
   
   (3) A delegation under this section does not include the power to subdelegate.
   
   (4) Nothing in this section is to be read as limiting the ability of a local government to act through its council, members of staff or agents in the normal course of business.

Section 59 provides that a local government may delegate to its CEO, bush fire control officer, or other officer to prosecute for offences under the Act:

59. **Prosecution of offences**
   
   (1) A person authorised by the Minister, a person employed in the Department for the purposes of this Act, an authorised CALM Act officer, a member of the Police Force, or a local government, may institute and carry on proceedings against a person for an offence alleged to be committed against this Act.
   
   (2) The person instituting and carrying on the proceedings shall be reimbursed out of the funds of the local government within whose district the alleged offence is committed, all costs and expenses which he may incur or be put to in or about the proceedings.
   
   (3) A local government may, by written instrument of delegation, delegate authority generally, or in any class of case, or in any particular case, to its bush fire control officer, or other officer, to consider allegations of offences alleged to have been committed against this Act in the district of the local government and, if the delegate thinks fit, to institute and carry on proceedings in the name of the local government against any person alleged to have committed any of those offences in the district, and may pay out of its funds any costs and expenses incurred in or about the proceedings.
   
   (4) A local government may by written instrument cancel, or from time to time vary, any instrument of delegation conferred under subsection (3).
   
   (5) Notwithstanding that a local government has under subsection (3) conferred authority on a delegate, the local government is not precluded from exercising but may itself exercise the authority.

7.1 *Bush Fires Act 1954 – powers and duties*

_Council to CEO_

<table>
<thead>
<tr>
<th>Express Power to Delegate: Power that enables a delegation to be made</th>
<th><em>Bush Fires Act 1954:</em> S48 Delegation by local governments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>All powers, duties and functions under the <em>Bush Fires Act 1954.</em></td>
</tr>
<tr>
<td>Function: This is a power only. Delegates must act with full understanding of the</td>
<td>The Chief Executive Officer is delegated the power to perform all powers, duties and functions of a Local Government under the <em>Bush Fires Act 1954,</em> including the appointment of a Bush Fire Control Officers and all authorised persons under the Act and Regulations.</td>
</tr>
</tbody>
</table>
**Council Conditions on this Delegation:**
Decisions under s17(7) (variation of prohibited burnt times) must be undertaken jointly by both the Mayor and the Chief Bush Fire Control Officer and must comply with the procedural requirements of s 17(7B) and (8).
Excludes powers and duties that are prescribed in the Act with the requirement for a resolution by the local government.

**Head of power to Sub-Delegtee:**
Nil – subdelegation is prohibited under s48(3) of the Bush Fires Act.

---

**Notes:**
Previously delegation 3.3 of the City’s 2018/19 register.

**Council to other officers**
Note that some sections of the Bush Fires Act allow a council to directly delegate power to an employee.

| Delegator: Power / Duty assigned in legislation to | Local Government |
| Head of power to Delegate: Power that enables a delegation to be made | Bush Fires Act 1954 S59A(3) - Prosecution for offences under the Act |
| Express Power or Duty Delegated: | S59A - Prosecution for offences under the Act |
| Delegate: | Manager Community Safety |
| Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | The power to issue infringement notices, pursuant to Section 59A under the Bush Fires Act 1954 is delegated to:  
  - Manager Community Safety  
  - Coordinator Ranger and Parking Services  
  - All Rangers |
| Council Conditions on this Delegation: | Nil.  
Note: s59A(3) and Bush Fires (Infringements) Regulations 1978, Reg 4(a) provide that only the Mayor or the Chief Executive Officer may withdraw an infringement notice issued under the Bush Fires Act. |
| Express Power to Sub-Delegtee: | Nil. |
8 Delegations made under the Cat Act 2011

Section 44 of the Cat Act 2011 operates in a similar manner to the delegation provisions of the Local Government Act:

44. Delegation by local government
(1) The local government may delegate to its CEO the exercise of any of its powers or the discharge of any of its duties under another provision of this Act.
(2) A delegation under this section is to be in writing and may be general or as otherwise provided in the instrument of delegation.
(3) A decision to delegate under this section is to be made by an absolute majority.

45. Delegation by CEO of local government
(1) A CEO may delegate to any employee of the local government the exercise of any of the CEO's powers or the discharge of any of the CEO’s duties under another provision of this Act.
(2) A delegation under this section is to be in writing and may be general or as otherwise provided in the instrument of delegation.
(3) This section extends to a power or duty the exercise or discharge of which has been delegated by a local government to the CEO under section 44, but in the case of such a power or duty —
   (a) the CEO’s power under this section to delegate the exercise of that power or the discharge of that duty; and
   (b) the exercise of that power or the discharge of that duty by the CEO’s delegate, are subject to any conditions imposed by the local government on its delegation to the CEO.
(4) Subsection (3)(a) does not limit the CEO's power to impose conditions or further conditions on a delegation under this section.
(5) In subsections (3) and (4) —
   conditions includes qualifications, limitations or exceptions
(6) A power or duty under section 63, 64 or 65 cannot be delegated to an authorised person.

46. Other matters relevant to delegations under this Division
(1) Without limiting the application of the Interpretation Act 1984 sections 58 and 59 —
   (a) a delegation made under this Division has effect for the period of time specified in the delegation or where no period has been specified, indefinitely, and
   (b) any decision to amend or revoke a delegation by a local government under this Division is to be by an absolute majority.
(2) Nothing in this Division is to be read as preventing —
   (a) a local government from performing any of its functions by acting through a person other than the CEO; or
   (b) a CEO from performing any of his or her functions by acting through another person.

47. Register of, and review of, delegations
(1) The CEO of a local government is to keep a register of the delegations made under this Division to the CEO and to employees of the local government.
(2) At least once every financial year, delegations made under this Division are to be reviewed by the delegator.
(3) A person to whom a power or duty is delegated under this Division is to keep records in accordance with regulations in relation to the exercise of the power or the discharge of the duty.
8.1.1 Cat Registrations

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegates:</th>
<th>Cat Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.44 Delegation by local government</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Cat Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.9 Registration</td>
<td>s.9(1)</td>
</tr>
<tr>
<td>s.10 Cancellation of registration</td>
<td>s.9(2)</td>
</tr>
<tr>
<td>s.11 Registration numbers, certificates and tags</td>
<td>s.9(3)</td>
</tr>
</tbody>
</table>

| Cat Regulations 2012 | Schedule 3, cl 1(4) Fees Payable |

| Function: |
| This is a precise only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |
| 1. Authority to grant, or refuse to grant, a cat registration or renewal of a cat registration [s 9(1)]. |
| 2. Authority to refuse to consider an application for registration or renewal where an applicant does not comply with a requirement to give any document or information required to determine the application [s 9(6)]. |
| 3. Authority to cancel a cat registration [s.10] |
| 4. Authority to give the cat owner a new registration certificate or tag, if satisfied that the original has been stolen, lost, damaged or destroyed [s.11(2)]. |
| 5. Authority to reduce or waive a registration or approval to breed fee, in respect of any individual cat or any class of cats within the City’s District (Regs. Sch. 3 cl 1(4)). |

| Council Conditions on this Delegation: |
| a. Notices of decisions must include advice as to Objection and Review rights in accordance with Part 4, Division 5 of the Cat Act 2011. |

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Cat Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.45 Delegation by CEO of local government</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Compliance Links:</th>
<th>Cat Regulations 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>r.11 Application for registration (s.8(2)), prescribes the Form of applications for registration.</td>
<td></td>
</tr>
<tr>
<td>r.12 Period of registration (s.9(7))</td>
<td></td>
</tr>
<tr>
<td>r.11 Changes in registration</td>
<td></td>
</tr>
<tr>
<td>r.14 Registration certificate (s.11(1)(b))</td>
<td></td>
</tr>
<tr>
<td>r.15 Registration tags (s.76(2))</td>
<td></td>
</tr>
</tbody>
</table>

| Decisions are subject to Objection and Review by the State Administration Tribunal rights – refer Part 4, Division 5 of the Cat Act 2011. |

Notes:
Previously delegation 3.1 of the City’s 2018/19 register
8.1.2 Cat control notices

Delegation from Council to CEO

| Head of power to Delegate: | Cat Act 2011:  
<table>
<thead>
<tr>
<th></th>
<th>s.44 Delegation by local government</th>
</tr>
</thead>
</table>
| Express Power or Duty Delegated: | Cat Act 2011:  
|                               | s.26 Cat control notice may be given to cat owner |
| Function:  
| This is a precise only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | 1. Authority to give a cat control notice to a person who is the owner of a cat ordinarily kept within the City's District [s.26]. |
| Council Conditions on this Delegation: | Nil. |
| Express Power to Sub-Delegate: | Cat Act 2011:  
|                                | s.45 Delegation by CEO of local government |

Compliance Links:  
Cat Regulations 2012 – r.20 Cat control notice [s.23(3)], prescribes the Form of the notice.

Notes:  
Previously delegation 3.1 of the City's 2018/19 register.
### 8.1.3 Approval to breed cats

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegate: Power that enables a delegation to be made</th>
<th>Cat Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.44 Delegation by local government</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Cat Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.37 Approval to Breed Cats</td>
</tr>
<tr>
<td></td>
<td>s.38 Cancellation of approval to breed cats</td>
</tr>
<tr>
<td></td>
<td>s.39 Certificate to be given to approved cat breeder</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Authority to grant or refuse to grant approval or renew an approval to breed cats [s.37(1) and (2)].</td>
</tr>
<tr>
<td>2. Authority to refuse to consider an application for registration or renewal where an applicant does not comply with a requirement to give any document or information required to determine the application [s.37(4)].</td>
</tr>
<tr>
<td>3. Authority to cancel an approval to breed cats [s.38].</td>
</tr>
<tr>
<td>4. Authority to give an approved breeder a new certificate or tag, if satisfied that the original has been stolen, lost, damaged or destroyed [s.39(2)].</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation: Notices of decisions must include advice as to Objection and Review rights in accordance with Part 4, Division 5 of the Cat Act 2011.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Cat Act 2011:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.45 Delegation by CEO of local government</td>
</tr>
</tbody>
</table>

| Compliance Links: Cat Regulations 2012: |
|---|---|
| r.21 Application for approval to breed cats (s.36(2)) |
| r.22 Other circumstances leading to refusal of approval to breed cats (s.37(2)(f)) |
| r.23 Person who not be refused approval to breed cats (s.37(5)) |
| r.24 Duration of approval to breed cats (s.37(6)) |
| r.25 Certificate given to approved cat breeder (s.39(1)) |

**Notes:**

Previously delegation 3.1 of the City’s 2018/19 register
8.1.4 Recovery of Costs – Destruction of Cats

*Delegation from Council to CEO*

| Head of power to Delegate: | Cat Act 2011:  
<table>
<thead>
<tr>
<th></th>
<th>s.44 Delegation by local government</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td></td>
</tr>
</tbody>
</table>

| Express Power or Duty Delegated: | Cat Act 2011:  
<table>
<thead>
<tr>
<th></th>
<th>s.49(3) Authorised person may cause cat to be destroyed</th>
</tr>
</thead>
</table>
| Function:  
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | 1. Authority to recover the amount of the costs associated with the destruction and the disposal of a cat [s.49(3)]. |

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
<th>Nil.</th>
</tr>
</thead>
</table>

| Express Power to Sub-Delegate: | Cat Act 2011:  
<table>
<thead>
<tr>
<th></th>
<th>s.45 Delegation by CEO of local government</th>
</tr>
</thead>
</table>

Notes:
Previously delegation 3.1 of the City’s 2018/19 register
8.1.5 Applications to keep additional cats

Delegation from Council to CEO

| Head of power to Delegate: | Cat Act 2011:  
<table>
<thead>
<tr>
<th></th>
<th>s.44 Delegation by local government</th>
</tr>
</thead>
</table>
| Express Power or Duty Delegated: | Cat (Uniform Local Provisions) Regulations 2013:  
|                           | r.8 Application to keep additional number of cats  
|                           | r.9 Grant of approval to keep additional number of cats |

**Function:**
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.

1. Authority to require any document or additional information required to determine an application [r.8(3)]
2. Authority to refuse to consider an application if the applicant does not comply with a requirement to provide any document or information required to determine an application [r.8(4)].
2. Authority to grant or refuse approval for additional number of cats specified in an application to be kept at the prescribed premises and to determine any condition reasonably necessary to ensure premises are suitable for the additional number of cats [r.9].

**Council Conditions on this Delegation:**
a. Notices of decisions must include advice as to Review rights in accordance with r.11 of the Cat (Uniform Local Provisions) Regulations 2013.

**Express Power to Sub-Delegate:**
Cat Act 2011:  
|                           | s.45 Delegation by CEO of local government |

**Notes:**
Previously delegation 3.16 of the City’s 2018/19 register.
8.1.6 Reduce or Waive Cat Registration Fee

*Council to CEO*

| Head of power to Delegate: | *Cat Act 2011*  
| s.44 Delegation by local government |
| Express Power or Duty Delegated: | *Cat Regulations 2012*  
| Schedule 3 Fees clause 1(4) |
| Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | 1. Authority to reduce or waive a fee payable under Schedule 3 clauses (2) or (3) in respect to any individual cat. |
| Council Conditions on this Delegation: | a. This delegation does NOT provide authority to determine to reduce or waive the fees payable in regard to any class of cats within the District. This matter requires a Council decision in accordance with s.6.16, 6.17 and 6.18 of the Local Government Act 1995. |
| Express Power to Sub-Delegate: | *Cat Act 2011*  
| s.45 Delegation by CEO of local government |

Notes:
Previously delegation 3.1 of the City’s 2018/19 register
8.1.7 Appointment of authorised persons

*Delegation from Council to CEO*

<table>
<thead>
<tr>
<th>Head of power to Delegate: Power that enables a delegation to be made</th>
<th>Cat Act 2011: s.44 Delegation by local government</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Cat Act 2011: s.48 Authorised persons</td>
</tr>
<tr>
<td>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. Authority to appoint authorised persons by issuing a certificate of authorisation [s.48].</td>
<td></td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>Nil.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td>Cat Act 2011: s.45 Delegation by CEO of local government</td>
</tr>
</tbody>
</table>

Notes:
Previously delegation 3.1 of the City's 2018/19 register
9 Delegations made under the Dog Act 1974

Section 10AA of the Dog Act 1976 provides that:

10AA. Delegation of local government powers and duties
(1) A local government may, by absolute majority as defined in the Local Government Act 1995 section 1.4, delegate to its chief executive officer any power or duty of the local government under another provision of this Act.
(2) The delegation must be in writing
(3) The delegation may expressly authorise the delegate to further delegate the power or duty.
(4) A local government's chief executive officer who is exercising or performing a power or duty that has been delegated as authorised under this section, is to be taken to do so in accordance with the terms of the delegation unless the contrary is shown.
(5) Nothing in this section limits the ability of a local government's chief executive officer to perform a function through an officer or agent.

10AB. Register of, and review of, delegations
(1) The chief executive officer of a local government is to keep a register of —
   (a) delegations made under section 10AA(1); and
   (b) further delegations made under the authority of a delegation made under section 10AA(1).
(2) At least once every financial year —
   (a) delegations made under section 10AA(1); and
   (b) further delegations made under the authority of a delegation made under section 10AA(1),
   are to be reviewed by the delegator.

The only restrictions on what can be delegated are those that require an absolute majority decision by council under s1.4 of the Local Government Act 1995. These are:

- Under s31 in relation to areas where dogs are prohibited:
  (2B) A local government may, by absolute majority as defined in the Local Government Act 1995 section 1.4, specify a public place, or a class of public place, that is under the care, control or management of the local government to be a place where dogs are prohibited —
   (a) at all times; or
   (b) at specified times.

- And designation of dog exercise areas under s31(3A):
  (3A) A local government may, by absolute majority as defined in the Local Government Act 1995 section 1.4, specify a public place, or a class of public place, that is under the care, control or management of the local government to be a dog exercise area.
9.1 Refuse or cancel registration of a dog

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Dog Act 1976: s.10AA Delegation of local government powers and duties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Dog Act 1976:</td>
</tr>
<tr>
<td></td>
<td>s.15(2) and (4A) Registration periods and fees</td>
</tr>
<tr>
<td></td>
<td>s.16(3) Registration procedure</td>
</tr>
<tr>
<td></td>
<td>s.17A(2) If no application for registration made</td>
</tr>
<tr>
<td></td>
<td>s.17(4) and (6) Refusal or cancellation of registration</td>
</tr>
<tr>
<td>Function:</td>
<td>This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
</tr>
<tr>
<td>1. Authority to determine to refuse a dog registration and refund the fee, if any [s.16(2)].</td>
<td></td>
</tr>
<tr>
<td>2. Authority to direct the registration officer to refuse to effect or renew or to cancel the registration of a dog, and to give notice of such decisions, where:</td>
<td></td>
</tr>
<tr>
<td>i. the applicant, owner or registered owner has been convicted of an offence or paid a modified penalty within the past 3 years in respect of 2 or more offences against this Act, the Cat Act 2011 or the Animal Welfare Act 2002;</td>
<td></td>
</tr>
<tr>
<td>ii. the dog is determined to be destructive, unduly mischievous or to be suffering from a contagious or infectious disease or</td>
<td></td>
</tr>
<tr>
<td>iii. the delegate is not satisfied that the dog is or will be effectively confined in or at premises where the dog is ordinarily kept</td>
<td></td>
</tr>
<tr>
<td>iv. the dog is required to be microchipped but is not microchipped; or</td>
<td></td>
</tr>
<tr>
<td>v. the dog is a dangerous dog [s.16(3) and s.17A(2)].</td>
<td></td>
</tr>
<tr>
<td>3. Authority to discount or waive a registration fee, including a concessional fee, for any individual dog or any class of dogs within the City’s district [s.15(4A)].</td>
<td></td>
</tr>
<tr>
<td>4. Authority to apply to a Justice of the Peace for an order to seize a dog where, following a decision to refuse or cancel a registration and the applicant/owner has not applied to the State Administration Tribunal for the decision to be reviewed [s.17(4)].</td>
<td></td>
</tr>
<tr>
<td>i. Authority, following seizure, to determine to cause the dog to be detained or destroyed or otherwise disposed of as though it had been found in contravention of section 31, 32 or 33A and had not been claimed [s.17(6)].</td>
<td></td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td>Dog Act 1976: s.10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation).</td>
</tr>
<tr>
<td>Compliance Links:</td>
<td>Dog Act 1976 s.17A If no application for registration made – procedure for</td>
</tr>
</tbody>
</table>

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| Item 8.5- Attachment 1 | Page 749 |

---

**Notes:**

Previously delegation 3.5B (part) of the City's 2018/19 register.

---

**giving notice of decision under s 16(3)**

Note – Decisions under this delegation may be referred for review by the State Administration Tribunal – s 16A, s 17(4) and (6)
## 9.2 Recovery of moneys due under the Dog Act

*Delegation from Council to CEO*

| Head of power to Delegated: | *Dog Act 1976:*
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Power that enables a delegation to be made</strong></td>
<td>s.10AA Delegation of local government powers and duties</td>
</tr>
</tbody>
</table>

| Express Power or Duty Delegated: | *Dog Act 1976:*
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Power to seize dogs</strong></td>
<td>s.29(5) Power to seize dogs</td>
</tr>
</tbody>
</table>

**Function:**
*This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.*

Authority to recover moneys, in a court of competent jurisdiction, due in relation to a dog for which the owner is liable (s.29(5)).

**Council Conditions on this Delegation:**

The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.

**Express Power to Sub-Delegate:**
*Dog Act 1976:*

s.10AA(3) Delegation of local government powers and duties

*(NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)*

**Compliance Links:**
Includes recovery of expenses relevant to:

- s.30A(3) Operator of dog management facility may have dog microchipped at owner’s expense
- s.33M Local government expenses to be recoverable.
- s.47 Veterinary service expenses recoverable from local government.
- r.31 Local government expenses as to dangerous dogs (declared)

**Notes:**
*Not currently delegated*
### 9.3 Dispose of or sell dogs liable to be destroyed

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegated:</th>
<th><strong>Dog Act 1976:</strong> s.10AA Delegation of local government powers and duties</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Express Power or Duty Delegated:</strong></td>
<td><strong>Dog Act 1976:</strong> s.29(11) Power to seize dogs Authority to sub-delegate this power under s10AA(3)</td>
</tr>
<tr>
<td><strong>Function:</strong> This is a precis only Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td>1. Authority to dispose of or sell a dog which is liable to be destroyed [s 29(11)].</td>
</tr>
<tr>
<td><strong>Council Conditions on this Delegation:</strong></td>
<td>Nil.</td>
</tr>
<tr>
<td><strong>Express Power to Sub-Delegate:</strong></td>
<td><strong>Dog Act 1976:</strong> s.10AA(3) Delegation of local government powers and duties</td>
</tr>
</tbody>
</table>

**Notes:**
*Not currently delegated*
### 9.4 Declare dangerous dog

*Delegation from Council to CEO*

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Dog Act 1976: s.10AA Delegation of local government powers and duties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Dog Act 1976: s.33E(1) Individual dog may be declared to be dangerous dog (declared)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td>Authority to declare an individual dog to be a dangerous dog [s.33E(1)]. Authority to sub-delegate this power under s10AA(3).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
<th>The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Dog Act 1976: s.10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Compliance Links:</th>
<th>Decisions under this delegation may be referred for review by the State Administration Tribunal</th>
</tr>
</thead>
</table>

**Notes:**
Section 33E also provides that this power may be exercised by an Authorised Person. If the Local Government has appointed an Authorised Person for this purpose (specified in the Certificate of Authorisation for the purposes of s.33E), then this Delegation is not required.

**Not currently delegated.**
9.5 Dangerous dog declared or seized – deal with objections and determine when to revoke

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Dog Act 1976:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.10AA Delegation of local government powers and duties</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Dog Act 1976:</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.33F(6) Owners to be notified of making of declaration</td>
<td></td>
</tr>
<tr>
<td>s.33G(4) Seizure and destruction</td>
<td></td>
</tr>
<tr>
<td>s.33H(1), (2) and (5) Local government may revoke declaration or proposal to destroy</td>
<td></td>
</tr>
</tbody>
</table>

| Function: | |
|----------------------------------------| |
| Authority to consider and determine to either dismiss or uphold an objection to the declaration of a dangerous dog [s.33F(6)] | |
| Authority to consider and determine to either dismiss or uphold an objection to seizure of a dangerous dog [s.33G(4)] | |
| Authority to revoke a declaration of a dangerous dog or revoke notice proposing to cause a dog to be destroyed, only where satisfied that the dog can be kept without likelihood of any contravention of this Act [s.33H(1)] | |
| Authority to, before dealing with an application to revoke a declaration or notice, require the owner of the dog to attend with the dog a course in behaviour and training or otherwise demonstrate a change in the behaviour of the dog [s.33H(2)] | |
| Authority to appoint an employee to undertake this delegation where the original decision was made by the CEO | |

| Council Conditions on this Delegation: | |
|----------------------------------------| |
| The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation. | |

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
<th>Dog Act 1976:</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.10AA(3) Delegation of local government powers and duties</td>
<td></td>
</tr>
<tr>
<td>(NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)</td>
<td></td>
</tr>
</tbody>
</table>

| Compliance Links: | Note – Decisions under this delegation may be referred for review by the State Administration Tribunal |

Notes:

Note that this delegation must be exercised by someone other than a person authorised to exercise s.33E powers enabling the declaration of a dangerous dog.

Not currently delegated
9.6 Deal with objection to notice to revoke dangerous dog declaration or destruction notice

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Dog Act 1976: s.10AA Delegation of local government powers and duties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Dog Act 1976: s.33H(5) Local government may revoke declaration or proposal to destroy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Function:</td>
<td>Authority to consider and determine to either dismiss or uphold an objection to a decision to revoke [s 33H(5)]:</td>
</tr>
<tr>
<td></td>
<td>(a) a notice declaring a dog to be dangerous; or</td>
</tr>
<tr>
<td></td>
<td>(b) a notice proposing to cause a dog to be destroyed.</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this delegation.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td>Dog Act 1976: s.10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)</td>
</tr>
<tr>
<td>Compliance Links:</td>
<td>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal</td>
</tr>
</tbody>
</table>

Note.
Delegation of the s33H(5) power to deal with an objection should not be delegated to the same person / position who is delegated / authorised to exercise s.33H(1) and (2).

Not currently delegated.
9.7 Determine recoverable expenses for dangerous dog declaration

*Delegation from Council to CEO*

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Dog Act 1976: s.10AA Delegation of local government powers and duties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td></td>
</tr>
<tr>
<td><strong>Express Power or Duty Delegated:</strong></td>
<td>Dog Act 1976: s.33H(1)(a) Local Government expenses to be recoverable</td>
</tr>
<tr>
<td><strong>Function:</strong></td>
<td>Authority to determine the reasonable charge to be paid by an owner at the time of payment of the registration fee under s.15, up to any maximum amount prescribed, having regard to the expenses incurred by the Local Government in making inquiries, investigations and inspections concerning the behaviour of a dog declared to be dangerous [s.33H(5)]</td>
</tr>
<tr>
<td><strong>Council Conditions on this Delegation:</strong></td>
<td>The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.</td>
</tr>
<tr>
<td><strong>Express Power to Sub-Delegate:</strong></td>
<td>Dog Act 1976: s.10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation)</td>
</tr>
</tbody>
</table>

**Compliance Links:**

Note – Decisions under this delegation may be referred for review by the State Administration Tribunal

**Notes:**

Not currently delegated
9.8 Appointment of authorised persons

Delegation from Council to CEO

| Head of power to Delegate: | Dog Act 1976:  
| Power that enables a delegation to be made | s.10AA Delegation of local government powers and duties |
| Express Power or Duty Delegated: | Dog Act 1976:  
|  | s.11(1) Staff and Services |
| Delegate: | Chief Executive Officer |

**Function:**
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.

1. Authority to appoint Registration Officers to exercise the powers and duties conferred on a Registration Officer by this Act [s.3].
2. Authority to appoint authorised persons to exercise the powers conferred on an authorised person by this Act [s.11(1)].

**Council Conditions on this Delegation:**
The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.

**Express Power to Sub-Delegate:**
Dog Act 1976:  
| s.10AA(3) Delegation of local government powers and duties |

Notes:
Previously delegation 3.5A (delegations from CEO to employees) of the City’s 2018/19 register.
10 Delegations made under the *Tobacco Products Control Act 2006*

### 10.1 Appointment of authorised persons

**Delegation from Council to CEO**

| Head of power to Delegate: | Local Government Act 1995  
|                           | s 8.42 Delegation of some powers or duties to the CEO  
|                           | s 8.43 Limitations on delegations to the CEO |
| Express Power or Duty Delegated: | Tobacco Products Control Act 2006  
|                                  | S77 Appointment of authorised persons |
| Delegate:                       | Chief Executive Officer |
| Function:                      | Authority to appoint persons as restricted investigators under s77 of the Act. |
| Council Conditions on this Delegation: | Nil |
| Express Power to Sub-Delegate: | Nil |

**Notes:**
Not currently delegated, not in WALGA model.
11 Delegations made under the *Food Act 2008*

Guidance note
References to ‘CEO’ in the *Food Act 2008* mean the CEO of the Department of Health. There are no powers or duties are assigned to the CEO of a local government under this Act.

There is also no power of sub-delegation available. As such it is important for each delegation under this Act to be made direct to delegates who are most suitable for fulfilling the power or duty.

### 11.1 Determine Compensation

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Food Act 2008:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.118 Functions of enforcement agencies and delegation</td>
</tr>
<tr>
<td>(2)(b) Enforcement agency may delegate a function conferred on it</td>
<td></td>
</tr>
<tr>
<td>(3) Delegation subject to conditions [s.119] and guidelines adopted [s.120]</td>
<td></td>
</tr>
<tr>
<td>(4) Sub-delegation permissible only if expressly provided in regulations</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Food Act 2008:</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.56(2) Compensation to be paid in certain circumstances</td>
<td></td>
</tr>
<tr>
<td>s.70(2) and (3) Compensation</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Delegates:</th>
<th>Chief Executive Officer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director Development Services</td>
<td></td>
</tr>
<tr>
<td>Manager Regulatory Services</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function:</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</em></td>
</tr>
</tbody>
</table>

| 1. | Authority to determine applications for compensation in relation to any item seized, if no contravention has been committed and the item cannot be returned [s.56(2)]. |
| 2. | Authority to determine an application for compensation from a person on whom a prohibition notice has been served and who has suffered loss as the result of the making of the order and who considers that there were insufficient grounds for making the order [s.70(2) and (3)]. |

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time.</td>
</tr>
<tr>
<td>b. Compensation under this delegation may only be determined upon documented losses up to a maximum of $5000; compensation requests above this value are to be reported to Council.</td>
</tr>
</tbody>
</table>

| Express Power to Sub-Delegate: | NIL - Food Regulations 2009 do not provide for sub-delegation |

| Compliance Links: | Note – Decisions under this delegation may be referred for review by the State Administration Tribunal under s35(5) of the Act |

Notes:
Previously delegations 4.1, 4.1A, 4.1B and 4.1C of the City’s 2018/19 register.
## 11.2 Prohibition Orders

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Power that enables a delegation to be made</th>
</tr>
</thead>
</table>
|                           | *Food Act 2008:*  
|                           | s.118 Functions of enforcement agencies and delegation  
|                           | (2)(b) Enforcement agency may delegate a function conferred on it  
|                           | (3) Delegation subject to conditions [s.119] and guidelines adopted [s.120]  
|                           | (4) Sub-delegation permissible only if expressly provided in regulations  |

| Express Power or Duty Delegated: | *Food Act 2008:*  
|----------------------------------|-------------------|
|                                  | s.65(1) Prohibition orders  
|                                  | s.66 Certificate of clearance to be given in certain circumstances  
|                                  | s.67(4) Request for re-inspection  |

| Delegate: | Chief Executive Officer  
|-----------|--------------------------|
|           | Executive Director Development Services  
|           | Manager Regulatory Services  |

| Function: | *This is a precise only Delegates must act with full understanding of the legislation and conditions relevant to this delegation.*  
|-----------|------------------------------------------------|
|           | 1. Authority to serve a prohibition order on the proprietor of a food business in accordance with s.65 of the Food Act 2008 [s.65(1)].  
|           | 2. Authority to give a certificate of clearance, where inspection demonstrates compliance with a prohibition order and any relevant improvement notices [s.66]  
|           | 3. Authority to give written notice to proprietor of a food business on whom a prohibition order has been served of the decision not to give a certificate of clearance after an inspection [s.67(4)].  |

| Council Conditions on this Delegation: | In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time.  |

| Express Power to Sub-Delegate: | NIL – Food Regulations 2009 do not provide for sub-delegation.  |

| Compliance Links: | Note – Decisions under this delegation may be referred for review by the State Administration Tribunal  |

Notes:  
Previously delegations 4.1, 4.1A, 4.1B and 4.1C of the City’s 2018/19 register.
### 11.3 Food Business Registrations

| Head of power or Duty Delegated: | **Food Act 2008:**  
| s.110(1) and (5) Registration of food business  
| s.112 Variation of conditions or cancellation of registration of food businesses |
| Delegate: | Chief Executive Officer  
| Executive Director Development Services  
| Manager Regulatory Services |
| Function: **This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.** | 1. Authority to consider applications and determine registration of a food business and grant the application with or without conditions or refuse the registration [s.110(1) and (5)].  
2. Authority to vary the conditions or cancel the registration of a food business [s.112]. |
| Council Conditions on this Delegation: | In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time, including but not limited to:  
• **Food Act 2008 Regulatory Guideline No.1 Introduction of Regulatory Food Safety Auditing in WA**  
• **Food Unit Fact Sheet 8 – Guide to Regulatory Guideline No.1**  
• **WA Priority Classification System**  
• **Verification of Food Safety Program Guideline** |
| Express Power to Sub-Delegate: | NIL – Food Regulations 2009 do not provide for sub-delegation. |
| Compliance Links: | Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. |

Notes:  
Previously delegations 4.1, 4.1A, 4.1B and 4.1C of the City’s 2018/19 register.
### 11.4 Debt Recovery and Prosecutions

<table>
<thead>
<tr>
<th>Express Power to Delegate:</th>
<th>Power that enables a delegation to be made</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Food Act 2008:</strong></td>
<td>s.118 Functions of enforcement agencies and delegation</td>
</tr>
<tr>
<td></td>
<td>(2)(b) Enforcement agency may delegate a function conferred on it</td>
</tr>
<tr>
<td></td>
<td>(3) Delegation subject to conditions [s.119] and guidelines adopted [s.120]</td>
</tr>
<tr>
<td></td>
<td>(4) Sub-delegation permissible only if expressly provided in regulations</td>
</tr>
</tbody>
</table>

| Head of power or Duty Delegated: | **Food Act 2008:** s.54 Cost of destruction or disposal of forfeited item |
|----------------------------------| s.125 Institution of proceedings |

<table>
<thead>
<tr>
<th>Delegate:</th>
<th><strong>Chief Executive Officer</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Executive Director Development Services</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Manager Regulatory Services</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</th>
<th>1. Authority to recover costs incurred in connection with the lawful destruction or disposal of an item (seized) including any storage costs [s.54(1)] and the costs of any subsequent proceedings in a court of competent jurisdiction [s.54(3)].</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Authority to institute proceedings for an offence under the Food Act 2008 [s.125].</td>
</tr>
</tbody>
</table>

| Council Conditions on this Delegation: | In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time. |

| Express Power to Sub-Delegate: | **NIL** - Food Regulations 2009 do not provide for sub-delegation. |

**Notes:**
Previously delegations 4.1, 4.1A, 4.1B and 4.1C of the City’s 2018/19 register.
### 11.5 Food Businesses List – Public Access

| Head of power to Delegate: | Food Act 2008:  
| Power that enables a delegation to be made | s.118 Functions of enforcement agencies and delegation  
| | (2)(b) Enforcement agency may delegate a function conferred on it  
| | (3) Delegation subject to conditions [s.119] and guidelines adopted [s.120]  
| | (4) Sub-delegation permissible only if expressly provided in regulations |
| Express Power or Duty Delegated: | Food Act 2008:  
| | r.51 Enforcement agency may make list of food |
| Delegate: | Chief Executive Officer  
| | Executive Director Development Services  
| | Manager Regulatory Services |
| Function: | 1. Authority to decide to make a list of food businesses maintained under s.115(a) or (b) publicly available [r.51]. |
| Council Conditions on this Delegation: | In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time. |
| Express Power to Sub-Delegate: | NIL – Food Regulations 2009 do not provide for sub-delegation. |

**Notes:**  
Previously delegations 4.1, 4.1A, 4.1B and 4.1C of the City’s 2018/19 register.
## 11.6 Appoint Authorised Officers and Designated Officers

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Food Act 2008:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>(2)(b) Enforcement agency may delegate a function conferred on it</td>
</tr>
<tr>
<td></td>
<td>(3) Delegation subject to conditions [s. 119] and guidelines adopted [s. 120]</td>
</tr>
<tr>
<td></td>
<td>(4) Sub-delegation permissible only if expressly provided in regulations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Food Act 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.122(1) Appointment of authorised officers</td>
</tr>
<tr>
<td></td>
<td>s.126(6), (7) and (13) Infringement Officers</td>
</tr>
</tbody>
</table>

| Delegate: | Chief Executive Officer |

<table>
<thead>
<tr>
<th>Function:</th>
<th>Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Authority to appoint a person to be an authorised officer for the purposes of the Food Act 2008 [s.122(2)].</td>
</tr>
<tr>
<td>2.</td>
<td>Authority to appoint an Authorised Officer appointed under s.122(2) of this Act or the s.24(1) of the Public Health Act 2016, to be a Designated Officer for the purposes of issuing Infringement Notices under the Food Act 2008 [s.126(13)].</td>
</tr>
<tr>
<td>3.</td>
<td>Authority to appoint an Authorised Officer to be a Designated Officer (who is prohibited by s.126(13) from also being a Designated Officer for the purpose of issuing infringements), for the purpose of extending the time for payment of modified penalties [s.126(6)] and determining withdrawal of an infringement notice [s.126(7)].</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
<th>In accordance with s.118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time, including but not limited to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Appointment of Authorised Officers as Meat Inspectors</td>
</tr>
<tr>
<td></td>
<td>• Appointment of Authorised Officers</td>
</tr>
<tr>
<td></td>
<td>• Appointment of Authorised Officers – Designated Officers only</td>
</tr>
<tr>
<td></td>
<td>• Appointment of Authorised Officers – Appointment of persons to assist with the discharge of duties of an Authorised Officer</td>
</tr>
</tbody>
</table>

| Express Power to Sub-Delegate: | NIL – Food Regulations 2009 do not provide for sub-delegation. |

| Compliance Links: | s.122(3) requires an Enforcement Agency to maintain a list of appointed authorised officers |
|                   | s.123(1) requires an Enforcement Agency to provide each Authorised Officer with a Certificate of Authority as prescribed |

Note: Not currently delegated.
12 Delegations made under the *Graffiti Vandalism Act 2016*

References to ‘CEO’ in the *Graffiti Vandalism Act 2016* mean the CEO of the Department of Corrective Services. There are no powers or duties are assigned to the CEO of a local government within this Act.

Sections 16 and 17 allow for a local government to delegate powers and duties to its CEO however:

16. **Delegation by local government**
   (1) The local government may delegate to its CEO the exercise of any of its powers or the discharge of any of its duties under another provision of this Part.
   (2) A delegation under this section is to be in writing and may be general or as otherwise provided in the instrument of delegation.
   (3) A decision to delegate under this section is to be made by an absolute majority.

17. **Delegation by CEO of local government**
   (1) A CEO may delegate to any employee of the local government the exercise of any of the CEO’s powers or the discharge of any of the CEO’s duties under another provision of this Part other than this power of delegation.
   (2) A delegation under this section is to be in writing and may be general or as otherwise provided in the instrument of delegation.
   (3) This section extends to a power or duty the exercise or discharge of which has been delegated by a local government to the CEO under section 16, but in the case of such a power or duty —
      (a) the CEO’s power under this section to delegate the exercise of that power or the discharge of that duty, and
      (b) the exercise of that power or the discharge of that duty by the CEO’s delegate,
   are subject to any conditions imposed by the local government on its delegation to the CEO.
   (4) Subsection (3)(b) does not limit the CEO’s power to impose conditions or further conditions on a delegation under this section.
   (5) In subsections (3) and (4) —
      *conditions* includes qualifications, limitations or exceptions.

12.1 **Give Notice Requiring Obliteration of Graffiti**

*Delegations from Council to CEO*

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Power that enables a delegation to be made</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><em>Graffiti Vandalism Act 2016</em> s. 16 Delegation by local government</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Local Government Act 1995</em> s. 18(2) Notice requiring removal of graffiti* s. 19(3) &amp; (4) Additional powers when notice is given</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function: This is a precise only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Authority to give written notice to a person who is an owner or occupier of property on which graffiti is applied, requiring the person to ensure that the graffiti is obliterated in an acceptable manner, within the time set out in the notice [s. 18(2)].</td>
</tr>
<tr>
<td>2. Authority, where a person fails to comply with a notice, to do anything considered necessary to obliterate the graffiti in an acceptable manner [s.19(3)] and to take action to recover costs incurred as a debt due from the person who failed to comply with the notice [s.19(4)].</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nil.</td>
</tr>
</tbody>
</table>
| Express Power to Sub-Delegate: | Graffiti Vandalism Act 2016.  
|                              | s.17 Delegation by CEO of local government |
| Compliance Links:            | Note – Decisions under this delegation may be referred for review by the State Administration Tribunal under s23 of the Graffiti Vandalism Act |

Notes:  
Previously delegation 3.4 (part) of the City’s 2018/19 register.
12.2 Notices – Deal with Objections and Give Effect to Notices

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Graffiti Vandalism Act 2016:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s.16 Delegation by local government</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Graffiti Vandalism Act 2016:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>s.22(3) Objection may be lodged</td>
</tr>
<tr>
<td></td>
<td>s.24(1)(b) &amp; (3) Suspension of effect of notice</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td>1. Authority to deal with an objection to a notice [s.22(3)].</td>
</tr>
<tr>
<td></td>
<td>2. Authority, where an objection has been lodged, to:</td>
</tr>
<tr>
<td></td>
<td>i. determine and take action to give effect to the notice, where it is determined that there are urgent reasons or an endangerment to public safety or likely damage to property or serious nuisance, if action is not taken [s.24(1)(b)] and</td>
</tr>
<tr>
<td></td>
<td>ii. to give notice to the affected person, before taking the necessary actions [s.24(3)].</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>Nil.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td>Graffiti Vandalism Act 2016:</td>
</tr>
<tr>
<td></td>
<td>s.17 Delegation by CEO of local government</td>
</tr>
</tbody>
</table>

Compliance Links: Note – Decisions under this delegation may be referred for review by the State Administration Tribunal.

Notes:
Previously delegation 3.4 (part) of the City’s 2018/19 register.
12.3 Obliterate Graffiti on Private Property

*Delegation from Council to CEO*

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Graffiti Vandalism Act 2016: s.16 Delegation by local government</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Graffiti Vandalism Act 2016: s.25(1) Local government graffiti powers on land not local government property</td>
</tr>
</tbody>
</table>

**Function:**
*This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.*

1. Authority to determine to obliterate graffiti applied without consent of the owner or occupier, even though the land on which it is done is not local government property and the local government does not have consent [s.25(1)].

**Council Conditions on this Delegation:**

a. Subject to exercising Powers of Entry.
b. Graffiti removal is to be undertaken in accordance with Policy 2.1.3 – Graffiti Control and Removal.

| Express Power to Sub-Delegate: | Graffiti Vandalism Act 2016: s.17 Delegation by CEO of local government |

**Notes:**
Previously delegation 3.4 (part) of the City’s 2018/19 register.
12.4 Powers of Entry

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Graffiti Vandalism Act 2016: s.16 Delegation by local government</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Graffiti Vandalism Act 2016: s.28 Notice of entry s.29 Entry under warrant</td>
</tr>
</tbody>
</table>
| **Function:** This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. | 1. Authority to give notice of an intended entry to the owner or occupier of land, premises or thing, specifying the purpose for which entry is required [s.28].
2. Authority to obtain a warrant to enable entry onto any land, premises or thing for the purposes of this Act [s.29]. |
| Council Conditions on this Delegation: | Nil. |
| Express Power to Sub-Delegate: | Graffiti Vandalism Act 2016: s.17 Delegation by CEO of local government |

Notes:
Previously delegation 3.4 (part) of the City’s 2018/19 register.
13 Delegations made under the *Public Health Act 2016*

**Guidance note**

Section 21 of the Public Health Act provides that powers may only be delegated to the CEO OR an Authorised Officer designated under s.24 unless a Regulation enacted under the Public Health Act 2016, specifically authorises a delegated power or duty of an enforcement agency to be further delegated.

Under s4 of the Act, ‘enforcement agency’ includes a local government.

### 13.1 Enforcement Agency Reports to the Chief Health Officer

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegate: Power that enables a delegation to be made</th>
<th>Public Health Act 2016: s.21 Enforcement agency may delegate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Public Health Act 2016 s.22 Reports by and about enforcement agencies</td>
</tr>
<tr>
<td>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td>1. Authority to prepare and provide to the Chief Health Officer, the Local Government’s report on the performance of its functions under this Act and the performance of functions by persons employed or engaged by the City [s.22(1)].&lt;br&gt;2. Authority to prepare and provide to the Chief Health Officer, a report detailing any proceedings for an offence under this Act [s.22(2)].</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>Nil</td>
</tr>
<tr>
<td>Express Power to Sub-Deleg:</td>
<td>Nil – Unless a Regulation enacted under the Public Health Act 2016, specifically authorises a delegated power or duty of an enforcement agency to be further delegated [s.21(4)].</td>
</tr>
<tr>
<td>Compliance Links:</td>
<td>Public Health Act 2016 s.20 Conditions on performance of functions by enforcement agencies.</td>
</tr>
</tbody>
</table>

**Notes:**

**Not currently delegated.**
### 13.2 Determine Compensation for Seized Items

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
</tr>
<tr>
<td><strong>Public Health Act 2016</strong></td>
</tr>
<tr>
<td>s.21 Enforcement agency may delegate</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Health Act 2016</strong></td>
</tr>
<tr>
<td>s.264 Compensation</td>
</tr>
</tbody>
</table>

**Function:**

*This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.*

Authority, in response to an application for compensation, to determine compensation that is just and reasonable in relation to any item seized under Part 16 if there has been no contravention of the Act and the item cannot be returned or has in consequence of the seizure depreciated in value [s.264].

**Council Conditions on this Delegation:**

- Compensation is limited to a maximum value of $5000, with any proposal for compensation above this value to be referred for Council’s determination.

**Express Power to Sub-Delegate:**

- Nil – Unless a Regulation enacted under the Public Health Act 2016, specifically authorises a delegated power or duty of an enforcement agency to be further delegated [s.21(4)].

**Compliance Links:**

- **Public Health Act 2016**
  - s.20 Conditions on performance of functions by enforcement agencies.
  - Note – Decisions under this delegation may be referred for review by the State Administration Tribunal.

**Notes:**

- Not currently delegated.
### 13.3 Commence Proceedings

**Delegation from Council to CEO**

| Head of power to Delegate: | **Public Health Act 2016**  
<table>
<thead>
<tr>
<th></th>
<th>s.21 Enforcement agency may delegate</th>
</tr>
</thead>
</table>
| Express Power or Duty Delegated: | **Public Health Act 2016**  
|                           | s.280 Commencing Proceedings |
| Function: *This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.* |  
|                           | 1. Authority to commence proceedings for an offence under the **Public Health Act 2016** [s.280] |
| Council Conditions on this Delegation: | Nil |
| Express Power to Sub-Delegate: | Nil – Unless a Regulation enacted under the **Public Health Act 2016**, specifically authorises a delegated power or duty of an enforcement agency to be further delegated [s.21(4)] |
| Compliance Links: | **Public Health Act 2016**  
|                           | s.20 Conditions on performance of functions by enforcement agencies |

**Notes:**

*Not currently delegated*
13.4 Appoint Authorised Officer or Approved Officer (Asbestos Regulations)

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Health (Asbestos) Regulations 1992: r.15D(7) Infringement Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made:</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
<th>Health (Asbestos) Regulations 1992: r.15D(5) Infringement Notices</th>
</tr>
</thead>
</table>

| Function: |
| This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation. |
| Authority to appoint a person or classes of persons as an authorised officer or approved officer for the purposes of the Criminal Procedure Act 2004 Part 2 [r.15D(5)]. |

| Council Conditions on this Delegation: |
| Subject to each person so appointed being issued with a certificate, badge or identity card identifying the officer as a person authorised to issue infringement notices [r.15D(6)]. |

| Express Power to Sub-Delegate: |
| Nil – the Health (Asbestos) Regulations 1992 do not provide a power to sub-delegate |

| Compliance Links: |
| Criminal Procedure Act 2004 – Part 2 |

Notes:
Previously 4.7 in 2018/19 delegations register
13.5 Designate Authorised Officers

Delegation from Council to CEO

| Head of power to Delegate: | Public Health Act 2016  
|  | s.21 Enforcement agency may delegate |
| Express Power or Duty Delegated: | Public Health Act 2016  
|  | s.24(1) and (3) Designation of authorised officers |

Function:  
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.

1. Authority to designate a person or class of persons as authorised officers for the purposes of:
   - i. The Public Health Act 2016 or other specified Act  
   - ii. Specified provisions of the Public Health Act 2016 or other specified Act  
   - iii. Provisions of the Public Health Act 2016 or another specified Act, other than the specified provisions of that Act including:
     - a. an environmental health officer or environmental health officers as a class, OR  
     - b. a person who is not an environmental health officer or a class of persons who are not environmental health officers, OR  
     - c. a mixture of the two. [s.24(1) and (3)].

Council Conditions on this Delegation:

a. Subject to each person so appointed being;
   - Appropriately qualified and experienced [s.25(1)(a)], and  
   - Issued with a certificate, badge or identity card identifying the authorised officer [s.30 and 31].
   - A Register (list) of authorised officers is to be maintained in accordance with s.27.

Express Power to Sub-Delegate:

Nil – Unless a Regulation enacted under the Public Health Act 2016, specifically authorises a delegated power or duty of an enforcement agency to be further delegated [s.21(4)].

Compliance Links:  
Public Health Act 2016  
- s.20 Conditions on performance of functions by enforcement agencies  
- s.25 Certain authorised officers required to have qualifications and experience  
- s.26 Further provisions relating to designations  
- s.27 Lists of authorised officers to be maintained  
- s.29 Chief Health Officer may issue guidelines about qualifications and experience of authorised officers  
- s.30 Certificates of authority  
- s.31 Issuing and production of certificate of authority for purposes of other written laws  
- s.32 Certificate of authority to be returned  
- s.136 Authorised officer to produce evidence of authority  

Criminal Investigation Act 2006, Parts 6 and 13 – refer s.245 of the Public Health Act 2016
The Criminal Code, Chapter XXVI – refer s.252 of the Public Health Act 2016

Notes:
Previously 4.6 of the 2018/19 register of delegations.
14 Delegations made under the *Health (Miscellaneous Provisions) Act 1911*

Guidance note
Section 26 of the *Health (Miscellaneous Provisions) Act 1911* provides that:

26. **Powers of local government**
Every local government is hereby authorised and directed to carry out within its district the provisions of this Act and the regulations, local laws, and orders made thereunder.

Provided that a local government may appoint and authorise any person to be its deputy, and in that capacity to exercise and discharge all or any of the powers and functions of the local government for such time and subject to such conditions and limitations (if any) as the local government shall see fit from time to time to prescribe, but so that such appointment shall not affect the exercise or discharge by the local government itself of any power or function.

14.1 Discharge of powers and duties under the Act

**Delegation from Council to CEO**

<table>
<thead>
<tr>
<th>Head of power to Delegate: Power that enables a delegation to be made</th>
<th>Health (Miscellaneous Provisions) Act 1911: Section 26</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Express Power or Duty Delegated:</strong></td>
<td>To exercise and discharge all or any of the powers and functions of the local government for such time and subject to such conditions and limitations (if any) as the local government shall see fit from time to time to prescribe, but so that such appointment shall not affect the exercise or discharge by the local government itself of any power or function</td>
</tr>
<tr>
<td><strong>Function:</strong> This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation</td>
<td>The CEO is appointed as the City’s deputy under the Act to exercise and discharge all or any of the powers and functions of the local government</td>
</tr>
<tr>
<td><strong>Council Conditions on this Delegation:</strong></td>
<td>Nil</td>
</tr>
<tr>
<td><strong>Express Power to Sub-Delegated:</strong></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
Previously delegation 4.2 of the City’s 2018/19 register.
14.2 Appoint authorised persons

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Health (Miscellaneous Provisions) Act 1911:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty</td>
<td>To appoint authorised persons</td>
</tr>
<tr>
<td>Delegated:</td>
<td></td>
</tr>
<tr>
<td>Function:</td>
<td>The CEO may appoint authorised persons under the Act.</td>
</tr>
<tr>
<td>Council Conditions on</td>
<td>Nil.</td>
</tr>
<tr>
<td>this Delegation:</td>
<td></td>
</tr>
<tr>
<td>Express Power to Sub-</td>
<td></td>
</tr>
<tr>
<td>Delegate:</td>
<td></td>
</tr>
</tbody>
</table>
15 Delegations made under the Caravan Parks and Camping Grounds Act 1995

15.1 Appointment of authorised persons

Section 17 of the Caravan Parks and Camping Grounds Act 1995 provides that

17. Appointment of authorised person

(1) The chief executive officer of the Department or a local government —

(a) may appoint such persons to be authorised persons for the purposes of this Act as the chief executive officer or the local government considers necessary; and

(b) must issue each person appointed under paragraph (a) with an identity card, in the prescribed form, certifying that the person is an authorised person under this Act.

(2) An authorised person is to produce the identity card referred to in subsection (1)(b) whenever required to do so by any person in respect of whom the authorised person has exercised, or is about to exercise, any of the powers of an authorised person under this Act.

(3) Production of an identity card referred to in subsection (1)(b) is prima facie evidence that the person to whom the identity card relates is an authorised person for the purposes of this Act.

(4) Every member of the Police Force is, if so requested by an authorised person, to act and assist the authorised person enforcing compliance with this Act and has, while so acting and assisting, all the powers and authorities of an authorised person.

15.2 Appoint Authorized Officers

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegated:</th>
<th>Caravan Parks and Camping Grounds Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>To appoint authorised persons under s17 of the Act.</td>
</tr>
<tr>
<td>Function: This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
<td>The CEO may appoint authorised persons under the Act.</td>
</tr>
<tr>
<td>Council Conditions on this Delegation:</td>
<td>Nil.</td>
</tr>
<tr>
<td>Express Power to Sub-Delegate:</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

Previously 4.5 of the 2018/19 register of delegations
16 Delegations made under the *Liquor Control Act 2016*

### 16.1 Issue of certificates under sections 39 and 40, of the Liquor Control Act 1988

*Delegation from Council to CEO*

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.5.42 Delegation of some powers or duties to the CEO</td>
</tr>
<tr>
<td>s.5.43 Limitations on delegations to the CEO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power or Duty Delegated:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Liquor Control Act 1988:</th>
</tr>
</thead>
<tbody>
<tr>
<td>s.40 Certificate of planning authority as to whether use of premises complies with planning laws.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Function:</th>
</tr>
</thead>
<tbody>
<tr>
<td>This is a précis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.</td>
</tr>
</tbody>
</table>

1. The Chief Executive Officer is delegated authority to issue a certificate and determine whether premises comply with Health (Miscellaneous Provisions) Act 1911, the Food Act 2008, the Local Government Act 1995 and the Building Act 2011. Where the premises do not comply, provide the manner in which the premises could be made to comply or that the premises could not reasonably be made to comply. (s.39)
2. The Chief Executive Officer is delegated authority to issue a certificate as to whether the use of premises complies with respective planning laws or will not comply with the planning requirements specified for the reasons specified. (s.40)

<table>
<thead>
<tr>
<th>Council Conditions on this Delegation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nil</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Express Power to Sub-Delegate:</th>
</tr>
</thead>
</table>

Notes:
Previously delegations 4.3 and 4.4 of the City’s 2018/19 register.
17 Delegations made under the *Planning and Development Act 2005*

Section 5.42 of the Local Government Act provides that:

5.42. **Delegation of some powers and duties to CEO**

(1) A local government may delegate* to the CEO the exercise of any of its powers or the discharge of any of its duties under —

(a) the Planning and Development Act 2005 section 214(2), (3) or (5).

* Absolute majority required.

(2) A delegation under this section is to be in writing and may be general or as otherwise provided in the instrument of delegation.

Sections 214 (2), (3) and (5) of the Planning and Development Act 2005 provide that:

214. **Illegal development, responsible authority’s powers as to**

(1) If a development, or any part of a development, is undertaken in contravention of a planning scheme or an interim development order or in contravention of planning control area requirements, the responsible authority may give a written direction to the owner or any other person undertaking that development to stop, and not recommence, the development or that part of the development that is undertaken in contravention of the planning scheme, interim development order or planning control area requirements.

(2) If a development has been undertaken in contravention of a planning scheme or interim development order or in contravention of planning control area requirements, the responsible authority may give a written direction to the owner or any other person who undertook the development —

(a) to remove, pull down, take up, or alter the development; and

(b) to restore the land as nearly as practicable to its condition immediately before the development started, to the satisfaction of the responsible authority.

(4) The responsible authority may give directions under subsections (2) and (3)(a) and (b) in respect of the same development and in the same instrument.

(5) If it appears to a responsible authority that delay in the execution of any work to be executed under a planning scheme or interim development order would prejudice the effective operation of the planning scheme or interim development order, the responsible authority may give a written direction to the person whose duty it is to execute the work to execute that work.

Regulations 81-84 of the Planning and Development (Local Planning Schemes) Regulations 2015 provide that:

81. **Terms used**

In this Division —

*absolute majority has the meaning given in the Local Government Act 1995 section 1.4,*

*committee means a committee established under the Local Government Act 1995 section 8.8.*

82. **Delegations by local government**

(1) The local government may, by resolution, delegate to a committee or to the local government CEO the exercise of any of the local government’s powers or the discharge of any of the local government’s duties *under this Scheme,* other than this power of delegation.
(2) A resolution referred to in subclause (1) must be by absolute majority of the council of the local government.
(3) The delegation must be in writing and may be general or as otherwise provided in the instrument of delegation.

83. Local government CEO may delegate powers
(1) The local government CEO may delegate to any employee of the local government the exercise of any of the CEO’s powers or the discharge of any of the CEO’s functions under this Scheme other than this power of delegation.
(2) A delegation under this clause must be in writing and may be general or as otherwise provided in the instrument of delegation.
(3) Subject to any conditions imposed by the local government on its delegation to the local government CEO under clause 82, this clause extends to a power or duty the exercise or discharge of which has been delegated by the local government to the CEO under that clause.

84. Other matters relevant to delegations under this Division
The Local Government Act 1995 sections 5.45 and 5.46 apply to a delegation made under this Division as if the delegation were a delegation under Part 5 Division 4 of that Act.

(*Underlining added - the effect of this is that a power can only be delegated if it exists in a local government’s local planning scheme (LPS) in the first instance)

17.1 Determination of Various Applications for Development Approval under the City’s Local Planning Scheme

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegate:</th>
<th>Regulations 61.84 of the Planning and Development (Local Planning Schemes) Regulations 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td></td>
</tr>
</tbody>
</table>

**Express Power or Duty Delegated:**

- Determination of an application for development approval under clause 68 of Schedule 2 of the Planning and Development (Local Planning Scheme) Regulations; subclause 29(2) of the Metropolitan Region Scheme, and subsection 31(2) of the State Administrative Tribunal Act 2004.
- Advertising of applications and proposals under subclauses 18(4), 23(2) and 34(4) of the City of Vincent Local Planning Scheme No. 2; Clauses 18, 34, 50 and 64 and subclauses 66(1) and 77(3) of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, and subclause 30(1) of the Metropolitan Region Scheme.
- Determining accompanying material requirements for applications for development approval, including refusal to accept an application, under Clauses 11, 63 and 85 of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.
- Amending or cancelling development approval, including waiving or varying a requirement in Part 8 or 9 of the Planning and Development (Local Planning Schemes) Regulations 2015 for minor amendments and temporary works or use, under Clause 77 and subclauses 61(1)(a) and 61(2)(a) of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.

The Chief Executive Officer is delegated the power to:
- Exercise discretion, determine and apply conditions to all
applications for development approval made under the City of Vincent Local Planning Scheme No. 2 and/or Metropolitan Region Scheme,

- Exercise discretion and affirm, vary or set aside a decision made on an application for development approval following a request by the State Administrative Tribunal for a reconsideration to be made under section 31 of the State Administrative Tribunal Act 2004;
- Determine the requirement for and extent of advertising of applications and proposals made under the City of Vincent Local Planning Scheme No. 2 and Metropolitan Region Scheme;
- Determine the type and extent of accompanying material required to be lodged with applications and proposals made under the City of Vincent Local Planning Scheme No. 2 and Metropolitan Region Scheme and whether an application should be accepted or rejected;
- Exercise discretion, determine and apply conditions to all applications to amend or cancel a development approval previously determined under delegated authority;
- Exercise discretion, determine and apply conditions to all applications made to extend the period within which a development approved must be substantially commenced, and
- Waive or vary a requirement in Part 8 or Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015 in respect of an application where that application is considered to relate to a minor amendment to the development approval.

**Function:**
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.

The determination of applications for development approval made under City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme.

Reconsidering a decision when invited to do so by the State Administrative Tribunal under section 31 of the State Administrative Tribunal Act 2004.

Determining the requirement for and extent of advertising of applications and proposals made under the City of Vincent Local Planning Scheme No. 2 and Metropolitan Region Scheme.

Determining the type and extent of accompanying material required to be lodged with applications and proposals made under the City of Vincent Local Planning Scheme No. 2 and Metropolitan Region Scheme and whether an application should be accepted or not.

The determination of applications to amend or cancel a development approval made under delegated authority or to extend the period within which the development approved must be substantially commenced.

Waiving or varying a requirement in Part 8 or Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015 in respect of an application where that application is considered to relate to a minor amendment to the development approval.

### Council Conditions on this Delegation:

1. This delegation does not extend to applications for development approval that propose to introduce one of the following land uses listed under Local Planning Scheme No. 2:
   a. Cinema/theatre;
   b. Club premises;
   c. Corrective institution;
   d. Educational establishment
   e. Exhibition centre;
   f. Hospital;

Page 108
g. Hotel;

h. Motel;

i. Nightclub;

j. Place of worship;

k. Reception centre;

l. Residential building;

m. Serviced apartment;

n. Small bar;

c. Tavern;

2. This delegation does not extend to applications for development approval that do not meet the applicable Building Height deemed-to-comply standard or Acceptable Outcomes set by State Planning Policy 3.1 Residential Design Codes;

3. This delegation does not extend to applications for development approval that propose a new non-conforming use that is proposed to replace and effect the discontinuance of an existing non-conforming use;

4. This delegation does not extend to applications for telecommunications infrastructure that have received one or more objections;

5. This delegation does not extend to the approval of applications for a billboard sign or directional sign;

6. This delegation does not extend to applications for development approval that propose the demolition of buildings identified in the Heritage List, within a Heritage Area, or on the State Register of Heritage Places;

7. This delegation does not extend to applications for development approval that propose a greater shortfall than five car parking bays under the minimum parking requirements of Table 1 of Local Planning Policy 7.7.1 Non-Residential Development Parking Requirements;

8. Cash-in-lieu of parking or a reciprocal parking arrangement is required for all of the shortfall in onsite parking under the minimum parking requirements of Table 1 of Local Planning Policy 7.7.1 Non-Residential Development Parking Requirements;

9. This delegation does not extend to applications for development approval for land use that is not listed in Table 1 of Local Planning Policy 7.7.1 Non-Residential Development Parking Requirements;

10. This delegation does not extend to applications for development approval that have received more than five (5) objections during the City’s community consultation period;

11. This delegation does not extend to applications for development approval that propose more than three (3) “Dwellings (Grouped)” or “Dwellings (Multiple)” or Aged or dependent persons dwellings;

12. Any application for development approval within a design guideline area, character retention area or heritage area adopted by Council through a local planning policy is to be advertised to all owners and occupiers within that area by the City during the community consultation period, with the exception of the William Street Design Guideline Area and Structures Above or Adjacent to the Graham Farmer Freeway Tunnel Northbridge Design Guideline Area, which shall be advertised in accordance with Policy 4.1.05 - Community Consultation;

13. This delegation does not extend to applications to amend a development approval that was determined by Council, unless the amendment relates to an application previously determined
by a Development Assessment Panel and the application to amended the development approval is made under regulations 17A of the Planning and Development (Development Assessment Panels) Regulations 2011, and

14. This delegation does not extend to requests from the State Administrative Tribunal for a reconsideration of a Council decision under section 31 of the State Administrative Tribunal Act 2004.

Express Power to Sub-Delegate:

Notes:
Previously delegation 6.2 of the City’s 2018/19 register.
17.2 Deal with illegal development under s214 of the Act

Delegation from Council to CEO

<table>
<thead>
<tr>
<th>Head of power to Delegated:</th>
<th>Local Government Act 1995</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power that enables a delegation to be made</td>
<td>s 5.42(b) Delegation of some powers or duties to the CEO</td>
</tr>
<tr>
<td></td>
<td>s 5.43 Limitations on delegations to the CEO</td>
</tr>
<tr>
<td>Express Power or Duty Delegated:</td>
<td>Planning and Development Act 2005:</td>
</tr>
<tr>
<td></td>
<td>Section 214(2), (3) and (5)</td>
</tr>
</tbody>
</table>

Function:
This is a precis only. Delegates must act with full understanding of the legislation and conditions relevant to this delegation.

1. Give a written direction to the owner or any other person undertaking an unauthorised development to stop, and not recommence, the development or that part of the development that is undertaken in contravention of the planning scheme, interim development order or planning control area requirements.
2. Give a written direction to the owner or any other person who undertook an unauthorised development:
   (a) to remove, pull down, take up, or alter the development; and
   (b) to restore the land as nearly as practicable to its condition immediately before the development started, to the satisfaction of the responsible authority.
3. Give a written direction to the person whose duty it is to execute work to execute that work where it appears that delay in the execution of the work to be executed under a planning scheme or interim development order would prejudice the effective operation of the planning scheme or interim development order.

Council Conditions on this Delegation:
Any expenses incurred by the City in carrying out the works specified in a direction notice shall be recovered from the person to whom the direction was given.

Express Power to Sub-Delegate:
Local Government Act 1995:
- s 5.44 CEO may delegate some powers and duties to other employees.

Compliance Links:
Part 13 of the Planning and Development Act 2005.

Notes:
Previously delegation 6.1 of the City's 2018/19 register.

17.3 Appointment of authorised persons

Guidance note
There is no need for Council to delegate authority to the CEO to appoint persons to undertake certain matters under the Planning and Development Act or the LPS as:

- Section 234 of the Planning and Development Act confers power directly on the CEO of a ‘responsible authority’ to appoint ‘designated persons’.
- Similarly, Regulation 79 of the Planning and Development (Local Planning Scheme) Regulations provides for the CEO of a local government to appoint authorised persons to undertake certain functions.
Finally, s20 (3) of the Criminal Procedures Act provides that a person authorised in writing by a local government may commence proceedings for an offence under an Act if not specified in that Act.
**8.6 APPOINTMENT OF AN ALTERNATIVE MEMBER FOR THE MINDARIE REGIONAL COUNCIL MEETING - 4 JULY 2019**

TRIM Ref: D19/85655  
Author: Meluka Bancroft, Manager Governance, Property and Contracts  
Authoriser: David MacLennan, Chief Executive Officer  
Attachments: Nil

**RECOMMENDATION:**

That Council APPROVES BY ABSOLUTE MAJORITY the appointment of Councillor ………………… as its Alternate Member (Deputy) for the Mindarie Regional Council meeting to be held on 4 July 2019, due to Council’s appointed Member, Mayor Emma Cole, attending civic duties on this date.

**PURPOSE OF REPORT:**

For the Council to appoint an Alternate Member (Deputy) to the Mindarie Regional Council (MRC) Meeting on 4 July 2019.

**BACKGROUND:**

It is a requirement of the Mindarie Regional Council Establishment Agreement that Council carries a specific resolution to nominate an Alternate Member for each occasion that the approved Member is unable to act.

**DETAILS:**

On 24 October 2017, Council appointed Mayor Emma Cole as its nominated representative to the Mindarie Regional Council for the period 24 October 2017 to 18 October 2019. The Mayor will be attending other civic duties and will therefore be unavailable to attend.

**CONSULTATION/ADVERTISING:**

Nil.

**LEGAL/POLICY:**

It is a requirement of the Mindarie Regional Council Establishment Agreement that Council carries a specific resolution to nominate an Alternate Member for each occasion that the approved Member is unable to act.

**RISK MANAGEMENT IMPLICATIONS:**

Medium: Appointing an alternative member for the Mindarie Regional Council meeting on 4 July 2019 will mean the City has a voting entitlement on matters raised at the meeting.

**STRATEGIC IMPLICATIONS:**

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

**Innovative and Accountable**

We are open and accountable to an engaged community.

**SUSTAINABILITY IMPLICATIONS:**

Nil.
FINANCIAL/BUDGET IMPLICATIONS:

Nil. Council's nominated member to the Mindarie Regional Council receives an annual meeting allowance of $10,455 from Mindarie Regional Council. No fees are payable to alternate members.
8.7 LATE REPORT: REPORT AND MINUTES OF AUDIT COMMITTEE MEETING HELD ON 9 APRIL 2019

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING 18 JUNE 2019
### INFORMATION BULLETIN

#### TRIM Ref:
D19/66827

#### Author:
Emma Simmons, Governance and Council Support Officer

#### Authoriser:
David MacLennan, Chief Executive Officer

#### Attachments:
1. Minutes of the Design Review Panel Meeting held on 8 May 2019
2. Minutes of the Design Review Panel Meeting held on 22 May 2019
3. Street Tree Removal Information
4. Statistics for Development Applications as at May 2019
5. Register of Legal Action and Prosecutions Monthly - Confidential
6. Register of Legal Action - Orders and Notices Quarterly - Confidential
7. Register of State Administrative Tribunal (SAT) Appeals – Progress Report as at 6 June 2019
8. Register of Applications Referred to the MetroWest Development Assessment Panel – Current
9. Register of Applications Referred to the Design Review Panel – Current
10. Register of Petitions - Progress Report - June 2019
11. Register of Notices of Motion - Progress Report - June 2019
12. Register of Reports to be Actioned - Progress Report - June 2019

#### RECOMMENDATION:

MINUTES

CITY OF VINCENT
DESIGN REVIEW PANEL

Wednesday 8 May 2019 at 3.15pm
Venue: Function Room
City of Vincent Administration and Civic Centre

Attendees:
Design Advisory Committee Members: City of Vincent Officers
Sasha Ivanovich (Chairperson) John Corbellini (Director Development Services)
Sid Thoo Jay Naidoo (Manager Development & Design)
Munira Mackay Kate Miller (Senior Urban Planner)

Mitch Hoad (Senior Urban Planner)
Clair Morrison (Urban Planner)
Dan McCluggage (Urban Planner)
Roslyn Hill (Minute Secretary)

********************************************************************

Applicant-Item 3.1
Petar Mrdja Urbanista

Applicant-Item 3.2
Steve Mucha Campion Design Group
Andrew Campion Campion Design Group

Applicant-Item 3.3
Kevin Raykos Edward Star

Applicant-Item 3.4
Tony Watson MW Urban
Shamim Babee

********************************************************************

3.15pm Member Discussion
4.00pm

1. Welcome / Declaration of Opening
The Chairperson, Sasha Ivanovich declared the meeting open at 4.10pm.

2. Apologies

3. Business

4.10pm–4.45pm – Applicant Presentation – DA Lodged 5.2018.273.1

3.1 Address: 160-166 Palmerston Street

Proposal: Proposed Hotel and Restaurant Addition

Applicant: Toh Construction / Starlily Nominees

Item 8.8- Attachment 1
**Reason for Referral:** For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 20 March 2019

**Applicant's Presentation:**
The applicant presented a power point presentation

**Recommendations & Comments by DRP on 20 March 2019:**

<table>
<thead>
<tr>
<th>Principle 1 – Context and Character</th>
</tr>
</thead>
<tbody>
<tr>
<td>The design needs to incorporate some elements to bring life to the proposal and take advantage of the location it is within.</td>
</tr>
<tr>
<td>The commercial frontage needs to be further developed. Glazing and the facade does not reflect the street context and reads as a large blank façade. Further articulation needs to be incorporated. Look at including balconies at upper levels to provide passive surveillance of the street.</td>
</tr>
<tr>
<td>The frontage does not provide a connection with Bulwer Street. The design needs to further consider elements to reflect this streetscape and the surrounding context.</td>
</tr>
<tr>
<td>Look at the materiality and the colour elements in the existing Bulwer Street streetscape and try to reinterpret or reference in a contemporary way (not mimic).</td>
</tr>
<tr>
<td>The façade is quite flat and un-articulated. The ground plane openings are not in proportion with the other facades.</td>
</tr>
<tr>
<td>The design appears does not reflect the convention of storefronts in the area and is out of context due to the widths and angles.</td>
</tr>
<tr>
<td>The building entry needs to be further considered and refined to improve accessibility and legibility. There is no weather protection provided and no indication of the location of the entry. Introducing additional vertical glazing framing elements would assist with this. Further detailing needs to be considered.</td>
</tr>
<tr>
<td>The street presence and appearance is compromised and is not ameliorated due to the lack of setback and façade treatment.</td>
</tr>
<tr>
<td>The surrounding context is not shown on the plans, elevations and 3D images to show how the development fits within the context.</td>
</tr>
<tr>
<td>The glass entry needs to be broken down and reflect the local character.</td>
</tr>
<tr>
<td>Look at the Surf Rider motel in Malibu, California to see how to incorporate a contemporary design with an existing development.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 2 – Landscape quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Landscape Architect has been engaged however there are limited opportunities for meaningful landscaping given the overall site organisation of the development.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 3 – Built form and scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 4 – Functionality and build quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Look at reassessing the pool area and consider whether this can be retained, removed or redesigned. The removal of the pool would provide opportunities for upper floor setback and a more functional design response.</td>
</tr>
<tr>
<td>Planning requires further development with regards to the layout to achieve a more functional and interactive spaces.</td>
</tr>
<tr>
<td>The DDA toilet at ground level could be located on the rear wall to generate more opportunities for interaction with the streetscape.</td>
</tr>
<tr>
<td>Confirm the requirement for three toilets in the ground level office space.</td>
</tr>
</tbody>
</table>
- The hotel room layout doesn’t provide a level of privacy as the bed is clearly visible when you open the door to the communal corridor.
- Functionality of upper floor and circulation around pool is constrained based on the limited space available.

**Principle 5 – Sustainability**
- The elevational colour scheme and roof have been changed from black to white which is supported.

**Principle 6 – Amenity**
- Furniture configuration in apartments are not convincing. Some redesign in the apartment layouts is needed.

**Principle 7 – Legibility**
- N/A

**Principle 8 – Safety**
- N/A

**Principle 9 – Community**
- N/A

**Principle 10 – Aesthetics**
- N/A

**Comments**
- Most of the comments from the previous minutes have not been addressed.
- Significant changes will be required to address these comments and gain support for the development.

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

**Principle 1 – Context and Character**
- Continuous awning is an improvement. Reduce height of pedestrian awning to provide more of a pedestrian scale and achieve better weather protection.
- Consider design of restaurant to provide interaction with the street. Consider an architectural treatment response to elements of the Papillion building.
- Use of brick and render supported as it demonstrates a better correspondence in the use of colours and materials with the existing character of the street.
- Similarly, consider clues from the character of the immediate neighbourhood and the building’s facade existing buildings in regard to introducing further facade vertical articulation along Bulwer Street.
- Look at replicating the proportion of Bulwer/Earl corner on Bulwer/Palmerston corner.
- Refine glazing on the ground floor including Restaurant/Café to a finer grain to complement the existing character of the area and reduce its commercial appearance.
- Provide a context analysis to explain the finish materials used and to demonstrate how the development contributes to the area.

**Principle 2 – Landscape quality**
- Further consideration to landscaping elements is required, including an increase to green canopy coverage around the pool area and at the rear of the parking area.
- Provide more information on the vine depth including measurements.

**Principle 3 – Built form and scale**
- N/A

**Principle 4 – Functionality and**
- Provide openable windows to bathrooms.
- Reception area is quite large and yet the staircase is
### Item 8.8 - Attachment 1

| Principle 5 - Sustainability | Good to see that many of the sustainability comments from previous DRP meetings have been responded to in the revised design.  
|                             | The visualisation images still appear to show use of a dark grey colour to the roofs - ideally this should be a lighter colour with a solar absorbance of less than 0.4.  
|                             | Consider integrating solar PV on the new roof - this generally provides a viable cost-benefit and payback period for the initial capital expenditure.  
|                             | Good to see shading elements have been integrated over windows facing north, with sliding opening type for improved cross ventilation. Ideally, the entire wall should be shaded, rather than just the window. Alternatively, the absence of wall shading can be mitigated by the use of a light external wall colour.  
|                             | East and west facing windows will require vertical shading devices to be effective i.e. parallel to the window opening. |
| Principle 6 - Amenity       | As noted previously, consider providing alternative modes of transport for guests eg. EV car share, bicycles and helmets for guests in lieu of reduced parking. |
| Principle 7 - Legibility    | N/A |
| Principle 8 - Safety        | Consider security measures for the development generally and to the pool area in particular, to restrict and control access for non-guests  
|                             | Consider privacy screening for users of the pool |
| Principle 9 - Community     | N/A |
| Principle 10 - Aesthetics   | N/A |
| Comments                     | More clarification is needed in relation to the use “Hotel/Motel”. |

**Conclusion:**

Amendments can be sent to the DRP for consideration if necessary.

**4.47pm-5.20pm – Applicant’s Presentation – DA Lodged 5.2019.113.1**

3.2 **Address:** 66 Lindsay Street, Perth  

**Proposal:** Six Multiple Dwellings and One Home Office  

**Applicant:** Campion Design Group  

**Reason for Referral:** For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 28 November 2018.

**Applicant’s Presentation:**  
The applicant presented a power point presentation
Recommendations & Comments by DRP from 28 November

| Principle 1 – Context and Character | • The applicant has developed the massing, the imagery and has tested the site opportunities. It is noted that the planning of the building is at a very initial phase.  
• There is insufficient surrounding context information provided on floorplans, elevations and perspectives. Show the adjoining buildings to illustrate how the proposal responds to the surrounding context.  
• Consider the neighbouring streetscape, especially Money and Lindsay Street’s in relation to the development. Identify some of the local character features and materials used in the streetscape. Reference and reinterpret them in a contemporary way into the façade.  
• Consider removing the fencing from the home office to create more publicly visible activation on the street level.  
• Only a third of the ground level frontage has a habitable function due to domination by carparking and store rooms. Consider possibly removing car bays and relocating store rooms to create more habitable space to relate to and activate the street.  
• Include a publicly visible window to the home office unit to activate the street level.  
• Consider relocating the lift and the lobby to the other side and move the car bays to create activation on both sides. |
| Principle 2 – Landscape quality | • The engagement of a landscaping architect is recommended.  
• All opportunities to increase soft landscaping, deep soil and canopy coverage should be looked into to comply with the City’s landscaping requirements.  
• Upper floor landscape zone may not be able to provide canopy as this may be limited by engineering requirements. Demonstrate that upper floor structure can support needed canopy coverage.  
• A well-articulated landscape design with a diversity of well-suited species is advised. |
| Principle 3 – Built form and scale | • Consider opportunity to remove screening on balcony of top floor to reduce the perception of building bulk. |
| Principle 4 – Functionality and build quality | • Consideration needed for access to disability car parking  
• Reconsider the balcony layouts and useability of the balcony spaces  
• Reconsider stores only being accessed through the bedroom.  
• Further internal planning development is required, including balcony layout and useability of internal spaces. |
| Principle 5 – Sustainability | N/A |
| Principle 6 – Amenity | N/A |
| Principle 7 – Legibility | N/A |
| Principle 8 – Safety | N/A |
| Principle 9 – Community | N/A |
| Principle 10 – Aesthetics | N/A |
| Comments | • Develop the elevations and 3d massing in conjunction with the site and apartment floor plans. |
Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

| Principle 1 – Context and Character | • Consider consolidating the use of some of the proposed finishes, materials and textures. Streetscape elevation reads as quite busy and could benefit from rationalisation to just a few key textures and finishes - such as reconsidering black treatment and form element in the façade - to simplify and create more unity in the façade  
  • Activation of the ground floor needs to be further addressed. The store rooms facing the street minimise the street activation. They are not in an appropriate location  
  • The frontage has limited glazing and needs work to increase activation at the street level. What is currently proposed is not consistent with the intended outcome of the City’s planning framework  
  • More refinement is needed to open the ‘home office’ to the street  
  • Look at some artwork that can be added to the façade |
| --- | --- |
| Principle 2 – Landscape quality | • Additional landscaping and canopy coverage is recommended to comply with the City’s landscaping requirements  
  • It is recommended that a landscape consultant be engaged to provide the required information on landscaping  
  • Ground floor landscaping will be heavily shaded and constrained by upper floors. Consideration should be given to plant selection |
| Principle 3 – Built form and scale | • The building is stepped in well enough so as to mitigate building bulk and mass |
| Principle 4 – Functionality and build quality | • Consider replicating the home office from the other side of the building in place of the stores and relocating the stores to the balconies  
  • Examine if the bin store is adequate in terms of size, configuration and functionality  
  • Consider relocating the lift so it can be seen directly from the entrance  
  • Some store rooms obstruct access to natural (such as Apt 4).  
  • Consider how the foyer entry can be made more inviting and whether it meets accessibility requirements. Consider providing a window, for natural sunlight, into the stairwell  
  • Review parking provisions to identify allocations for required visitor parking |
| Principle 5 – Sustainability | • A number of bedrooms for apartment situated on Level 1 have only one external window. Consider re-designing window layouts to incorporate operable windows facing at least two different orientations to improve opportunities for cross ventilation  
  • Good to see integration of solar PV on rooftop - it looks like there is opportunity to expand the size of this array. |
• Consider integrating other resident amenities such as car charging stations to car parking.
• Good to see majority of external walls are finished in a light or medium colour. As a further guide, large areas of walls and roof should have a solar absorbance of 0.4 or less; darker colours should have solar absorbance of around 0.5
• It is strongly recommended the applicant obtain preliminary energy ratings for some of the typical apartment layouts - this will help to determine what materials, colours and specification upgrades might be necessary to achieve compliant energy ratings for the proposed development.
• Consider conducting a sun study to confirm the required size and location of proposed sun screens to ensure they will be effective.
• Apartment 2 may not be provided with adequate access to natural light due to the depth of the space. Consider reducing the depth.
• Recommend engaging a suitably qualified consultant to ensure rain water catchment and storage can be managed effectively and will provide suitable useability and return on investment.

<table>
<thead>
<tr>
<th>Principle 6 – Amenity</th>
<th>N/A</th>
</tr>
</thead>
</table>
| Principle 7 – Legibility | • Apart from the home office attached to Apartment 01, the proposed development does not appear to have a clearly defined or legible entry facing the street.  
• Apartment 01 and 02 stores facing the street are not ideal with regards to safety, amenity, aesthetics and context and character of streetscape |
| Principle 8 – Safety | N/A |
| Principle 9 – Community | N/A |
| Principle 10 – Aesthetics | N/A |
| Comments | • Look at fire requirements within Design WA or if it is just NCC |

Conclusion:

To be returned to DRP.

5.40pm–6.20pm – Applicant’s Presentation – DA Lodged 5.2019.39.1

3.3 Address: 164 Edward Street, Perth

Proposal: Office Building

Applicant: Peter Webb & Associates / Edwardstar Pty Ltd

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 3 April 2019
Applicant’s Presentation:
The presented with the plans

John Corbellini left the meeting.

Recommendations & Comments by DRP on 3 April 2019:

<table>
<thead>
<tr>
<th>Principle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Principle 1 – Context and Character</strong></td>
<td>The building appears out of context with its surroundings and does not complement the existing streetscape. The language/materials chosen appears to be an odd mix of generic commercial cladding and domestic stone cladding which results in an odd composition/appearance.</td>
</tr>
<tr>
<td><strong>Principle 2 – Landscape quality</strong></td>
<td>The green wall is unlikely to survive in its current form and is likely to be further affected by potential redevelopment of the adjoining site.</td>
</tr>
<tr>
<td><strong>Principle 3 – Built form and scale</strong></td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Principle 4 – Functionality and build quality</strong></td>
<td>The relocation of the central core / lift is creating wasted space. The use of the space needs to be reconsidered as well as the location of the entry.</td>
</tr>
<tr>
<td><strong>Principle 5 – Sustainability</strong></td>
<td>The location of the storage adjacent to the northern boundary does not provide the building with good access to natural sunlight. Consider landscaped terrace to this northern boundary to improve amenity.</td>
</tr>
</tbody>
</table>

Consider increasing the size of the light well which may also provide opportunity for increased landscaping on raised planted terraces.

Consider location and accessibility of end-of-trip facilities for...
<table>
<thead>
<tr>
<th>Item</th>
<th>8.8 - Attachment 1</th>
</tr>
</thead>
</table>
| **Principle 6 – Amenity** | - The floor plan is inefficient and needs further reconsideration.
- The proportions and dimensions of the vertical garden element may not be sufficient to provide natural light penetration into the floor plates particularly on the lower levels. Consider how this could be rearranged to permit natural light penetration. |
| **Principle 7 – Legibility** | - Consider legibility of main street entrance in terms of paving or variation in material. |
| **Principle 8 – Safety** | - Rethink the façade adjacent to the ROW / northern elevation to create additional passive surveillance |
| **Principle 9 – Community** | n/a |
| **Principle 10 – Aesthetics** | n/a |
| **Comments** | n/a |

**Recommendations & Comments by DRP (using the Built Form Policy Design Principles):**

| **Principle 1 – Context and Character** | - The South East façade of the building is concerning. The boundary wall is imposing and will adversely overshadow the adjoining property.
- Look at stepping in the boundary wall adjacent to the lift shaft at roof level.
- Look at ways to break up the boundary wall length by push and pulling the plane of the boundary wall so it does not run along the full length of the boundary.
- Provide further detailing of the treatment of elevations to demonstrate how the development will present and fit together architecturally.
- Perspective drawings are also recommended. A 3D of the façade will help understand how the proposed architectural treatment of the facades works.
- The design treatment and articulation, such as rhythm and division of glazed areas do not correspond between floors or horizontally from façade to façade. Reconsider window sizes and how the final articulation of facades can correspond and fit together. |
| **Principle 2 – Landscape quality** | - Further consideration is required to meet the City’s requirements for canopy coverage and deep soil zones.
- Look at providing mature trees on structure on the upper levels.
- Additional landscape information required. |
| **Principle 3 – Built form and scale** | N/A |
| **Principle 4 – Functionality and build quality** | - Consider changing access to UAT to allow access from foyer instead of through the reception.
- Consider the fire egress requirements for the main stair, now combined with a lift shaft. Relocating the centre core may address sought after setback and articulation of the current proposed boundary wall.
- The ’balcony’ on the northern side of the site is not useable.
- Consider how the floor spaces will be used, how for example will the current dedicated kitchen, lunchroom and ablution areas work in a developed plan accommodating a future office layout. Look at
opportunities to eliminate wasted and ambiguous space. Odd shaped spaces will be difficult to use (kitchen and lunch rooms etc). A more efficient plan could assist resolving existing issues of the building’s external footprint
- The development does not include a disabled parking bay
- The lift lobby door position should preferably be facing the street entrance
- The raised car stackers impact on the height of the building and therefore increase the bulk of the development and its impact on the neighbourhood. Look at the configuration of the car parking to help reduce in part the height of the building

### Principle 5 – Sustainability
- The proposed large areas of glazing, while beneficial in providing natural daylight, may compromise the energy efficiency of the building fabric, or will require inclusion of more expensive high-performance materials. It is recommended for the glazing to be checked for NCC compliance and for glazing areas to be adjusted to suit eg. increasing sill height or reducing head heights slightly to reduce overall glazing areas. Consider integrating more operable glazing, to allow for natural ventilation and to reduce need for mechanical heating and cooling
- Large areas of roof such as found on Level 4 floor plan, should have a solar absorbance of 0.4 or less. Consider integrating solar PV on the new roof – this generally provides a viable cost-benefit and payback period for the initial capital expenditure.
- Look at opportunities to increase light wells to naturally illuminate office and foyers at centre/ boundary wall sections of the building.

### Principle 6 – Amenity
- Disabled parking and access needs to be considered
- Consider providing secure bike storage area to improve security and amenity for building occupants

### Principle 7 – Legibility
- The entrance to the building is not clear and legible
- Consider relocating the roof deck to the opposite side of the lift shaft to optimise natural sunlight and be more legible

### Principle 8 – Safety
- Consider making the bicycle bays secure

### Principle 9 – Community
- N/A

### Principle 10 – Aesthetics
- N/A

### Comments
- N/A

**Conclusion:**

Amendments can be sent to the DRP for consideration if necessary

**6.20pm–7.20pm – Applicant’s Presentation – No DA lodged**

3.4 **Address:** 64 Cleaver Street, West Perth
Proposal: 12 Multiple Dwellings
Applicant: MW Urban

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 6 March 2019

Applicant's Presentation:
The presented a power point presentation

Recommendations & Comments by DRP on 6 March 2019:

| Principle 1 – Context and Character | The ground floor apartment helps the building create an active streetscape and generates additional soft landscaped garden area. The introduction of brickwork is encouraged however it appears a bit disjointed and unbalanced. More face-brick may assist however review the locations to ensure the project displays a balanced architectural language and aesthetic. The architectural language looks disjointed as there are some character references, but it is not cohesive. Review the Bottle Yard on Palmerston Street and Fringe Apartments on William Street. These are good examples of how a development relates to the surrounding contextual character in a contemporary way. The use of the black bands around the building accentuates the bulk and does not necessarily contribute towards a cohesive balanced appearance for the building. The corner window and room in the roof assist in reducing the bulk however the front elevation appears as being quite busy. Further consideration needed to break down the bulk and minimise how it presents to adjoining properties. |
| Principle 2 – Landscape quality | The landscape plans make the most of a limited zone. Reasonable sized trees within the access way are supported and well received. Consideration needed for the location of some planters on the upper floors. Ensure that planters can be easily accessed as planting will need to be to be maintained. |
| Principle 3 – Built form and scale | The side facades of the building need to be given more attention and detail to mitigate the perception of building bulk. They have little articulation or visual interest. |
| Principle 4 – Functionality and build quality | Demonstrate parking manoeuvre into the parking bays specifically the last bay. Some of the balconies overlook the adjoining properties outdoor living areas. Make the balconies compliant in terms of overlooking. |
| Principle 5 – Sustainability | N/A |
| Principle 6 – Amenity | Consider how non-compliant items which affect the amenity of the adjoining properties (i.e. visual privacy) can be resolved. |
| Principle 7 – Legibility | N/A |
| Principle 8 – Safety | N/A |
| Principle 9 – Community | N/A |
| Principle 10 – | N/A |
Aesthetics

**Comments**
- The reduced number of stair cores and improved legibility, engagement of a landscape architect, better apartment planning, removal of the black arch elements and adding the ground floor apartment/landscape at the front of the complex have all improved the proposal. A number of the previous comments have been taken on board.
- The architectural language in elevation, articulation and massing / bulk do not tie in with the surrounding context and require further development.

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

| Principle 1 – Context and Character | • The top floor of the front façade sitting flush with the floor levels below should be reconsidered.  
• The ground floor portion of the front façade needs further design consideration. Consider removing the thin element of brickwork running horizontal and consider bringing the brickwork element of the upper floors through to the ground.  
• Include shadows to elevations to show depth and articulation of the facades, including treatment of roof eaves and fascia.  
• Reconsider the ground level articulation of the building to be more cohesive with the ‘block’ articulation of the upper floors. |
| Principle 2 – Landscape quality | • Landscape is generally as before so previous comments remain. |
| Principle 3 – Built form and scale | • Consider breaking up the roof form and lowering the building roof heights above the store rooms to reduce the bulk of the building. |
| Principle 4 – Functionality and build quality | • Further structural support may be required for the balconies below the “roof box”  
• Interior layouts of some the units to be reconsidered (specific reference to B5, B6, A4 and A5). The spaces between the kitchens and dining areas are tight and would result in poor functionality for residents.  
• Ensure all kitchens are provided with openable windows to achieve best cross ventilation.  
• The ratio of bedrooms to living space appears unbalanced (several bedrooms whilst the living space provided is relatively small).  
• Further design consideration needs to be given to addressing visual privacy concerns to the southern lot boundary. The use of screening devices is encouraged where appropriate. |
| Principle 5 – Sustainability | • The site and proposed development is challenging in regard to providing solar access and incorporating solar passive design principles, due to an existing 8-storey apartment building adjacent to the north boundary of the site. It is acknowledged that it would be very difficult to achieve an optimum solar passive design and/or incorporate opportunities for renewable energy generation eg. solar PV on roof.  
• It is strongly recommended the applicant obtain... |
preliminary energy ratings for some of the typical apartment layouts - this will help to determine what materials, colours and specification upgrades might be necessary to achieve compliant energy ratings for the proposed development

- Recommend against the use of a dark colour for the upper portion of the building. While the intent of this proposed design change is to reduce the visual bulk and scale of the proposed development, the use of dark external wall and roof colours increases the absorption of solar radiation in summer - this is likely to result in overheating of these apartments, which will be detrimental to thermal comfort and energy rating. Consider instead the use of a contrasting material or colour, with a solar absorbance of around 0.5 or less
- Large areas of roof such as found on Level 4 floor plan should have a solar absorbance of 0.4 or less
- Look to have bedrooms with windows facing two different orientations, which can help to improve cross and natural ventilation opportunities. Ensure windows are fully openable. Eg. avoid use of awning windows which have a minimal ventilation opening. Consider installing ceiling fans to habitable rooms and bedrooms, which will in turn help to improve the energy rating and thermal performance
- Cavity brickwork will likely require insulation installed to the cavity to meet energy efficiency compliance requirements
- There is no protection for the openings on the west side and eastern side

| Principle 6 – Amenity | Consider incorporating a secure bike storage area to increase amenity and security for occupants
| Principle 7 – Legibility | Consider ways in which the entrance into the apartments can be made more legible
| Principle 8 – Safety | N/A
| Principle 9 – Community | N/A
| Principle 10 – Aesthetics | N/A

| Comments | The design review panel (DRP) acknowledged that the plans presented were an improvement on the previously considered plans in terms of architectural language:
  - The simplification and purification of the building/front façade is good as it brings more focus on design detail;
  - The reference to the Cleaver Court tower form and the use of façade brickwork element is considered to be a positive outcome from a contextual point of view.

**Conclusion:**
Amendments can be sent to the DRP for consideration if necessary. DA to be lodged
4. **General Business**

5. **Close / Next Meeting**

There being no further business, the Chairperson, Sasha Ivanovich declared the meeting closed 7.20pm.

The next meeting will be held on 22 May 2019
CITY OF VINCENT
DESIGN REVIEW PANEL

Wednesday 22 May 2019 at 3.30pm

Venue: Function Room
City of Vincent Administration and Civic Centre

MINUTES

Attendees:
Design Advisory Committee Members: City of Vincent Officers
James Christou (Chairperson) Jay Naidoo (Manager Development & Design)
Sid Thoo Kate Miller (Senior Urban Planner)
Simon Venturi Mitch Hoad (Senior Urban Planner)
Joe Chindarsi Clair Morrison (Urban Planner)

**************************************************************************

Applicant-Item 3.1

Applicant-Item 3.2

**************************************************************************

3.30pm Member Discussion
4.00pm

1. Welcome / Declaration of Opening

The Chairperson, James Christou declared the meeting open at 4.00pm.

2. Apologies

3. Business

4.00pm–4.30pm – Applicant’s Presentation – DA Lodged 5.2019.73.1

3.1 Address: 5 Lincoln Street, Perth

Proposal: Two Grouped Dwellings

Applicant: Whispering Smith Pty Ltd

Reason for Referral: The proposal will likely benefit from the referral to the DRP in terms of the City’s Built Form Local Planning Policy 7.1.1 (LPP 7.1.1)

Sid Thoo left as a potential conflict of interest

Applicant’s Presentation:
The applicant presented a power point presentation

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

________________________________________________________________________
| Principle 1 – Context and Character | The minimalistic design does not appear to fit in contextually with the locality or provide passive surveillance of the streetscape. More information is needed to provide a greater streetscape / contextual analysis to show how the design has been generated and where the links to local context, materials and textures come from. Elevations and perspectives need to include the adjoining dwellings and buildings to illustrate how the proposal sits within its context. The blank wall to the front façade could be broken up with an additional opening or window. Upper level bedroom robes facing the street and the workshop garage doors limit interaction with the streetscape. Further details to be provided with respect to the intended materials and colours considered and how this would help break up the bulk and articulate the design. Widespan profile materials would also help to add an element of depth. Include shadows on the elevations to add depth to the drawings. The commercial context on the adjoining property alleviates concerns about the reduced setback on the east boundary. Arch reference is positive. Consider taking this element further to break up the front façade massing. Subtle complementary materials can be considered for this to add an element of verticality and texture. The transitional nature of the block is recognised. Look to incorporate commercial and residential references to suit this context. Streetscape elevations can be further refined to draw stronger references to the surrounding built form context. |
| Principle 2 – Landscape quality | N/A |
| Principle 3 – Built form and scale | N/A |
| Principle 4 – Functionality and build quality | N/A |
| Principle 5 – Sustainability | Windows to be provided to bathrooms to provide natural ventilation. Site orientation makes it difficult to achieve optimum solar access for proposed dwellings; west facing glazing - even with shading and planting - may have an adverse impact on thermal comfort for occupants. Suggest obtaining preliminary energy ratings to determine likely star rating, which in turn will help to inform construction and window specification and/or sizes. Recommend against the use of awning windows, as these provide minimal opportunities for natural and cross ventilation; other opening types such as casement or sash windows (with restricted openings) can provide better ventilation while still satisfying fall prevention requirements under the NCC. Consider openable/operable windows to void to help |
enhance stack ventilation effect
  • Good to see use of light-coloured external cladding and roofing
  • Good to see inclusion of rainwater tanks
  • Good to see proposed inclusion of solar PV and hot water
  • Recommend ceiling fans to habitable rooms (if not already)
  • Show 4sqm external store on plan?

<table>
<thead>
<tr>
<th>Principle</th>
<th>Amenity</th>
<th>Legibility</th>
<th>Safety</th>
<th>Community</th>
<th>Aesthetics</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principle 6</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>Principle 7</td>
<td>N/A</td>
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<td>Principle 8</td>
<td>N/A</td>
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<td>N/A</td>
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<tr>
<td>Principle 9</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>Principle 10</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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</tbody>
</table>

**Conclusion:**

To be returned to DRP. DRP are prepared to support the application, subject to the refinements as outlined.

**4.30pm–5.00pm – Applicant Presentation – No DA Lodged**

3.2 **Address:** 194-200 Carr Place, Leederville

**Proposal:** Multi-Residential Development (53 multiple dwellings)

**Applicant:** Hilliam Architects / Hanrise Pty Ltd

**Reason for Referral:** For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 6 March 2019.

**Applicant’s Presentation:**
The applicant presented a power point presentation

**Recommendations & Comments by DRP from 6 March**

<table>
<thead>
<tr>
<th>Principle 1 – Context and Character</th>
<th>• The way the site is broken up works well and creates corridors creating natural light/ventilation access which is important in contemporary apartment design</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• The materiality and textures proposed are good and well considered</td>
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<tr>
<td></td>
<td>• The verandah study reflects the context. The raised floor provides a level of privacy but also is connected to the street and works well</td>
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<tr>
<td></td>
<td>• The verandah gives a good human scale quality to the building</td>
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<td></td>
<td>• More consideration and design is needed in relation to the bulk and scale especially to the west</td>
</tr>
</tbody>
</table>

| Principle 2 – Landscape quality | • The ‘pocket park’ is a positive community benefit as well as acting as an entry for the residents |

| Principle 3 –                   | • The apartment mix is good and the planning is functional |
### Built Form and Scale

<table>
<thead>
<tr>
<th>Principle 4 – Functionality and Build Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Good choice of materiality that adds softness and texture to the development</td>
</tr>
<tr>
<td>• Many bathrooms do not have windows – look for opportunities to install windows for natural light</td>
</tr>
<tr>
<td>• Commercial premises may be viable in the future with increase in density along Carr Street</td>
</tr>
<tr>
<td>• Efficient building with the location of a central stair and lift shaft</td>
</tr>
<tr>
<td>• The ground floor does appear flexible with separate apartment entrances via the verandahs from the street – home-based businesses may be possible here.</td>
</tr>
<tr>
<td>• Consider ways the parking bay can be adapted for alternate use in the future</td>
</tr>
<tr>
<td>• The open communal corridors are supported</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 5 – Sustainability</th>
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</thead>
<tbody>
<tr>
<td>N/A</td>
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<table>
<thead>
<tr>
<th>Principle 6 – Amenity</th>
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<td>N/A</td>
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<table>
<thead>
<tr>
<th>Principle 7 – Legibility</th>
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<tr>
<td>N/A</td>
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<table>
<thead>
<tr>
<th>Principle 8 – Safety</th>
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<tbody>
<tr>
<td>N/A</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 9 – Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>The roof garden appears to be completely planted. Look for opportunities for seating or the like.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 10 – Aesthetics</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
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</tbody>
</table>

### Comments

<table>
<thead>
<tr>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Treatment to the east works well as it matches the adjoining sites</td>
</tr>
<tr>
<td>• The applicant is encouraged to consult with the adjoining property owners</td>
</tr>
<tr>
<td>• The presentation and proposal is of a high quality and is commended. The information supplied in terms of contextual analysis, design diagrams and design intent is good</td>
</tr>
</tbody>
</table>

### Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

<table>
<thead>
<tr>
<th>Principle 1 – Context and Character</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The dominant black brick materiality and vertical brick / screening of the Carr Place elevation contribute to the bulk and massing perception on the streetscape</td>
</tr>
<tr>
<td>• The east elevation has far less diversity of materials and textures</td>
</tr>
<tr>
<td>• Adjoining properties will be looking up at the underside of the balconies which is visually dominant on the east elevation. Look at further refinement of this</td>
</tr>
<tr>
<td>• Moderation of the height would assist with the development fitting within the streetscape. Stepping up of the height towards the rear of the site would transition between the context of Carr Place and Vincent Street and be more consistent with the Carr Place Streetscape</td>
</tr>
<tr>
<td>• Look at incorporating more glass and transparent materials</td>
</tr>
<tr>
<td>• The mesh could respond in a different form to its orientation, overlooking potential and surrounding context. There is an opportunity to minimise various impacts through the use of materials</td>
</tr>
<tr>
<td>• A lot of the work has been put into the breaking up of the massing within the architectural form however that is not coming across in the renders</td>
</tr>
<tr>
<td>Principle 2 – Landscape quality</td>
</tr>
<tr>
<td>--------------------------------</td>
</tr>
<tr>
<td>The pocket park appears to be quite formal and more hard landscaped rather than planted out as previously proposed.</td>
</tr>
<tr>
<td>The use of planting for privacy screening is supported in principle, however ongoing management of this needs to be resolved to ensure that this is maintained in perpetuity. Will the soft landscaping used for privacy screening be maintained by the strata or individual owners? Alternatively a mix of hard and soft screening can be considered.</td>
</tr>
<tr>
<td>Space for trees to grow between the balconies along the front appears to be too narrow. Allow trees more space.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 3 – Built form and scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overlooking from balconies into adjoining properties needs to be resolved. Consider materiality options which may address this.</td>
</tr>
<tr>
<td>Further development of renders is needed to show how the mass and scale of the development is mitigated. Make the open corridors more visible in the renders.</td>
</tr>
<tr>
<td>Building separation to adjoining lots needs to be considered in respect to Design WA. If an adjoining building of similar setback is built there would be a compromised access to light and air, and to the overall amenity of the development. Ensure sufficient privacy setback is provided to ensure that there is no need for hard screening which will add to bulk of the building.</td>
</tr>
<tr>
<td>Stepping back of development on Carr Place would increase articulation and reduce perception of massing and bulk. Repetition of the current design appears to add to this perception of massing / bulk but allows for stepping down.</td>
</tr>
<tr>
<td>Concerns over the additional height and plot ratio and how the massing of the development is managed.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 4 – Functionality and build quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>If bicycle parking is proposed within the stores, additional space will be required.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Principle 5 – Sustainability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground floor and first floor apartments generally do not have access to northern aspects for solar passive design and natural daylight.</td>
</tr>
<tr>
<td>Consider potential impact on energy ratings, construction specifications and minimum daylight hours required under Design WA; refer clause A 4.1.1.</td>
</tr>
<tr>
<td>Also note more stringent energy efficiency requirements under NCC 2019; also refer Design WA A4.15.1.</td>
</tr>
<tr>
<td>Cross ventilation for individual rooms could be improved by providing window openings in a minimum of two different wall orientations, ideally opposite one another.</td>
</tr>
<tr>
<td>Consider impact of north-facing balcony overhangs on solar access for adjacent habitable rooms; for example, flip trapezoid balcony to north-west apartments to increase solar access to main living areas.</td>
</tr>
<tr>
<td>Consider conducting analysis of daylight levels for typical apartments to ensure adequate provision of natural light.</td>
</tr>
</tbody>
</table>
daylight
- Reconsider use of dark coloured brickwork as this increases solar absorptance (SA) in summer - perhaps consider medium colour with SA of around 0.5
- Ensure operable windows actually allow opportunities for natural and cross ventilation eg. avoid use of awning windows with restricted openings
- Recommend light coloured main roof with solar absorptance of 0.4 or less
- Consider installing solar PV on roof to provide electricity common area
- Provide ceiling fans to habitable rooms; confirm ceiling height clearance is adequate
- Investigate opportunities for rainwater capture and harvesting to irrigate pocket park and/or green roof
- Maybe consider providing EV charging points throughout parking areas
- Look for opportunities to increase windows and openings to inner apartments to improve access to natural ventilation. Many bathrooms also have potential for windows adjoining the communal corridors which is supported.
- High level windows over doors adjacent to corridor can be considered to assist with cross ventilation and minimise use of air conditioning

<table>
<thead>
<tr>
<th>Principle 6 – Amenity</th>
<th>There appears to be no bike store and/or bike parking on carpark levels; this can be a valuable amenity for residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principle 7 – Legibility</td>
<td>N/A</td>
</tr>
<tr>
<td>Principle 8 – Safety</td>
<td>N/A</td>
</tr>
<tr>
<td>Principle 9 – Community</td>
<td>N/A</td>
</tr>
<tr>
<td>Principle 10 – Aesthetics</td>
<td>N/A</td>
</tr>
<tr>
<td>Comments</td>
<td>Pre-lodgement community consultation is recommended</td>
</tr>
</tbody>
</table>

Conclusion:

To be returned to DRP. The DRP supports the planning rationale, but has concerns with massing, scale, context and character. The applicant should consider breaking down the strong horizontal elements, especially the visual impact of the balconies. It should also consider stepping options - create a variety of building heights.

4. General Business

5. Close / Next Meeting
There being no further business, the Chairperson, James Christou declared the meeting closed 5.00pm.

The next meeting will be held on 5 June 2019
**SUBJECT:** Street Tree Removal Requests

**DATE:** 30 May 2019

**AUTHOR:** Tracy Hutson, Executive Secretary
John Gourdis – Supervisor Parks Services

**AUTHORISER:** Andrew Murphy, Executive Director Infrastructure & Environment

**PURPOSE:**
To present Council with the monthly update on street tree removal requests within the City of Vincent.

**BACKGROUND:**
At the Ordinary Meeting of Council on the 5 December 2017, a Notice of Motion was presented requesting Administration provide a monthly Information Bulletin to Council summarising all requests for street tree removal within the City and the outcome of each.

A report outlining when and how a tree removal request will be considered, as well as the requests for the last quarter of 2017 until the 10 January 2018 was presented to the Ordinary Meeting of Council held on 6 February 2018.

**COMMENTS:**
Please find below listing for the period 31 April 2019 to 30 May 2019.
### CITY OF VINCENT - Street Tree Removal Requests to 30 May 2019

<table>
<thead>
<tr>
<th>Date</th>
<th>Requested By</th>
<th>Location / Address</th>
<th>Reason for Removal</th>
<th>Tree Species</th>
<th>Inspection Comments</th>
<th>Approved for Removal (Y/N)</th>
<th>Replacement Tree (Y/N - species)</th>
</tr>
</thead>
<tbody>
<tr>
<td>02/05/19</td>
<td>Resident</td>
<td>29 Raglan Rd, Mt Lawley</td>
<td>Tree is dead.</td>
<td>Callistemon species</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Melaleuca vedrilliens</td>
</tr>
<tr>
<td>06/05/19</td>
<td>Resident</td>
<td>52 Paddington St, North Perth</td>
<td>Verge tree looking very unwell - seeking permission to remove it</td>
<td>Lophostemon confertus</td>
<td>Removed dead portion of the tree, rest of tree in good health</td>
<td>N</td>
<td>N/A</td>
</tr>
<tr>
<td>06/05/19</td>
<td>Parks Officers</td>
<td>3 Mitchell St, Mt Lawley</td>
<td>The crown and the trunk had a vertical split as it was hit by a car</td>
<td>Jacaranda minirosaefolia</td>
<td>On inspection it was obvious that the tree had to be removed due to the roots exposed out of the ground, and the split in the trunk destroying the tree</td>
<td>Y</td>
<td>Jacaranda minirosaefolia</td>
</tr>
<tr>
<td>07/05/19</td>
<td>Resident</td>
<td>6 Kayle St, North Perth</td>
<td>Tree is very old and many branches are dry and falling</td>
<td>Melaleuca styphodes</td>
<td>Tree in excellent condition, only removed dead wood</td>
<td>N</td>
<td>N/A</td>
</tr>
<tr>
<td>24/05/19</td>
<td>Resident</td>
<td>88 &amp; 90 Eton St, North Perth</td>
<td>Verge trees are dead.</td>
<td>Lophostemon confertus</td>
<td>Both trees are confirmed dead</td>
<td>Y</td>
<td>Jacaranda minirosaefolia</td>
</tr>
<tr>
<td>27/05/19</td>
<td>Resident</td>
<td>156 Carr St, Ledderville (Loftus Street frontage)</td>
<td>Verge tree appears almost dead. Can it be removed and replaced.</td>
<td>Agonis flexuosa</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Agonis flexuosa</td>
</tr>
</tbody>
</table>
Statistics for Development Applications
As at the end of May 2019

Determined Applications

Table 1: Minimum, Average and Maximum Processing Timeframes for determined applications in each financial year since 2016/17 and each month since July 2018.

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Minimum</td>
<td>7</td>
<td>17</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>35</td>
<td>0</td>
<td>5</td>
<td>46</td>
<td>0</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Average</td>
<td>151</td>
<td>110</td>
<td>83.5</td>
<td>106</td>
<td>91.6</td>
<td>95</td>
<td>80.6</td>
<td>80.8</td>
<td>66.9</td>
<td>64</td>
<td>107</td>
<td>94</td>
<td>74.2</td>
<td></td>
</tr>
<tr>
<td>Maximum</td>
<td>924</td>
<td>647</td>
<td>386</td>
<td>797</td>
<td>494</td>
<td>505</td>
<td>407</td>
<td>216</td>
<td>176</td>
<td>167</td>
<td>188</td>
<td>251</td>
<td>203</td>
<td></td>
</tr>
</tbody>
</table>

DA's Determined: 60, 45, 46, 41, 50, 37, 29, 27, 41, 48, 48
Value of Determined DA's (in millions): $24.4, $9.47, $17.5, $15.2, $31.5, $2.9, $4.8, $24.1, $14, $16.1

Table 2: No. of DA's to be determined.

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>DA's lodged</td>
<td>53</td>
<td>46</td>
<td>37</td>
<td>51</td>
<td>53</td>
<td>38</td>
<td>42</td>
<td>30</td>
<td>45</td>
<td>45</td>
<td>44</td>
<td></td>
</tr>
<tr>
<td>DA's to be determined</td>
<td>118</td>
<td>118</td>
<td>105</td>
<td>112</td>
<td>112</td>
<td>110</td>
<td>116</td>
<td>116</td>
<td>116</td>
<td>110</td>
<td>104</td>
<td></td>
</tr>
<tr>
<td>Value of DA's to be determined (in millions)</td>
<td>$69.95</td>
<td>$80.55</td>
<td>$79.13</td>
<td>$62.89</td>
<td>$59.86</td>
<td>$56.17</td>
<td>$59.29</td>
<td>$85.86</td>
<td>$90.12</td>
<td>$94.82</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Item 8.8- Attachment 4
## Register of State Administrative Tribunal (SAT) Appeals
As at 6 June 2019

<table>
<thead>
<tr>
<th>NO.</th>
<th>Address &amp; SAT Review No.</th>
<th>Date Received</th>
<th>Applicant</th>
<th>Review Matter &amp; Comments</th>
</tr>
</thead>
</table>
The subject of this review is a Building Order issued by the City for the removal of unauthorised buildings and structures primarily comprised of outbuildings covering an aggregate area of approximately 540 square metres across both Nos. 120 and 122 Richmond Street. This order only relates to No. 22 Richmond Street. An appeal was lodged with the SAT on 11 January 2018. Mediation held on site on 7 February 2018. A further Mediation was held on 22 February 2018. Following discussions between the applicant and the SAT, it was agreed to adjourn the mediation to a further mediation conference to be held on 12 April 2018. The applicant was granted a four week extension to remove the structures from the property and any further action was pending the applicant’s progress during that period. Mediation Conferences held on 27 April 2018, 11 May 2018 and 23 May 2018 – further adjourned until 26 July 2018. As part of this and following a review of the applicant’s progress in removing unauthorised structures on the site, on 23 May 2018 the applicant was granted an eight week extension to remove the structures from the property and any further action is pending the applicant’s progress during that period. Due to a lack of satisfactory progress to remove the structures, on 26 July 2018, the matter was adjourned for a further directions hearing to be held on 6 August 2018, where the matter was set for final hearing on 13 November 2018. At the hearing on 13 November 2018, the applicant was advised of his intention to lodge applications for Development Approval for the existing unauthorised structures. Application for Development Approval for the existing unauthorised structures was lodged on 26/11/18 and was subsequently refused. The trial date was vacated and the matter was listed for a new Directions Hearing on 12 February 2019. Adjournment until 18 March 2019 while Application for Development Approval was being processed. The Applicant has advised that they will be appealing the refusal of the Application for Development Approval. Adjourned until 20 May 2019 to allow the two appeals to be considered together. Applicant submitted an appeal for the Development Approval on 20 May 2019. Matter to proceed concurrently with the review of the Building Order and is listed for Further Directions on 7 June 2019. |

Representation by: Kolt Gunning Lawyers

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Page 1 of 3
## Register of State Administrative Tribunal (SAT) Appeals
As at 6 June 2019

<table>
<thead>
<tr>
<th>NO.</th>
<th>ADDRESS &amp; SAT REVIEW NO.</th>
<th>DATE RECEIVED</th>
<th>APPLICANT</th>
<th>REVIEW MATTER &amp; COMMENTS</th>
</tr>
</thead>
</table>
| 2.  | No. 8 Moir Street, Perth (DR 281 of 2018) | 9 November 2018 | Kogon | Application for review of Council’s decision to refuse the application for short term dwelling on 16 October 2018.
|     |                          |               |           | A Directions Hearing was held on 30 November 2018. SAT issued orders advising the applicant to provide amended plans and a management plan by the 31 January 2019 to enable Council to reconsider the application on or before 2 April 2019. The amended proposal was reconsidered and refused at the OVC on 2 April 2019. The City attended the Directions Hearing held on 9 April 2019. The matter has been scheduled for a full hearing. The hearing will be held on the papers with submissions and evidence from the respondent and the applicant provided in writing only. The oral decision will be available by 14 June 2019. Representation by: Allerting and Associates |
| 3.  | No. 3 Bulwar Avenue, Perth (DR 304 of 2018) | 30 November 2018 | Justin Mortley | Application for review of Council decision to refuse the application for Alterations and Additions to Single House (unauthorised existing development) on 18 September 2018.
|     |                          |               |           | The City attended a directions hearing 14 December 2018, with the matter scheduled for mediation on 17 January 2019. Staff attended mediation 17 January 2019 where the parties were unsuccessful in mediating a suitable outcome. A Directions Hearing was scheduled 25 January 2019 where the SAT scheduled a second mediation session was held 5 March 2019. The SAT ordered the applicant to test removing a portion of the render. A report was provided on the test and has been considered by the City’s heritage experts. Mediation was held on 7 May 2019 and has been scheduled for a further mediation on 7 June 2019. Representation by: Altius Planning |
| 4.  | No. 125 Richmond Street, Lauderdale (DR 302/2018) | 4 December 2018 | Network PPD | Application for review of JDAP decision to refuse the application for an amendment to the existing approval for Multiple Dwellings on 13 October 2018.
|     |                          |               |           | The City attended mediation on 28 February 2019 where the SAT scheduled for the applicant to provide amended plans on 29 March 2019. On-site mediation followed by further mediation at the City’s Administration Offices was held on 12 April 2019. Orders received requesting the JDAP to reconsider the application under section 31 of the SAT Act on or before 31 May 2019. The application was reconsidered and approved by the JDAP at its meeting on 30 May 2019. Awaiting applicant to advise whether application for review to be withdrawn. Representation by: JDAP |
## REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS AS AT 6 JUNE 2019

<table>
<thead>
<tr>
<th>NO.</th>
<th>ADDRESS &amp; SAT REVIEW NO.</th>
<th>DATE RECEIVED</th>
<th>APPLICANT</th>
<th>REVIEW MATTER &amp; COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.</td>
<td>No. 58 Kalgoorlie Street, Mount Hawthorn (DR 55/2019)</td>
<td>7 March 2018</td>
<td>Caitlin Kyron (represented by Urbanista Town Planning)</td>
<td>Deferred by Council 5 March 2019. Applicant notified the City 7 March 2019 of their application to SAT. Application refused by Council at its meeting 2 April 2019. Final Hearing has been scheduled for 12 June 2019 commencing 9.30am on site and 11.00am at the SAT. Representation by: Allending and Associates</td>
</tr>
<tr>
<td>6.</td>
<td>No. 11 Douglas Street, Perth (DR 73/2019)</td>
<td>5 April 2019</td>
<td>Amanda Deurbo (represented by Michael Duke)</td>
<td>Application refused under delegation Administration attended a Directions Hearing on 26 April 2019. Orders were received requesting the applicant to provide additional information by 30 April 2019 to allow the application to be re-advertised by 1 May 2019 and reconsidered on or before 22 May 2019. Application received more than two objections and requires Council determination. SAT orders amended to invite Council to reconsider the application at its meeting on 25 June 2019. Report to be presented to 25 June 2019 Ordinary Council Meeting, with a further Directions Hearing scheduled for 5 July 2019. Representation by: Administration</td>
</tr>
<tr>
<td>8.</td>
<td>Nos. 80-84 Ellermore Street and No. 35 Blackford Street, Mount Hawthorn (DR 85/2019)</td>
<td>30 April 2019</td>
<td>KGCC Properties Pty Ltd (represented by Element)</td>
<td>Application for review of Metro West JDAIC decision to refuse the application Directions Scheduled 10 May 2019, City not required to attend. Matter listed for mediation on 18 June 2019. The Mayor has been invited to attend the mediation to outline community concerns with the proposal. Representation by: JDAIC</td>
</tr>
<tr>
<td>9.</td>
<td>No. 131 Harold Street, Highgate (DR 95/2019)</td>
<td>8 May 2019</td>
<td>Kinston Commercial Group Pty Ltd</td>
<td>Application for review of Council decision to refuse the application for proposed Change of Use from Educational Establishment to Medical Centre on 2 April 2019. Matter listed for mediation on 4 July 2019. Mayor and Councillors invited to attend. Representation by: Administration</td>
</tr>
<tr>
<td>No.</td>
<td>ADDRESS</td>
<td>APPLICANT</td>
<td>PROPOSAL</td>
<td>DATE APPLICATION RECEIVED</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------</td>
<td>------------------------------------</td>
<td>-----------------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>1.</td>
<td>No. 13 Blake Street, North Perth</td>
<td>Applicant: Planning Solutions</td>
<td>Form 1 – 10 Multiple Dwellings</td>
<td>31 January 2019</td>
</tr>
<tr>
<td>3.</td>
<td>No. 742 Newcastle Street, Leaderville</td>
<td>Applicant: Element</td>
<td>Form 1 – Commercial Development</td>
<td>22 February 2019</td>
</tr>
<tr>
<td>4.</td>
<td>No. 189 Charles Street, West Perth</td>
<td>Applicant: Choice Constructions Pty Ltd</td>
<td>Form 2 – Alterations and additions to mixed use development (amendment to approved)</td>
<td>20 March 2019</td>
</tr>
<tr>
<td>5.</td>
<td>Nos. 9-11 Money Street, Perth</td>
<td>Applicant: Fratelle Group</td>
<td>Form 2 – Alterations and Additions to Mixed Use Development (Amendment to Approval)</td>
<td>8 April 2019</td>
</tr>
<tr>
<td>6.</td>
<td>No. 125 Richmond Street, Leaderville</td>
<td>Applicant: Raniday Holdings Pty Ltd</td>
<td>Form 2 – Alterations to Multiple Dwellings (Amendment to Approval)</td>
<td>30 April 2019</td>
</tr>
</tbody>
</table>
### METROWEST DEVELOPMENT ASSESSMENT PANEL (MWDAP)
#### REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT
#### AS AT 6 JUNE 2019

<table>
<thead>
<tr>
<th>No.</th>
<th>ADDRESS</th>
<th>APPLICANT</th>
<th>PROPOSAL</th>
<th>DATE APPLICATION RECEIVED</th>
<th>DAP MEETING DATE</th>
<th>DAP DECISION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.</td>
<td>No. 125 Richmond Street,</td>
<td>Applicant: RainDay Holdings</td>
<td>Section 31 Reconsideration of Form 2 – Alterations to Multiple Dwellings</td>
<td>3 May 2019</td>
<td>30 May 2019</td>
<td>The application was approved contrary to the City’s recommendation dated</td>
</tr>
<tr>
<td></td>
<td>Leederville</td>
<td>Pty Ltd</td>
<td>(Amendment to Approval)</td>
<td></td>
<td></td>
<td>17 May 2019. Carried 3-2. For: Mr Higham, Mayor Cole,</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Cr Gontaszewski Against: Ms Lefante, Mr Hick</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>The minutes are available <a href="#">here</a>.</td>
</tr>
<tr>
<td>8.</td>
<td>Nos. 291-293 Stirling Street,</td>
<td>Applicant: Woolworths C/O</td>
<td>From 1 – Mixed Use Development</td>
<td>16 May 2019</td>
<td>To be confirmed</td>
<td>Not yet determined.</td>
</tr>
<tr>
<td></td>
<td>Perth</td>
<td>Urbis</td>
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</tr>
<tr>
<td>9.</td>
<td>Nos. 71-77 Walcott Street,</td>
<td>Applicant: Peter Simpson</td>
<td>Form 2 – Alterations and Additions to Office (Amendment to Approval)</td>
<td>28 May 2019</td>
<td>To be confirmed</td>
<td>Not yet determined.</td>
</tr>
<tr>
<td></td>
<td>Mount Lawley</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

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[Page 2 of 2]
### CITY OF VINCENT DESIGN REVIEW PANEL (DRP)
**REGISTER OF APPLICATIONS CONSIDERED BY DRP AS AT 6 JUNE 2019**

<table>
<thead>
<tr>
<th>NO.</th>
<th>ADDRESS</th>
<th>APPLICANT</th>
<th>PROPOSAL</th>
<th>DRP MEETING DATE</th>
<th>REASON FOR REFERRAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>No. 5 Lincoln Street, Perth</td>
<td>Whispering Smith Pty Ltd</td>
<td>Two Grouped Dwellings</td>
<td>22/5/19</td>
<td>The proposal will likely benefit from the referral to the DRP in terms of the City's Local Planning Policy No. 7.1.1 - Built Form: DA lodged.</td>
</tr>
<tr>
<td>2.</td>
<td>Nos. 194-200 Carr Place, Leederville</td>
<td>Hillam Architects/Harrise Pty Ltd</td>
<td>Multi-Residential Development (53 Multiple Dwellings)</td>
<td>22/5/19</td>
<td>For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 6 March 2019. No DA lodged.</td>
</tr>
<tr>
<td>3.</td>
<td>No. 17 Florence Street, West Perth</td>
<td>Ecologic Homes</td>
<td>Three Additional Two Storey Grouped Dwellings</td>
<td>5/6/19</td>
<td>The proposal will likely benefit from the referral to the DRP in terms of the City's Local Planning Policy No. 7.1.1 - Built Form: DA lodged.</td>
</tr>
</tbody>
</table>

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Page 1 of 1
COUNCIL BRIEFING AGENDA

18 JUNE 2019

CITY OF VINCENT

INFORMATION BULLETIN

<table>
<thead>
<tr>
<th>TITLE:</th>
<th>Register of Petitions – Progress Report – June 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIRECTORATE:</td>
<td>Chief Executive Officer</td>
</tr>
</tbody>
</table>

DETAILS:

Petitions received by the City of Vincent are read out at the Council Meeting and are referred to the appropriate Director for investigation and report. This normally takes 6-8 weeks and the purpose of this report is to keep the Council informed on the progress of the petitions which have been reported to the Council.

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following petitions still require action or are in the process of being actioned.

**Key Index:**
- CEO: Chief Executive Officer
- CEB: Corporate & Business Services
- EDP: Executive Director Planning & Place
- EID: Executive Director Infrastructure & Environment

No outstanding Petitions as at 1 June 2019
**Title:** Register of Notices of Motion – Progress Report – June 2019  

**Directorate:** Chief Executive Officer

**Details:**
A status report is submitted to Council as an Information Bulletin item on a monthly basis. The following Notices of Motion still require action or are in the process of being actioned.

### Key Index:
- **CEO:** Chief Executive Officer
- **EDC&BS:** A/Executive Director Community & Business Services
- **EDP&P:** A/Executive Director Planning & Place
- **ED&IE:** A/Executive Director Infrastructure & Environment

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<tr>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td>2 April 2019 – Submitted by Cr Topelberg</td>
<td></td>
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<tr>
<td>Tender or Quotations for Bulk Verge Collection, by June 2019</td>
<td>EDP&amp;P</td>
<td>Report to be submitted to OMC in June 2019.</td>
</tr>
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**13 November 2018 – Submitted by Cr Topelberg**

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<th>Details</th>
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<tbody>
<tr>
<td>Policy No. 3.8.12 – Mobile Food Vendor, by 30 April 2019</td>
<td>EDP&amp;P</td>
<td>Administration has undertaken a review of Policy No. 3.8.12 – Mobile Food Vendors and presented a report to the 9 April Council Workshop on the matter. An amended Policy will be presented to the 28 May 2019 Council Meeting for approval to advertise.</td>
</tr>
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**21 August 2018 – Submitted by Cr Loden**

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Transparency of rates spend in the Budget</td>
<td>EDC&amp;BS</td>
<td>This will be done as part of the upcoming 2019/2020 Budget Workshops, as per the recommendation.</td>
</tr>
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**4 April 2018 – Submitted by Cr Loden**

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<thead>
<tr>
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<tbody>
<tr>
<td>Action on Climate Change</td>
<td>Office of the CEO</td>
<td>Council approved advertising of the draft Sustainable Environment Strategy (SES) for public consultation at the OMC held on 28 May 2019. The work completed on the draft Strategy to date has informed the items put forward by Administration for draft Budget 2019/20. The draft Sustainable Environment Strategy includes the measures identified in Items 4 and 5 of Council’s resolution.</td>
</tr>
</tbody>
</table>

**22 August 2017 – Submitted by Cr Gontaszewski**

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<tr>
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**27 October 2015 – Submitted by former Mayor Carey**

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### INFORMATION BULLETIN

#### TITLE:
Register of Reports to be Actioned – Progress Report – June 2019

#### DIRECTORATE:
Chief Executive Officer

#### DETAILS:

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following reports still require action or are in the process of being actioned.

**Key Index:**
- CEO: Chief Executive Officer
- EDC&BS: Executive Director Community & Business Services
- EDP&P: Executive Director Planning & Place
- EDI&E: Executive Director Infrastructure & Environment

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<tr>
<td>9.3</td>
<td>Review of Policy No. 3.8.12 – Mobile Food Vendor</td>
<td>EDP&amp;P</td>
<td>Administration to arrange advertising before presenting submissions and final amendment to Council for determination.</td>
</tr>
<tr>
<td>11.3</td>
<td>Land exchange and reclassification of land (amendment no. 4 to Local Planning Scheme No. 2) - portion of lot 75 Bremtham Street (Bremtham Street Reserve) for portion of lot 100 (no. 20) and Lot 37 (no. 26) Bremtham Street (Arnamore Catholic Primary School) - consideration of submissions and conditional contract of sale</td>
<td>EDC&amp;BS</td>
<td>Administration will forward Amendment No. 4 to the EPA before advertising for 42 days. Administration to organise for the conditional contract to be drafted and for the subdivision process to commence.</td>
</tr>
<tr>
<td>11.5</td>
<td>Realignment of City of Vincent district boundary at the intersection of Charles Green and Walcott Streets, North Perth and dedication of adjoining private right of way</td>
<td>EDC&amp;BS</td>
<td>Administration to contact the City of Stirling to advise of the Council resolution. Administration to commence the right of way dedication process.</td>
</tr>
<tr>
<td>11.7</td>
<td>Public Open Space proposal for Sidney and Haines Street site, North Perth</td>
<td>EDC&amp;BS</td>
<td>Administration to engage a consultant to prepare the development plan.</td>
</tr>
<tr>
<td>11.8</td>
<td>Report and minutes of Audit Committee meeting held on 9 April 2019</td>
<td>EDC&amp;BS</td>
<td>Completed.</td>
</tr>
<tr>
<td>11.10</td>
<td>Adoption of Council Election Period Policy</td>
<td>EDC&amp;BS</td>
<td>Policy to be advertised and comments subsequently submitted to Council.</td>
</tr>
<tr>
<td>11.11</td>
<td>Draft Safer Vincent Plan 2019-2022</td>
<td>EDC&amp;BS</td>
<td>Draft Safer Vincent Plan currently being advertised for a period of 21 days with a further report to be presented to Council in August 2019 detailing any submissions received.</td>
</tr>
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**Council Meeting – 30 April 2019**

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<tr>
<th>Item</th>
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</tr>
</thead>
<tbody>
<tr>
<td>10.2</td>
<td>Tender S65-10 Supply and Delivery of Two (2) Waste Collection Vehicles - Appointment of Successful Tenderor</td>
<td>EDI&amp;E</td>
<td>Trucks ordered.</td>
</tr>
<tr>
<td>11.4</td>
<td>Transfer and dedication of lots as road - Charles Street, North Perth</td>
<td>EDC&amp;BS</td>
<td>Administration has commenced the transfer and dedication processes, which includes providing public notice.</td>
</tr>
<tr>
<td>12.1</td>
<td>Draft City of Vincent ‘Innovate’ Reconciliation Action Plan 2019-2021</td>
<td>EDC&amp;BS</td>
<td>The Draft ‘Innovate’ Reconciliation Action Plan has been sent to Reconciliation Australia for final endorsement. The launch of the Plan is scheduled for July 2019.</td>
</tr>
<tr>
<td>18.2</td>
<td>Confidential Item: Declaration of Chief Executive Officer’s appointment to the Open House Perth Board</td>
<td>EDC&amp;BS</td>
<td>Completed. May 2019.</td>
</tr>
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<tr>
<td>11.4</td>
<td>Amendments to the Trading in Public Places Local Law 2008 and Local Government Property Local Law 2008</td>
<td>EDCS</td>
<td>Administration to provide public notice of the amendment local laws for a period of at least 6 weeks and at least 21 days’ notice of the amended Street Entertainers Policy. Administration will present results of public notice to Council August 2019.</td>
</tr>
<tr>
<td>10.1</td>
<td>Business Case for the Adoption of a Three Bin Food Organic/Garden Organics System</td>
<td>EDBE</td>
<td>Draft letter to Minister being prepared for the Mayor’s signature. Reports being prepared in relation to further information in regards to implementation of EDCO system for September 2019 and financial modelling for April 2020.</td>
</tr>
<tr>
<td>12.1</td>
<td>Amended Use of Less Livelyman Reserve by Subiaco Football Club (SFC)</td>
<td>EDCS</td>
<td>Administration convened a meeting with the community and Subiaco Football Club representatives on 17 April 2019. City Officers continue to implement a range of action items from that meeting.</td>
</tr>
<tr>
<td>12.2</td>
<td>UPDATE: Notice of Motion – Cr Susan Kontuszewski – Strategies to Improve Participation and Accessibility by Women and Girls at City of Vincent Sportsgrounds and Associated Facilities</td>
<td>EDCS</td>
<td>Specific strategies endorsed at the Council Meeting held on 24 July 2019. Leederville Tennis Club was funded by the City to run a female specific tennis program which was highly successful. Further update to be presented to Council Meeting in July 2019.</td>
</tr>
<tr>
<td>11.5</td>
<td>Land Exchange – Portion of Lot 75 Brimham Street (Brimham Street Reserve) for Portion of Lot 100 (No 20) Brimham Street (Annanmore Catholic Primary School)</td>
<td>EDCS</td>
<td>Completed. Council resolved at 28 May 2019 to progress with land exchange</td>
</tr>
<tr>
<td>18.2</td>
<td>Amendment of rates record for period 2013/14 – 2018/18 – rates exemption applications</td>
<td>EDCS</td>
<td>The City’s Rates Section is writing to all affected organisations and amendments will be made based on responses.</td>
</tr>
<tr>
<td>11.5</td>
<td>Variation of Leederville Tennis Club and North Perth Tennis Club leases to enable return of funds held in City’s reserve accounts to clubs</td>
<td>EDCS</td>
<td>North Perth Tennis Club’s variation of lease has been executed by both parties. Leederville Tennis Club’s variation of lease is with the Club for review.</td>
</tr>
<tr>
<td>12.1</td>
<td>Management of Services at Wald Square for People Experiencing Homelessness</td>
<td>EDCS</td>
<td>Further report being presented to Council Meeting in June 2019 including outcomes of the City Homelessness Framework Committee.</td>
</tr>
<tr>
<td>10.4</td>
<td>Response to Petition – Alma Road and Claverton Streets, North Perth</td>
<td>EDBE</td>
<td>To be actioned as per Council’s decision Item 10.3, at its Ordinary Meeting of 11 December 2018, requiring a further report by June 2019.</td>
</tr>
<tr>
<td>11.2</td>
<td>Acquisition of private rights of way as Crown Land and vesting in City – Right of Way between London and Dunedin Streets, Mount Hawthorn (Lot 60) and Colvin Lane, West Perth (Lot 67)</td>
<td>EDCS</td>
<td>London / Dunedin Street Right of Way (ROW) has been dedicated as road. Administration provided notice to properties adjoining ROW on 30 January 2019. Waiting on dedication of Colvin Lane.</td>
</tr>
<tr>
<td>11.1</td>
<td>Leases to Department of Health to govern Department’s current use of the Child Health Clinics within City of Vincent</td>
<td>EDCS</td>
<td>Leases are with the City for execution. Signs acknowledging City’s support to be installed.</td>
</tr>
<tr>
<td>18.1</td>
<td>CONFIDENTIAL ITEM: Licence to govern</td>
<td>EDCS</td>
<td>Owners have submitted application for approval of</td>
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<tr>
<td>8.8</td>
<td>encroachment of drainage infrastructure from 152 Joel Terrace, Mount Lawley into Swan River Foreshore Reserve 43459</td>
<td>EDCS</td>
<td>Infrastructure to the Department of Biodiversity, Conservation and Attractions. City waiting on approval in order to sign licence.</td>
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<td></td>
<td><strong>Council Meeting – 4 April 2018</strong></td>
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<tr>
<td>11.1</td>
<td>Lease of Leederville Oval by East Perth Football Club Inc &amp; Subiaco Football Club Inc - Request for waiver and write-off of fees and variation of leases</td>
<td>EDCS</td>
<td>Clubs working with the City's Community &amp; Business Services Directorate to resolve some leasing issues.</td>
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<tr>
<td></td>
<td><strong>Council Meeting – 27 June 2017</strong></td>
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<tr>
<td>9.4</td>
<td>Proposed Amended Parking Restrictions – Mount Hawthorn Town Centre</td>
<td>EDCS</td>
<td>Administration has now completed the installation of the new parking restrictions including sending letters to affected landowners and businesses, installing parking signage and line marking. The enforcement caution period is now complete and the City's Rangers are issuing fines for any illegal parking. A consultant has undertaken a survey of parking in the Mount Hawthorn area as part of the Integrated Transport Plan and the results of this work will be presented to Council Members in 2019 as part of this project.</td>
</tr>
<tr>
<td>9.5</td>
<td>Submission to WALGA – Third Party Appeal Rights in Planning</td>
<td>EDCES</td>
<td>Administration has forwarded its submission to WALGA and is drafting letters to be sent to the Minister for Planning and Attorney General advising of the City's position.</td>
</tr>
<tr>
<td>12.1</td>
<td>No. 34 (Lot 1) Chelorton Street, Perth – Progress Report No. 8</td>
<td>EDCE</td>
<td>Department of Planning, Lands and Heritage (EPLH) is leasing with the Public Transport Authority and Department of Communities in respect to future use options for the land, in order to determine if the management order will be relinquished from all or part of the land.</td>
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<td>9.3.6</td>
<td>Portion of No. 10 (Lot 2545) Farmer Street, North Perth – Approval of a Sub-lease to Vincent Men’s Shed (Inc.) (SC351/SC0037)</td>
<td>EDCS</td>
<td>Report to be put to Council recommending the grant of short-term sub lease over current area plus additional area for a shipping container. Negotiating terms with the City’s Community &amp; Business Services Directorate. Vincent Men’s Shed to be granted tenure ahead of completion of the City Property Management Framework.</td>
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**Council Meeting – 18 November 2014**

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<tr>
<td>9.1.4</td>
<td>Car Parking Strategy Implementation – Progress Report No. 1 (PR00084/SC1345)</td>
<td>EDDS/ EDN&amp;E / EDCE</td>
<td>The option of having parking benefit districts will be reviewed as part of the review of the Car Parking Strategy and preparation of an Integrated Transport Plan. The City has a policy to guide the issuing of parking permits and has the ability to issue commercial parking permits. Administration issues permits in accordance with this policy. The City takes an approach to parking restrictions where we receive complaints; conduct parking occupancy surveys and report to Council on the results of these surveys. The replacement of the CALE ticket machines throughout the City is complete. Paid parking on William Street was approved by Council on 25 July 2017 (Item 10.2), ticket machines have been modified and signs installed 22 August 2017.</td>
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**Council Meeting – 7 October 2014**

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<tr>
<td>9.3.2</td>
<td>Lease for North Perth Tennis Club – Lease of premises at Woodville Reserve, 10 Farmer Street, North Perth (SC351/SC0621)</td>
<td>EDCS</td>
<td>No further action pending the outcomes and recommendations included within the Tennis West Strategic Facilities Plan and the City’s Property Management Framework.</td>
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**Council Meeting – 23 September 2014**

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<tr>
<td>9.3.6</td>
<td>Lease for Leederville Tennis Club – Lease of premises at 150 Richmond Street, Leederville (SC351 &amp; PR25077)</td>
<td>EDCS</td>
<td>No further action pending the outcomes and recommendations included within the Tennis West Strategic Facilities Plan and the City’s Property Management Framework.</td>
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**Council Meeting – 27 May 2014**

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<tr>
<td>9.3.4</td>
<td>LATE ITEM: East Perth Football Club and Subiaco Football Club Lease additional space at Matildbank Stadium</td>
<td>EDCS</td>
<td>Further discussions ongoing as part of broader discussions with Football Clubs.</td>
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**Council Meeting – 12 February 2013**

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<tr>
<td>9.2.12</td>
<td>Request to the Minister for Lands for Acquisition of the Right of Way Bounded By Anzac Road, Oxford, Salisbury and Shakespeare Streets, Leederville as Crown Land</td>
<td>EDCS</td>
<td>Public notice of the proposed acquisition to be provided.</td>
</tr>
<tr>
<td>9.2.13</td>
<td>Request to the Minister for Lands for the Acquisition and Reversion to 'Crown Land' of the Right of Way Named Luce Lane, North Perth (TES0225)</td>
<td>EDCS</td>
<td>Public notice of the proposed acquisition to be provided.</td>
</tr>
</tbody>
</table>
9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN
   Nil

10 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

11 CLOSURE