



TOWN OF VINCENT

"Enhancing and celebrating our diverse community"

MINUTES

SPECIAL COUNCIL MEETING

16 MARCH 2009

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Minutes of the Special Meeting of Council of the Town of Vincent held at the Administration and Civic Centre, 244 Vincent Street, Leederville, on Monday 16 March 2009, commencing at 6.00pm.

At 6.05pm the Chief Executive Officer advised that the meeting could not commence until a quorum, (i.e. five Council Members) was present and that Mayor Catania was in transit.

1. DECLARATION OF OPENING

The Presiding Member, Mayor Nick Catania, declared the meeting open at 6.25pm and apologised for his late arrival, as he had been held up at a prior commitment.

2. APOLOGIES/MEMBERS ON APPROVED LEAVE OF ABSENCE

(a) Apologies:

Cr Steed Farrell – apologies – due to work commitments.

Cr Noel Youngman – apologies – due to personal commitments.

Cr Ian Ker – apologies – arriving late as he is a conference organiser for the National Mainstreet Conference.

(b) Present:

| | |
|------------------------|---|
| Mayor Nick Catania, JP | Presiding Member |
| Cr Anka Burns | South Ward |
| Cr Helen Doran-Wu | North Ward |
| Cr Ian Ker | South Ward (from 6.52pm) |
| Cr Sally Lake | South Ward |
| Cr Dudley Maier | North Ward |
| John Giorgi, JP | Chief Executive Officer |
| Rob Boardman | Director Development Services |
| Rick Lotznicker | Director Technical Services |
| Mike Rootsey | Director Corporate Services |
| Ian Mickle | Director of Investment Sales, Colliers International (WA) Pty Ltd |
| Phynea Papal | Journalist – “The Guardian Express” |

Approximately 9 Members of the Public.

(c) Members on Approved Leave of Absence:

Cr Izzi Messina – due to personal commitments.

3. (a) PUBLIC QUESTION TIME & RECEIVING OF PUBLIC SUBMISSIONS

The following submissions were made by persons in the Public Gallery:

1. Brian Adcroft of, Kinscroft and Adcroft Architects 544 Newcastle Street, West Perth – Item 7.1. Thanked Council for consideration of the commentary and submission made by Kinscroft and Adcroft Architects regarding West Perth Regeneration Masterplan. Noted non-support of Council Officer of their suggestion for a transition zone to the north of the properties along the north side of Newcastle Street. Requested Council to reconsider. Submitted a diagram to illustrate their proposal which would create a consistent zone boundary along the Newcastle alignment with 40m deep urban zone and additional 18m transition zone to the north. Stated this would recognise the 2 boundary depths that occur along the Street of approx. 40m

and approx. 58m. Stated the transition zone would accommodate existing commercial uses in Cleaver and Strathcona Streets not currently included in the Masterplan. Believes the proposal would allow consistent controls to be placed on development on either side of the Newcastle Street frontage and would leave the existing high rise developments at 572 and 580 Newcastle Street within an Urban Zone. Believes the proposal recognises change in natural ground level from the flat area of the Cleaver Precinct down to Newcastle Street. Regarding transition zone in general, asked Council to be aware that the north Newcastle Street properties are to the south of the Cleaver Precinct residential area and, therefore, will have no affect on solar access. Believes regarding the affect the development of properties on the north side of Newcastle Street will have on the residential area of the Cleaver Precinct, it should be noted that the precinct contains many institutional multi-residential and grouped dwellings and not just single residences.

2. Jackie Garton-Smith of 10 Strathcona Street, West Perth – Item 7.1. Believes her submission was misrepresented in the Officer's reports and stated she rejects Option 1. Stated that she only wants a maximum of 3 storeys on the north side of Newcastle Street. Stated that in her opinion more consultation with the Cleaver Precinct residents should have been carried out and requested more consultation in the future.
3. Richard Parry of 11 Strathcona Street, West Perth – Item 7.1. Opposed the proposal. Believes too much office space is being proposed. Concerned about the height of buildings. Stated, if adopted, an increase in traffic in the residential area will occur and lack of parking will be of concern as people will inevitably park in the residential area. Stated that more consultation should be carried out. Believes traffic management and parking need more investigation. Referred to comments by the City of Perth and the Department of Planning and Infrastructure who also expressed concern about the Council's Masterplan. Stated that these concerns should be further investigated. Stated if his concerns are addressed, he may support Option 1.
4. Marie Slyth – 89 Carr Street, West Perth – Item 7.1. Stated the current Cleaver Precinct residential area is one of the last remaining heritage areas in inner Perth and every effort should be made to protect this precinct. Stated that she made a submission to Vincent Vision 2024 and this she believes should be reflected in the future development of the Town. Stated that she believed that the Masterplan is not in keeping with the Vincent Vision and that the options put forward require future investigation. Stated that she and her family have lived in Carr Street for over 60 years and she would strongly desire to have the current character preserved.

There being no further speakers, public question time finished at approx. 6.39pm.

(b) RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil.

4. APPLICATIONS FOR LEAVE OF ABSENCE

Nil.

5. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

Nil.

6. DECLARATIONS OF INTERESTS

Nil.

7.1 West Perth Regeneration Masterplan – Progress Report No. 2

| | | | |
|------------------------------|-------------------------------------|--------------------|---------------|
| Ward: | South | Date: | 12 March 2009 |
| Precinct: | Hamilton, P11 (CPS No.2) | File Ref: | PLA0147 |
| Attachments: | 001 | | |
| Reporting Officer(s): | R Marie, T Woodhouse | | |
| Checked/Endorsed by: | H Smith, R Boardman, John Giorgi | Amended by: | - |

OFFICER RECOMMENDATION:

That the Council;

- (i) *RECEIVES the Progress Report No. 2 as at 12 March 2009, relating to the West Perth Regeneration Masterplan;*
- (ii) *CONSIDERS the sixteen (16) submissions received in relation to the West Perth Regeneration Masterplan and associated Pracsys and SKM reports being advertised for twenty-eight (28) days in accordance with the Town's Community Consultation Policy No. 4.1.5, as shown in Appendix 7.1;*
- (iii) *NOTES that a further progress report will be presented to the Council when the Heritage Assessments are completed and when further information regarding the proposed Metropolitan Region Scheme Amendment is received; and*
- (iv) *REQUESTS the Chief Executive Officer to write to the Minister for Planning requesting a review of the State Planning Policy No. 9 relating to Metropolitan Centres to better reflect the principles of Network City and current best practice planning principles for Perth's Metropolitan area.*

***Note: The above Officer Recommendation was corrected and distributed prior to the meeting. Changes are indicated by strike through and underline.**

COUNCIL DECISION ITEM 7.1

Moved Cr Doran-Wu, Seconded Cr Lake

That the recommendation be adopted.

Debate ensued.

Cr Ker entered the meeting at 6.59pm.

Debate ensued.

MOTION PUT AND CARRIED (6-0)

(Cr Messina on approved leave of absence. Cr Farrell and Cr Youngman were an apology for the meeting.)

PURPOSE OF REPORT:

The purpose of this report is to inform the Council of the outcomes of the advertising of the West Perth Regeneration Masterplan and associated Pracsys and SKM reports.

BACKGROUND:

An extensive background relating to the West Perth Regeneration Masterplan is detailed in the Minutes of the Special Council Meeting held on 14 October 2008. A summary is provided below.

30 September 2008 A Landowners and Occupiers Forum was facilitated by the Town to provide information regarding the West Perth Regeneration Masterplan. The Town's Consultant from Jones Coulter Young (JCY), presented at the Forum. A number of key issues were raised, however overall, the presentation received positive responses from the attendees.

14 October 2008 The Council at its Special Meeting considered an Item relating to the West Perth Regeneration Masterplan and resolved as follows:

"That the Council;

- (i) *RECEIVES;*
 - (a) *the West Perth Regeneration Masterplan Study Progress Report No.1;*
 - (b) *the Draft West Perth Regeneration Masterplan dated October 2008, as shown in Appendix 7.3 and "Laid on the Table";*
 - (c) *the Pracsys Leederville Extension Project Report dated February 2008, as "Laid on the Table"; and*
 - (d) *the SKM West Perth Regeneration Proposal – Access, Movement and Car Parking Report dated 6 August 2008, as Laid on the Table"; and*
- (ii) *ADVERTISES the Draft West Perth Regeneration Masterplan and associated Pracsys and SKM Reports for public comment;*
 - (a) *for a period of twenty-eight (28) days and reports back to the Council with any submissions received at the close of the consultation period; and*
 - (b) *the advertising to include consultation with the Western Australian Planning Commission, City of Perth, Town of Cambridge, East Perth Redevelopment Authority, and relevant Government Departments; and*
- (iii) *AUTHORISES the Chief Executive Officer to contact the relevant Ministers to discuss the infrastructure needs of the West Perth Masterplan area."*

- 31 October 2008 In accordance with the Council resolution of the Special Meeting held on 14 October 2008, letters were sent to the relevant Ministers inviting them to meet with the Town's Mayor and the Chief Executive Officer, to discuss the infrastructure needs of the Masterplan area.
- 2 December 2008 The Council at its Ordinary Meeting held on 2 December 2008, considered an item relating to the West Perth Regeneration Masterplan – Proposed Amendment to the Metropolitan Region Scheme from 'Industrial' to 'Urban' and resolved as follows;
- "That the Council;*
- (i) RECEIVES the report relating to the proposed Amendment to the Metropolitan Region Scheme to rezone the land within the West Perth Regeneration Masterplan Area, comprising the land bounded by Newcastle Street, the Graham Farmer Freeway, Charles Street and Loftus Street, West Perth, from 'Industrial' to 'Urban';*
 - (ii) AUTHORIZES the Chief Executive Officer to forward this report and a copy of the Draft West Perth Regeneration Masterplan to the North West District Planning Committee of the Western Australian Planning Commission with a request to consider the proposed Amendment to the Metropolitan Region Scheme to rezone the land within the West Perth Regeneration Masterplan Area from 'Industrial' to 'Urban';*
 - (iii) REFERS a copy of the above information to the Western Australian Planning Commission and Department for Planning and Infrastructure for its notice and information; and*
 - (iv) REFERS a copy of the above information to the Department of Education and Training for its notice and information."*
- 11 December 2008 The North West District Planning Committee considered the Metropolitan Region Scheme Amendment and resolved to support in principle the proposed Amendment and to forward a report to the next Metropolitan Region Planning Committee meeting.
- 12 December 2008 The Town's Heritage Officers conducted a survey of the Masterplan study area to identify places of possible heritage significance.
- 22 December 2008 A Council Member Forum was held to provide Council Members with an overview of the project including feedback in respect of the submissions received during the consultation period.
- 23 January 2009 A request was forwarded to the Western Australian Planning Commission to consider the proposed Metropolitan Region Scheme Amendment in accordance with the Council's resolution of the Ordinary Meeting held on 2 December 2008.
- 3 March 2009 The Town's Officers met with Officers from the Department for Planning and Infrastructure, to discuss the proposed Metropolitan Region Scheme Amendment.

DETAILS:

This report outlines the outcomes of the community consultation carried out for the West Perth Regeneration Masterplan and associated documents. In addition, brief comments with regard to Heritage considerations and the significance of the Metropolitan Region Scheme Amendment will be addressed.

Clause (iii) of the Council resolution relating to the West Perth Regeneration Masterplan presented to the Council at its Special Meeting held on 14 October 2008 authorised the Chief Executive Officer to contact the relevant Ministers to discuss the requirements for the infrastructure needs of the West Perth Regeneration Masterplan area.

The Town's Officer's sent letters to the Premier, the Minister for Health; Indigenous Affairs, Minister for Education; Tourism; Women's Interests, the Minister for Transport; Disability Services, Minister for Commerce; Science and Innovation; Housing and Works, Minister for Planning; Culture and the Arts, Minister for Energy; Training, Minister for Child Protection; Community Services; Seniors and Volunteering, Minister for Water; Mental Health and the Minister for Local Government; Heritage; Citizenship and Multicultural Interests.

The Minister for Planning; Culture and the Arts and the Minister for Education; Tourism; Women's Interests, have expressed an interest in meeting with the Town to discuss the Masterplan. No meeting dates have been scheduled to date.

The Minister for Planning; Culture and the Arts has expressed in principle support for the Masterplan, in particular the precincts' ability to "*achieve sustainable planning outcomes*" and "*support housing and transport objectives as outlined in the Network City framework*".

The Minister for Education; Tourism; Women's Interests has stated that "*These redevelopment proposals are of significant interest to the Department of Education and Training as they have the potential to impact on our existing inner city school infrastructure. The proposal should be with the Infrastructure Directorate of the Department of Education and Training.*"

The Minister for Transport; Disability Services, is currently considering the Town's correspondence and the Minister for Energy and Training has referred the matter to the Minister for Planning.

CONSULTATION/ADVERTISING:

In accordance with the Council resolution of the Special Meeting of Council held on 14 October 2008, the Draft West Perth Regeneration Masterplan and associated Pracsys and SKM reports were advertised for twenty-eight (28) days, commencing on 28 October 2008 and closing on 24 November 2008.

A total of sixteen (16) submissions were received, eight (8) of which were received after the consultation closing date. The breakdown of submissions is as follows;

- Support: 3
- Support in principle/additional comments: 7
- Comments only: 3
- Object in current form: 2
- Not supported: 1

A brief summary of the outcomes and comments received during the consultation period is outlined below. A copy of the full summary of submissions and officer responses can be viewed in Appendix 7.1.

For the purpose of this report, the responses relating to the Draft West Perth Regeneration Masterplan and SKM and Pracsys documents have been considered separately. A brief summary of the main issues raised in relation to each and Officer responses is provided. =

West Perth Regeneration Masterplan

The Draft Masterplan presented two design options for the area, the 'European Scale' option and the 'Tower and Podium' option. Of the sixteen (16) submissions received, only six (6) stated which design option they prefer. A table summarising the six (6) respondents preferred option is outlined below:

| Preferred Option | Number of Submissions |
|---|-----------------------|
| Option 1 | 0 |
| Option 1, with amendments | 1 |
| Generally supportive of scale of Option 1 | 1 |
| Option 2 | 2 |
| Option 2, with some modifications | 1 |

General Comments

In addition to the above, the majority of the submissions received provided detailed comments on issues and concerns with the Masterplan in its current form, as well as suggestions on how the Masterplan could be improved. Some of the main issues raised are outlined below in italics followed by an Officer Response.

- *Success of the Masterplan is dependent on the implementation of the proposed footbridge, train station and/or CAT bus service within the subject area.*
- *Issues relating to the proposed train station and pedestrian overpass and its viability.*

Officer Comment:

The Masterplan is still in its concept stages and the design options are indicative. The Masterplan is considered to incorporate many of the principles of Transit Oriented Development. The proposed footbridge, train stations and CAT bus extension, are considered to be key aspects of the Masterplan; however, it is considered that even without the presence of the proposed train station, the area could be well serviced by both the Leederville and City West train stations and a number of bus routes that also service the area. It is recommended that bus frequencies be examined and possibly increased to ensure the area is highly accessible. The viability of the train station will need to be further investigated and facilitation with the Public Transport Authority and Department for Planning and Infrastructure will be required. The proposed pedestrian overpass will need to be further investigated by relevant experts in terms of its viability and safety.

- *Concerns raised over the significant amount of office floorspace and the detrimental impact that this could have on the Perth CBD as well as the Leederville District Centre.*

Officer Comment:

The Masterplan is still in its concept stages and all design options are indicative. While it is considered that the office floorspace is significant, it will contribute to the range of employment opportunities and provide interaction and diversity in this emerging inner urban locality. It is not the intention of the Masterplan to draw business away from the CBD and Leederville, rather it is intended to complement and enhance these two centres for the betterment of Perth's growth into the future.

Network City aims to 'ensure employment is created in centres' and to 'align transport systems and land use to optimise accessibility and amenity.' The document also encourages growth in established urban areas. It is considered that the Masterplan area is within an established locality on the northern fringe of the CBD and should be viewed as an opportunity for urban renewal by offering both an increase in residential and employment opportunities that complement Perth's CBD and the Leederville District Centre.

- *Questions highlighted over the appropriateness of the subject land for broad scale residential land uses given the poor visual amenity, noise issues and poor pedestrian/cycle connectivity associated with the surrounding major roads as well as freeway on/off ramps.*

Officer Comment:

The Masterplan is still in its concept stage and design options are indicative. Detailed built form guidelines will be developed that will specify requirements for the proposed residential development to ensure that the best design outcomes, particularly in terms of the visual amenity for residents, are achieved. Developments will also need to comply with the Town's Policy No. 3.5.21 relating to Sound Attenuation which includes appointing an Acoustic Consultant to assess the proposed development site, surrounding uses (at varying times of the day), proposed methods of construction, and overall building design. Landscaping along the Freeway may also assist in alleviating noise issues.

As part of the further development of the Masterplan, pedestrian access will be examined through investigating the surrounding intersections and access ways. Suggestions for improvements may include;

- the inclusion of pedestrian crossing signals being considered to ensure safe connectivity to surrounding areas;
- possible linkages being created between the cycle path along Old Aberdeen Parade and the Masterplan area; and
- the upgrading of Newcastle Street, west of Loftus Street. Such an upgrade would improve the pedestrian connectivity of the area to the surrounds.

- *Concerns with the scale of development proposed and its impact on the area to the north of Newcastle Street.*

Officer Comment:

Detailed built form guidelines will be developed which will address issues of amenity and, in particular, recognise and respond to the existing bulk and scale of development along the northern side of Newcastle Street to ensure that the amenity of the abutting residential area is protected. It is recommended that the area north of Newcastle Street be considered as more of a transitional area between the main Masterplan area and the Cleaver Precinct to the north, to ensure the amenity of the area is not compromised. The appropriateness of building heights along this portion will need to be reviewed in order to achieve this.

- *Recommendation that a feasibility study be carried out to determine whether the options proposed are financially viable.*

Officer Comment:

It is acknowledged that further investigation into the feasibility of the area will need to be conducted as part of the further development of the Masterplan. Upon a final design option being chosen, the extent of development potential will be established and a more accurate feasibility study can be conducted.

- *Issues relating to additional traffic in the area and the implications in the area to the north of Newcastle Street and to the broader region.*

Officer Comment:

An in-depth traffic analysis will be required to consider the implications of the Masterplan on the area to the north and the surrounds. The analysis could include examining the major intersections along Newcastle Street to determine the viability of including additional turning signals, to allow for more movement.

Traffic speeds in the area north of Newcastle Street, within the Cleaver Precinct, have been reduced to 40km/h. To ensure that this area does not become congested, additional traffic controls may need to be considered, to ensure that this area does not become adversely impacted. Further investigation as part of an in-depth traffic analysis is required in this respect.

- *Issues relating to parking.*

Officer Comment:

Currently parking management controls in the masterplan area are considered under the Perth Parking Policy. The appropriateness of the Policy to the Masterplan area will be further investigated, pending determination of the Metropolitan Region Scheme Amendment. Further details regarding the Perth Parking Policy are outlined in the comments section of this report.

- *Issues relating to the capacity of the existing infrastructure (eg. Power, water, sewerage, gas, electricity, telecommunications etc.) and how it will be able to support the scale of development proposed.*

Officer Comment:

Existing infrastructure will need to be further investigated to determine its capacity. When a final design option is selected, the full extent of development potential in the Masterplan area will need to be considered and investigated in terms of the required infrastructure. Given that the Masterplan is still in its concept stage, infrastructure provision will be further investigated as part of the further development of the Masterplan and discussions with the relevant infrastructure providers.

- *Issues relating to the lack of consideration of the broader context of the area.*

Officer Comment:

The Masterplan considers the surrounding land uses in *Section 2.5- Surrounding Context* along with *Section 2.1*, which illustrates some of the major future developments proposed for the area. It is considered that this section clearly outlines the Masterplan's relationship and interaction with other projects in a regional context. The Town has duly considered the Masterplan in the Draft Local Planning Strategy, which illustrates the importance of the Masterplan to the Town's future development. The Town's Draft Local Planning Strategy sets up the long term strategic direction and rationale for the Town Planning Scheme. It guides the direction for future development in the Town and considers development across the broader context of the Town. It is acknowledged that further investigation of the implications of the Masterplan as outlined in this report will be considered in its further development.

- *Concerns raised with the loss of industrial land.*

Officer Comment:

The Town acknowledges the existence of historically located industrial land in the inner city and notes the underutilisation of these strategically located landholdings. Given its proximity to the Perth CBD, land prices and the fact that associated costs are generally higher, there is a trend for centrally located industrial uses to seek relocation to outer industrial areas as a result of market forces. These newly established industrial areas have the appropriate infrastructure including transport, energy, associated service industries and are well designed and are therefore better suited to accommodate such uses. It is noted that the land use survey detailed 22 lots for commercial/offices, eight lots for commercial-warehouse, nine lots for commercial-showroom, six lots for retail and 18 lots for industrial use. The Masterplan has the potential to revitalise this area. However, the Town will not force the current land uses to relocate as these uses can be accommodated under an urban zoning. The Masterplan is considered a long term development and is aimed at allowing and encouraging market forces to determine redevelopment.

SKM – West Perth Regeneration Proposal – Access, Movement and Car Parking

In addition to the comment regarding the West Perth Regeneration Masterplan, the following comments regarding the SKM – West Perth Regeneration Proposal – Access, Movement and Car Parking, were raised during the consultation:

- The City of Perth supports the need for strategic transport assessment as recommended by SKM;
- SKM fails to acknowledge the existence and application of the Perth Parking Policy (PPP) to the Precinct;
- Additional CAT bus route would need to be funded from licensing revenue raised under the Perth Parking Policy to be supportable;
- Issues raised over the appropriateness of SKM's recommendation to 'unbundle parking bays from sale/rental of apartments to be made available to be bought, sold or rented for residential use';
- Forecast development yields do not equate to the development yields in draft masterplan. SKM report includes slightly higher commercial/office, retail and showroom floorspace figures;
- SKM recommendation for off-street visitor bays should be provided in a single structure and logistics need to be considered in a detailed implementation plan;
- Whilst tenant parking can be used to accommodate a significant proportion of the demand identified in the SKM report, there appears to be a shortfall of between 280 and 900 spaces between what the PPP will allow for tenant parking and the quantum of parking need identified in the SKM report; and
- Statements in SKM transport report refer to onsite parking being reserved in part or full for visitors, with no indication of what mechanisms would be employed to achieve this.

Officer Response:

While the SKM report provides a preliminary desktop review of access, movement and car parking within the subject area, the consultants have acknowledged that a full strategic traffic assessment should be undertaken to determine the full impacts of the Masterplan before precinct planning proceeds. It is acknowledged that the SKM report does not make reference to the Perth Parking Policy (PPP) and its current applicability to the Masterplan area. In order to determine how the Policy will affect the Masterplan, further investigation and facilitation with the Department for Planning and Infrastructure and the City of Perth, is required. If the Policy remains applicable in the area, much of the traffic analysis will need to be reconsidered. A more detailed discussion of the PPP is located in the comments section of this report.

Pracsys – JCY Leederville Extension Project

The following comments regarding the Pracsys – JCY Leederville Extension Project, were raised during the consultation:

- The Pracsys report does not address the need to protect industrial land; and
- The Pracsys report acknowledged that ‘the establishment of large amounts of office space in the study area would not only be sustainable but also profitable’.

Officer Response:

The Town has acknowledged that the area is currently zoned ‘Industrial’ under the Metropolitan Region Scheme and existing land uses will not be forced out as a result of the Masterplan. However, following a land use survey and analysis of the area, it is evident that many of the current land uses in the area are considered to be of a light and service/industrial nature. The definition of ‘Urban’ defined by the Western Australian Planning Commission is “Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry”. It is considered that many of the current uses could exist under an ‘Urban’ zoning. It could be considered that outer recently developed suburbs provide greater opportunities for industrial land use, given that the area generally has the appropriate infrastructure and services, and the areas allow for expansion. Lower land prices also provide incentives for industrial uses in these areas. The Town has forwarded a request to the Western Australian Planning Commission, to consider rezoning the land from ‘Industrial’ to ‘Urban’.

While it is considered that the office floorspace is significant, it will contribute to the range of employment opportunities and provide interaction and diversity in this emerging inner urban locality. It is not the intention of the Masterplan to draw business away from the CBD and Leederville, rather it is intended to complement and enhance the two centres.

LEGAL/POLICY:

Town of Vincent Town Planning Scheme No.1 and associated Policies.

City of Perth City Planning Scheme No. 2, Perth Parking Policy, Perth Parking Management Act 1999, Metropolitan Region Scheme.

STRATEGIC IMPLICATIONS:

The Town of Vincent Strategic Plan 2006-2011 states;

“Natural and Built Environment

Objective 1.1 Improve and maintain environment and infrastructure

1.1.1 Capitalise on the Town’s strategic location, its centres and commercial areas.

Economic Development

2.1 Progress economic development with adequate financial resources

2.1.1 Promote the Town as a place for investment, appropriate to the vision for the Town.

2.1.3 Promote business development.

2.1.7 Implement the Leederville Masterplan.”

SUSTAINABILITY IMPLICATIONS:

It is considered that the proposed West Perth Regeneration Masterplan will direct future development to occur in a manner that meets the community's changing needs through the provision of a range of housing types and employment choices consistent with transit-oriented design principles and green building design.

FINANCIAL/BUDGET IMPLICATIONS:

The 2008/2009 Budget contains an amount of \$186,000 for the Leederville Masterplan – Consultants Fees and \$25,000 for the West Perth Regeneration Masterplan. The costs for this project to date are \$38,863. All the expenditure to date relates to fees associated with Consultants, Jones Coulter Young.

COMMENTS:

There are a number of factors that will affect the progress and further development of the West Perth Regeneration Masterplan. These are the MRS Amendment, the Masterplan's compliance with relevant State Government Policies, transport, traffic and parking considerations and heritage considerations. Brief comments with regard to each factor are provided below.

Metropolitan Region Scheme (MRS)

In order for the West Perth Regeneration Masterplan to be implemented to its full capacity, the land in the area must be rezoned from 'Industrial' to 'Urban' under the Metropolitan Region Scheme (MRS). In accordance with the Ordinary Meeting of Council held on 2 December 2008, the Town forwarded a request to the North West District Planning Committee of the Western Australian Planning Commission to consider the proposed MRS amendment; a land use survey and supporting documentation was included.

Further to the above, the North West District Planning Committee considered the Metropolitan Region Scheme Amendment and resolved to support it in principle, and to forward a report to the next Metropolitan Region Planning Committee meeting.

The Town's Officer's have also attended a meeting with the Department for Planning and Infrastructure to discuss the MRS Amendment. The Officers at the Department for Planning and Infrastructure raised a number of concerns relating to the level of commercial development proposed, the loss of industrial land uses in the area, parking and traffic concerns and a number of other issues that could affect the amendment. It is noted that the Department for Planning and Infrastructure will begin their investigations into the proposed amendment and will contact the Town when required.

The Town's Officers have considered the comments relating to the proposed Masterplan and its appropriateness along with the proposed MRS Amendment, and are of the opinion that the Masterplan is consistent with State Government planning direction, in particular the principles of Network City.

Whilst Network City states that Industrial areas should be protected from encroaching land uses, it is considered that the Masterplan addresses many of the key themes of Network City, by increasing infill development and promoting public transport use through Transit Oriented Development. Two of the key objectives of Network City, outlined below, are considered to be present in the principles of the West Perth Regeneration Masterplan;

- *Accommodate urban growth primarily within a Network city pattern, incorporating communities;*
- *Align transport systems and land use to optimise accessibility and amenity.*

Given the Masterplan's close proximity to major transport routes and public transport facilities, it is considered that the Masterplan incorporates the above objectives.

The Masterplan is also considered to be consistent with State Planning Policy No. 3, Urban Growth and Settlement, in particular those points relating to *"locating higher residential densities in locations accessible to transport and services..."* and *"developing an integrated land use and transport network which reduces car dependence and broadens travel options..."*

Further to the above, the Western Australian State Sustainability Strategy (2003) states that *"Another powerful growth management technique is redirecting growth to 'brownfields' rather than 'greenfields', that is to areas where redevelopment can be beneficial to overcome decline, or use of existing infrastructure can be optimised. This has many sustainability benefits..."*

Given the nature of the development proposed in the Masterplan and its intentions to redevelop an area of under-utilised inner urban land, it is considered that the Masterplan addresses the above statement. The objectives of urban revitalisation are to strengthen existing localities, increase their social capital and make more sustainable use of their existing infrastructure and services. These objectives are addressed in the proposed Masterplan.

In response to comments relating to the Masterplan's deviation from the Metropolitan Centres Policy, the Town's Officers are of the opinion that the State Planning Policy No. 9 - Metropolitan Centres Policy Statement for the Perth and Metropolitan Region has and continues to be in grave need of review. Metropolitan Local Governments need direction with respect to town centre areas and underutilised land in locations within close proximity to transport hubs, such as the West Perth Regeneration Masterplan area. A review of this Policy will aim to guide the future direction of areas such as those encompassed in the proposed Masterplan and will also better align the document with Network City and Transit Oriented Development principles.

In light of the above, it is considered that the Draft Masterplan is in line with State Government Policies.

Transport, Traffic and Parking Concerns

The West Perth Regeneration Masterplan area currently falls under the control of the Perth Parking Management Area and the Perth Parking Policy. In the preamble of the Policy, it states that *"This policy sets out the approach of the State Government and the City of Perth to the development and management of parking facilities within the City of Perth."* The Policy was developed by the State Government and *"provides a consistent framework under which the State Government can apply the provisions of the Perth Parking Management Act..."*

The submission received from the Department for Planning and Infrastructure noted that the Policy is currently being revised, and that the boundaries of the Perth Parking Management Act 1999 (PPMA), which are inclusive of Masterplan study area, are not proposed to be changed. Given that the Masterplan is still very much in a concept stage and is dependent on the success of the MRS Amendment, matters of parking provisions, among others, will be further investigated in terms of that area's applicability to this Policy. It is acknowledged that the area is affected by the Policy currently.

The provision of the proposed train station will need to be considered in the long term and it is acknowledged that the construction of a new train station would be a large economic investment and would require in depth consultation with the Public Transport Authority and State Government to determine its viability. Given the areas current inclusion in the Perth Parking Management Area, it is encompassed within the Free Transit Zone. It could be considered that increasing the bus frequencies in the area could provide a more viable option to increase accessibility to the area. Moreover, traffic intersections could be examined and possible pedestrian crossing phases at major intersections along Newcastle Street along with additional turning signals could be further investigated.

To the north of Newcastle Street, within the Cleaver Precinct, traffic speeds have been reduced to 40km/h. To ensure that this area does not become congested, additional traffic controls may need to be considered.

In light of the above, it is considered that traffic and parking require further detailed investigation and analysis.

Heritage Considerations

The Town's Heritage Officers conducted a survey of the area on 12 December 2008 to determine whether there were any buildings of likely heritage significance located within the study area.

The survey identified nine (9) places of possible heritage significance, detailed below:

Area 1 – North Side of Newcastle Street from Loftus to Cleaver Streets

No. 550 Newcastle Street – Corner shop

Nos. 558-560 Newcastle Street – A pair of identical dwellings

Area 2 – South of Newcastle Street between Loftus, the Freeway and Cleaver Street

Nos. 17-19 Simpson Street – A pair of residential dwellings

Area 3 – North of Newcastle Street between Cleaver and Strathcona Streets

No. 538 Newcastle Street – Worker's Home

No. 544 Newcastle Street – residential dwelling

No. 546 Newcastle Street – residential dwelling

No. 548 Newcastle Street – residential dwelling

Area 4 – South of Newcastle Street bounded by Freeway, Cleaver Street and Charles Street

Nos. 15-17 Old Aberdeen Place – Warehouses

Area 5 – North of Newcastle Street between Strathcona and Charles Streets

No. 2/452-458 Newcastle Street – Furniture Shop

Full Heritage Assessments are being carried out by the Town's Officers to identify the cultural heritage significance of the places within the area, and the extent to which they should be offered protection. Further details of the assessment will be presented to the Council at a later date.

Conclusion

In light of the above the and submissions received during the consultation period, the Town's Officers acknowledge that there are a range of issues to consider as part of the further development of the Masterplan, in particular those relating to the current Industrial zoning under the MRS, the implications of the Perth Parking Policy and Management Act 1999, traffic concerns, along with the proposed pedestrian overpass and train station.

Accordingly, it is recommended that the Council receives the West Perth Regeneration Masterplan progress report and notes that a further progress report will be presented to Council when further information regarding the Metropolitan Region Scheme Amendment is received and when the Heritage Assessments have been finalised.

7.2 Leederville Masterplan - Progress Report No. 9

| | | | |
|------------------------------|---|--------------------|---------------|
| Ward: | South | Date: | 12 March 2009 |
| Precinct: | Oxford Centre, P4 | File Ref: | PLA0147 |
| Attachments: | 001 002 003 004 | | |
| Reporting Officer(s): | E Saraceni, T Woodhouse, John Giorgi | | |
| Checked/Endorsed by: | H Smith, R Boardman, John Giorgi | Amended by: | - |

OFFICER RECOMMENDATION:

That the Council;

- (i) **RECEIVES** the Leederville Masterplan Progress Report No. 9;
- (ii) **CONSIDERS** the submissions received during the consultation period for the following reports and studies funded by the Department for Planning and Infrastructure (DPI);
 - (a) *Leederville Masterplan Integrated Transport Study;*
 - (b) *Leederville Station Precinct Study; and*
 - (c) *Carr Place Precinct Study;*

together with the Leederville Masterplan Traffic and Services Report and the Draft Built Form Guidelines undertaken by the Town, as shown in Attachment 001;
- (iii) **CONSIDERS** the outcomes of the community workshop held on 19 November 2008 as shown in Attachment 002;
- (iv) **ADOPTS** the Draft Built Form Guidelines as shown in attachment 003 pursuant to Clause 47 of the Town of Vincent Town Planning Scheme No.1 to assist in the development and implementation of the Leederville Masterplan, subject to being amended as follows;
 - (a) *the YMCA HQ Facility being incorporated into the Oxford Town Square Precinct;*
 - (b) *the location of the heritage-listed Olive Trees at No. 1 (Lot 34) The Avenue being incorporated into the Oxford Market Precinct;*
 - (c) *a transitional zone from commercial to residential detailing preferred land uses and a ratio of land uses being incorporated into the Carr Place Residential Precinct;*
 - (d) *the existing laneway between Vincent Street and Carr Place being recommended as widened to 6 metres;*
 - (e) *introduce sliding residential densities and corresponding sliding maximum building heights into the Carr Place Precinct to encourage higher density development;*
 - (f) *include provisions for the 2.0 metre setback from Vincent Street in the Carr Place Precinct;*
 - (g) *incorporate a more staggered setback approach for buildings greater than two storeys fronting Carr Place in the Carr Place Residential Precinct;*

- (h) *incorporate provisions for vehicular access for redevelopment in the Carr Place Residential Precinct;*
- (i) *demonstrate a new pedestrian overpass and new civic/space mixed use development to create an improved entry point in the Oxford Markets Precinct;*
- (j) *height of the icon towers proposed in the Oxford Markets Precinct and the Oxford Town Square being changed from 16 to 24 storeys to a minimum of 8 storeys and a maximum of 16 storeys;*
- (k) *incorporate a provision that all development of land abutting heritage listed properties in the Oxford Street Precinct to be assessed with due regard to the Town's Policy relating to Heritage Management Development Guidelines No. 3.6.1 and the State Planning Policy No. 3.5 relating to Historic Heritage Conservation;*
- (l) *incorporate a provision that all development within the Oxford Street Precinct (south) requires a detailed site analysis to provide a contextual overview of the impact on the existing scale, form and bulk of the buildings addressing Oxford Street;*
- (m) *include reference to the Town's Noise Abatement and Sound Attenuation Policies in the Carr Place Residential Precinct and the Entertainment Precinct;*
- (n) *include provisions relating to shade and shelter in the Oxford Town Square and other references made to the public realm; and*
- (o) *include provisions for a minimum requirement for the icon towers in the Oxford Markets Precinct and the Oxford Town Square to have a minimum 5 star green building rating;*
- (v) *CONSIDERS the Carr Place Residential Precinct Study (DPI funded study) as a working document to assist in the further development and implementation of the Leederville Masterplan, subject to being amended as follows;*
 - (a) *remove all reference to proposed north-south laneways linking Vincent Street and Carr Place; and*
 - (b) *remove the restriction to permit only multiple dwellings and incorporate provisions to allow single, grouped and multiple dwelling development types;*
- (vi) *CONSIDERS the following documents as working documents to assist in the further development and implementation of the Leederville Masterplan;*
 - (a) *Leederville Masterplan Integrated Transport Study (DPI funded study);*
 - (b) *Leederville Station Precinct Study (DPI funded study); and*
 - (c) *Leederville Masterplan Traffic and Services Report; and*
- (vii) *DEFERS the calling of Expressions of Interest from interested parties due to the reasons outlined in the report dated 9 March 2009 from the Town's Property Consultant (Colliers International (WA) Pty Ltd) and NOTES that the matter will be further reviewed in 2010.*

***Note: The above Officer Recommendation was corrected and distributed prior to the meeting. Changes are indicated by strike through and underline.**

Moved Cr Doran-Wu, Seconded Cr Lake

That the recommendation be adopted.

The Presiding Member, Mayor Nick Catania welcomed Mr Ian Mickle of Colliers to the meeting and informed the Council that he was in attendance to answer any queries relating to the property market.

Debate ensued.

AMENDMENT NO 1

Moved Cr Ker, Seconded Cr Maier

That clause a new clause be inserted as follows:

“(viii) REQUESTS the Chief Executive Officer to further investigate clause (iv)(f) (which states; “include provisions for the 2.0 metre setback from Vincent Street in the Carr Place Precinct).””

AMENDMENT NO 1 PUT AND CARRIED (6-0)

(Cr Messina on approved leave of absence. Cr Farrell and Cr Youngman were an apology for the meeting.)

Debate ensued.

AMENDMENT NO 2

Moved Cr Maier, Seconded Cr Burns

That a new subclause (iv)(p) be inserted as follows:

“(p) incorporate a provision that allows for greater height for all proposed two-storey buildings adjacent to buildings with a greater ceiling height in the Oxford Street Precinct (south) than that otherwise specified in the guidelines to complement and respond to the existing buildings along the southern portion of Oxford Street.”

AMENDMENT NO 2 PUT AND CARRIED (5-1)

| | |
|-------------------|-----------------------|
| <u>For</u> | <u>Against</u> |
| Mayor Catania | Cr Doran-Wu |
| Cr Burns | |
| Cr Ker | |
| Cr Lake | |
| Cr Maier | |

(Cr Messina on approved leave of absence. Cr Farrell and Cr Youngman were an apology for the meeting.)

Debate ensued.

MOTION AS AMENDED PUT AND CARRIED (6-0)

(Cr Messina on approved leave of absence. Cr Farrell and Cr Youngman were an apology for the meeting.)

COUNCIL DECISION ITEM 7.2

That the Council;

- (i) ***RECEIVES the Leederville Masterplan Progress Report No. 9;***
- (ii) ***CONSIDERS the submissions received during the consultation period for the following reports and studies funded by the Department for Planning and Infrastructure (DPI);***
 - (a) ***Leederville Masterplan Integrated Transport Study;***
 - (b) ***Leederville Station Precinct Study; and***
 - (c) ***Carr Place Precinct Study;***

together with the Leederville Masterplan Traffic and Services Report and the Draft Built Form Guidelines undertaken by the Town, as shown in Attachment 001;
- (iii) ***CONSIDERS the outcomes of the community workshop held on 19 November 2008 as shown in Attachment 002;***
- (iv) ***ADOPTS the Draft Built Form Guidelines as shown in attachment 003 pursuant to Clause 47 of the Town of Vincent Town Planning Scheme No.1 to assist in the development and implementation of the Leederville Masterplan, subject to being amended as follows;***
 - (a) ***the YMCA HQ Facility being incorporated into the Oxford Town Square Precinct;***
 - (b) ***the location of the heritage-listed Olive Trees at No. 1 (Lot 34) The Avenue being incorporated into the Oxford Market Precinct;***
 - (c) ***a transitional zone from commercial to residential detailing preferred land uses and a ratio of land uses being incorporated into the Carr Place Residential Precinct;***
 - (d) ***the existing laneway between Vincent Street and Carr Place being recommended as widened to 6 metres;***
 - (e) ***introduce sliding residential densities and corresponding sliding maximum building heights into the Carr Place Precinct to encourage higher density development;***
 - (f) ***include provisions for the 2.0 metre setback from Vincent Street in the Carr Place Precinct;***
 - (g) ***incorporate a more staggered setback approach for buildings greater than two storeys fronting Carr Place in the Carr Place Residential Precinct;***
 - (h) ***incorporate provisions for vehicular access for redevelopment in the Carr Place Residential Precinct;***
 - (i) ***demonstrate a new pedestrian overpass and new civic/space mixed use development to create an improved entry point in the Oxford Markets Precinct;***
 - (j) ***height of the icon towers proposed in the Oxford Markets Precinct and the Oxford Town Square being changed from 16 to 24 storeys to a minimum of 8 storeys and a maximum of 16 storeys;***

- (k) *incorporate a provision that all development of land abutting heritage listed properties in the Oxford Street Precinct to be assessed with due regard to the Town's Policy relating to Heritage Management Development Guidelines No. 3.6.1 and the State Planning Policy No. 3.5 relating to Historic Heritage Conservation;*
 - (l) *incorporate a provision that all development within the Oxford Street Precinct (south) requires a detailed site analysis to provide a contextual overview of the impact on the existing scale, form and bulk of the buildings addressing Oxford Street;*
 - (m) *include reference to the Town's Noise Abatement and Sound Attenuation Policies in the Carr Place Residential Precinct and the Entertainment Precinct;*
 - (n) *include provisions relating to shade and shelter in the Oxford Town Square and other references made to the public realm;*
 - (o) *include provisions for a minimum requirement for the icon towers in the Oxford Markets Precinct and the Oxford Town Square to have a minimum 5 star green building rating; and*
 - (p) *incorporate a provision that allows for greater height for all proposed two-storey buildings adjacent to buildings with a greater ceiling height in the Oxford Street Precinct (south) than that otherwise specified in the guidelines to complement and respond to the existing buildings along the southern portion of Oxford Street;*
 - (v) *CONSIDERS the Carr Place Residential Precinct Study (DPI funded study) as a working document to assist in the further development and implementation of the Leederville Masterplan, subject to being amended as follows;*
 - (a) *remove all reference to proposed north-south laneways linking Vincent Street and Carr Place; and*
 - (b) *remove the restriction to permit only multiple dwellings and incorporate provisions to allow single, grouped and multiple dwelling development types;*
 - (vi) *CONSIDERS the following documents as working documents to assist in the further development and implementation of the Leederville Masterplan;*
 - (a) *Leederville Masterplan Integrated Transport Study (DPI funded study);*
 - (b) *Leederville Station Precinct Study (DPI funded study); and*
 - (c) *Leederville Masterplan Traffic and Services Report;*
 - (vii) *DEFERS the calling of Expressions of Interest from interested parties due to the reasons outlined in the report dated 9 March 2009 from the Town's Property Consultant (Colliers International (WA) Pty Ltd) and NOTES that the matter will be further reviewed in 2010; and*
 - (viii) *REQUESTS the Chief Executive Officer to further investigate clause (iv)(f) (which states; "include provisions for the 2.0 metre setback from Vincent Street in the Carr Place Precinct).*
-

PURPOSE OF REPORT:

The purpose of this report is to provide a progress update for the Council, including a summary of the information received during the community consultation period and community workshop and adopt the Draft Built Form Guidelines, the Leederville Masterplan Traffic and Services Report and the three (3) DPI funded studies with or without amendments.

BACKGROUND:

For detailed background prior to 2008, refer to previous Council Progress Reports relating to the Leederville Masterplan.

- 19 February 2008 A Progress Report and Presentation on the Leederville Masterplan by the Chief Executive Officer and Directors was presented at a Council Forum.
- 18 March 2008 The Consultants JCY presented their progress and draft Built Form Guidelines to a Council Forum along with the first presentation relating to the West Perth Regeneration Project.
- 9 April 2008 The Town's Officers met with consultants JCY to discuss the progress of the Built Form Guidelines and the West Perth Regeneration Masterplan.
- 14 April 2008 The Town's Officers met with consultants JCY and representatives of the DPI to discuss the inception of Studies relating to the Leederville Station Study, the Transport Study and the Carr Place Precinct.
- 2 July 2008 The Council considered the Leederville Masterplan at a Special Meeting. The Council resolution is outlined in the Minutes for this meeting.
- 14 October 2008 The Council at a Special Meeting resolved the following in relation to the Leederville Masterplan
- “*That the Council;*
- (i) *RECEIVES;*
- (a) *the Leederville Masterplan Progress Report No. 8, as at 9 October 2008;*
- (b) *the three (3) Department for Planning and Infrastructure funded reports, attached as “Confidential Appendices”:*
- (1) *Leederville Masterplan Integrated Transport Study (Appendix 7.4(A));*
- (2) *Leederville Station Precinct Study (Appendix 7.4(b)); and*
- (3) *Carr Place Precinct Study (Appendix 7.4(c)); and*
- (c) *the “Design Options for the YMCA Headquarters Youth Facility and skatepark in Leederville”, as attached to this report;*

- (ii) *ADVERTISES the following reports and studies after the Department for Planning and Infrastructure (DPI) has allowed these reports and studies to be released for public information;*
- (a) *Leederville Masterplan Integrated Transport Study (DPI funded Study);*
 - (b) *Leederville Station Precinct Study (DPI funded Study); and*
 - (c) *Carr Place Precinct Study (DPI funded Study);*
- along with the Leederville Masterplan Traffic and Service Report and Draft Built Form Guidelines, for public comment, including a community workshop:*
- (1) *for a period of twenty-eight (28) days and reports back to the Council with any submissions received at the close of the consultation period; and*
 - (2) *the advertising to include consultation with the Western Australian Planning Commission, Town of Cambridge, Water Corporation and other relevant Government Departments; and*
- (iii) *NOTES that;*
- (a) *a further report will be submitted to the Council concerning the submissions received during the consultation process and also the options for the future location of the YMCA HQ Youth Facility and skatepark; and*
 - (b) *the reports listed in clause (i)(b) are Confidential and are not to be made public until approval has been granted by the Department of Planning and Infrastructure;*
- (iv) *REQUESTS that the young people of the Town are actively engaged when considering the future location of the HQ Youth Facility and a report be presented to Council detailing any finding of such consultation.*
- (v) *AUTHORISES the Chief Executive Officer to undertake a review of the housing market prior to entering into any discussions with development partners or developers as part of the risk analysis of the Leederville Masterplan to ensure that:*
- (a) *the Town achieves the most appropriate return on its investment; and*
 - (b) *there is an appropriate diverse housing mix;*

- (vi) *AUTHORISES the Chief Executive Officer to contact the relevant Ministers to discuss the infrastructure needs of the Leederville Masterplan area; and*
 - (vii) *REQUESTS the Department of Planning and Infrastructure to integrate the Town's work on the Leederville Masterplan into the Leederville Station Precinct Study before it is released to the public.*
- 19 November 2008 A community workshop regarding the Leederville Masterplan and Draft Built Form Guidelines was held at the Town's Administration Offices.
- 22 December 2008 The Town's Officers held a Council Member Forum to present a summary of the outcomes of the community consultation period and the community workshop to the Council Members.
- 10 February 2009 The Council at an Ordinary Meeting resolved to include the Olive Trees located on the south-east corner of No. 1 (Lot 34) The Avenue, Leederville onto the Town's Municipal Heritage Inventory as a Management Category B - Conservation Recommended.
- 11 February 2009 A recommendation was presented at the meeting of the Heritage Advisory Group stipulating that the location of the heritage listed Olive Trees be included on all planning documents associated with the Leederville Masterplan.

DETAILS:

A summary in relation to the Council resolutions made within Agenda Item 7.4 of the Special Meeting of Council held on 14 October 2008 is detailed below.

Future Location of HQ Youth Facility

Clause (iv) of the Council resolution for the Agenda Item relating to the Leederville Masterplan presented to the Council at its Special Meeting held on 14 October 2008 requested that the young people of the Town be actively engaged when considering the future location of the Leederville HQ Facility. Further to this, clause (iii) of the resolution noted that a further report was to be submitted to the Council detailing options for the future location of the YMCA HQ Youth Facility.

Action Taken

In response to the above resolution, the Town's Community Development Services accessed its youth mailing list to advise the appropriate organisations of the community workshop that was held on 19 November 2008. At the workshop, urban design consultant Peter Hobbs of JCY presented an overview of the options for the location of the Skate Park for discussion. Four options were presented, all of which demonstrated various design options for retaining the HQ Facility and Skate Park within the Leederville Masterplan study area. A summary of the four options were provided in the body of the Progress Report No. 8 relating to the Leederville Masterplan presented to the Council at its Special Meeting held on 14 October 2008. The four options were also attached to the report.

To progress determining the preferred location of the YMCA HQ Facility, a meeting was held on 13 February 2009 with the Director Corporate Services and representatives from the YMCA HQ Youth Facility. At the meeting, it was determined that the implementation of the Leederville Masterplan was to occur in two stages and that the YMCA site was likely to be considered in the second stage of the project. Further to this, it was established the Facility was to remain in its current location and that further consultation and dialogue with key stakeholders was to be undertaken to ascertain the preferred option of the four design options presented by JCY.

It is also noted that the YMCA HQ provided a submission relating to the Draft Built Form Guidelines and the options for the HQ Facility, further reiterating that the HQ Facility works well in its current location and should remain in-situ. Further details on this submission are included in the summary of submissions that forms an attachment to this report.

Review of the Housing Market

Clause (v) of the Council resolution for the Agenda Item relating to the Leederville Masterplan presented to the Council at its Special Meeting held on 14 October 2008 authorised the Chief Executive Officer to undertake a review of the Housing Market. The Town's Officers have undertaken preliminary investigations to ascertain the estimated costs of such a review.

Action Taken

Preliminary investigations have revealed that as a result of the current economic climate, an accurate review of the Housing Market would need to include a detailed review of the population projections that consultants currently use for such reviews. In light of this fact, it is likely that a review of the housing market would require the Town to use property consultants and the consultants to use economists as sub consultants to gain the most appropriate information with regard to economic and population forecasts. The estimated costs of such a review will range from \$20,000 to \$40,000, depending on the scope and detail of the works undertaken.

The Town's Officers are currently in the process of preparing formal invitations to quote and will follow due process in determining the best candidate to undertake the review and report back to the Council accordingly.

Liaison with Ministers Regarding Infrastructure Provisions

Clause (vi) of the Council resolution for the Agenda Item relating to the Leederville Masterplan presented to the Council at its Special Meeting held on 14 October 2008 authorised the Chief Executive Officer to contact the relevant Ministers to discuss the requirements for the infrastructure needs of the Leederville Masterplan Area.

Action Taken

The Town's Officers sent letters to the Ministers for Child Protection and Community Services; Energy and Training; Water, Local Government and Heritage; Planning; Commerce and Housing and Works; Transport; Education; Health and the Premier.

Correspondence has been received from the Minister for Water, Minister for Transport, and the Minister for Commerce and Housing and Works. The letters have stated that the correspondence received from the Town is currently under consideration; therefore, the Town's Officers are awaiting further advice from the respective Offices of the Ministers contacted.

An email was also received from the Premier's Office on 12 January 2009 stating that the Premier has asked for the Minister for Planning to meet with the Town on his behalf. The letter also advised the Town's Officers to liaise directly with the Minister for Planning's office on matters to do with the Leederville Masterplan.

Correspondence has also been received from the Minister for Planning's Office and a meeting is scheduled for Wednesday, 25 March 2009.

Integration of Leederville Masterplan into the Leederville Station Precinct Study

Clause (viii) of the Council resolution for the Agenda Item relating to the Leederville Masterplan presented to the Council at its Special Meeting held on 14 October 2008 requested the Department for Planning and Infrastructure (DPI) to integrate the Town's work on the Leederville Masterplan into the Leederville Station Precinct Study prior to its release.

Action Taken

The Town's Officers have contacted the DPI to request the above but have been informed that it is not possible as final payment has been made to the consultants and the DPI does not plan to have any further liaison with the consultants with regard to the Study.

Review and Summary of the Three DPI Studies

The three studies funded by the DPI have been reviewed and summarised by the Town's Officers, including developing recommendations as to how these studies can be incorporated into the implementation of the Leederville Masterplan.

1. Carr Place Residential Precinct Study

This study suggests scenarios to demonstrate how the Carr Place Precinct could be better redeveloped over time, primarily focusing on the delivery of greater density and diversity of dwellings, activation of mixed use and commercial opportunities within the walkable catchment of Leederville Train Station. Implementation concepts are also provided to assist in achieving improved planning outcomes for the precinct.

Land Use

- Predominant land use to be high density residential in the form of multiple dwellings. Transition in land use from commercial end of Oxford Street and heading east characterised by mixed use development with commercial uses at the ground level;
- Grouped dwellings should not be permitted as this form of development has resulted in an undesirable homogenous built form with inadequate yields or lot sizes; and
- Home Office and Home Business uses should be encouraged along the Vincent Street frontage lots, commercial uses should be prevented from predominantly residential neighbourhoods.

Officer Comment:

The emphasis on creating a transition in land use is strongly supported. However, there are concerns in not permitting grouped dwellings, as this type of dwelling arrangement can take a variety of built scale, style and forms. Enabling for single, grouped and multiple dwellings will encourage diversity in the streetscape, whilst also encouraging the retention of existing character buildings. Encouraging home businesses is strongly in line with the Town's practices and the Town's Economic Development Strategy.

It is recommended that the Draft Built Form Guidelines are to be amended to outline the transition zone and the preferred land uses and ratio of land uses within this zone.

Movement Networks

- Existing laneway proposed to be widened to 6 metres;
- Two additional perpendicular north – south laneways providing for restricted vehicular access between Vincent Street and Carr Place;

- The western laneway proposed to be 8 metres wide and coincide with transition of land uses; and
- An additional laneway to be located further east, with the positioning being dependent on the manner in which development unfolds along Carr Place and Vincent Street.

Officer Comment:

The widening of the existing right of way is supported as this will improve safety and access for existing properties and future developments. However, it is considered that whilst the proposed north-south laneways may improve access and alleviate congestion between Carr Place and Vincent Street, it is not considered paramount to the success of the Leederville Masterplan.

Due regard is to be given to community concerns from residents and owners and it is recommended that all reference to proposed north-south laneways are removed from the document.

Public Realm

- Removal of overhead powerlines and poles and the introduction of more formalised verge landscaping along Vincent Street; and
- Carr Place will benefit from a reduction in crossovers through the insertion/widening of laneways for rear vehicular access.

Officer Comment:

The removal of overhead powerlines will improve the amenity of the streetscape through creating a feeling of openness. However, as these comprise high tension power lines, the cost of this may be excessive and not considered paramount to the success of the Leederville Masterplan. The reduction in crossovers through encouraging rear vehicular access will also aid in creating an open and interactive streetscape; this recommendation is also in line with access provisions in the Town's Policy relating to Residential Design Elements.

The draft Built form Guidelines relating to the Carr Place Residential Precinct are to be amended to make provisions for vehicular access for redevelopment.

Built Form and Density

- A 2.0 metre road widening and setback is proposed on the southern side of Vincent Street to allow for a wider verge, resulting in greater pedestrian safety and comfort and to ensure that there is sufficient space for existing and future services;
- Introduce sliding densities from R160 to R80 to encourage higher density development as follows; R80 (for lots with an area less than 700 square metres), R120 (lots with an area between 700 square metres and 1500 square metres and a minimum frontage of 20 metres) and R160 (lots of greater than 1500 square metres and a minimum 30 metre frontage);
- Retention of R80 density code for lots less than 700 square metres ensures that existing development potential is maintained;
- Introduction of higher density code for larger lots acts as an incentive to the amalgamation and redevelopment of multiple continuous land parcels in a comprehensive manner and encourage development of multiple dwellings; and

- Introduce sliding maximum building heights to correspond with sliding densities as follows: R 80 (2 storey maximum building height), R120 (4 storey maximum building height) and R160 (4 storey maximum fronting Carr Place, 8 storey maximum fronting Vincent Street).

Officer Comment:

Recommendation for sliding densities is supported, as it is considered appropriate to have higher density in an area positioned within a Town Centre and in such close proximity to the train station. It is also considered that only allowing higher densities on larger lots will facilitate orderly and proper planning and aid in controlling the bulk and scale of developments whilst still allowing flexibility, resulting in the best possible design outcomes.

Whilst it is noted that the Draft Built Form Guidelines are predominantly focused on allowing the built form to determine the density, in the case of Carr Place it is considered appropriate to make provisions for density as this is the only precinct within the Masterplan Area that is an existing residential area. Form based codes are considered appropriate in mixed use and commercial areas; however, in residential areas it is considered appropriate to use a mix of density and height to control development. The sliding densities and sliding height are considered an innovative way of controlling development in inner residential areas that go some way in achieving form based codes.

However, it is noted that the Draft Built Form Guidelines do not make any provisions or attempts to protect the amenity of the existing area of Carr Place. It is considered that the introduction of a more staggered setback approach for developments greater than two storeys fronting Carr Place will result in development that is more sympathetic and complementary to the amenity of the existing area and may aid ameliorating some of the concerns raised by the two objectors to the study, outlined in the consultation section of this report.

The Draft Built Form Guidelines relating to the Carr Place Residential Precinct are to be amended to incorporate a more staggered setback approach for buildings greater than two storeys fronting Carr Place.

The Built Form Guidelines relating to the Carr Place Residential Precinct are to be amended to include provisions for the 2.0 metre setback from Vincent Street.

Suggested Implementation Methods

- Redevelopment scenarios to be implemented through built form codes; and
- Initiate amendments to the Town's Town Planning Scheme to replace existing density controls, land use zoning and development requirements to ensure that density, parking, access and other built form elements provided for in the built form codes do not conflict with any existing Scheme Provision or Council Policies.

Officer Comment:

Whilst existing Town Planning Scheme No.1 can facilitate the development in the Leederville Masterplan area, it has always been the intention of the Town's Officers that, upon the final adoption of the Leederville Masterplan by the Council, provisions would be made for the Masterplan Area to be included as a Special Control Area in the Town's existing and/or new Town Planning Scheme, to ensure that built form objectives do not conflict with density controls and land use zoning.

The provisions required in the Scheme to implement a Special Control Area over the Leederville Masterplan are to be considered as part of the Town Planning Scheme Review.

2. Leederville Station Precinct Study

This study suggests scenarios to demonstrate how the Leederville Station Precinct could be better redeveloped over time, with a primary focus on improving the built environment and efficiency of the public transport hub for patrons and the Town Centre users in general. The focus of the study is on increasing the delivery of greater density and diversity of dwellings; and the activation of mixed use and commercial opportunities within the walkable catchment of the Leederville Train Station.

The study primarily focuses on the area to the south of the Mitchell Freeway within the Town of Cambridge; however, recommendations are made for the southern most portion of the Leederville Masterplan area encompassing the HQ Skate Park site on the eastern side of Oxford Street and Nos. 99-101 Oxford Street and the existing footbridge connection on the western side of Oxford Street.

Public Transport

- The study proposes to extend the 'Subiaco Shuttle' bus service and proposes 7 different routes to allow patrons to alight from the Clarkson/Mandurah line at Leederville Station and transfer to the 'Subiaco Shuttle' bus service, connecting them with a range of services and activity centres; and
- The bus routes require further investigation prior to the selection of a preferred route.

Officer Comment:

The Town supports the initiative of improving access via public transport between inner city areas. This proposal could potentially increase patronage of the Leederville Masterplan Area as it improves access from surrounding suburbs to the area. Any further developments with regard to this proposal are to be forwarded to the Town.

Pedestrian Access

- Schematic design for Oxford Street pedestrian connection to the train station will include a new wider and fully enclosed Pedestrian Overpass and Train Station upgrades;
- Improved pedestrian access between Train Station and Oxford Street could be achieved through mechanisms such as a new pick-up and drop-off facility off Leederville Parade, a connection of a new overpass and proposed new civic square/mixed use tower or developing an at grade pedestrian crossing on Oxford Street; and
- New commercial leasehold of Main Roads WA land created through the re-routing of the pedestrian overpass and associated vertical circulation.

Officer Comment:

The Town's Officers support the revitalisation and improvement of the Train Station and in particular alterations to the pedestrian overpass. The preference is for providing a new overpass and new civic space/mixed use development to create an improved entry point into the Leederville Masterplan area and would greatly enhance the connectivity of the Masterplan Area with the train station.

It is recommended that the extension of the pedestrian bridge be included in the Draft Built Form Guidelines.

Car Parking Provisions

- New car parking standards to be introduced for the Leederville Station Precinct, defined by an 800 metre walkable distance from the station, encompassing land within both local authorities; and
- Standard should prescribe the number of car parking bays required and specify a maximum on-site requirement, with particular emphasis on minimising off-street parking and encouraging cash-in-lieu of car parking bays provided on-site.

Officer Comment:

It is considered appropriate that new car parking standards are introduced which provide incentives for developers to provide less car parking on-site to assist in maximising the development potential of sites and the area as a whole. The Town has also proposed a number of public car parks as part of the Leederville Masterplan, which also lessens the emphasis and the need for the provision of on-site parking bays.

The idea of encouraging the use of public transport through discouraging the provision of parking bays on-site has also been touted in the Town's Draft Car Parking Strategy and will be addressed further in the Precinct Parking Management Plan for Leederville.

The recommendations with relation to parking can be considered as part of the review of the Town's Parking and Access Policy and associated documentation.

Suggested Implementation Methods

- Three tiered planning approach; Scheme Amendment, Structure Plan and Detailed Area Plans or Built Form Guidelines;
- Adopt mandatory requirements for Affordable Housing including scheme provisions for a mix of housing units or mix of dwelling unit sizes and affordable dwelling unit quotas; and
- The provisions required in the Scheme to implement and facilitate the on-going development of the Leederville Masterplan are to be considered as part of the Town Planning Scheme Review.

Officer Comment:

Whilst existing Town Planning Scheme No.1 can facilitate the development in the Leederville Masterplan area, it has always been the intention of the Town's Officers that upon the final adoption of the Leederville Masterplan by the Council, provisions would be made for the Masterplan Area to be included as a Special Control Area in the Town's existing and/or new Town Planning Scheme, to appropriately guide future development.

The Town will consider recommendations of the Affordable Housing Strategy with a view to achieving and encouraging affordable housing in the Masterplan area.

3. Leederville Masterplan Integrated Transport Study

The main objective of this Study is to develop an integrated transport plan for the Town of Vincent and the Town of Cambridge in order to supplement the Leederville Masterplan and ensure that it is consistent with Network City objectives.

The study area encompasses the Leederville Masterplan area, together with the area directly west of the Leederville Train Station belonging to the Town of Cambridge. The study area also encompasses a sub-regional area identified by the Department for Planning and Infrastructure (DPI), which includes public transport access from QE2 and Subiaco to West Leederville, and access to Kitchener Park, Floreat, East Perth, West Perth and Mount Lawley.

It should be noted that certain sub-sections within the Study relate specifically to land situated within the Town of Cambridge and the sub-region areas identified by the DPI, and therefore, are not relevant to the Town of Vincent. The study predominantly addresses issues concerned with the Town of Cambridge.

Public Transport

- Investigate the provision of more frequent bus services along current routes outside of peak periods;
- Traffic patterns indicate that public transport priority measures in the study area should be in place between 07:00 and 20:00 rather than for the “peak” hour;
- Investigate the extension of the Subiaco Shuttle bus route to Leederville or West Leederville and the Matilda Bay Foreshore / UWA; and
- Local Governments and significant trip attractors within the study area to implement the Travel Smart program and increase public awareness of public transport options.

Officer Comment:

The Town’s Officers support the initiative of providing more frequent public transport services, resulting in a potential increase in patronage into the Leederville Masterplan Area at all times rather than during “peak” hours of the day or during weekdays only. The Town supports the initiative of improving access via public transport between inner city areas. This proposal could potentially increase patronage of the Leederville Masterplan Area as it improves access from surrounding suburbs to the area.

The implementation of the Travel Smart program is also supported as this will increase the community’s awareness of the public transport options available to them.

Requirements for Pedestrians

- Implement planned changes to the intersection of Vincent and Oxford Streets to improve the safety; and
- Improve the connectivity of pedestrian networks on both the western and eastern sides of the Leederville Train Station and increase the neighbourhood permeability in order to promote public transport usage.

Officer Comment:

In 2008-2009, the Town plans to improve the intersection of Vincent and Oxford Street to address these safety concerns, as well as improve amenity for pedestrians, potentially encouraging more foot traffic, resulting in more people accessing the café strip, in turn stimulating the economic and social sustainability in the Masterplan Area.

The Leederville Masterplan recognises the need for increased pedestrianisation of the area and has identified the need for a number of pedestrian links (specifically from Oxford Street to the Food Market Precinct; a north-south pedestrian link between Carr Place and Vincent Street; and a north-south pedestrian link between Newcastle Street and Carr Place), as well as generally developing pedestrian links through 'large' street blocks in order to reduce travel time by increasing the directness of pedestrian routes.

The proposed changes to the intersection of Vincent and Oxford Streets are to be investigated as part of the further development of the Leederville Masterplan.

Requirements for Cyclists

- Providing adequate end of trip facilities and improving the connectivity of cyclist facilities;
- Integrating cycling and public transport; and
- Major stakeholders note areas of concerns as: improving the pedestrian/cyclist bridge over the Freeway; improving the amenity of the link under the Freeway from Vincent Street to Lake Monger Drive; and investigating the provision, location, and standard of bicycle parking facilities at the Leederville Train Station.

Officer Comment:

Addressing safety concerns and improving amenity for cyclists will potentially encourage more foot traffic, and result in more people accessing the café strip etc., stimulating the economic and social sustainability in the Masterplan Area. Provisions for end of trip facilities are stated in the Town's Parking and Access Policy.

Car Parking Provisions

- Car parking provisions and needs, particularly concerning forming a standard parking policy to apply to the Inner Perth Suburbs, which balances the parking requirements of businesses in the area, while also dealing with problems associated with long-term commuter parking close to the city; and
- The road system which serves Leederville has limited remaining peak period capacity. Given this, lower parking requirements should be applied and the taking of cash-in-lieu of parking supported. This would enable the Town to acquire land for public parking purposes.

Officer Comment:

New approaches to car parking provision are encouraged as a means to offer incentives for developers to not provide car parking on-site and maximise the development potential of sites and the area as a whole. The Town has also proposed a number of public car parks as part of the Leederville Masterplan, which also lessens the emphasis and the need of the provision of on-site parking bays. The idea of encouraging the use of public transport through discouraging the provision of parking bays on-site has also been touted in the Draft Car Parking Strategy and will be developed further in the Precinct Parking Management Plan for Leederville.

The recommendations in relation to parking can be considered as part of the review of the Town's Parking and Access Policy and associated documents.

CONSULTATION/ADVERTISING:

The Built Form Guidelines, the Leederville Masterplan Traffic and Services Report and the three DPI funded studies - the Leederville Masterplan Integrated Transport Study, the Leederville Station Precinct Study and the Carr Place Precinct Study underwent a 4 week advertising period from 28 October 2008 and concluded on 24 November 2008. Letters were sent out to all affected landowners and occupiers, including business owners, all relevant Government departments/agencies, precinct groups and all respondents from the previous consultation undertaken in July 2007.

The Town received a total of sixteen (16) submissions including four (4) late submissions. It is noted that thirteen (13) of the submissions received related specifically to the Draft Built Form Guidelines, while the remaining three (3) related to both the Draft Built Form Guidelines and the Carr Place Residential Precinct Study. No submissions were received specifically regarding the Leederville Masterplan Integrated Transport Study, the Leederville Station Precinct Study or the Leederville Masterplan Traffic and Services Report.

Statistical Summary

Table 1 and 2 below provide a statistical summary of the information received during the consultation period. The comments that were raised during the Community Workshop are summarised separately.

Table 1 - Summary of Respondents Position on the Draft Built Form Guidelines and Carr Place Precinct Study:

| Comments | Number of Submissions Received |
|---------------------|--------------------------------|
| Conditional Support | 2 |
| Objection | 4 |
| Not stated | 10 |
| Total | 16 |

It is noted that those objections in the not stated category may not have implicitly stated their objection or support to the Draft Built Form Guidelines but all made comments regarding how they could be improved.

Table 2 - Percentage Breakdown of Issues Raised by Respondents

| Issue | Number of Respondents that Raised the Issue |
|---|---|
| Concerns with the proposed height and density of the built form overall | 6 (37.5%) |
| Concerns with the proposed height and density in the Carr Place Residential Precinct | 2 (12.5%) |
| Concerns with conflicting interests between entertainment and residential uses | 2 (12.5%) |
| Concerns regarding ensuring adequate infrastructure provision | 2 (12.5%) |
| Concern with regard to the rear and perpendicular access laneways proposed for Carr Place | 3 (18.75%) |

| Issue | Number of Respondents that Raised the Issue |
|---|---|
| Concern over the lack of an alternative location for the YMCA HQ site | 1 (6.25%) |

Note: Some respondents raised more than one issue.

The complete summary of submissions, including Officer Comments, is included in Attachment 001. The main issues are also further addressed later in this report.

Summary of the Community Workshop

The Leederville Masterplan community workshop was conducted on 19 November 2008 and comprised a formal presentation by urban design consultant Peter Hobbs of JCY and group discussion. Approximately 65 people attended. The results of the workshop have been summarised in a report prepared by consultants engaged to facilitate the workshop. A copy of this report is provided in attachment 002.

A brief summary of the outcomes of the workshop and the individual feedback forms detailed in the consultants report is provided below.

Outcomes of Group Discussions

The table discussions related to the following elements of the Masterplan; land use, parking and access, built form, HQ and Skate Park, public and civic spaces and the Masterplan in general.

A summary of the outcomes relating to each of the elements is outlined below:

- Land Use – the general consensus of the groups was that the land uses shown in the draft Masterplan were satisfactory;
- Parking and Access – the group were overall dissatisfied with the detail for access and parking suggested in the Masterplan and made suggestions on aspects that should be considered further, which are outlined in detail in the consultants report;
- Built Form – The groups were generally satisfied with the built form shown in the Masterplan but felt there were aspects that should be considered, which are outlined in detail in the consultants report;
- Civic and Public Spaces – the groups were satisfied with the civic and public places shown in the Masterplan;
- HQ/Skate Park Options – there was a high level of satisfaction with the HQ and Skate Park Options; however, which of the three options the participants preferred was not highlighted;
- Built Form Guidelines – there were suggestions made with regard to elements that people felt were important for inclusion and or consideration in the Draft Built Form Guidelines, which are outlined in detail in the consultants report and further considered in the comments section of this report; and
- Level of satisfaction with the overall Masterplan – Overall there was no clear support for the Masterplan; some groups were satisfied, some dissatisfied and others were unsure. The key areas for further consideration were the height and location of taller buildings and planning to ensure that the unique character of Leederville was retained.

Individual Feedback Sheets

The participants in the workshop were also given the opportunity to individually comment on the Masterplan via the completion of individual feedback sheets. Respondents were encouraged to comment on all aspects of the discussion that took place during the workshop. A total of 48 participants took the opportunity to respond.

A brief statistical overview of the feedback is outlined below:

Table 3 Respondents Satisfaction with Aspects of the Leederville Masterplan

| | Highly Satisfied (%) | Satisfied (%) | Dissatisfied (%) | Strongly Dissatisfied (%) | Unsure (%) | No Response |
|--------------------------------|----------------------|---------------|------------------|---------------------------|------------|-------------|
| Land Use | 18.8 | 31.3 | 18.8 | 4.2 | 10.4 | 16.7 |
| Access and Parking | 4.2 | 35.4 | 22.9 | 4.2 | 12.5 | 20.8 |
| Built Form | 6.3 | 37.5 | 14.6 | 8.3 | 4.2 | 29.2 |
| Civic and Public Spaces | 8.3 | 29.2 | 20.8 | 4.2 | 2.1 | 35.4 |
| HQ Skate Park Options | 4.2 | 35.4 | 14.6 | 4.2 | 12.5 | 29.2 |

* It is noted that the last row of the above table refers to the 3 options for the HQ Skate Park that were presented by the consultants JCY and that the results do not indicate satisfaction with any particular option.

Overall Summary of Submissions Received and Community Workshops

To highlight the key themes that were raised during the community consultation of the three (3) DPI Documents, the Leederville Masterplan Traffic and Services Report and the Built Form Guidelines, together with the issues raised at the Community Workshop, a summary has been provided below with Officer comments responding to the issues raised.

Table 4 - Key Concerns and Main Issues Raised During the Consultation Period and the Community Workshop

| Key Concerns | Main Issues | Officer Planning Responses | Officer Recommendations |
|-----------------------------|---|--|---|
| Character and Height | <ul style="list-style-type: none"> Height of the icon towers is too high. Appropriate locations for higher buildings Impact of proposed height on the amenity of the area. | The guidelines relating to Oxford Street have ensured that the amenity of the existing streetscape is protected and enhanced through relatively low heights and setback requirements, resulting in lower scale of development. | <ul style="list-style-type: none"> Height of the icon towers to be changed to a minimum of 8 storeys and a maximum of 16 storeys, resulting in a more even distribution of height and greater consideration of existing amenity of Oxford Street, whilst still allowing for high density residential in an appropriate location. |

| Key Concerns | Main Issues | Officer Planning Responses | Officer Recommendations |
|--------------|--|--|--|
| | | <p>The guidelines relating to the Icon Towers will ensure that development is setback from Oxford Street, which will aid in protecting existing Oxford Street amenity.</p> | |
| | | <p>The positioning of the icon towers bordering the Mitchell Freeway is considered the most appropriate location for high density residential, in terms of limiting the direct impact on the existing low rise amenity along the southern portion of Oxford Street and adhering to the Town's responsibility as an inner city local authority to meet the demands of the growing city and curb urban sprawl by providing opportunities for future high density residential within Town Centre's and close to train stations.</p> | |
| | <ul style="list-style-type: none"> • Protection of facades along Oxford Street. • Mixing heritage with modern architecture | <p>Achieving a complementary mix of heritage listed and older style buildings with modern development and maintaining the character expressed along the southern portion of Oxford Street is dependent on taking a respectful design approach that gives special consideration to the siting, scale, architectural style and form, materials, and finishes of the proposed development in relation to its neighbours without copying historic detailing or decoration.</p> | <ul style="list-style-type: none"> • All development of and abutting heritage listed properties within Oxford Street Precinct to be assessed with due regard to the Town's Policy relating to Heritage Management - Development Guidelines No. 3.6.1. • All planning applications for development along the southern portion of Oxford Street from Vincent Street to require the submission of a detailed site analysis to provide a contextual overview of the impact of the proposed development on the existing scale, form and bulk of the buildings addressing Oxford Street. |

| Key Concerns | Main Issues | Officer Planning Responses | Officer Recommendations |
|-------------------------------|---|---|--|
| Land Use | <ul style="list-style-type: none"> • Conflicting interests between residential and entertainment uses. | <p>The Built Form Guidelines aim to ensure the appropriate integration of all uses within the Masterplan Area, including ensuring that Residential and Entertainment uses do not conflict.</p> | <ul style="list-style-type: none"> • The Built Form Guidelines are to be amended to include reference to the Town’s Noise Abatement and Sound Attenuation Policies, particularly with regard to developments within the Carr Place Residential Precinct and both Entertainment Precincts. |
| | <ul style="list-style-type: none"> • Lack of an alternative for the HQ site if forced to relocate. | <p>JCY have presented four design options for the HQ Facility within the Leederville Masterplan area. The Town’s Executive Management have commenced dialogue with the YMCA HQ with the intent of further considering the implications of the four options with the intention of determining a preferred location and design.</p> | <ul style="list-style-type: none"> • The Town’s Officers are to incorporate the outcomes of the consultation with HQ into the Draft Leederville Town Centre Masterplan and Built Form Guidelines as soon as is practicable. |
| | <ul style="list-style-type: none"> • Developing measures to provide diversity in a complementary way rather than encouraging uniformity. | <p>The proposed mix of land uses allows for diversity which builds on the existing land use within the area. The use of precincts ensures that there is an appropriate mix of uses in the overall Masterplan Area, whilst ensuring that the uses with the potential to conflicting uses are appropriately separated.</p> | |
| Built Form and Density | <ul style="list-style-type: none"> • Concerns with the proposed height and density in the Carr Place Residential Precinct. | <p>The Built Form Guidelines have adequately addressed built form and density along Carr Place; however, scope exists for further consideration given to the amenity of the existing area particularly with regard to setbacks for buildings fronting Carr Place.</p> | <ul style="list-style-type: none"> • The Town’s Officers do not have any objection to the proposed height. It is recommended that the Draft document be amended to include further provisions with regard to the setback of buildings facing Carr Place. A more staggered setback approach for anything above two storeys is suggested in order to ensure that the amenity of the existing area is protected. |
| | | | |

| Key Concerns | Main Issues | Officer Planning Responses | Officer Recommendations |
|-----------------------|--|---|---|
| | <ul style="list-style-type: none"> Allow the built form to determine density and not vice versa | <p>The Built Form Guidelines have been developed on the premise to encourage built form to determine density. The provisions in the document relating to height and setbacks ensure that this is achieved. Further prescription will limit the flexibility to allow for a range of appropriate design outcomes.</p> <p>Furthermore, the Leederville Masterplan Area will be dealt with as a Special Control Area under Town Planning Scheme No. 2 enabling the flexibility for development to be directed by built form, rather than restricted to density.</p> | <ul style="list-style-type: none"> Further considerations of how the area is to be incorporated into the Scheme as part of the Town Planning Scheme Review. |
| | <ul style="list-style-type: none"> Incorporate shade and shelter requirements in order to provide a pleasant environment for pedestrians. | <p>Shade and shelter, provisions for awnings are detailed in Precinct 1 – Oxford Street of the Guidelines; however, further reference to pedestrian amenity could be addressed within the guidelines, particularly the proposed Oxford Square.</p> | <ul style="list-style-type: none"> Provisions relating to shade and shelter are to be included in the requirements for the Oxford Town Square and any other public realm spaces. |
| | <ul style="list-style-type: none"> Consider Public Art as a feature not just an afterthought. | <p>The Town's existing Policy No. 3.1.15 relating to Percentage for Public Art provides sufficient provisions to ensure public art is incorporated into the development process.</p> | |
| Sustainability | <ul style="list-style-type: none"> Provision of incentives to construct buildings to higher green star ratings, not just as a minimum requirement | <p>At present, the guidelines stipulate general provisions relating to environmental sustainability and require all new buildings to have a minimum 4 star rating.</p> | <ul style="list-style-type: none"> The Built Form Guidelines are to be amended to include provisions for a minimum requirement for the icon towers to have a minimum 5 star green building rating. |

| Key Concerns | Main Issues | Officer Planning Responses | Officer Recommendations |
|--------------|-------------|--|-------------------------|
| | | Future detail relating to incentives is considered too prescriptive for the purposes of the Built Form Guidelines, however, it is considered important to encourage and achieve a high level of sustainability for the icon towers, as these will be the major developments within the area and should set an example with regard to sustainability. | |

In light of the above, it is recommended that the Draft Built Form Guidelines be amended and adopted pursuant to Clause 47 of the Town's Town Planning Scheme No.1 as outlined in the Officer Recommendations in the above table and summarised in the Officer Recommendations of this report.

Leederville Masterplan Traffic and Services Report

A summary of the above report was presented to the Council as part of the Leederville Masterplan Progress Report No. 7, presented to the Council at its Special Meeting held on 2 July 2008. **No submissions were received during the consultation period regarding this report.**

In light of the report's importance with regard to infrastructure and traffic requirements and costings within the Leederville Masterplan area, it is recommended that the report be adopted as a working document to aid in the facilitation and implementation of the Leederville Masterplan.

Current Property Market

The Town's Chief Executive Officer and Director Corporate Services met with the Town's Property Consultant, Mr Ian Mickle - Director Investment Sales of Colliers International Pty Ltd, and requested information concerning the potential impact of the world financial situation on the Town's Leederville Masterplan project (as reported to the Special Meeting of Council held on 14 October 2008). A letter was received on 9 March 2009, as follows;

"Dear John,

Re: Leederville Masterplan Review

Instructions

We refer to your recent instructions to provide advice on current property market conditions and the resultant impact on the Leederville Masterplan development plans and proposed timing of the development.

Current Market Dynamics

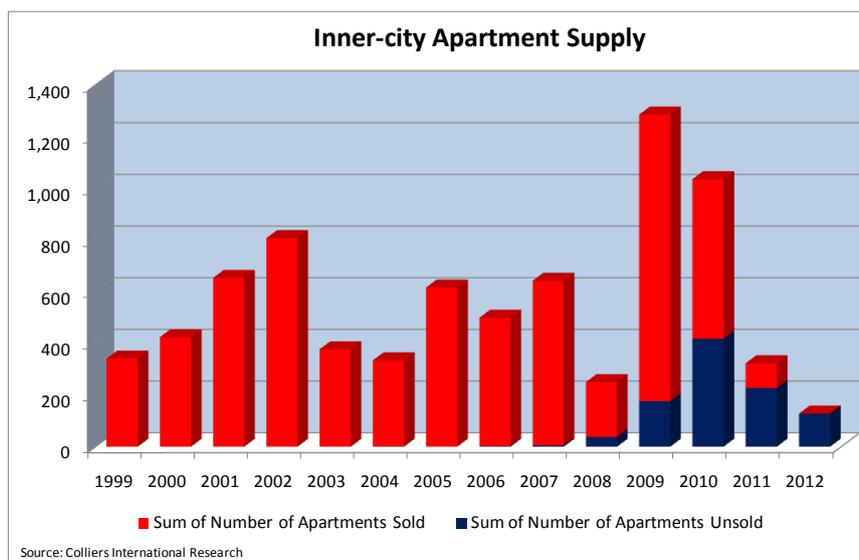
Residential

The outlook for the States residential property market is currently one of caution with the anticipated continuation of economic uncertainty and resultant negative effect on market sentiment. This is likely to see an ongoing softening of the residential market throughout 2009, which would be envisaged to flow through to development site values.

National and state based land developers have mainly sought to divest excess land holdings during 2008 and early 2009 to raise capital in an attempt to offset financing and cash flow risk with marginal success. Market intelligence reveals many have received offers well below valuation and seller expectations. Anecdotal evidence illustrates offers have been from 20% to 40% below seller expectations.

The CBD and fringe apartment market has not been immune to these effects with Apartment price discounting beginning to emerge as developers seek to move slow moving stock levels. A large amount of apartment supply is projected to be delivered throughout 2009 and 2010 to the Perth CBD and fringe areas in particular East Perth.

This is likely to flow through to premium apartment pricing in the prime locations and will impact directly on the viability of apartment development sites. A clear example of this is the take up of premium waterfront apartments in South Beach and Coogee, and more recently with the auction of premium land at the former Lakeway Drive-In Claremont, with no sales achieved at auction and only two lots selling since release 6 September 2008.



Commercial

The emergence of the sub-prime crisis in mid to late 2007 resulted in an immediate dampening in the confidence of market participants and a general softening in commercial property market conditions over 2008. This coupled with interest rate uncertainty over, has caused investors to reconsider their return for risk requirements and has resulted in an increase of yields by at least 100-200 basis points. The more recent finance, economic and market uncertainty has impacted business expansion and development confidence, with many planned projects now being 'shelved' until market conditions improve in the future.

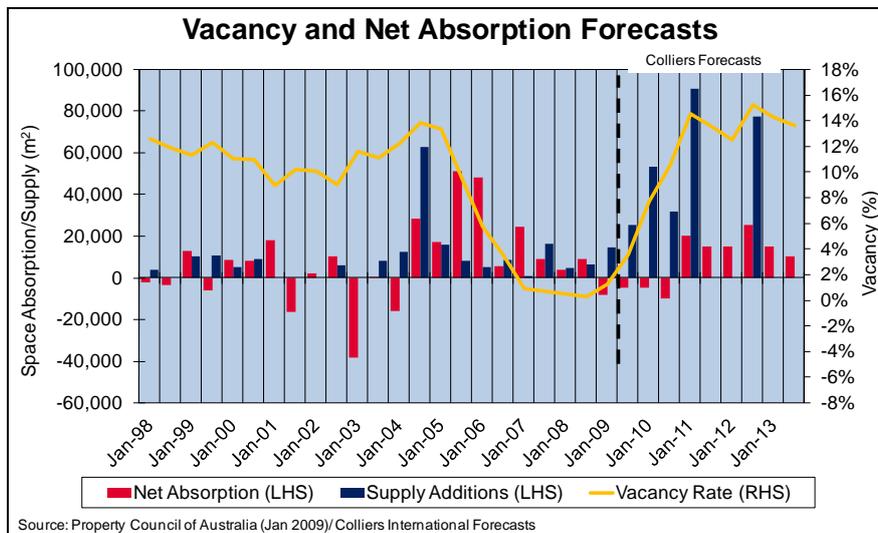
The tightening of credit conditions, general market and economic uncertainty has had a negative effect on the ability of developers to access capital, purchase sites and progress with development plans. The inability to access credit and market uncertainty has resulted in limited sales transactions in relation to inner city development sites.

A number of CBD Office building transactions have clearly signalled the softening of yields and IRRs but with this now comes a lack of confidence in the reversionary growth of existing office rental bases. The financial market crisis has now placed significant doubt on Western Australia’s ability to sustain strong economic growth on the back of softening demand for resources, now reflected in current commodity prices. A number of projects have already been placed on the “back burner” due to reduced viability and lack of debt funding support. This effect is partly offset by the lower Australian dollar where contracts have been negotiated in US dollars, but nevertheless, sentiment has changed dramatically.

There has been a general lack of prominent apartment/mixed-use CBD/fringe development site sales since late 2007. The complete withdrawal from the market by developers is a direct function of recent uncertain times. More recently Finbar acquired the ABC Site in Adelaide Terrace with the price established well below market expectations. It was anticipated the 1.2 hectare site would achieve \$45 - \$50M and it sold for \$37M, some 25% lower than expected. This is a prime site with frontage to Terrace Road and views south across the Swan River, and it additionally has a wide frontage to Adelaide Terrace.

Accordingly, it is anticipated that demand on a national and state level for large built form development sites with high capital requirements will remain subdued into the short term and the likely effect is a softening of development site values to meet buyer and financing expectations.

The delivery of 278,000 m2 of office space in combination with softening base office demand is impacting the Perth CBD office market and is projected to lead to an oversupply of office space and increase in office vacancy levels,



Retail

The retail investment sector experienced a slow 2008, dampened by global economic uncertainty, slowing in retail turnover and a significant fall in business sentiment. The credit crisis of 2008 created a difficult market conditions as major listed and wholesale funds withdrew from the market as their ability to refinance debt was placed under duress. The result was threefold; asset liquidity became an issue, buyer and seller expectations diverged and there was a distinct shift in the buyer profile from institutional to high net worth individual investors. This was recently demonstrated by a local syndicator raising funds in an attempt to purchase “Floreat Forum” at a discounted value and softening yield.

Development Precincts/Sites

The following is a summary of the major inner urban development precincts and sites that are planned throughout the Perth CBD, fringe and suburban areas.

Burswood Precinct

The Town of Victoria Park has put forward a proposal for the potential redevelopment and regeneration of the "Causeway" precinct at Burswood with plans for up to six 18 storey mixed use towers to be developed along Burswood Road.

Council is seeking public feedback on its Causeway Precinct Review Draft Report for the revitalisation of the area around Burswood and Teddington roads, comprising 1,150 residential dwellings, 87,000 square metres of commercial floor space and 1,400sq m of designated retail space.

The strategy aims to provide a link between the Burswood Peninsula and the Albany Highway precinct, and encourages more intensive development of the Causeway area as a residential and commercial hub over the next 25 years. Potential increases in zoning and plot ratios within the area may lead to a potential increase in office space and regeneration of dated office buildings in the future along Burswood Road.

Burswood Train Station Precinct Development

The Town of Victoria Park, Public Transport Authority (PTA) and the Department for Planning and Infrastructure (DPI) are planning the redevelopment of the land currently occupied by the Burswood Dome, land surrounding the Burswood train station and the land bounded by the Graham Farmer Freeway, Great Eastern Highway and the railway line. Estimated total development area is 19.6 hectares.



The development is part of the DPI's Transit Orientated Development (TOD) Program and will incorporate a mix of high density residential, commercial/office and retail land uses.

Preliminary concept plans picture below indicate that there is potential for up to 90,000m² of commercial office, 5,500m² of retail, 18,000m² of entertainment, 20,000m² hotel and 290,000m² (2,300 to 2,900 dwellings) of residential floor space.

The Springs – Rivervale

Located in the eastern suburb of Rivervale, bounded by Graham Farmer Freeway, Great Eastern Highway and The Swan River, “The Springs” is a redevelopment project being developed by Landcorp that will deliver a mix of high-density commercial, retail and residential built-form.

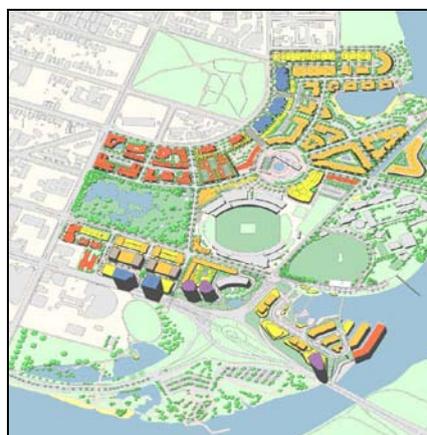


The structure plan is still in the process of being approved by the WAPC. Landcorp currently hold 19 mixed-use lots ranging in size from 600 to 4,000 sqm and are planning to deliver the first stage of lots to the market late 2009.

Zoning for the development ranges from R60 to R160 with potential for a range of buildings from 4 to 18 levels high. There is a potential for up to 60,000m² of office space to be delivered over seven buildings.

Riverside Precinct – East Perth

The Riverside precinct covers a total area of approximately 40 hectares located at the eastern quadrant of the Perth CBD. The precinct is bounded by Adelaide Terrace to the south, Plain Street to the west, Waterloo Crescent; Nile Street to the north and the Swan River to the east. Access and egress from the precinct is available through the Causeway overpass via Adelaide Terrace and Hay Street, Graham Farmer Freeway via Plain Street and Mitchell Freeway via Riverside Drive. With direct access to the Swan River, the locality is serviced by a range of amenities and service which include Langley and Haig Park, Royal Perth Hospital and a small commercial and retail precinct situated along Royal Street to the north.



The Riverside project will see a continuation of the existing residential activity along Adelaide Terrace and will provide the opportunity for a variety of development forms ranging from low-rise construction along Hay Street to high-rise towers along Adelaide Terrace. The series of sites that will be delivered throughout the Riverside Precinct will offer a mix of uses ranging from residential, commercial to retail and will contribute to reinvigorating and enhancing the overall appeal of the locality.

The overall vision for the Riverside Precinct is to activate a bustling, vibrant strategic activity hub that offers a wide range of facilities and amenities for the local community such as a range of retail offerings. The precinct positioning offers the advantage of river views to the south and views of Queen's Gardens to the North. The development will also have the advantage of being part of a master planned residential precinct, which will see a continuation of the success of the East Perth redevelopment precinct established at the Claisebrook Cove area to the south.

Perth Foreshore Redevelopment

The Perth Foreshore Precinct consists of a 22.68 ha parcel of prime riverfront land which is envisaged to deliver a broad mix of residential and commercial towers. Major works for stage one of the 22.6ha plan had been projected to begin in 2011-12 for completion in 2015 however the timeframe to deliver this project has not been confirmed due to the recent change of Government. Stage Two was planned to include a mixture of hotels, apartments, offices, restaurants and cafes between the river and the freeway interchange at the Narrows Bridge.



The project is managed by the State Government's property developer LandCorp and will be mainly developed by the private sector under strict development conditions. This plan has the combined support of the State Government, City of Perth, WA Planning Commission and the Department for Planning and Infrastructure, and is underpinned by a thorough feasibility process.

Northbridge Link

The 13.5 hectare project will allow for the connection of the western end of the Perth CBD and Northbridge and in turn provide pedestrian and access synergies. The project will attempt to provide a range of benefits to the community including improved public safety, access and connectivity, increased residential, retail and commercial opportunities and a high quality public space.



There is the potential for the delivery of 2,700 apartments and 150,000 sq m office space over the medium to long term with the State Government indicating that the development is on the short list in regards to priority for inner urban regeneration projects.

Australian Fine China

The Australian Fine China site is situated in the south-west quadrant of the Subiaco Redevelopment Area and located between Price Street to the north, Lord Sports Club to the West, Hay Street to the south, Darbon Crescent and the Bosich site to the east. The site is approximately 3 kilometres northwest of the Perth CBD and approximately 400 metres west of the Subiaco train station.



The subject site consists of two parcels of land totalling 4.2156 ha, one of which was previously owned by the City of Subiaco and the other by the Subiaco Redevelopment Authority. SRA has purchased the City of Subiaco land and now owns the entire site.

The proposed redevelopment seeks to deliver an iconic, state of the art sustainable village on the AFC site with a mix of apartment, single residential and commercial lots being offered to potential developers. Incorporation of the sustainability requirements into the planning and construction of the resultant subdivision and into the design of the buildings for the site will be the key in achieving this objective.

Water Corporation Head Office – 629 Newcastle Street, Leederville

Expressions of Interest for the relocation of the Water Corporation from the Head Office located at 629, Newcastle Street, Leederville were requested previously. The Water Corporation is currently reviewing the proponents with two options being shortlisted. No decision or indicative timeframe had been set in regards to the relocation and potential redevelopment of the site in the short term.

Emu Brewery Site – 124 Mounts Bay Road, Perth

The property comprises the site of the former Emu Brewery and is situated to the western margin of the Perth CBD just off St Georges Terrace with frontages to Mount Street, Spring Street and Mounts Bay Road. The land is diagonally opposite the Perth Convention and Exhibition Centre and in reasonable proximity to Swan River, Bus Port, public parking and new Esplanade Train Station. Additionally, Mount and Malcolm Streets west to Kings Park, are viewed as being the premier apartment precinct in the Perth CBD.

The Land comprises an irregular “battle axe” shaped allotment that features a steep grade south east along Spring Street from Mount Street to Mounts Bay Road, with an area of 1.8017 hectares inclusive of the south western portion located beneath the Mitchell Freeway. Improvements are limited to recently completed Forward Works to Stage 1, and a display pavilion and viewing platform, which is located in the north eastern corner to Spring and Mount Street.

In April 2007, The City of Perth approved development of 1,062 multiple dwellings, commercial and dining uses, recreation facilities and 1,662 car bays subject to conditions. The proposed development has a maximum plot ratio of 88,378 square metres of floor space representing a bonus plot ratio of 19.6%.



The proposed development is to comprise three towers and in October 2007, under the provisions of the Metropolitan Region Scheme (MRS) the Western Australian Planning Commission (WAPC) limited Development Approval to Tower 1 only on the basis amended Concepts and Drawings submitted were insufficient to address design changes to Tower 2 and 3 with respect to the MRS Clause 32 Area – Parliament House Precinct Policy Area. Consequently, a further application for approval to commence development on Tower 2 and 3 will be required.

Treasury Building – 50 Barrack Street, Perth

The 4,955 m² site comprises three existing buildings including the 4-storey Treasury Building, built in 1874 and an additional 3 and 4 storey building constructed in the same era. The site is heritage listed and has been vacant since the Department of Land Administration exited in 1992.

In November 2007 the State Government received eight submissions for the redevelopment of the heritage-listed site with a mix of Hotel development and a mixed use product was proposed.

Channel Seven Site – Wellington Street, Perth

The Perth Entertainment Centre Redevelopment, Wellington Street Perth will consist of the proposed development of six mixed use vacant land parcels ranging in size from 334 m² to 2957 m² that will deliver a variety of residential, commercial and retail space. Proposed plans indicate a series of commercial towers ranging from 13 to 17 levels with floor plates between 1000 and 1500 m². Seven Entertainment are currently assessing the market and commercial viability of this project.

Conclusions

- *Potentially large amounts of supply of inner urban development sites over the short term with forced sales anticipated which may in turn impact negatively on market value,*
- *Further deterioration in local economic conditions impacting business, consumer and investor confidence,*
- *Availability of credit is constraining further development and acquisitions from private developers and property institutions i.e. Australand, Stockland, Babcock and Brown,*

- Demand on a national and state level for large built form development sites with high capital requirements will remain subdued into the short term and the likely effect is a softening of development site values to meet buyer and financing expectations,
- Discounted pricing on finished product is impacting development viability with indicative land values anticipated to contract as a result,
- The delivery of 278,000 m² of office space in combination with softening base office demand is impacting the Perth CBD office market and is projected to lead to an oversupply of office space and increase in office vacancy levels,

As a result of the above findings, we are not of the belief that the Leederville Masterplan project will be maximised in the current market. If a developer with the capacity for this project can be identified, it is likely they would only proceed at a substantially discounted land price and the development outcome may not be the optimum outcome for the city.

Consequently, we recommend the project to be deferred until market conditions improve. [Bolding added.]

We trust the above advice has addressed the assessment instruction. Should you have any queries in relation to this advice, please do not hesitate to contact the undersigned.

*Yours faithfully
Colliers International (WA) Pty Ltd*

*Ian Mickle
Director Investment Sales"*

LEEDERVILLE MASTERPLAN UPDATED INDICATIVE TIMELINE:

Indicative Timeline as at 12 March 2009

| STAGES | INDICATIVE DATES |
|---|--|
| Stage 1 - Concept Design | Completed |
| Stage 2 - Due Diligence of Concept Designs | Completed |
| Stage 3a – Appointment of Principal Consultants Tenders | Completed |
| Stage 3b – Water Corporation Study | |
| <ul style="list-style-type: none"> ▪ Space planning and consultation with Water Corporation Stakeholders to establish current, mid-term and long term Masterplan for Water Corporation site ▪ Input into Leederville Masterplan | Completed January-Dec 2007 <i>Presentation to Council on 3 July 2008. EOI advertised on 25/06/08.</i> |
| Stage 4 – Town of Vincent and Community Consultation Strategy | |
| <ul style="list-style-type: none"> ▪ Presentation of Draft Expanded Leederville Town Centre Masterplan to Town | Completed |
| <ul style="list-style-type: none"> ▪ Presentation of Final Concept – Leederville Town Centre Masterplan to Town | Completed |
| <ul style="list-style-type: none"> ▪ Creation of Communication Strategy | Completed |
| <ul style="list-style-type: none"> ▪ Community Consultation | Completed 17 July 2007 – 31 August 2007 |

| STAGES | INDICATIVE DATES |
|--|--|
| Stage 5 – Disposal of Land (Expression of Interest (EOI) and Tender Process) | |
| <ul style="list-style-type: none"> ▪ Council approval of Delivery Model-Preliminary | Completed |
| <ul style="list-style-type: none"> ▪ Final Version of Leederville Town Centre Built Form Design Guidelines to be submitted by Consultants | Completed June 2008 |
| <ul style="list-style-type: none"> ▪ West Perth Regeneration Masterplan Options and draft Leederville Masterplan Built Form Design Guidelines presented to the CEO and Directors | Completed 5 March 2008 |
| <ul style="list-style-type: none"> ▪ West Perth Regeneration Masterplan Options scheduled to be presented to the Mayor and Council Members Forum 18 March 2008 | Completed 18 March 2008 |
| <ul style="list-style-type: none"> ▪ Report to SMC to address Built Form Design Guidelines, Traffic and Services Report, former Cullity Timbers Building, John Tonkin Water Centre, Progress of three Independent DPI Studies | Completed 3 July 2008 |
| <ul style="list-style-type: none"> ▪ Receiving of three DPI Studies; <ul style="list-style-type: none"> ▪ Carr Place Precinct Study ▪ Leederville Station Precinct Study ▪ Integrated Public Transport and Access Study | Completed October 2008 |
| <ul style="list-style-type: none"> ▪ Advertise 3 DPI Studies, Draft Built-Form Guidelines, and the Traffic and Service Report. ▪ Community Workshop | Completed November 2008 Completed (November 2008) |
| <ul style="list-style-type: none"> ▪ <u>Report to a Council Forum on the findings of the Community Consultation submission concerning the Leederville Masterplan Integrated Transport Study, Leederville Station Precinct Study, Carr Place Precinct Study and design options for YMCA Headquarters</u> | Completed February 2009 |
| <ul style="list-style-type: none"> ▪ Preparation of EOI Documentation | Completed December 2008 – February 2009 |
| <ul style="list-style-type: none"> ▪ <u>Report to Council on the findings of the Community Consultation submission concerning the Leederville Masterplan Integrated Transport Study, Leederville Station Precinct Study, Carr Place Precinct Study and design options for YMCA Headquarters</u> | Completed February 2009 |
| <ul style="list-style-type: none"> ▪ Approval of Built-Form Guidelines and EOI Documentation for 1st Stage (West of Oxford Street) | <i>February/March 2009</i> |
| <ul style="list-style-type: none"> ▪ Advertise EOI (6 week process) | <i>February – March 2009</i> |
| <ul style="list-style-type: none"> ▪ Evaluation of EOIs (Design, Financial, Objectives) | <i>April 2009</i> |
| <ul style="list-style-type: none"> ▪ Preparation of Request for Tender Documents | <i>April 2009</i> |
| <ul style="list-style-type: none"> ▪ Council Approval of Request for Tender Documents | <i>April – May 2009</i> |
| <ul style="list-style-type: none"> ▪ Advertise Request for Tender (12 weeks) | <i>May – July 2009</i> |
| <ul style="list-style-type: none"> ▪ Evaluation of Tenders | <i>August 2009</i> |

| STAGES | INDICATIVE DATES |
|--|----------------------------------|
| ▪ Council Approval of Tenderer(s) (or JV Partners) | <i>September 2009</i> |
| ▪ Preparation of Documentation | <i>September – November 2009</i> |

(* Corrected as a result of the Special Meeting of Council 14 October 2008.)

| STAGES | INDICATIVE DATES |
|---|-------------------------------------|
| ▪ Preparation of Business Plan for Major Land Transaction | <i>December 2009 – January 2010</i> |
| ▪ Council Approval of Business Plan Documents | <i>February 2010</i> |
| ▪ Advertise Business Plan / Major Land Transaction (6 weeks) | <i>February – March 2010</i> |
| ▪ Consideration of Business Plan Submissions | <i>March 2010</i> |
| ▪ Council Decision of Major Land Transaction Business Plan to proceed (or discontinue with Major Land Transaction) (Council decision to proceed to Design / Implementation Stage) | <i>April 2010</i> |
| Stage 6 – Preparation of Design Plans and Subdivision ▪ Detailed Public Realm Design ▪ Preparation of Design Guidelines ▪ Preparation of Detailed Civil Design ▪ Preparation of Landscape Plan – Themes ▪ Preparation of Subdivision Documentation ▪ Presentation to Council for Approval of above | May - October 2010 |
| Stage 7 – Development / Implementation - Stage 1 Land ▪ Implementation / Construction | November 2010 – April 2014 |
| Stage 8 – Development of Stage 2 Land (land east of Oxford Street) | To be advised |

Note: The above dates are contingent on the Council decisions being made as specified.

LEGAL/POLICY:

All Expressions of Interest will be conducted in accordance with the requirements of the *Local Government Act 1995*.

STRATEGIC IMPLICATIONS:

The matter is in keeping with the Town's Strategic Plan 2006-2011, Objective 2.1 - "*Progress economic development with adequate financial resources*", in particular Actions:

"2.1.1 *Promote the Town as a place for investment, appropriate to the vision for the Town.*"

"2.1.3 *Promote business development.*"

"2.1.7 *Implement the Leederville Masterplan.*"

SUSTAINABILITY IMPLICATIONS:

It is considered that the Leederville Masterplan will direct future development to occur in a manner that meets the community's changing needs through the provision of a range of housing types and employment choices consistent with transit-oriented design principles and green building design. This is considered to be a sustainable future development.

FINANCIAL/BUDGET IMPLICATIONS:

The 2008/2009 Budget contains an amount of \$186,000 for the Leederville Masterplan – Consultants Fees.

Expenditure to Date - As at 12 March 2009

| Year | Budget | Expenditure | Available |
|-----------|--------------|-------------|---------------------|
| 2005-2006 | \$225,000.00 | \$58,279.10 | - |
| 2006-2007 | \$191,000.00 | \$41,600.00 | - |
| 2007-2008 | \$200,000.00 | \$85,412.79 | |
| 2008-2009 | \$186,000.00 | \$41,128.00 | \$144,872.00 |

Indicative Budget - Stage 1 and 2

| ITEM | YEAR | | | | | | |
|---|---------------|---------------|-----------------|----------------|---------------|----------------|---------------|
| | 2005/2006 | 2006/2007 | 2007/2008 | 2008/2009 | 2009/2010 | 2010/2011 | 2011/2012 |
| • Legal | - | 2,500 | 20,000 | 20,000 | 30,000 | 30,000 | 30,000 |
| • Project Management | - | - | 5,000 | 10,000 | 5,000 | 5,000 | 5,000 |
| • Property Services / Valuers | - | - | 20,000 | 20,000 | 10,000 | 10,000 | 10,000 |
| • Financial/Economic | - | - | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 |
| • Technical/Engineering (traffic, civil, engineering, hydraulic, electrical, surveying) | - | - | 34,380 | 5,000 | 5,000 | 5,000 | 5,000 |
| • Probity Auditor | - | - | 10,000 | 5,000 | - | 10,000 | - |
| • Community Consultation/Marketing /Media/Public Relations/Advertising | - | - | 10,000 | 5,000 | 5,000 | 5,000 | 5,000 |
| • Architects/Urban Design | 58,297 | 31,700 | 44,720 | 5,000 | 5,000 | 5,000 | 5,000 |
| • West Perth Urban Regeneration Study | - | - | 36,240 | - | 30,000 | 20,000 | 20,000 |
| • Landscape Architects | - | - | - | 25,700 | - | 10,000 | - |
| Total | 58,297 | 34,200 | *185,340 | 105,700 | 95,000 | 105,000 | 85,000 |

(*Note: Unexpended Funds are Carried Forward).

The Town's Administration have been giving consideration to the disposal of the Town's land. At this stage, it is strongly recommended that the Town not sell the land outright, but rather lease it long term for a period of 50-60 years. This lease method has been proposed by the Water Corporation for their land. Furthermore, the City of Subiaco have recently advertised land for a 50 year lease.

Whilst this may have an initial lower financial return to the Town, it will have long term benefits. A further report will be provided to the Council when the matter has been further investigated. This matter has not been further progressed at this stage, due to the overall state of the world economy and property market in Western Australia.

COMMENTS:

The Town's Administration have been progressing the Leederville Masterplan project as outlined in this report with respect to collating and analysing the information received during the community workshop and the community consultation of the Draft Built Form Guidelines, the Leederville Masterplan Traffic and Services Report and the three DPI funded studies, with the intent of adopting an amended version of the Draft Built Form Guidelines pursuant to Clause 47 of the Town's Town Planning Scheme No.1 and considering the Leederville Masterplan Traffic and Services report and three (3) DPI Studies as working documents to assist in the development and implementation of the Leederville Masterplan. It is noted that additional work is also being carried out with respect to:

1. a review of the Housing Market;
2. determination of a permanent location for the HQ Facility/Skate Park;
3. further investigation of widening of the existing right of way servicing Carr Place by the Town's Technical Services; and
4. further research into incorporating transport and parking and access implications into the Leederville Masterplan.

Further Progress Reports will be submitted to the Council upon progress of and completion of these matters.

In view of the advice from the Town's Property Consultant, it is strongly recommended that the Council defers the calling of Expressions of Interest in the land, until the property market improves. In the interim, the Town's Administration will continue to finalise all the necessary documentation and have this completed so that the Town can act promptly, at the appropriate time.

In light of the above, it is recommended that the Council approve the Officer Recommendations.

7.3 Local Government Reform Strategies 2009

| | | | |
|-----------------------|---|-------------|---------------|
| Ward: | - | Date: | 12 March 2009 |
| Precinct: | - | File Ref: | ORG0031 |
| Attachments: | 001 ; 002 ; 003 | | |
| Reporting Officer(s): | John Giorgi | | |
| Checked/Endorsed by: | - | Amended by: | - |

OFFICER RECOMMENDATION:

That the Council;

- (i) *RECEIVES the report on the Local Government Strategies Reform 2009; and*
- (ii) *NOTES that;*
 - (a) *the Chief Executive Officer is actioning the matters detailed in the Guidelines and Checklist, issued on 27 February 2009, as shown in Appendix B; and*
 - (b) *a further report will be submitted to the Council in April 2009 concerning this matter.*

COUNCIL DECISION ITEM 7.3

Moved Cr Doran-Wu, Seconded Cr Burns

That the recommendation be adopted.

Debate ensued.

Cr Burns departed the Chamber at 7.15pm.

Debate ensued.

Cr Burns returned to the Chamber at 7.18pm.

The Chief Executive Officer responded to questions concerning the process for altering a Local Government Boundary.

Debate ensued.

MOTION PUT AND CARRIED (6-0)

(Cr Messina on approved leave of absence. Cr Farrell and Cr Youngman were an apology for the meeting.)

PURPOSE OF REPORT:

The purpose of this report is to advise the Council of the Minister for Local Government's recent announcements concerning his strategies for local government structural reform by

calling for voluntary Council amalgamations and a reduction in the number of elected Council Members.

BACKGROUND:

The Council previously considered the matter of local government reform at the Ordinary Meetings of Council held on 7 September 2005 and 20 December 2005.

DETAILS:

On 5 February 2009, the Minister for Local Government; Heritage; Citizenship and Multicultural Interests, the Hon G M (John) Castrilli, MLA issued Circular No. 1 - 2009 which provided the following information in relation to the State Government's package of Local Government reform strategies:

"Today, at the combined Local Government ward meeting in Exmouth, I announced the Liberal National Government package of Local Government Reform strategies. These strategies are aimed at achieving greater capacity for local governments to better plan, manage and deliver services to their communities with a focus on social, environmental and economic sustainability.

The principal strategies in the package focus on voluntary structural reform of local government that, if adopted, will completely transform the sector. Specifically these strategies encourage local governments to take steps over the next six months to voluntarily amalgamate and form larger local governments, to reduce the total number of elected members to between six and nine, and for local governments to form appropriate regional groupings of councils to assist with the efficient delivery of services.

I formally invite each of the 139 councils within Western Australia to embrace this opportunity to voluntarily amalgamate and to voluntarily reduce the total number of elected members for each council. I look forward to receiving advice on your council's clear intention on these matters within a period of six months from the date of this announcement.

Other key strategies of the State Government's reform package include:

- *Adoption by local governments of a longer term strategic planning framework, including asset and financial management and workforce planning;*
- *Development of measures to enhance the skills and competency of elected members and staff;*
- *Examination of options to maintain local community identity and greater community representation including consideration of community-based committees;*
- *Identification of proposals to amend the local government legislation to facilitate local government sustainability;*
- *Examination of the ability for local governments to form corporate entities to undertake urban regeneration projects and other business activities;*
- *Identification and implementation of approaches to reduce town planning and building licence approvals' time; and*
- *Development of measures to encourage a diverse range of citizens to stand for council.*

Many of these directly relate to the actions outlined in the WA Local Government Association's Local Government Sustainability report - "The Journey: Sustainability into the Future - Shaping the Future of Local Government in Western Australia", released in 2008.

To oversee and assist local governments with implementation of the strategies, I am establishing a Local Government Reform Steering Committee with State Government, local government and private sector representation, including from the two elected members of the Local Government Advisory Board. Four working groups will report to the Steering Committee on a regular basis.

The Steering Committee, through the Department of Local Government and Regional Development, will contact all local governments to advise you of the work program for the implementation of the strategies and to provide further guidance. Details of the reform strategies will soon be available on the Department's website www.dlgrd.wa.gov.au and will also be forwarded to you by the Department. I expect the Steering Committee to complete its work and report to me by December 2009.

I look forward to working in partnership with the sector to deliver these significant reforms to local government, thus ensuring Western Australia has a dynamic and sustainable local government sector that can deliver high quality and effective services to communities into the future."

Local Government Reform Steering Committee

On 10 February 2009, the Minister for Local Government announced the creation of the Local Government Reform Steering Committee which is responsible for facilitating the reform process. The Steering Committee will be developing guidelines to assist Councils consider amalgamations and to reduce elected member numbers. The Steering Committee will also oversee the following four Working Groups.

- Corporate and Strategic Planning
- Commercial Enterprises and Urban Development
- Training and Capacity Building
- Legislative Reform

Membership of the Working Groups is shown at **Appendix A**.

The Steering Committee Membership is listed below:

- Jennifer Mathews Director General, Department of Local Government and Regional Development (DLGRD) - *(Chair)*
- Gary Brennan Chief of Staff, Minister for Local Government's office
- Cr Bill Mitchell President, WALGA
- Michael Parker President, LGMA
- Cr Helen Dullard Local Government Advisory Board
- Mayor Ron Yuryevich Local Government Advisory Board
- Eric Lumsden Director General, Department of Planning and Infrastructure (DPI)
- Tim Shanahan Director Energy and Minerals Initiative, UWA
- Alex Scherini Director Revenue and Government Relations, Department of Treasury and Finance
- Maree De Lacey Regional Development Council Representative
- Nathan Taylor Manager Economic Policy, Chamber of Commerce and Industry WA

Local Government - Brief Overview

In Western Australia there are 139 local governments, of which 85 have a population less than 2,000 and with a ratio of electors to each elected member of less than 1 per 100. These local governments are almost all country councils (the only notable exception in Perth is the Shire of Peppermint Grove). There are 30 local governments in the metropolitan area.

Western Australian Local Government Association's (WALGA) Position

The Western Australian Local Government Association (WALGA) has expressed disappointment in the Government's approach as the local government industry has recently completed its Systemic Sustainability Study (SSS) into the sustainability of local government and progress was being made in terms of the recommendations to improve sustainability of those councils struggling financially.

WALGA have also advised that if the Liberal/National Coalition proceed with the forced amalgamations, it will be breaking a pre-election promise not to take that action.

On 4 March 2009, WALGA unanimously resolved as follows;

"That WALGA:

1. *lobby all Members of State Parliament seeking a commitment to the Principles and Actions of the Systemic Sustainability Study (SSS) Report and support for a collaborative approach between the State Government, the Department of Local Government and Regional Development, Local Government and the Western Australian Local Government Association to ensure the best possible outcomes for structural reform of the sector;*
2. *commit to expediting the implementation of the recommendations stemming from the SSS report;*
3. *endorse the re-formation of the SSS Taskforce, with the addition of a representative from the North West, to oversee and facilitate a response from the Local Government sector to the State Government reform proposals;*
4. *support Councils throughout the reform process and assist Local Governments in preparing responses to the Minister for Local Government;*
5. *lobby the Minister for Local Government to ensure that any adjustment to Local Government boundaries is based on an appropriate business case that is demonstrated and proven to develop sustainable Local Governments;*
6. *advise the Minister that a 6 month period for response is inadequate and that a more realistic timeframe be considered in consultation with WALGA;*
7. *lobby the Minister for Local Government seeking appropriate reimbursement to Councils for costs associated with the preparation of reform submissions;*
8. *advise the Minister for Local Government of WALGA's commitment to work together with the State Government towards a voluntary reform process; and*
9. *partner with the State Government to develop quantitative guidelines outlining preferred reform models and benchmarks, specifically identifying elected member to resident ratios and Local Authority area and/or population, depending on their specific geographical location within the State."*

Structural Reform Guidelines and Guiding Principles (Refer Appendix B)

On 27 February 2009, Guidelines were issued. These state;

Principles for Reform

Section 3.1 (2) of the *Local Government Act 1995* (the Act), states that the general function of a local government is "to provide for the good government of persons within a district".

In undertaking these functions, local governments are to use their best endeavours to meet the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity.

Through the Minister's reform process, local governments will have the capacity to effectively plan for the sustainable growth of their communities into the future.

The following principles are expected to be used as a reference to assist each local government and groups of local governments to determine their long term viability. The principles underpin a sustainable local government.

These guiding principles have been prepared by the Steering Committee based on information gathered from other States, the WA Local Government Advisory Board and other sources providing input to this task.

Each Local Government will need to have demonstrated capacity in the following areas:

1. long term strategic planning;
2. detailed asset and infrastructure management planning;
3. future financial viability and planning;
4. equitable governance and community representation;
5. proficient organisational capacity;
6. effective political and community advocacy for service delivery;
7. understanding of and planning for demographic change;
8. effective management of natural resources;
9. optimal community of interest; and
10. optimal service delivery to community.

Each Local Government will also need to demonstrate progress and outcomes in the following areas:

1. membership of an effective regional grouping; and
2. previous structural reform.

A list of "Frequently Asked Questions" is shown at **Appendix C**.

Effects on Employees and Elected Council Members

Local Government Employees

The reform announcements have already created a lot of uncertainty for Local Government Employees. WALGA has written to the Minister for Local Government requesting an immediate clarification that the State Government will ensure that the current Local Government Act requirement for a two year moratorium on job losses is honoured.

The Minister has advised that there is no intention to change the sections in the Local Government Act relating to employees.

Elected Council Members

Elected Members will be affected by the proposed changes and the current uncertainty surrounding their Council. With elections scheduled for October 2009, many Elected Members will be considering their future involvement with their Council, if they believe their Council is likely to be amalgamated.

Another issue affecting Elected Members is the reform proposal to reduce the number of Councillors to between six and nine. There is uncertainty surrounding when Councillor numbers are to be reduced. There would seem to be little point in reviewing representation including the number of Elected Members on Council, if the Local Government is soon to be amalgamated.

Political Position of Independent Members of Parliament

The Leader of the Opposition, the Hon Eric Ripper MLA and the Leader of the Nationals, Brendon Grylls MLA have declared that their respective parties do not support forced amalgamations and will not support enabling legislation through Parliament and this was widely reported in the media on 7 February 2009.

Independent Member of Parliament, John Bowler, MLA has announced to the media on 9 February 2009 that he will not support the process and Dr Janet Woollard, MLA has stated "*she would need to be convinced that larger councils were not only more efficient, but would continue to be responsive to the needs of the community before supporting the laws.*"

The support of the Independent Members is essential for any new legislation to be enacted.

Timeframe for Reform Submission to the Minister

The Minister for Local Government has indicated that Local Governments will be given six months to give consideration to voluntary amalgamations, to reducing the number of Elected Members on Council and to forming regional groupings.

The timeframe given is considered inadequate for the Local Government sector to consider all of the issues involved and consult with their communities (if required) to provide a comprehensive response.

Stage 1:

March/April 2009

- Individual local governments to complete reform checklist. (*Refer Appendix B*).
- Initial exploratory meeting to confirm local government amalgamation grouping is appropriate.
- Local Governments determine suitable partners for amalgamation.
- Consideration of the reduction in the number of elected members.
- Consideration of skill sets for the establishment of a project team to coordinate local government's reform process.
- Local governments to forward completed checklist to the Local Government Reform Steering Committee by **30 April 2009**.



Stage 2:

April/May 2009

- Project team established (2-3 members from each local government).
- Project team meets as required to determine preferred amalgamation structure.
- Project team to determine appropriate elected member representation and methods for ensuring appropriate community representation.
- Project team to consider local government regional grouping.
- Seek State Government funding assistance as necessary for preparing Reform Submissions.
- If required, consultant/facilitator engaged.
- Community consultation undertaken within each affected local government and comments recorded.



Stage 3:

May/June 2009

- Project team develops Reform Submission to include:
 - preferred amalgamation structure or other types of boundary adjustments;
 - number of elected members; and/or
 - regional grouping; and
 - transition timeline, including timeframe and estimated additional transition costs.



Stage 4:

June/July 2009

- Project team finalises Reform Submission and circulates to affected local governments.
- Each council passes a resolution to proceed based on the findings of the submission.
- Each council agrees to identify a date the amalgamation is to take effect.
- Each council is to agree to a date at which elected member numbers will be reduced.



Stage 5:

August 2009

- Local Governments forward the Reform Submission to the Minister for Local Government by **31 August 2009**.



- Minister provides Reform Submission to Local Government Reform Steering Committee for assessment.
- Steering Committee assesses Reform Submissions and seeks further information if needed.
- Steering Committee provides advice to Minister on preferred option for reform.



- Finalised proposals referred to the Local Government Advisory Board for consideration and recommendation.

CONSULTATION/ADVERTISING:

Not applicable.

LEGAL/POLICY:

Any local government boundary amendment is subject to the provisions of Schedule 2.1 of the Local Government Act 1995, relating to creating, changing the boundaries of, and abolishing districts.

Current legislation requires a structural reform proposal to be made to the Local Government Advisory Board which will then hold a formal inquiry on the proposal. The Advisory Board will then make recommendations on the proposal and electors of each Local Government are then provided with an opportunity to demand a poll.

The Schedule provides that electors may demand a poll be conducted on any recommended amalgamation. It provides that the request for a poll is to be signed by at least 250, or at least 10% of electors of one of the affected districts. To be considered valid, at least 50% of the electors of one of the affected districts must vote and of those electors who vote, should a majority vote against the recommendation, the Minister is to reject the recommendation.

Should a poll be requested and at least 50% of the electors of one of the districts vote; and of those electors of that district who vote, a majority vote against the recommendation, the Minister is to reject the recommendation.

Based on previous experience, the structural reform process would normally take 18 months to two years, following a Council resolution to formally proceed with a proposal.

The Local Government Advisory Board is required to consider the following criteria when looking into structural reform changes:

- Community of interest
- Physical and topographic factors
- Demographic factors
- Economic matters
- History of the area
- Transport and communication
- Matters affecting viability of the Local Government(s) involved
- Delivery of Local Government services

Additionally, Schedule 2.1 provides that the employment of staff is not to be terminated or varied as a result of amalgamation unless compensation acceptable to the person is made, or a period of at least two years has elapsed since the order for amalgamation had effect.

STRATEGIC IMPLICATIONS:

The Town's Strategic Plan 2006-2011 provides stated objectives of financial sustainability, sustainable community infrastructure and best management practices.

SUSTAINABILITY IMPLICATIONS:

The Town has been independently assessed in a statewide survey by Access Economics, in 2006, as being viable and sustainable. However, the survey highlights that 83 local governments are not sustainable in the long term. The majority are in country areas, but 10% (3) metropolitan local governments have also been identified. These serve 21% of the State's population.

The Town is in a strong financial position, with considerable funds in reserve, debts covered by money-back guarantees, considerable future revenue from its share of the Tamala Park land and with potential income from the future redevelopment in Leederville.

Over previous years, the Town has been active in its asset management replacement and this will continue.

During 2009, the Town's Administration will be developing a policy and strategy for the Town's assets together with asset management plans for specific classes of assets. This project is conducted in conjunction with the Western Australian Local Government Association (WALGA) and reflects the importance of asset management in the sustainability of the Town.

FINANCIAL/BUDGET IMPLICATIONS:

The Town's Budget 2008/09 does not include any funds to cover any costs associated with the structural reform review. It is anticipated that some expenditure will be incurred in the preparation of detailed costings, maps, any proposed establishment structures and the possible provision of any necessary technical expertise on legal or constitutional matters, however the main impact will be on the Chief Executive Officer and Directors' time.

This matter will be completed by the Chief Executive Officer and Directors, in addition to their normal duties and costs will be absorbed in the current operating budget.

COMMENTS:

The Minister for Local Government's announcement has caused considerable angst amongst some local governments and their employees. The timeframe specified will cause considerable pressure to ensure that it will be met and has been deemed by WALGA as being unrealistic and inadequate. It should be remembered that local governments will still need to provide their current services and responsibilities, as well as research the requested information.

Having recently experienced boundary adjustments first-hand, the Town's Chief Executive Officer (and Council Members) will be well aware of the extra work and pressure that is created.

The Chief Executive Officer is of the view that whilst local government reform is required, it should be based on sustainable local governments delivering services in an efficient and cost effective manner, to their community of interest, and not just on the basis of "biggest is best" and "fewer local governments" are required. This has been demonstrated in Victoria, Queensland, Northern Territory and South Australia, where amalgamations have occurred, with mixed results.

The Chief Executive Officer and Directors have met to consider the matter and have commenced collecting the necessary information specified in the Checklist. At the time of writing this report, it is premature to advise the Council of any specific details.

A further report will be submitted to the Council in April 2009, after researching the requested information has been carried out.

8. CLOSURE

The Presiding Member, Mayor Nick Catania, declared the meeting closed at 7.23pm with the following persons present:

| | |
|------------------------|--|
| Mayor Nick Catania, JP | Presiding Member |
| Cr Anka Burns | South Ward |
| Cr Helen Doran-Wu | North Ward |
| Cr Ian Ker | South Ward |
| Cr Sally Lake | South Ward |
| Cr Dudley Maier | North Ward |
| John Giorgi, JP | Chief Executive Officer |
| Rob Boardman | Director Development Services |
| Rick Lotznicker | Director Technical Services |
| Mike Rootsey | Director Corporate Services |
| Anita Radici | Executive Assistant (Minutes Secretary) |
| Phynea Papal | Journalist – <i>“The Guardian Express”</i> |

1 Member of the Public.

These Minutes were confirmed by the Council as a true and accurate record of the Special Meeting of the Council held on 16 March 2009.

Signed:Presiding Member
Mayor Nick Catania

Dated this day of 2009