

ATTACHMENTS

Attachments for the Ordinary Council Meeting

25 February 2014

NOTES

Council Agenda Briefing 3 December 2013

Venue: Council Chamber
Date: Tuesday 3 December 2013
Time: 5.30 pm

Present

Chair - Mayor Sue Doherty

Councillors

G Cridland	Como Ward
V Lawrance, JP	Como Ward
S Hawkins- Zeeb	Manning Ward (from 5:40 pm)
C Cala	Manning Ward
C Irons	Mill Point Ward
M Huston	Mill Point Ward
F Reid	Moresby Ward
K Trent, OAM, RFD, JP	Moresby Ward

Officers

C Frewing	Chief Executive Officer
M Kent	Director Financial and Information Services
V Lummer	Director Development and Community Services
M Taylor	Acting Director Infrastructure Services
D Gray	Manager Financial Services
R Bercov	Strategic Urban Planning Adviser
P McQue	Manager Governance and Administration
M Scarfone	Senior Statutory Planning Officer
R Woodman	Corporate Projects Officer
A Albrecht	Governance Officer

Gallery

63 members of the public and 1 member of the press were present.

Opening

The Mayor opened the Agenda Briefing at 5:30 and welcomed everyone in attendance.

Leave of Absence

Nil

Apologies

Nil

Declarations of Interest

Councillor Huston declared an interest in Item 10.3.5 (*Proposed Telecommunications Infrastructure – Lot 215 (No. 3) Coode Street, South Perth (Sir James Mitchell Park)*). Councillor Huston advised that he had a right of occupancy at 193 Mill Point Road, and that this might be perceived as a proximity interest.

Councillor Huston noted that his interest in this Item is common with a significant number of electors and ratepayers, and as such sought permission of the Council to participate in discussion and decision-making in accordance with the Local Government Act (section 5.68 refers).

Council agreed that Councillor Huston could remain in the Council Chamber for this item.

Deputations

The Mayor opened deputations at 5.32 pm.

Item 10.3.1

- 1) **Ron Alexander and Eric Baines on behalf of the Salter Point Community Group Inc** – Request to speak AGAINST Agenda Item 10.3.1 (*Proposed Amendment No. 44 to Town Planning Scheme No. 6: Rezoning Part Lot 18 (No. 58) Mount Henry Road (Aquinas College corner Redmond Street and Roebuck Drive), Salter Point from Private Institution R20 to Residential R25*).
- 2) **Graeme Morris and Alex Gregg, for Burgess Design Group/Richard Noble (The Applicant)** – Request to speak FOR Agenda Item 10.3.1 (*Proposed Amendment No. 44 to Town Planning Scheme No. 6: Rezoning Part Lot 18 (No. 58) Mount Henry Road (Aquinas College corner Redmond Street and Roebuck Drive), Salter Point from Private Institution R20 to Residential R25*).

Item 10.3.3

- 3) **Hayley and Michael Shelby, 5 Gwentyfred Road, Kensington** – Request to speak AGAINST Agenda Item 10.3.3 (*Proposed Seven Multiple Dwellings – Lot 9 (No. 3) Gwentyfred Road, Kensington*).
- 4) **Gemma King and Brett Norris, 1 Gwentyfred Road, Kensington** – Request to speak AGAINST Agenda Item 10.3.3 (*Proposed Seven Multiple Dwellings – Lot 9 (No. 3) Gwentyfred Road, Kensington*).

- 5) **Phil Fisher, 37 Gwentyfred Road, Kensington** – Request to speak AGAINST Agenda Item 10.3.3 (*Proposed Seven Multiple Dwellings – Lot 9 (No. 3) Gwentyfred Road, Kensington*).
- 6) **David Leigh, 51 Hovia Tce, Kensington** – Request to speak AGAINST Agenda Item 10.3.3 (*Proposed Seven Multiple Dwellings – Lot 9 (No. 3) Gwentyfred Road, Kensington*).
- 7) **Peter Jodrell and Nick Silich, for Motus Architecture (The Applicant)** – Request to speak FOR Agenda Item 10.3.3 (*Proposed Seven Multiple Dwellings – Lot 9 (No. 3) Gwentyfred Road, Kensington*).

Item 10.3.5

- 8) **Laurie Chantry and Lee Johnson, for Planning Solutions (The Applicant)** – Request to speak AGAINST Agenda Item 10.3.5 (*Proposed Telecommunications Infrastructure – Lot 215 (No. 3) Coode Street, South Perth (Sir James Mitchell Park)*).
- 9) **Marcia Manolas, 193 Mill Point Road, South Perth** – Request to speak FOR Agenda Item 10.3.5 (*Proposed Telecommunications Infrastructure – Lot 215 (No. 3) Coode Street, South Perth (Sir James Mitchell Park)*).
- 10) **Peter Dreverman, 2/20 Garden St, South Perth** – Request to speak FOR Agenda Item 10.3.5 (*Proposed Telecommunications Infrastructure – Lot 215 (No. 3) Coode Street, South Perth (Sir James Mitchell Park)*).
- 11) **Siemen, 23 Westland Place, Waterford** – Request to speak FOR Agenda Item 10.3.5 (*Proposed Telecommunications Infrastructure – Lot 215 (No. 3) Coode Street, South Perth (Sir James Mitchell Park)*).

Deputations closed at 8:45 pm.

December 2013 Council Agenda Reports

10.0.1 Civic Triangle

Please note: This is a late report circulated to Councillors this evening.

This report notes the outcome of the tender evaluation for the provision of property advice and real estate services in relation to the proposed disposal of the Civic Triangle and recommends the engagement of Jones Lang LaSelle.

10.1.1 Lord Mayor's Distress Relief Fund Donation

This report seeks Council agreement for the City to donate \$5,000 to the Lord Mayor's Distress Relief Fund.

10.2.1 Jan Doo Park Playground and Water Fountain

This report provides information to Council on Jan Doo Park, in response to a Council request for information to enable it to determine:

- the priorities for re-establishing a water fountain (which was turned off for water conservation reasons); and

- constructing a shade structure over the playground in the Park.

10.3.1 Proposed Amendment No. 44 to Town Planning Scheme No. 6: Rezoning Part Lot 18 (No. 58) Mount Henry Road (Aquinas College corner Redmond Street and Roebuck Drive), Salter Point from Private Institution R20 to Residential R25

This report seeks Council agreement to initiate, for community consultation, proposed Amendment 44, which proposes to rezone land on the north-eastern corner of the Aquinas College site, from Private Institution with R20 density coding to Residential with R25 density coding.

- One deputation AGAINST the officer recommendation (Ron Alexander)
- One deputation FOR the officer recommendation (The Applicant, Graeme Morris and Alex Gregg).

10.3.2 Proposed Additions to Grouped Dwellings – Lot 2 (No. 75) River Way, Salter Point

This report seeks Council consideration of an application for planning approval for additions to a grouped dwelling on Lot 2 (No. 75) River Way, Salter Point. Officers are recommending that these minor additions **be approved**.

10.3.3 Proposed Seven Multiple Dwellings – Lot 9 (No. 3) Gwenyfred Road, Kensington

This report seeks Council consideration of an application for planning approval for seven multiple dwellings on Lot 9 (No. 3) Gwenyfred Road, Kensington. Officers are recommending that this proposal **be approved** subject to conditions.

- Five deputations AGAINST the officer recommendation (Hayley and Michael Shelby, Gemma King and Brett Norris, David Leigh, Phil Fisher and Claudia Tymms)
- One deputation FOR the officer recommendation (The Applicant, Peter Jodrell)

10.3.4 Proposed Change of Use & Associated Signage (Shop to Café / Restaurant) – Lot 7 (No. 262) Canning Highway, Como.

This report seeks Council consideration of an application for a change of land use from “Shop” to Café/Restaurant” (Flipside Burgers) for an existing commercial tenancy. Officers are recommending that this application **be approved**.

Please note: A written submission from the Applicant has been circulated to Councillors in lieu of a deputation.

10.3.5 Proposed Telecommunications Infrastructure – Lot 215 (No. 3) Coode Street, South Perth (Sir James Mitchell Park)

This report seeks Council consideration of an application for planning approval for a Telecommunications Infrastructure (Mobile phone base station) on Lot 215 9No. 3) Coode Street, South Perth (Sir James Mitchell Park). Officers are recommending that the application **be refused**.

Please note: Council does not have delegation from the WAPC to determine this planning application. As the proposal is located within the Swan River Trust Development Control Area, Council provides a recommendation to the Swan River Trust, who in turn, provides a recommendation to the Minister for the Environment who will determine this application.

- One deputation AGAINST the officer recommendation (The Applicant, Laurie Chantry)
- Three deputations FOR the officer recommendation (Marcia Manolas, Peter Dreverman and Sieman).

10.3.6 Karawara Public Open Space (POS) Masterplan and Collaborative Action Plan (CAP)

This report seeks Council endorsement of the final Karawara Public Open Space Masterplan and Collaborative Action Plan documents.

10.3.7 Submission on the Draft State Aviation Strategy

This report seeks Council endorsement of the WALGA submission on the State Aviation Strategy, subject to the Local Government sector being added as a party to be consulted by the State Government in relation to the development of infrastructure at Perth Airport.

10.6.1 Metropolitan Local Government Reform

This report seeks Council agreement to formally windup the Joint City of South Perth and Town of Victoria Park Amalgamation Task Force and form a Local Implementation Committee to assist with the facilitation of the change process of local government reform.

This decision is sought in response to advice on this matter received from the Department of Local Government and Communities.

10.6.2 Policy P669 Training and Development

This report seeks Council consideration of a recent review of 'Policy P669 Travel' and recommends the adoption of a revised 'Policy P669 Training and Development'. The primary focus of this revised policy is the introduction of an annual training/conference budget allocation for each Elected Member. (This is: an annual allocation of \$5,000 for Councillors and \$8,000 for the Mayor).

10.6.3 New Policy – P680 Electronic Agendas

This report seeks Council adoption of new Policy P680 Electronic Agendas – in response to the recent provision of iPads for Elected Members.

Closing

The Mayor closed the Agenda Briefing at 9:25pm and thanked everyone for their attendance.

NOTES

Concept Briefing

Civic Triangle Tender Presentations

Venue: Council Chamber
 Date: Monday 2 December 2013
 Time: 5.00pm

Present

Mayor Doherty (Chair)

Councillors

V Lawrance, JP	Como Ward
S Hawkins- Zeeb	Manning Ward
C Cala	Manning Ward
C Irons	Mill Point Ward
M Huston	Mill Point Ward (from 5.35pm)
F Reid	Moresby Ward
K Trent, OAM, RFD, JP	Moresby Ward

Officers

C Frewing	Chief Executive Officer
M Kent	Director Finance and Information Services
V Lummer	Director Development and Community Services
P McQue	Manager Governance and Administration
R Bercov	Strategic Urban Planning Adviser

Leave of absence:

G Cridland	Como Ward
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Opening

The Mayor opened the Concept Briefing Forum at 5.00pm and welcomed everyone in attendance.

The following three presentations addressed the Concept Briefing Forum on the following:

- organisational capacity to deliver;
- proposed methodology for undertaking this sale;
- the opportunity the Civic Triangle represents;
- examples and details of recent successful sales;
- an outline of the skills and experience of key personnel;
- an understanding of potential state, national and international target buyers

5.00pm – 5.45pm Colliers International

- Ian Mickle, Director of Investment Services

- Nicholas Agapitos, Director of Metropolitan Markets, Investment Services
- Aaron Antonas, Executive of Metropolitan Markets, Investment Services
- Jo-Anne Chin, Director of Residential
- Neil Kidd, Director of Office Leasing
- John Del Dosso, Director of Valuation & Advisory Services

6.00pm – 6.45pm Jones Lang La Salle

- Tom Natrass, Director Sales and Investment, Capital Markets WA
- John Williams, Managing Director WA
- Aaron Desange, Senior Vice President Hotels and Hospitality

7.00pm – 7.45pm Knight Frank

- John Corbett, Managing Director WA
- Todd Schaffer, Associate Director Commercial Sales

Conclusion

A late report will be submitted to the 3 December 2013 Agenda Briefing with the recommendation of a preferred tenderer.

Closing

The Mayor closed the Councillors' Briefing Forum at 8.00pm and thanked everyone for their attendance.

NOTES

Concept Briefing

Local Government Reform – Minister’s proposal 6/2013

Venue: Council Chamber
 Date: Monday 10 February 2014
 Time: 5:30 pm – 7:15 pm

Present

Mayor Doherty (Chair)

Councillors

G Cridland	Como Ward
V Lawrance, JP	Como Ward
S Hawkins- Zeeb	Manning Ward
C Cala	Manning Ward (left at 6:30 pm)
C Irons	Mill Point Ward
F Reid	Moresby Ward
K Trent, OAM, RFD, JP	Moresby Ward

Officers

C Frewing	Chief Executive Officer
V Lummer	Director Development and Community Services (left at 7:00pm)
M Taylor	Acting Director Infrastructure Services
P McQue	Manager Governance and Administration
R Bercov	Strategic Urban Planning Adviser
C Jones	Graphic Design Officer
G Hickson	Marketing Officer
A Albrecht	Governance Officer

Guests

John McGrath MLA	Member for South Perth (left 6:45pm)
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Apologies:

Cr M Huston	Mill Point Ward
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Leave of absence:

Nil

Opening

The Mayor opened the Councillors' Briefing Forum at 5:40 pm and welcomed everyone in attendance.

The Mayor noted that the purpose of the meeting was to discuss the Minister's proposal to the Local Government Advisory Board (LGAB) concerning the 'local government reforms' affecting the City of South Perth and the Town of Victoria Park.

Topics Discussed

The proposal is to:

- abolish the district of the City of South Perth; and
- to change the current boundaries of the district of the Town of Victoria Park by
 - extending those boundaries to include the whole of the district of the City of South Perth; and
 - part of the current district of the City of Canning; and
 - an area to the mid-point of the Swan River; and
 - excluding the area of land that includes the Crown Casino and the proposed new stadium.

This proposal represents a change from the original government proposal for the City of South Perth and the Town of Victoria Park to amalgamate.

The Mayor advised that this proposal meant that the Town of Victoria Park Council would remain in place until the October 2015 Local Government Elections, and that a Commissioner would no longer be required to oversee the amalgamation planned for 1 July 2015.

The Mayor then invited John McGrath MLA, Member for South Perth, to provide Councillors with additional background information on the Minister's proposal.

John McGrath MLA

Mr McGrath advised that he had spoken with the Minister in order to get a better understanding of his proposal. The Minister confirmed that the boundary changes can be made through regulations, operational issues will need to be worked through by the Local Implementation Committees, and key projects should not be affected (should proceed as planned). The Minister advised that this was a proposal only, and that the City of South Perth could still put in a proposal for amalgamation to the LGAB.

Mr McGrath advised that making boundary changes, rather than asking Councils to amalgamate, would avoid the potential use of the poll provisions (and possible delays). He said that the Minister had advised that the Town of Victoria Park had been selected (over the City of South Perth), as it was considered to be an activity hub.

Mr McGrath advised the Council, that as the Member for South Perth, he would support the Council's submission to the Local Government Advisory Board, and any other action the Council decides to take.

Cliff Frewing, Chief Executive Officer

The Chief Executive Officer (CEO) advised that the Town of Victoria Park did not support the Minister's proposal and still wanted to work together with the City of South Perth towards amalgamation.

He advised that the LGAB is an independent entity and that the proposal from the Minister will not necessarily be chosen over the proposal by the City of South Perth and the Town of Victoria Park. The Minister can then

only accept or reject the LGAB's recommendation. If rejected, then nothing will happen. It is most likely that the LGAB's recommendation will be accepted by the Minister.

The CEO considered that the issue of the retention of Burswood should still be a key focus of the City's submission to the LGAB.

The CEO further advised that the two Councils have the ability to agree on key aspects such as ward boundaries, and put forward their proposal to the LGAB. This proposal can then be either accepted or rejected by the Minister. If accepted, it will be put in place through Governor's Orders. Decisions like this will need to be made before 1 July 2015, and will be some of the first work done by the Local Implementation Committee (LIC).

Please note: Members raised questions and points of clarifications which were responded to by Mr McGrath MLA (Member of South Perth), the Mayor and the Chief Executive Officer.

Councillors

- Councillors noted their disappointment and concern regarding the management of the Local Government Reform Process, in particular the Minister's change in proposal.
- Councillors noted that some Councils were mounting campaigns against the Minister's new proposal.
- Councillors noted that there were still unanswered questions about how amalgamation (or boundary changes) will be paid for.
- Councillors considered that the South Perth community should be alerted to the change in proposal by the Minister, and encouraged to make a submission to the LGAB in support of the City of South Perth and the Town of Victoria Park submission (for amalgamation).
- Councillors present determined that this should be done through a letter sent out by Ward Councillors (and signed by the Mayor and Deputy Mayor). Councillors noted that the whole Council needed to be in agreement to this proposed action, and that a consistent message would be needed in the letters.
- Councillors noted that the letters needed to be sent out quickly, as submissions to the LGAB close mid-March.

Actions/Outcome

1. The City of South Perth and Town of Victoria Park submission to the LGAB (due in March) will be expanded to cover the issue of boundary change vs. amalgamation. The submission will also cover the retention of Burswood.
2. A letter is to be sent out to all residents of the City of South Perth. The letter will be sent by Ward Councillors, with the Mayor and Deputy Mayor as additional signatories. The letter will outline the change in proposal by the Minister and encourage residents to make a submission to the LGAB in support of the City of South Perth and Town of Victoria Park proposal for amalgamation.

Closing

The Mayor closed the Councillors' Briefing Forum at 7:15 pm and thanked everyone for their attendance.

DELEGATE'S REPORT

WALGA South East Metropolitan Zone

The attached Table of contents was considered by the South East Metropolitan Zone at its meeting held on 27 November 2013 at the City of Armadale. The recommendations of the Zone were considered by the State Council at its meeting on Wednesday 4 December 2013.

Council's delegates to the WALGA South East Metropolitan Zone are Councillor Fiona Reid and Councillor Hawkins-Zeeb, and Chief Executive Officer Cliff Frewing.

ZONE AGENDA

MATTERS FOR DECISION

I.1 Elections of Chair and Deputy Chair of the South East Metropolitan Zone

As full members of the Zone committee, both Council representatives are able to nominate for the position of Chair and Deputy Chair of the Zone.

ZONE RESOLUTION

That Cr Ruth Butterfield, City of Armadale, be elected as Chairperson of the South East Metropolitan Zone for the term of 2 years expiring in November 2015.

That Cr Julie Brown, City of Gosnells, be elected as Deputy Chairperson of the South East Metropolitan Zone for the term of 2 years November 2013 to November 2015.

I.2 Elections of State Council Representatives of the South East Metropolitan Zone

For the South East Metropolitan Zone, there are two (2) representative positions on State Council and two (2) deputy representative positions. The term is from the Ordinary Meeting of State Council in December 2013 and concluding at the Ordinary Meeting of State Council in December 2015.

ZONE RESOLUTION

That Cr Fiona Reid, City of South Perth and Mayor Henry Zelones, City of Armadale, are elected as Representatives of the South East Metropolitan Zone to the State Council for the term of 2 year, December 2013 to December 2015.

That Cr Julie Brown, City of Gosnells and Cr John Bissett, Town of Victoria Park are elected as Deputy Representatives of the South East Metropolitan Zone to the State Council for the term of 2 years, December 2013 to December 2015.

7.1 Local Government Grain Freight Group – Election of Delegate and Deputy Delegate

Following the 2013 Local Government Elections the South East Metropolitan Zone will need to reappoint their Delegate and Deputy Delegate to the Group

The incumbents are Cr Kevin Trent, City of South Perth, Delegate and Mayor Dave Griffiths, City of Gosnells, Deputy Delegate but neither of these two Elected Members are now represented on the Zone committee. As full members of the Zone committee both Council representatives are able to nominate for these positions.

ZONE RESOLUTION

That no Delegates from the South East Metropolitan Zone be nominated to the Local Government Grain Freight Group.

7.3 Local Government Reform

By the City of South Perth and the Town of Victoria Park:

Following an unprecedented period of confusion, uncertainty and conflicting information, Local Governments are calling on their peak body for advocacy – WALGA to take up the challenge and call for an explanation from the State Government on the Local Government Reform process.

WALGA has been predominately absent from the debate surrounding the process and has been reluctant to criticise the Government's reform process of recent times. Since the announcement to a forum of Mayors and CEOs in July 2013, there has been leaked maps, contrary views regarding minor and major changes to the proposed model for Local Government that has made it impossible for Local Governments to plan or inform their communities effectively.

RECOMMENDATION

That the South East Metropolitan Zone requests WALGA:

1. As a matter of urgency call a forum of Mayors and CEOs and that the Premier and the Minister for Local Government be invited to explain what has transpired since the July 30 announcement particularly in relation to the inconsistencies in the current process and explain the basis of the Minister's submissions to the Local Government Advisory Board.
2. Strongly advocate on behalf of its members for a more open and transparent process of reform and that the Minister and Government be held to public account for their confusing actions.
3. Lobby the Government for an explanation on misleading Ministerial information contained in a letter to all Mayors on the 7 November 2013 that is contrary to the contents of the Local Government Amendment Bill.

OFFICER RECOMMENDATION

That the recommendation be supported.

ZONE RESOLUTION

That the South East Metropolitan Zone requests WALGA:

1. As a matter of urgency call a forum of Mayors and CEOs and that the Premier and the Minister for Local Government be invited to explain what has transpired since the July 30 announcement particularly in relation to the inconsistencies in the current process and explain the basis of the Minister's submissions to the Local Government Advisory Board.

2. Strongly advocate on behalf of its members for a more open and transparent process of reform and that the Minister and Government be held to public account for their confusing actions.
3. Lobby the Government for an explanation on misleading Ministerial information contained in a letter to all Mayors on the 7 November 2013 that is contrary to the contents of the Local Government Amendment Bill.

7.3 (7.4) Abandoned Shopping Trolleys

It is noted that the Mayor Henry Zelones of the City of Armadale has moved consideration of the following recommendation but no report has been provided with background information. It is known however that abandoned shopping trolleys are an issue for the City of South Perth, particularly in the vicinity of Waterford Shopping Centre. Any assistance that can be provided by WALGA or the sector generally is supported.

RECOMMENDATION

That the South East Metropolitan Zone requests WALGA:

1. for an update on the current arrangements of abandoned shopping trolleys
2. to provide WALGA's policy on abandoned shopping trolleys.

OFFICER RECOMMENDATION

That the recommendation be supported (*subject to the contents to background information being received*).

ZONE RESOLUTION

That the South East Metropolitan Zone requests WALGA:

1. for an update on the current arrangements of abandoned shopping trolleys
2. to provide WALGA's policy on abandoned shopping trolleys.

7.4 (7.5) Compulsory Voting on Matters of Local Government Amalgamation

Town of Victoria Park has submitted a recommendation to the Zone for consideration that demonstrates the need to involve residents in the local government amalgamation process. At the present time, it would be difficult for a metropolitan local government to benefit from the Dadour provisions of the *Local Government Act* as local government boundary adjustments have the capacity to circumvent community involvement.

RECOMMENDATION

That the South East Metropolitan Zone requests that WALGA advocates for an amendment to schedule 2.1 of the *Local Government Act 1995* (as amended) to introduce compulsory voting in relation to local government amalgamations.

OFFICER RECOMMENDATION

That the recommendation be supported.

ZONE RESOLUTION

That the South East Metropolitan Zone requests that WALGA advocates for an amendment to schedule 2.1 of the *Local Government Act 1995* (as amended) to introduce compulsory voting in relation to local government amalgamations.

STATE COUNCIL AGENDA

MATTERS FOR DECISION

5.1 Local Government Amendment Bill 2013

WALGA Recommendation

That State Council provide the following response to the Minister for Local Government on the *Local Government Amendment Bill 2013*:

1. Support Clauses 1, 2, 3, 5, 6, 8, 9, 10, 12, 13, 18, 19, 20, 21 and 22.
2. Conditionally support Clause 4 and request that any Government policy provided to the Board is immediately brought into the public domain.
3. Conditionally support Clause 7 on the basis that the Minister for Local Government consult with the Association prior to the development of regulations relevant to the payment of fees and allowances to ensure that no unreasonable compliance burden is imposed on Local Governments.
4. Support Clause 9 with the Association seeking the Minister for Local Government's comment on his intentions regarding further proposals and recommendations for improvements identified in the 2011 review of the Local Government Standards Panel.
5. Conditionally Support Clause 11 with the Minister for Local Government requested to include in subclause (6) a maximum period of 3 months to have effect for any deferral decision made by the Board.
6. Conditionally support Clause 17 with the Minister for Local Government requested to consider the alternative amendment option to Schedule 2.1 Clause 11(4) as set out in this report.
7. Oppose Clauses 14, 15 and 16.

Officer Comment

Note: it would appear there is an inadvertent reference to clause 9 within recommendation 1 and this needs to be removed on the recommendation.

The *Local Government Amendment Bill 2013* is currently going through Parliament and is expected to become law in the near future.

Under normal circumstances, the Department of Local Government will liaise with both WALGA and LGMA on legislation but in this occasion no consultation has occurred. No formal consultation was entered into in the development of the Bill, nor has opportunity been provided by the Minister for Local Government sector comment, although the Minister had signalled his intent to amend the *Local Government Act* during metropolitan reform meetings.

It is also noted that in recommendation 7, WALGA opposes clauses 14, 15 and 16 and the narrative background to this recommendation is contained on pages 12-14 of the agenda.

Officer Recommendation

That subject to part 1 of the recommendation is being amended by the deletion of Clause 9, the recommendation be supported.

Zone Resolution

The Zone endorsed the recommendation (as amended).

State Council Resolution

That State Council provide the following response to the Minister for Local Government on the *Local Government Amendment Bill 2013*:

1. Support Clauses 1, 2, 3, 5, 6, 8, 10, 12, 13, and 22.
2. Conditionally support Clause 4 and request that any Government policy provided to the Board is immediately brought into the public domain.
3. Conditionally support Clause 7 on the basis that the Minister for Local Government consult with the Association prior to the development of regulations relevant to the payment of fees and allowances to ensure that no unreasonable compliance burden is imposed on Local Governments.
4. Support Clause 9 with the Association seeking the Minister for Local Government's comment on his intentions regarding further proposals and recommendations for improvements identified in the 2011 review of the Local Government Standards Panel.
5. Conditionally Support Clause 11 with the Minister for Local Government requested to include in subclause (6) a maximum period of 3 months to have effect for any deferral decision made by the Board and cannot be extended by a further decision of the Board.
6. Conditionally support Clause 17 with the Minister for Local Government requested to consider the alternative amendment option to Schedule 2.1 Clause 11(4) as set out in this report.
7. Conditionally support Clause 18, 19, 20 and 21 on the basis that the 2 persons appointed by the Minister to "represent the interests of the community" could potentially be involved in future proposals affecting regional areas, and that the Minister takes this into account by nominating to the Board one person from the Metropolitan area and one person from the regional area to represent their respective community interests..
8. Oppose Clauses 14, 15 and 16.

Item 5.2 Submission on 'Planning Makes it Happen – Phase 2 - Planning Reform Discussion Paper'

WALGA Recommendation

1. That the submission on the Western Australian Planning Commission's 'Planning makes it happen – Phase 2 - Planning Reform Discussion Paper', be endorsed; and
2. That WALGA advocates that the WA Planning Commission establishes a Planning Reform Stakeholders Reference Group to guide further discussion about the proposed reform measures identified, and to assist in the allocation of priorities and identification of other reform measures that would support reforms to the WA planning framework.

Officer Comment

The WA Planning Commission has released three discussion papers to outline the proposed Phase 2 planning reforms to the WA planning framework. The public comment period closes on the 13 December 2013. A submission has been prepared and is attached for State Council's consideration. The City has its own submission that will be endorsed by Council on 26 November. The submission by WALGA is not inconsistent with the city's submission and therefore is supported.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That support for the proposed reform measures contained within 4.4 Local Government Planning Accreditation is reserved pending:

- Clear parameters and requirements for the accreditation process are discussed with the local government prior to any formal adoption of this reform measure;
- A Local Government Planning Accreditation Panel is established to guide the accreditation process;
- The formalisation of delegation arrangements from the WAPC are agreed to prior to any formal adoption of this reform measure.

State Council Resolution

1. That the submission on the Western Australian Planning Commission's 'Planning makes it happen – Phase 2 - Planning Reform Discussion Paper', be endorsed subject to the following amendment:
2. That support for the proposed reform measures contained within 4.4 Local Government Planning Accreditation is reserved pending:
 - a. Clear parameters and requirements for the accreditation process are discussed with the Local Government prior to any formal adoption of this reform measure;
 - b. A Local Government Planning Accreditation Panel is established to guide the accreditation process;
 - c. The formalisation of delegation arrangements from the WAPC are agreed to prior to any formal adoption of this reform measure.
3. That WALGA advocates that the WA Planning Commission establishes a Planning Reform Stakeholders Reference Group to guide further discussion about the proposed reform measures identified, and to assist in the allocation of priorities and identification of other reform measures that would support reforms to the WA planning framework

Item 5.3 Submission on the Draft State Aviation Strategy

WALGA Recommendation

That the submission on the draft State Aviation Strategy be endorsed.

Officer Comment

The State Aviation Strategy (Draft for Public Comment) was released for public comment on 24 October until 23 December 2013. A submission has been prepared for State Council endorsement. The draft Aviation Strategy was made available City of South Perth Councillors (25 October 2013, No 42/2013) – no comments have been received.

The only comment in addition to those contained in the WALGA Response involves the lack of recognition in consulting with the Local Government sector as the following suggests:

4. To assist in the timely development of infrastructure at Perth Airport, the State Government will:

- *liaise closely with the Commonwealth Government, Perth Airport, the resources industry and the airlines in the development and assessment of a proposal to construct a new parallel runway;*
- *actively engage with Perth Airport, Commonwealth Department of Infrastructure and Transport, Airservices Australia, airlines, resources industry and major regional WA airports in Perth Airport's master planning process;*

It would appear essential that Local Government be involved in this process and it is recommended that this be added to the Recommendation to adopt the State Aviation Strategy.

Officer Recommendation

1. That the recommendation be supported; and
2. That in relation to item 4, the Local Government sector be added to the first two dot points to ensure that Local Government is consulted in relation to the development of infrastructure at Perth Airport.

Zone Resolution

1. That the recommendation be supported; and
2. **That in relation to item 4, the Local Government sector be added to the first two dot points to ensure that Local Government is consulted in relation to the development of infrastructure at Perth Airport.**

State Council Resolution

That the submission on the draft State Aviation Strategy be endorsed subject to the following amendments:

- a) Insert a new recommendation under 'Section 1 Overall comments': "Recommendation: The Strategy should focus on general aviation development across Western Australia. More focus should be on general aviation, specialised aviation training, and providing assistance to regional airports including the maintenance of airport infrastructure."
- b) Recommendation 2: The Strategy requires more focus on non-RPT airports to ensure it is representative of the whole of WA.
- c) Insert a new recommendation under Section 2 Airport Planning. "Local Governments to be consulted in relation to Master Planning and development at Perth and Jandakot airports."
- d) Insert a new recommendation under Section 2 Airport Planning. "In considering locations for a second Perth airport and a second general aviation airport for Perth, the

- Department of Transport invite submissions from Local Governments in favour of particular locations.”
- e) Recommendation 18: The Strategy should acknowledge the strong support from Local Governments of Council Controlled Organisations as one of the preferred ownership and governance models and include a proposed process for achieving this.
 - f) New Recommendation (after Recommendation 5) : If Airport Master Planning is to be regulated, it should apply to all airports, not just Local Government owned/operated airports.
 - g) As part of Recommendation 12 (within section 4. WA Regional Airports Infrastructure) to reinforce the point add the following “The Strategy should acknowledge Local Government owned/operated airports inherited infrastructure that is now aged and has successfully been maintained and in a lot of cases replaced and upgraded by Councils (due to monies held in Airport Reserves for such a purpose).”
 - h) Recommendation 20 (within Section 6 ‘RADS’): Smaller Local Government owned and/or operated airports rely heavily on the RADS to provide funding to ensure their airport infrastructure is kept to standards.

Item 5.4 WALGA Submission: Pastoral Lease Inquiry

WALGA Recommendation

That State Council endorses the Association's submission to the Pastoral Lease Inquiry.

Officer Comment

As the report is not directly related to the affairs of the City of South Perth, it is felt that the WALGA recommendation should be supported as WALGA has conducted appropriate consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

The Zone endorsed the recommendation.

State Council Resolution

1. That WALGA seek an extension to the submission period on Pastoral Leases to May 2014 and requests an informed discussion paper to be prepared by the Minister for Agriculture and Minister for Lands on issues such as;
 - Land Tenure;
 - Water Rights;
 - Carbon Farming;
 - Access of Diversification Permits; and
 - Development opportunities,
2. In the event that the request for extension is denied that the WALGA submission is endorsed and submitted

PRESENT:

Councillor Fiona Reid

Councillor Hawkins-Zeeb

Cliff Frewing, Chief Executive Officer

ATTACHMENTS:

1. Table of Contents - South East Metropolitan Zone
2. WALGA President's Report – December 2013

WALGA South East Metropolitan Zone



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WALGA PRESIDENTS REPORT

DECEMBER 2013



PRESIDENT'S REPORT

December 2013

ONE70

The new home base for WA local government – “ONE70”, Railway Parade West Leederville – is approaching completion, with occupancy scheduled for mid-January. That means that our next State Council meeting will be hosted in our new surrounds, a 5 star “Green Star” building with state of the art meeting facilities, improved visitor parking and dedicated State Council resources.

I encourage all of you to visit this magnificent new facility and utilise it as your own when in Perth.

LOCAL GOVERNMENT FEES & CHARGES

For some time now we have been pursuing a review of the full range of government determined fees and charges that apply to local government activities. Any shift in fees and charges set by the State invariably lags well behind the change in the cost of service delivery, which means that local governments are almost constantly in a position of deficit when it comes to cost recovery.

The Treasurer has broadly embraced our argument and we are in the process of contributing to the Terms of Reference with the objective of achieving greater cost recovery for the sector and thereby reduce the financial pressure on the rate base. I believe that the potential to move to a more accurate, cost reflective, model of fees and charges will be a substantial gain our sector.

ROAD WISE

Following the State Government's decision to reduce funding from the Road Trauma Trust Account (RTTA) to the WALGA RoadWise Program by nearly half, I have written to the Minister for Road Safety, Hon Liza Harvey, seeking an independent review to report on the effectiveness of the Road Wise Program. Minister Harvey's response outlines a plan to address the Office of Auditor General recommendations by undertaking independent evaluations, on a rolling basis, of the major program areas funded by the RTTA. Although the Road Wise Program would be subject to an assessment as a part of the evaluation plan, it is not scheduled in the immediate future.



In the interim, our capacity to effectively operate and support Road Wise is being severely challenged by the reduced funding allocation and we may be forced to make some difficult decisions on the future of the program in the New Year.

METROPOLITAN LOCAL GOVERNMENT REFORM

The Minister for Local Government, Hon Tony Simpson, announced the final instalment of the State Government's preferred model of 15 Councils for the metropolitan area, which is half the current number of Councils but one more than the State Government plan announced in July.

It should be remembered the Minister's proposed boundaries are not a fait accompli and it is now for the Local Government Advisory Board to consider both the Minister's and the sector's submissions in making their recommendations.

WALGA is continuing to strongly advocate for the State Government to honour its commitment to fund the implementation process.

Development of the Local Government Reform Implementation Toolkit, which is a joint project being undertaken in partnership between WALGA, the Department of Local Government and Communities and the LGMA, is well underway and is expected to be operational by the end of this year. While the Toolkit is primarily aimed at officers responsible for merging organisational systems, processes and cultures, there will be strategic material produced that will be of interest to Elected Members.

COUNTRY REFORM POLICY FORUM

As you may be aware, I recently established a *Country Reform Policy Forum* to consider a range of governance models applicable to Local Government reform in non-metropolitan Western Australia.

There was significant and impressive interest in the Policy Forum with expressions of interest received from all over Western Australia.

The Terms of Reference for the Policy Forum have been developed with the following identified objectives:

- i. *Scope and undertake research into models of governance appropriate to country Local Governments, by examining governance models including: Parish Models, Regional Centre Models and regional models;*
- ii. *Develop best practice Governance Models appropriate to the diversity of country Local Government based on the findings of I, whilst being cognizant of Regional Organisations such as Regional Development Commissions (RDC's) and Regional Development Australia (RDA's);*
- iii. *The Developed model(s) to be presented to a Forum of all Country Local Governments to consider a whole of sector position. The recommendations from this forum will be developed for State Council consideration on country Local Government Reform.*



- iv. *Consider the current poll provisions contained within Schedule 2.1 of the Local Government Act 1995 with regard to currency and possible options for amendment;*
- v. *Provide guidance and direction to the President and Deputy President of WALGA in their advocacy to the State Government*
- vi. *Facilitate roundtable discussions and open forums allowing for a wide range of Local Government Elected Member and Officer input and contribution.*

Due to the tyranny of distance the Policy Forum will need to be strategic about how and when it meets. An Issues Paper will be prepared over the coming weeks and the Policy Forum will meet early in 2014 to commence its work.

COUNTRY LOCAL GOVERNMENT FUND

WALGA's advocacy in relation to the Country Local Government Fund (CLGF) is ongoing and is concerned with two key priorities.

Firstly, we are advocating to Government to re-instate the CLGF in the next State Budget based on the non-metropolitan Local Government sector's significant infrastructure backlog as identified by the Western Australian Regional Development Trust in their Review of the CLGF. The need for the CLGF will form a key plank of our upcoming submission to the State Government in advance of their 2014-15 budget.

Secondly, we are continuing to advocate to the Minister for Regional Development and the Department of Regional Development to reconsider the eligibility of a number of Local Government for 2013-14 CLGF funding based on a retrospective State Government policy change and confusion surrounding the acquittal requirements.

Senior staff and I have met with the Department on these issues and put forward a discussion paper to the Minister for consideration that outlines the benefits of the CLGF and the effects of the State's retrospective policy change. The Director General has advised of the Department's willingness to work with the Association on capacity building funding for country Local Governments and to review the WA Regional Development Trust's recommendations relating to the CLGF.

REGIONAL SUBSIDIARIES

Advocacy for legislative change to enable Local Governments to establish Regional Subsidiaries is continuing.

Following a request from the Minister for Local Government, WALGA wrote to the Minister to outline a number of practical uses of the regional subsidiary model and the benefits of the model.



Benefits of the regional subsidiary model, include:

- A light compliance burden relative to other models, which can be tailored to the needs and risk of individual subsidiaries;
- Flexibility relating to the composition of the board and the specifics of each subsidiary's charter;
- Appropriate accountability and regulatory safeguards; and,
- The opportunity to formalise regional collaboration that is currently undertaken in an ad hoc manner, thereby reducing risk.

I raised the Regional Subsidiary model with the Minister at our recent meeting and the Minister was receptive to our arguments for legislative change to empower Local Governments to be able to establish Regional Subsidiaries and has requested further supportive documentation to aid his deliberations. I am confident that we will see the adoption of the model by the Government and subsequent introduction of suitable legislation within the next twelve months.

NATIONAL COMMISSION OF AUDIT

In announcing the establishment of the National Commission of Audit, the Prime Minister emphasised that its aim is to ensure that the Commonwealth government lives within its means and begins to pay down national debt. This full-scale review of the activities of the Commonwealth government seeks to:

- ensure taxpayers are receiving value-for-money from each dollar spent;
- eliminate wasteful spending;
- identify areas of unnecessary duplication between the activities of the Commonwealth and other levels of government;
- identify areas or programs where Commonwealth involvement is inappropriate, no longer needed, or blurs lines of accountability; and
- improve the overall efficiency and effectiveness with which government services and policy advice are delivered.

Accordingly, the Commission has a broad remit to examine the scope for efficiency and productivity improvements across all areas of Commonwealth expenditure, and to make recommendations to achieve savings sufficient to deliver a surplus of 1 per cent of GDP prior to 2023-24.

The Government has set three guiding principles for the Commission, viz:

- government should have respect for taxpayers in the care with which it spends every dollar of revenue;



- government should do for people what they cannot do, or cannot do efficiently, for themselves, but no more; and
- government should live within its means.

There are three other government review initiatives that may intersect with this review and could have significant ramifications for local government;

- the Review of the Federation;
- the Review of Taxation, and;
- the White Paper on Direct Action.

The Association will work closely with ALGA to influence the national position on each of these Commonwealth initiatives.

PRESIDENT'S CONTACTS

During the September - December period, contacts that have occurred or are scheduled to take place prior to the December State Council meeting are as follows:

State Government Relations

Meeting scheduled with:

- Hon Albert Jacob MLA, Minister for Environment; Heritage
- Hon Colin Barnett MLA, Premier\Hon Tony Simpson MLA, Minister for Local Government; Community Services; Seniors and Volunteering; Youth\Hon Troy Buswell MLA; Treasurer; Minister for Transport; Fisheries\Hon John Day MLA; Minister for Planning; Culture and the Arts. Joint liaison meeting WALGA\LGMA.
- Hon Tony Simpson MLA, Minister for Local Government; Community Services; Seniors and Volunteering; Youth. Joint liaison meeting WALGA\LGMA.
- Housing Minister's Roundtable on Affordable Housing
- State Roads Funds to Local Government Advisory Committee
- Strategic Waste Infrastructure Planning Project Information Session

Local Government Relations

Meetings with:

- Visit to Shire of Leonora, President Jeff Carter and Mr Jim Epis, CEO
- Visit to Shire of Menzies, President Greg Dwyer and A/CEO Ms Rose Jones
- Visit to Shire of Coolgardie, President Malcolm Cullen and CEO Mr Eddie Piper
- Visit to City of Kalgoorlie-Boulder, Mayor Ron Yuryevich and Mr Don Burnett CEO
- Mayor Sue Bilich, Ms Rhonda Harvey, CEO, Shire of Kalamunda
- Mayor Brad Pettitt, Mr Graham McKenzie CEO, City of Fremantle
- President Helen Dullard, Mr Jonathan Throssell, CEO, Shire of Mundaring
- Mayor Dave Griffiths, Mr Ian Cowie, City of Gosnells



- Mayor Logan Howlett, Mr Stephen Cain, City of Cockburn
- Mayor David Boothman, Mr Trevor Holland, City of Stirling
- Mayor Henry Zelones, Mr Ray Tame, CEO City of Armadale
- Mayor Sue Doherty, Mr Cliff Frewing, City of South Perth
- Mayor Phil Marks, Mr Stuart Cole, City of Belmont
- Rt Hon the Lord Mayor, Lisa Scaffidi, Mr Gary Stevenson, City of Perth
- President Rachel Thomas, Mr John Merrick, Shire of Peppermint Grove
- Mayor Simon Withers, Mr Jason Buckley, Town of Cambridge
- Mr Paul Rosair, Director General, Department of Regional Development
- Mr Jonathan Seth, CEO LGIS
- Mr John Nicolaou, Chief Officer Member Services & Advocacy; Chief Economist and Mr Kristian Stratton, Manager, Membership, CCI
- Metropolitan Mayors Policy Forum
- Mayors Presidents Support Group x 4
- Finance & Services meeting x 2
- LGIS Board Planning Day
- LGIS Board
- LGIS Investment Committee
- MetRIC meeting X 3 (Metropolitan Reform Implementation Committee)
- LG Grain Infrastructure Group
- ALGA Board X 2
- ALGA AGM
- National Local Roads & Transport Congress

Conferences / Workshops / Public Relations

- 50th Anniversary Metropolitan Region Scheme
- Neighbourhood Watch Forum
- Local Government Children's Environment & Health Report Card Awards

Zone Meetings

- Kimberley Zone
- South Metro
- North Zone
- South East Metro
- Peel Country
- East Metro
- Central Country

DELEGATES' REPORT

Perth Airport Municipalities Group Meeting [PAMG]

The Perth Airports Municipalities Group (PAMG) Annual General Meeting (AGM) and the PAMG Ordinary General Meeting was held at the City of Bayswater on Thursday, 5 December 2013 commencing at 6.45pm and 7.30pm respectively. Council's delegates to the Perth Airport Municipalities Group Meeting are Councillor Cheryle Irons and Chief Executive Officer, Cliff Frewing.

Both agendas contained a number of items, a summary of which follows: (Copies of the Table of Contents for both meetings are also attached).

PAMG ANNUAL GENERAL MEETING

9.1 Election of Chairperson

The Secretary undertook a ballot to fill the office of Chairperson in accordance with the requirements of the Constitution.

RESOLUTION

That the PAMG endorse Cr Phil Marks, Mayor of the City of Belmont as Chairperson of the PAMG and its Management Committee for the two years commencing from the first ordinary following this annual general meeting.

10. GENERAL BUSINESS

10.1 ANNUAL AIRPORT REPORTS

10.1.1 PERTH AIRPORT

Ms Fiona Lander, Perth Airport Pty Ltd's Executive General Manager Corporate Affairs and Organisational Development provided the annual report on the operations and developments at Perth Airport.

Key Points:

- Airport redevelopment underway, Terminal opened 3/3/2013 1.2m passengers out of Qantas precinct
- Opening of stage one international arrivals – 8 smart gates
- \$30m upgrades at terminal 3, mid 2015 balance of works
- Qantas out of terminal 3 – outgrown terminal 4
- Significant clearing for Gateway WA ultimate by 2017
- Working with PTA on Forrestfield Airport rail link to be submitted in early new year
- Slowing domestic growth, if same over 6 months will be at lowest since Ansett – various factors
- Third parallel runway – negotiations still underway with airlines and stakeholders, 18 months further discussion with airlines but aim for construction completed in 5 years
- Constraints during 0530-0630 and 1530-1730
- Significant works on airport – one parking bay per month over last 6 years
- August – cross runway closed for maintenance – 20 year lifespan for each runway will be re-opened March 2014.
- Master Plan project underway, due to submit 31 Oct 2014. Workshop held. Exposure draft to public mid 2014
- Stakeholder engagement process has gone well – two years to settle down
- Perth Airport has funded 60 community groups to the value of \$1m

- Thanks to PAMG for their views and participation and contributions during the year.

Questions:

Question from Cr Trent related to cross runway works and whether notifications had/would be made to residents when runway will be closed/ reopened i.e. noise will return. Ms Lander confirmed residents had been and will be notified.

Question from Cr Sabatino regarding the Master Plan approval process and which ministers will be invited to comment. Ms Lander advised the commonwealth Minister for Infrastructure and Regional Development and Minister for Planning as well as all relevant State ministers will be invited to comment. The public and PAMG will also be invited to comment.

Mr Fraser also commented that it is compulsory to seek comment.

10.1.2 JANDAKOT AIRPORT

Mr John Fraser, Managing Director, Jandakot Airport Holdings Pty Ltd provided the annual report on the operations and developments at Jandakot Airport.

Key Points:

- Refer to PowerPoint slides - cross-hatched areas will be developing – currently 50% taken up
- Numerous mixed use developments
- Police Air Wing now occupied
- MRC, Aveling, Health Corporate network , PFP distributor, APB Britco
- Aircraft movement numbers 250k this year
- Runway lighting, helicopter taxiway projects
- Three Major Development Plans (MDP) under consideration for approval, exposure draft comment for Aldi development
- Fourth runway MDP waiting on new ANEF and will be incorporated with new Master Plan
- Master plan to include are fourth runway and taxiway configuration, precincts 6 and 6A etc.
- Revision of aircraft movement capacity revised down to 460,000 due to Class D airspace
- Non-aviation development – mixed use, warehouse and storage uses, consistent with State Govt strategies
- Traffic generation – 2009 37,000 movements, down to 23,000 for 2014
- Potential road links
- Next steps – draft Master Plan – stakeholders invited to comment Dec 2013 public comment Feb 2014, to Minister Mid-year (2014).

Questions:

Questions from Cr Trent, Cr Schuster, Cr Lewis and Cr Marks relating to:

- The largest size of planes landing at Jandakot Airport
- Reasons for increase in number of helicopter movements
- Consultation re road alignments
- The Aldi development
- Advertising of flight simulator lessons

Cr Marks thanked Mr Fraser and Ms Lander for Jandakot Airport's and Perth Airport's participation over the last 12 months.

PAMG ORDINARY GENERAL MEETING

7. New Business

7.1. State Aviation Strategy

The State Aviation Strategy (Draft for Public Comment) was released for public comment on 24 October until 23 December 2013. A submission has been prepared by WALGA for State Council endorsement. The draft Aviation Strategy was made available to City of South Perth Councillors (25 October 2013, No 42/2013) – no comments have been received.

The only comment in addition to those contained in the WALGA Response involves the lack of recognition in consulting with the Local Government sector as the following suggests:

4. To assist in the timely development of infrastructure at Perth Airport, the State Government will:

- liaise closely with the Commonwealth Government, Perth Airport, the resources industry and the airlines in the development and assessment of a proposal to construct a new parallel runway;
- actively engage with Perth Airport, Commonwealth Department of Infrastructure and Transport, Airservices Australia, airlines, resources industry and major regional WA airports in Perth Airport's master planning process;

It would appear essential that LG be involved in this process and it is recommended that this be added to the Recommendation to adopt the State Aviation Strategy.

A link to the document is below:

http://www.transport.wa.gov.au/mediaFiles/aviation/AV_P_State_Aviation_Strategy.pdf.

DISCUSSION

The Chair invited comment on the State Aviation Strategy and advised feedback from the City of South Perth had been received. City of South Perth CEO, Mr Frewing commented that the City of South Perth's comment was on the WALGA submission which made no reference to consultation with local government and that it was an omission that needed to be rectified.

Members were invited to submit their comments to the PAMG Secretary for preparation of a combined PAMG response by Friday, 13 December 2013. Members were also encouraged to make their own submissions directly to the Department of Transport by the closing date.

The City of South Perth also had this item on its December Council meeting agenda and has made its submission directly to the Department of Transport, including the above mentioned comment.

7.2. Memorandum of Understanding between the PAMG and Perth Airport P/L

A review of the Memorandum of Understanding (MOU) between the PAMG and Perth Airport Pty Ltd (PAPL) has been undertaken by the PAMG Management Committee and PAPL and proposed amendments were highlighted as tracked changes. The draft MOU was accepted by the Group.

RESOLUTION:

- 1. That the PAMG accept the proposed changes to the Memorandum of Understanding between the PAMG and Perth Airport Pty Ltd.**
- 2. That the PAMG authorise the PAMG Chair, on its behalf, to sign the Memorandum of Understanding as amended.**

7.3. Structure of the PAMG and CACG

Since the inception of the Federal Government's Community Aviation Consultative Group model in each State, informal discussions have been taking place on how best to achieve all the desired outcomes, involve the Community and leverage off the mature PAMG model and streamline the meeting commitments of a number of members.

A proposal has now been developed which streamlines a new meeting proposal, the details of which are highlighted in the report and the recommendation. The recommendation reflects the process necessary to change the existing meeting practice.

RECOMMENDATION:

- 1. That the PAMG Chairman, Treasurer, Secretary, and Perth Airport and the CACG Chair finalise a meeting structure as proposed in the report to be implemented for the 2014 meeting cycle and the PAMG's constitution be amended if necessary and be presented to a PAMG meeting.**
- 2. The CACG's terms of reference be amended to reflect any necessary changes and be presented to a CACG meeting.**
- 3. The existing MOU's also be amended to make any necessary changes to reflect the secretariat arrangements and be presented to the appropriate meeting. (PAMG or CACG).**

7.4. PAMG Constitution

The PAMG Management Committee has identified a need to review the PAMG's Constitution and proposes that all changes to the Constitution will be submitted to the PAMG for consideration under special resolution at the March 2014 meeting.

NEXT MEETING

Wednesday, 5 March, venue and time to be confirmed.

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Attachments

1. Minutes – Ordinary General Meeting – 5/9/2013
2. MOU between PAMG and PAPL
3. Copy of report to CACG on public involvement based on the Melbourne CACG model
4. PAMG Constitution(TBC)
5. AAA News Items

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THURSDAY 5 DECEMBER 2013**

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Attachments

1. Item 4: Minutes of Previous Meeting 13/12/12

LOCAL IMPLEMENTATION COMMITTEE MINUTES

MEETING NUMBER 1

Date & Time: 3.00pm, Thursday 13 February 2014

Location: City of South Perth Civic Centre
Corner Sandgate Street and South Terrace, South Perth

Committee Members

Sue Doherty	Mayor, City of South Perth
Kevin Trent	Councillor, City of South Perth
Sharron Hawkins-Zeeb	Councillor, City of South Perth
Trevor Vaughan	Mayor, Town of Victoria Park
Vicki Potter	Councillor, Town of Victoria Park
John Bissett	Councillor, Town of Victoria Park
Cliff Frewing	Chief Executive Officer, City of South Perth
Anthony Vuleta	A/Chief Executive Officer, Town of Victoria Park
Phil McQue	Manager Governance, City of South Perth
Amanda Albrecht	Governance Officer, City of South Perth

Apologies

Ben Rose Special Projects Consultant, Town of Victoria Park

Items Considered

- 1. General Update - Local Government Reform**
Presented by Cliff Frewing, Chief Executive Officer
- 2. Local Government Reform Toolkit Launch**
Presented by Cliff Frewing, Chief Executive Officer
- 3. Local Government Advisory Board Inquiry**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
- 4. Local Implementation Committee Membership, Overview, Terms of Reference and Governance Structure**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
- 5. Draft Memorandum of Understanding**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
- 6. City of Canning**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer



LOCAL IMPLEMENTATION COMMITTEE MINUTES

7. **Western Australian Local Government Association Representation on the Local Implementation Committee**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
8. **Department of Local Government Representation on the Local Implementation Committee**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
9. **Battle for Burswood Communications Strategy**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
10. **Priorities for Consideration**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
11. **Reform Governance Structure**
Presented by Anthony Vuleta, A/Chief Executive Officer
12. **Joint Informal Councillors Meeting**
Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
13. **General Business**

*Minutes authorised 13 February 2014 by:
Cliff Frewing, Chief Executive Officer
Anthony Vuleta, A/Chief Executive Officer*



LOCAL IMPLEMENTATION COMMITTEE MINUTES

1. General Update - Local Government Reform

Presented by Cliff Frewing, Chief Executive Officer

Attachment 1(a) – City of South Perth and Town of Victoria Park Proposal 13

Attachment 1(b) – City of South Perth and Town of Victoria Park Proposal 13 Map

Attachment 1(c) – Minister for Local Government Proposal 06/2013

Attachment 1(d) – Minister for Local Government Proposal 06/2013 Map

Attachment 1(e) – City of South Perth Amalgamation Brochure 12 February 2014 (Tabled at the meeting)

In November 2013, the Minister for Local Government submitted 12 proposals to the Local Government Advisory Board for consideration, proposing a reduction from 30 to 15 local governments in the Perth metropolitan area.

The Minister for Local Government's Proposal # 13 proposes that the following:

“Under the Local Government Act 1995, where one local government (South Perth) is being incorporated into local government (Victoria Park), local government (South Perth) will cease on 30 June 2015. The expanded Local government (Victoria Park) remains in place with its elected members continuing until the October elections. All the staff from local government (South Perth) now work for the expanded local government (Victoria Park).

The term of elected members for local government (South Perth) therefore finishes on 30 June 2015. The interests of all people in the expanded local government are represented by the elected members of local government (Victoria Park) for three months until elections for a new council are held in October 2015. I liken this to existing local governments where an elected member represents a particular ward but still makes decisions for the benefit of the whole community”.

The City of South Perth is disappointed with the Minister for Local Government's proposal, presumably made to avoid potential Dadour poll provisions arising. The Town of Victoria Park have also written to the City of South Perth expressing their concern at the Minister's proposal, advising that it is still supportive of an amalgamation process.

The City of South Perth will be undertaking a communications campaign with its community requesting them to make submissions to the Local Government Advisory Board rejecting the Minister for Local Government's proposal and supporting our joint submission for an amalgamation and the retention of the Burswood Peninsula.

Officer Recommendation and Local Implementation Committee Decision

Moved: Councillor Trent

Seconded: Mayor Vaughan

That the Local Implementation Committee:

1. note with concern the Minister for Local Governments #13 proposal; and
2. note the City of South Perth's Amalgamation Brochure, to be distributed 26 February 2014.

CARRIED



LOCAL IMPLEMENTATION COMMITTEE MINUTES

2. Local Government Reform Toolkit Launch

Presented by Cliff Frewing, Chief Executive Officer

The Minister for Local Government launched the Reform Toolkit on Wednesday 5 February 2014. The Reform Toolkit was developed jointly by the local government sector's two key bodies, the Western Australian Local Government Association and Local Government Managers Australia (WA), and the Department of Local Government and Communities. The toolkit is at www.reformtoolkit.com.au and is an online resource that will provide guidance to assist local governments addressing the numerous tasks that must be completed by July 2015 and beyond. Officers from both local governments will be attending a Train the Trainer toolkit session in late February 2014.

The Reform Toolkit framework is based on four stages and identifies a number of key milestones and tasks. In summary, the stages are:

- Stage 1 – Review (now to July 2014)
- Stage 2 – Plan (August 2014 – March 2015)
- Stage 3 – Mobilise (April 2015 to June 2015)
- Stage 4 – Implement (July 2015 onwards)

The Reform Toolkit identifies six principles underpinning this local government reform initiative:

1. Embrace opportunity and strive for best practice
2. Attract and retain quality staff and develop career opportunities
3. Engage the community and work together
4. Increase local government capacity and improve community outcomes
5. Reduce local government bureaucracy and streamline systems
6. Deliver open and transparent communication

Officer Recommendation and Local Implementation Committee Decision

Moved: Councillor Potter

Seconded: Councillor Hawkins-Zeeb

That the Local Implementation Committee notes the Reform Toolkit launched by the Minister for Local Government.

CARRIED

3. Local Government Advisory Board Inquiry

Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer

The Local Government Advisory Board Inquiry commenced 29 January 2014 for a six week period, with submissions closing 13 March 2014.

The Local Government Advisory Board will be visiting the City of South Perth on 27 February 2014 and the Town of Victoria Park on 28 February 2014. A request has previously been made to the Local Government Advisory Board for each local government to either present jointly or be in attendance at

LOCAL IMPLEMENTATION COMMITTEE MINUTES

their respective presentations, however this has been declined by the Local Government Advisory Board.

The Local Implementation Committee needs to consider whether the City of South Perth and Town of Victoria Park prepare and submit a joint submission to the Local Government Advisory Board (similar to the December 2012 joint submission) or whether each local government would be better suited preparing and submitting their individual submissions to the Local Government Advisory Board.

It has already informally been agreed that each local government will be preparing individual grant submissions to the Department of Local Government for preliminary reform funding of \$50,000 in February 2014.

Officer Recommendation and Local Implementation Committee Decision

Moved: Councillor Hawkins-Zeeb

Seconded: Councillor Trent

That the Local Implementation Committee agrees that the City of South Perth and Town of Victoria Park make a joint submission to the Local Government Advisory Board.

CARRIED

4. Local Implementation Committee Membership, Overview, Terms of Reference, Governance Structure and Metropolitan Local Government Reform Implementation Committee

Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer

The City of South Perth and the Town of Victoria Park have both adopted resolutions regarding membership to the Implementation Committee. The membership comprises the Mayor, Chief Executive Officers, and two other elected members from each local government. It is also proposed that Project Officers and Communication Officers from respective local governments attend the Local Implementation Committee for executive support.

The guiding principles adopted by the previously established Joint Taskforce were as follows:

- Financial Sustainability
- Community benefit outweighs any disadvantages
- Equitable access particularly with regards to representation (Councillors)
- Conurbation – each area retains an identity although they are a part of a greater whole
- Representation
- Agreed and shared goals/mission/values
- Openness
- Economies of scale

LOCAL IMPLEMENTATION COMMITTEE MINUTES

There are a number of items that need to be considered for the Local Implementation Committee including:

- Setting of meeting schedule
- Administrative arrangements
- Finalising Guiding Values and Terms of Reference.
- Representation on the Metropolitan Local Government Reform Implementation Committee (Metric)

Officer Recommendation

That the

1. Local Implementation Committee meets weekly at 2.00pm Monday alternating between the City of South Perth and Town of Victoria Park, with the host Council to chair the meeting.
2. The City of South Perth and Town of Victoria Park alternate in the administration of Local Implementation Committee agendas and minute.
3. The Local Implementation Committee finalise its Guiding Values and Terms of Reference at the next Local Implementation Committee.
4. The Mayors alternate in representation on the Metropolitan Local Government Reform Implementation Committee.

Local Implementation Committee Decision

Moved: Councillor Potter

Seconded: Councillor Hawkins-Zeeb

That the

1. The Local Implementation Committee next meets on the 25 February 2014 at 12pm at the Town of Victoria Park, and then on Monday 10 March 2014 at 12pm at the City of South Perth, with the host Council to chair the meeting;
2. The City of South Perth and Town of Victoria Park alternate in the administration of Local Implementation Committee agendas and minute.
3. The Local Implementation Committee finalise its Guiding Values and Terms of Reference at the next Local Implementation Committee.
4. Both Mayors represent the Local Implementation Committee on the Metropolitan Local Government Reform Implementation Committee.

CARRIED

5. Draft Memorandum of Understanding

Presented by Cliff Frewing, Chief Executive Officer

Refer Attachment 5 - Draft Memorandum of Understanding

It is recommended that the Local Implementation Committee give consideration to adopting a *Memorandum of Understanding on Structural Reform*. A draft memorandum based on a template used by the City of Geraldton-Greenough and the Shire of Mullewa in their amalgamation process has been drafted for consideration, and could form a template for the Local Implementation Committee.



LOCAL IMPLEMENTATION COMMITTEE MINUTES

Officer Recommendation

That the Local Implementation Committee considers a finalised Memorandum of Understanding on Structural Reform at the next Local Implementation Committee Meeting.

Local Implementation Committee Decision

Moved: Councillor Potter

Seconded: Councillor Bissett

That the Local Implementation Committee:

1. considers a finalised Memorandum of Understanding on Structural Reform at the next Local Implementation Committee Meeting; and
2. submits the finalised Memorandum of Understanding for endorsement by both Councils in March 2014.

CARRIED

6. City of Canning

Presented by Cliff Frewing, Chief Executive Officer

It is understood that the City of Canning's preferred position is to remain as it is. It is also understood that the City of Canning wishes to retain the area north of Leach Highway if the City of South Perth and the Town of Victoria Park is successful in retaining the whole of the Burswood Peninsula. Nevertheless, the City of South Perth and the Town of Victoria Park will be arguing for the retention of the whole of both areas consistent with the contents of the joint submission lodged with the Minister in October 2013.

In any event, the current boundary between the Town of Victoria Park and the City of Canning is highly irregular and needs review and this is the perfect opportunity for this to occur. Leach Highway does however split suburbs, in particular Wilson and this community appears to be fairly active and is running a campaign for the whole of Wilson to be retained in Canning. The relevant website is <http://wrra.org.au/>.

The membership of the Local Implementation Committee involving the City of Canning needs to be addressed. It is understood that the City of Canning does not wish to be formally involved or be a full member of this Local Implementation Committee. The City of Canning has requested receiving copies of agendas and minutes so that they are acquainted with the proposals being considered by the Local Implementation Committee. It is also proposed to provide the opportunity for the City of Canning to attend a Local Implementation Committee meeting should there be a requirement to do so.

At this stage, the City of Canning is still conducting an analysis of data particularly in relation to the financial consequences of being split into four different local governments (Gosnells, Melville, Belmont/Kalamunda and South Perth/Victoria Park). It is understood that the financial information relating to this split is currently being finalised and will be provided as soon as possible. This information will be necessary to ascertain the financial sustainability of the new local government.

LOCAL IMPLEMENTATION COMMITTEE MINUTES

Officer Recommendation

That the City of Canning receives all Local Implementation Committee Agendas and Minutes, and be extended the opportunity to attend any future Local Implementation Committee meeting should there be a requirement to do so.

Local Implementation Committee Decision

Moved: Councillor Bissett

Seconded: Mayor Vaughan

That

1. the City of Canning receives all Local Implementation Committee Agendas and Minutes, and
2. the Local Implementation Committee writes to the City of Canning formally seeking representation from the City on the Committee.

CARRIED

7. Western Australian Local Government Association Representation on the Local Implementation Committee

Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
Refer Attachment 7 - Western Australian Local Government Association correspondence dated 16 January 2014

The Western Australian Local Government Association has invited the Local Implementation Committee to consider whether or not we would like an employee to be present at meetings of the committee. At this stage, it is recommended that the Local Implementation Committee note their offer and consider their attendance on a meeting by meeting basis, where it is determined that their attendance could add value to the Local Implementation Committee.

Officer Recommendation and Local Implementation Committee Decision

Moved: Councillor Potter

Seconded: Mayor Doherty

That the Local Implementation Committee note the offer from the Western Australian Local Government Association and consider their attendance on a meeting by meeting basis, where it is determined that their attendance could add value to the Local Implementation Committee.

CARRIED



LOCAL IMPLEMENTATION COMMITTEE MINUTES

8. Department of Local Government Representation on the Local Implementation Committee

Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer

The Department of Local Government has invited the Local Implementation Committee to consider whether or not we would like an employee of DLG to be present at meetings of the committee. At this stage, it is recommended that the Local Implementation Committee note their offer and consider their attendance on a meeting by meeting basis, where it is determined that their attendance could add value to the Local Implementation Committee.

Officer Recommendation and Local Implementation Committee Decision

Moved: Mayor Doherty

Seconded: Councillor Potter

That the Local Implementation Committee declines the offer from the Department of and consider their attendance on a meeting by meeting basis, where it is determined that their attendance could add value to the Local Implementation Committee.

CARRIED

9. Battle for Burswood Communications Strategy

Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer
Refer Attachment 9 - Battle for Burswood Communication Strategy

The City of South Perth and Town of Victoria Park's communications team have prepared an abbreviated week communications strategy to be used during the Local Government Advisory Board's submission period. It is recommended that the Local Implementation Committee note and endorse this abbreviated communications plan.

Officer Recommendation

That the Local Implementation Committee notes and endorses the Battle for Burswood communication strategy during the Local Government Advisory Board submission period.

Local Implementation Committee Decision

Moved: Councillor Trent

Seconded: Mayor Doherty

That the Local Implementation Committee

1. notes and endorses the Battle for Burswood communication strategy during the Local Government Advisory Board submission period; and
2. writes to WALGA outlining its expectation that WALGA will run a full page advertisement in the paper (and a television advertisement) encouraging communities in the Metropolitan Perth Area to make submissions to the Local Government Advisory Board; and
3. requests that the Communications Teams of both Councils look at further opportunities to promote messaging and hand out forms and information sheets to members of the public.

CARRIED

LOCAL IMPLEMENTATION COMMITTEE MINUTES

10. Priorities for Consideration

Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer

There are a number of issues that need to be addressed and submitted to the Local Government Advisory Board for incorporation in the Governors Orders scheduled for release in October 2014. It is therefore recommended that the Local Implementation Committee consider the following matters as a matter of priority:

- Name of the new local government.
- Method of electing the Mayor
- Number of elected members
- Potential ward structure

There may be other matters that need to be considered in due course such as special conditions on amalgamation e.g. phasing in rating and possibly other charges; treatment of reserve funds; and other financial information.

Officer Recommendation and Local Implementation Committee Decision

Moved: Councillor Trent

Seconded: Councillor Bissett

That the Local Implementation Committee recommend a new local government name and elected member representation / ward structure to the City of South Perth and Town of Victoria Park Council's for consideration by 30 April 2014.

CARRIED

11. Reform Governance Structure

Presented by Anthony Vuleta, A/Chief Executive Officer

Refer Attachment 11 - Governance Framework

A draft governance framework has been prepared by the Town of Victoria Park to support the Local Implementation Committee and the City of South Perth and Town of Victoria Park in the amalgamation process. This draft framework requires further analysis and research by both local governments and will be presented to the Local Implementation Committee for further consideration in due course. In the meantime, both local governments will be allocating additional funding towards amalgamation in their respective mid-year budget reviews.

Officer Recommendation and Local Implementation Committee Decision

Moved: Councillor Hawkins-Zeeb

Seconded: Councillor Potter

That the draft governance framework be noted.

CARRIED

LOCAL IMPLEMENTATION COMMITTEE MINUTES

12. Joint Informal Councillors Meeting

Presented by Cliff Frewing, Chief Executive Officer and Anthony Vuleta, A/Chief Executive Officer

It is recommended that the City of South Perth Council and Town of Victoria Park Council convene an informal social gathering to discuss the local government reform process and the way forward.

Officer Recommendation and Local Implementation Committee Recommendation

Moved: Councillor Bissett

Seconded: Councillor Hawkins-Zeeb

That the City of South Perth Council and Town of Victoria Park Council meet informally to discuss local government reform and the way forward.

CARRIED

13. General Business

13.1 *Joint presentation to the Local Government Advisory Board*

Local Implementation Committee Decision

Moved: Mayor Doherty

Seconded: Councillor Trent

That the Local Implementation Committee writes to the Local Government Advisory Board formally seeking a meeting to make a joint presentation (in addition to the separate presentations already scheduled).

CARRIED

13.2 *Next meeting Agenda*

Mayor Vaughan requested that at the next meeting of the Local Implementation Committee information be provided on:

- What steps to take if funding from the government is not forthcoming, or insufficient to cover costs
- An estimate of what the cost of amalgamation is likely to be for each Council; and
- How we are going to keep account of the costs of amalgamation going forward

City of South Perth
Town Planning Scheme No. 6

Report on Submissions
Amendment No. 34

**Rezoning Part Lot 2 (No. 54) Manning Road, Manning
from Local Scheme Reserve 'Public Purposes (Telstra)',
to 'Residential' and 'Highway Commercial' with
R160 density coding, increased Building Height Limits,
and mandatory design criteria**



Civic Centre

Cnr Sandgate Street and South Terrace
SOUTH PERTH WA 6151

Monday to Friday: 8.30am to 5.00pm
Enquiries:
Telephone: 9474 0777
Facsimile: 9474 2425
Email: enquiries@southperth.wa.gov.au
Web: www.southperth.wa.gov.au

PLANNING AND DEVELOPMENT ACT 2005

**CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34**

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PLANNING AND DEVELOPMENT ACT 2005

**CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34**

REPORT ON SUBMISSIONS

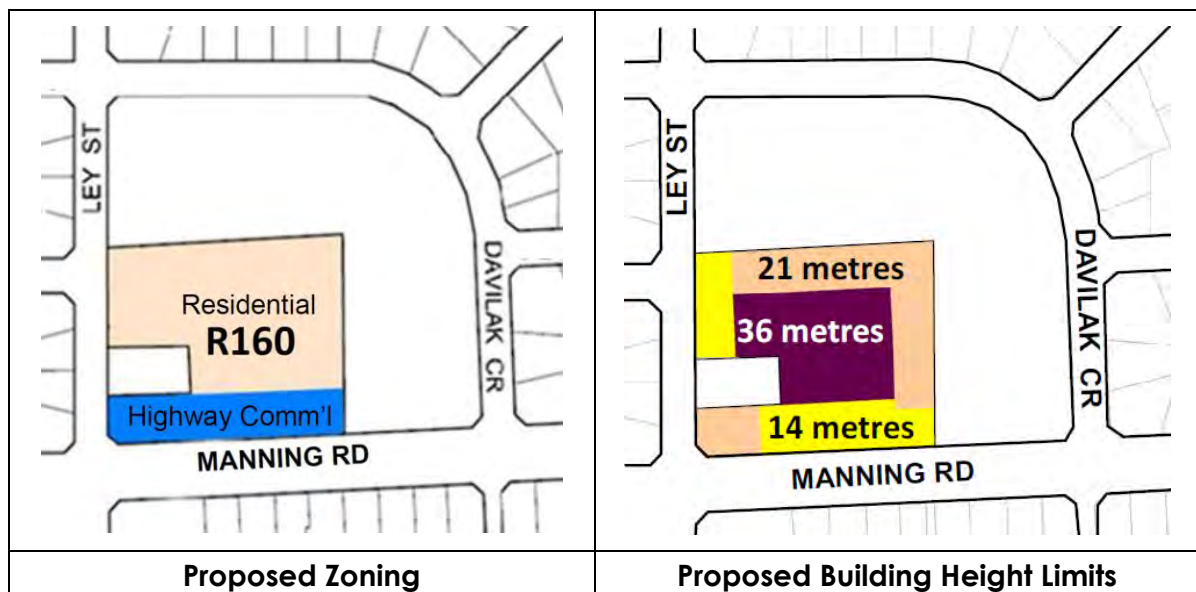
AMENDMENT PROPOSALS

Amendment No. 34 to the City of South Perth Town Planning Scheme No. 6 (TPS6) was initiated by Order of the Minister for Planning under Section 76 of the *Planning and Development Act*, for the purpose of rezoning a former government agency site (Telstra), to enable commercial and residential use of the site. The proposal involves rezoning Pt Lot 2 (No. 54) Manning Road, Manning, from the Local Scheme Reserve 'Public Purposes (Telstra)', to 'Residential' and 'Highway Commercial' with a density coding of R160, Building Height Limits of 14, 21 and 36 metres on different parts of the site, and mandatory design criteria applicable to future development.

STATUTORY POSITION TO DATE

Since the current owners acquired the site in 2001, three Scheme Amendment proposals for the site have been considered by the Council. The latest, Amendment No. 34, was first considered, and refused, by the Council in September 2012. The proposed zoning and building height limits considered by the Council at that time are shown in Figure 1, below:

Figure 1 Proposed Amendment No. 34 (September 2012)



Amendment No. 34 also proposed to introduce mandatory special design requirements aimed at ensuring that the future development would be of a high quality.

At the September 2012 meeting, the Council resolved as follows:

“That.....

- (a) the officer recommendation (to initiate the proposed Amendment) **not** be adopted;*
- (b) the Applicant's request to rezone the site from the existing Local Scheme Reserve 'Public Purposes (Telstra)', to 'Residential' and Highway Commercial' zones with a density coding of R160 across the whole site, together with increasing the present building height limit from 7.0 metres to 36.0 metres be refused; and*
- (c) the Applicant be invited to re-submit a further Scheme Amendment proposal that will result in a development with a bulk and scale that is more in keeping with the locality.*

CARRIED (10/3)

Reason for Change

Council were of the view the bulk and scale of the proposed Scheme Amendment is not in keeping with the locality.”

The Council resolution did not offer clear guidance to the applicants as to the kind of Amendment provisions the Council would be prepared to consider. In an endeavour to find a way forward, on 16 November 2012 the Mayor and senior City Officers met with a representative of the applicants, Mr Robert Carcione and his planning consultant, Mr Scott Kerr, of 'Masterplan'. This led to the scheduling of a Council Members' workshop which was held on 5 March 2013.

On the day of the Council Members' workshop, the City's Planning Department received advice of the Section 76 Submission by which the owners were effectively appealing to the Minister for Planning against the Council's September 2012 refusal to initiate Amendment No. 34. The Submission had been lodged with the Minister on 12 November, 2012, some 15 weeks before the City was notified. The City had no knowledge of the Section 76 submission at the time of its 16 November meeting with the applicants and their consultant.

The purpose of the Council Members' workshop on 5 March 2013 was to identify density codings, building height limits, land uses and performance criteria that the Council would be prepared to consider if the applicant were to submit a modified proposal as requested. In arriving at a position on appropriate intensity of development, the Council had due regard to planning principles and objectives at both the regional and local levels.

The March 2013 workshop was assisted by a professional facilitator, Mr Charles Johnson from 'Planning Context'. Mr Johnson explained regional and local planning and design principles, and assisted the Council Members' discussion about design issues to be considered in connection with any possible new Scheme Amendment.

In arriving at a position on a new Scheme Amendment before responding to the Minister on the Section 76 submission, the Council considered the following matters at that time:

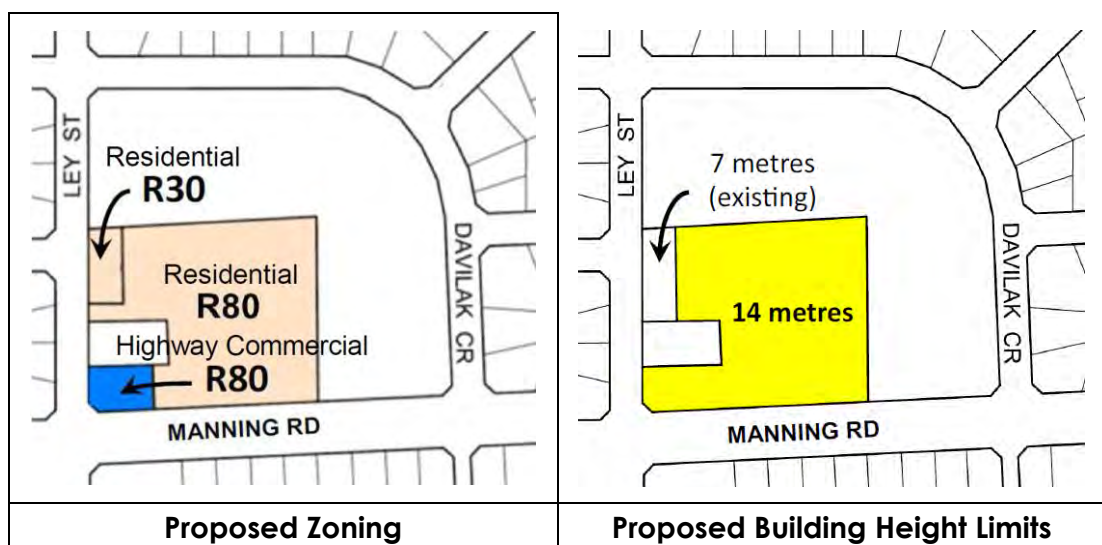
(i) Amendment No. 7 proposals – 2006

At the February 2006 meeting, the Council resolved to advise the owners of the subject site, that it would be prepared to support a Scheme Amendment for this land, involving the following elements:

- rezoning from the 'Public Purposes (Telstra)' reserve, to 'Highway Commercial' zone in the south-western corner and Residential zone for remainder of site;
- R30 density coding on Ley Street frontage;
- R80 density coding for remainder of site;
- retention of 7.0 metre Building Height Limit for R30 area;
- 14 metre Building Height Limit for remainder of site;
- plot ratio of up to 1.0 on land zoned 'Highway Commercial' subject to compliance with seven land use and design criteria.

The proposed Amendment No. 7 was prepared accordingly. The zoning and building height limits which had been intended as part of the Amendment are shown in Figure 2, below:

Figure 2 Proposed Amendment No. 7 (withdrawn by applicant)



However, on 3 May 2006, the landowners requested that the Council take no further action on this proposal, and the Amendment process was not formally initiated by the Council.

(ii) Amendment No. 34 – September 2012

In September 2012, the Council considered, and refused, Amendment No. 34 proposals which included the following:

- rezoning from the 'Public Purposes (Telstra)' reserve, to:
 - 'Highway Commercial' zone along Manning Road frontage; and
 - 'Residential' zone for the remainder of the site;
- density coding of R160 with a plot ratio of 2.0 over the whole site (around 300 dwellings, depending on size);
- various Building Height Limits, as follows:
 - 14 metres (4 storeys) along Ley Street and Manning Road frontages;

- 21 metres (6 storeys) around the park boundary and at the street corner; and
- 36 metres (10-11 storeys) in the centre of site;
- Various setback and land use requirements including a requirement that at least 25% of the dwellings are to have a minimum plot ratio area of 100 sq. metres;
- mandatory design requirements to ensure high quality development, relating to:
 - sustainable design and water and energy efficiency;
 - active street frontages within the Highway Commercial zone;
 - articulation of building façades and provision of balconies;
 - elevation treatments which address the adjoining Park;
 - elevation treatment of dwellings in Ley Street, with an outstanding architectural feature opposite Philip Avenue;
 - visually permeable fencing above 1200mm in Ley Street and along boundaries adjoining the Park;
 - communal recreational facilities in a central court for residents, including gazebo, barbeque area, etc; and
 - civic art in a forecourt or entry statement in the commercial component of the development.

The proposals had been presented to the September 2012 Council meeting with a recommendation of support for initiating the Amendment.

(iii) Applicants' Section 76 submission

Amendment No. 34, as refused by the Council in September 2012, proposed R160 density coding and Building Height Limits of 14, 21 and 36 metres for various parts of the site. The Amendment was refused because the Council believed that the proposal was excessive for this location and out of character with surrounding development. The applicant was invited to resubmit a proposal that was more in keeping with the locality.

Section 76 of the Planning and Development Act 2005 allows an applicant to appeal against a local government refusal to initiate a Scheme Amendment which the applicant believes is worthy of support. On 12 November, 2012, the Amendment No. 34 applicants lodged a submission with the Minister for Planning under 76 of the Act.

WAPC Planning Bulletin 102 / 2010 advises that a Section 76 order is unlikely to be issued if the applicants have not adequately justified on 'planning' grounds, why a Scheme Amendment ought to have been initiated for the purposes requested. The Section 76 request form requires the applicants to substantiate their contention in this regard.

In the copy of the Section 76 submission that was provided to the City, the applicants' stated planning arguments to support their Amendment proposals were expressed in the following terms:

- *It reflects endorsed State and City strategic planning initiatives including "Directions 2031 and Beyond" and the "Canning Bridge Precinct Vision".*
- *The subject land is in a highly strategic location and can be developed in a manner maximising infill objectives with minimum impact.*

The applicants' 'documentary evidence' provided in support of the Section 76 submission consisted predominantly of a collection of letters and emails from City officers, the Scheme Amendment documents which the applicants submitted to the September 2012 Council meeting, and the City officer's report to that meeting. While the applicants' Section 76 submission supported a significant increase in density coding and building height limits, the City was of the view that it did not contain any strong arguments or new documentary evidence to substantially justify the specific density coding of R160, the specific building height limits of 14 metres, 21 metres and 36 metres, or other particular Amendment proposals. Therefore, there was little in the applicant's submission to motivate the Council to support or accept the proposal as submitted.

(iv) Canning Bridge Precinct Vision

For the subject site, the adopted Canning Bridge Precinct Vision report (published June 2011) proposes mixed use development comprising 'commercial / residential / community uses' to a maximum height of 10 storeys.

This is a non-statutory strategic document comprising guidelines for future development within the precinct. The 'Vision' proposals are currently being tested by way of a more detailed study which will lead to the eventual adoption of the "*Canning Bridge Precinct Structure Plan*". The 'Structure Plan' project has not yet reached the stage of presenting firm draft Town Planning Scheme proposals for consideration by the Council and the community. Therefore, when reviewing the 'rezoning' possibilities for the subject site, while being mindful of the 'Vision' proposals, Council is not bound to rigorously follow those concept proposals and adopt a 10-storey height limit for the subject site.

(v) Regional Planning Strategy: "Directions 2031" and "Central Metropolitan Perth Sub-Regional Strategy"

The Western Australian Planning Commission's regional planning strategy, "*Directions 2031 and Beyond*" and the more detailed "*Central Metropolitan Sub-regional Strategy*" promote more intensive urban infill around transportation nodes (rail and bus stations) and along major transit routes, such as Manning Road. The latter document identifies the Canning Bridge Precinct, including the subject site, as a 'major growth area' with a potential yield of 1300 – 1800 dwellings by 2031.

Part of the applicant's rationale for the desired high density is the need to accommodate a growing population, as stated in these strategies. Appendix 3 of the "*Central Metropolitan Sub-regional Strategy*" identifies the subject land as a potential growth area, and allocates a projected dwelling yield of 77 dwellings to the site. The City considers that this would be a reasonable yield for the site.

(vi) Protection of amenity of surrounding locality

Properties on the southern corners of the Manning Road / Ley Street intersection are currently zoned Highway Commercial with R80 density coding. To the south of Manning Road, west of Ley Street, other properties are zoned Residential R50. Properties to the east of Ley Street are zoned

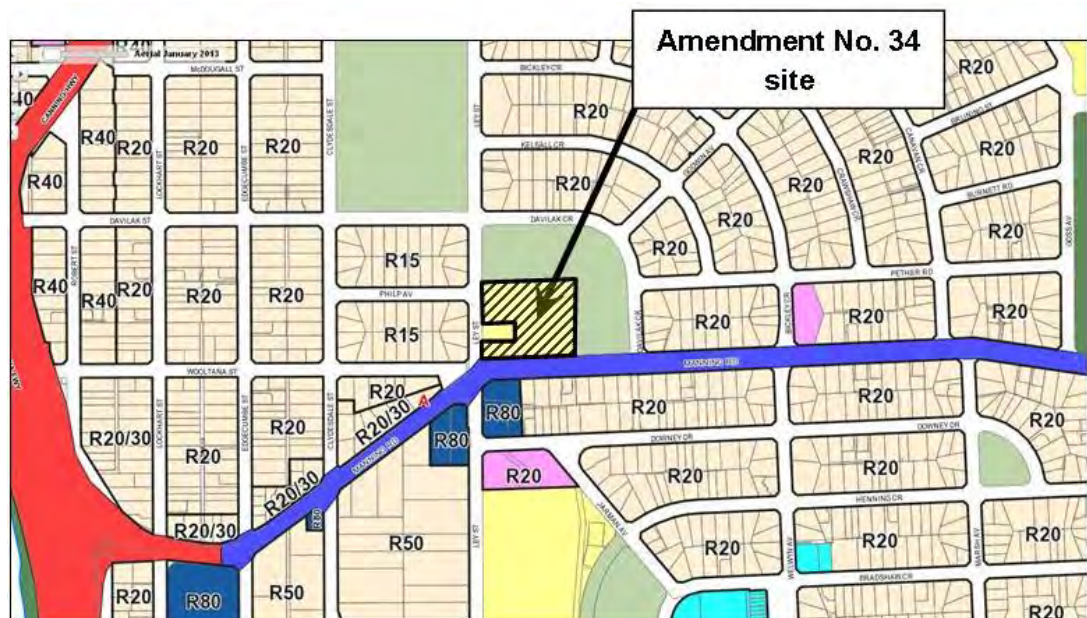
Residential R20, while those to the west of Ley Street opposite the subject site (between Wooltana and Davilak Streets) are zoned Residential R15.

For the subject site, it was considered that a moderately high density coding and building height limit could be supported without adverse amenity impact because there is a substantial buffer between the Amendment site and neighbouring properties. Davilak Reserve adjoining the northern and eastern boundaries of the site provides a substantial separation from the Davilak Crescent properties. Similarly, Manning Road, with a 30 metre wide reserve and dual carriageway, provides a substantial buffer to properties on the south side of Manning Road.

However, it was considered that the Ley Street frontage of the subject site, north of the telephone exchange, should retain its current 7.0 metre building height limit, in order to protect the residential amenity of the R15 coded properties in Ley Street opposite the subject site.

Current TPS6 density coding in the area is shown in Figure 3, below:

Figure 3 Current zoning and density coding around Amendment site



In response to the Minister's invitation for the Council to comment on the applicant's Section 76 submission, at the April 2013 Council meeting, the Council resolved as follows:

"That :

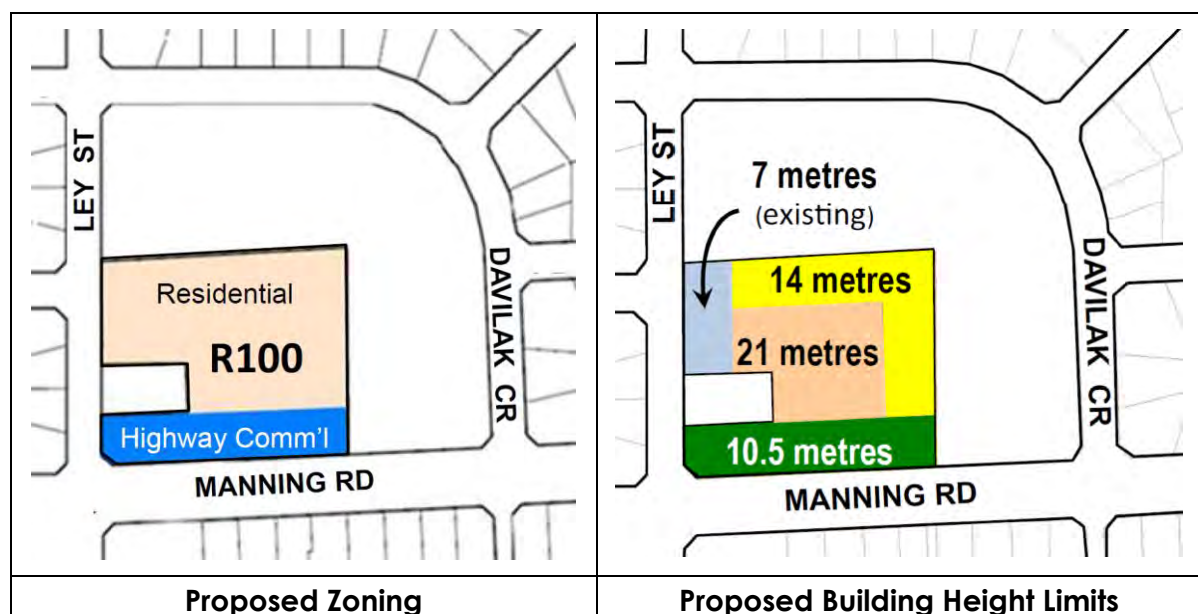
- (a) *in response to the 'Section 76' submission lodged by the owners of Pt Lot 2 (No. 54) Manning Road NE cnr Ley Street, Manning, the Minister for Planning be advised that Council would be prepared to consider a new Scheme Amendment proposal for that site incorporating the following:*
- (i) *rezoning from the 'Public Purposes (Telstra)' reserve, to:*
 - *'Highway Commercial' zone along whole Manning Road frontage;*
 - *'Residential' zone for remainder of the site;*
 - (ii) *R100 density coding with a plot ratio of 1.25 over the whole site;*
 - (iii) *Building Height Limits as follows:*
 - *7 metres along the Ley Street frontage north of the telephone exchange;*
 - *10.5 metres along the Manning Road frontage and the balance of Ley Street;*
 - *14 metres around the park boundary;*
 - *21 metres in the centre of the site;*
 - (iv) *mandatory design requirements to ensure high quality development, as contained in the proposed Amendment No. 34 presented to the September 2012 Council meeting, together with other land use and design requirements that may be identified when Council considers the landowners' new Scheme Amendment proposal.*
- (b) *the landowners be advised of Council's resolution.*

CARRIED (10/3)"

The zoning and building height limits endorsed by the Council in April 2013, in response to the Section 76 submission and at the Minister's invitation, are shown in Figure 4, below.

In this option, similar mandatory design requirements would apply as in the September 2012 Amendment proposal.

Figure 4 Proposal endorsed by Council in response to Section 76 submission



After considering all of the facts and submissions relevant to the applicant's Section 76 Submission, including representations made by the City, the Minister did not accept the Council's position, and on 22 May 2013 issued the following order:

- "1. I, the Hon John Day MLA, Minister for Planning, pursuant to section 76(1) of the Planning and Development Act 2005, order the City of South Perth to initiate Amendment No. 34 to Town Planning Scheme No. 6 as outlined in the representation by Masterplan Consultants.
2. The City of South Perth is to comply with this order within 60 days of the date of the order."

In issuing this order, the Minister advised that his decision does not represent any formal support for the proposal. It simply represents his view that the proposed Amendment is worthy of further consideration via the Scheme Amendment process. Consequently, on 25 June, 35 days after the Order was made, the Council passed the necessary resolution deciding to initiate Amendment No. 34, thereby complying with the order. At the same meeting, the Council endorsed the draft proposals for community advertising. The June 2013 resolution is as follows:

"That :

- (a) as required by the Order dated 22 May 2013 issued by the Minister for Planning under section 76 of the Planning and Development Act 2005, the Council of the City of South Perth amends the City of South Perth Town Planning Scheme No. 6 by:
 - (i) amending the Scheme Text by inserting a new sub-clause (10) in clause 5.4 containing mandatory development requirements for any future development of Part Lot 2 (No. 54) Manning Road, Manning; and
 - (ii) amending the Scheme Maps by transferring Part Lot 2 (No. 54) Manning Road, Manning:
 - (A) from the "Local Scheme Reserve – Public Purpose (Telstra)" to the "Residential" and "Highway Commercial" zones with a density coding of R160, in the manner depicted on the Scheme Amendment (Zoning) Map; and
 - (B) from the 7.0 metre Building Height Limit to the 14.0 metre, 21.0 metre and 36.0 metre Building Height Limits on different parts of the site, as depicted on the Scheme Amendment (Building Height Limits) Map;
- (b) the Report on Amendment No. 34 to the City of South Perth Town Planning Scheme No. 6, containing the draft amending clauses, comprising Attachment 10.0.1(a), be adopted;
- (c) in accordance with section 81 of the Planning and Development Act 2005, Amendment No. 34 be forwarded to the Environmental Protection Authority for assessment under the Environmental Protection Act 1986;
- (d) Amendment No. 34 be forwarded to the Western Australian Planning Commission for information;
- (e) upon receiving clearance from the Environmental Protection Authority, advertising of Amendment No. 34 be implemented in accordance with the Town Planning Regulations and Council Policy P301 Consultation for Planning Proposals to the extent shown on Attachment 10.0.1(e); and
- (f) the following footnote shall be included by way of explanation on any notice circulated concerning this Amendment No. 34:

"FOOTNOTE: This draft Scheme Amendment is currently only a proposal prepared in response to an Order received from the Minister of Planning. The Council welcomes your written comments and will consider these before recommending to the Minister for Planning whether to proceed with, modify or abandon the proposal. The Minister will also consider your views before making a final decision. It should not be construed that final approval will be granted."
- (g) the applicants be invoiced for the City's estimated Planning Fee of \$15,000 including GST; and

(h) *the applicants be advised that:*

- (i) *The initiation of Amendment No. 34 is not to be construed as approval of the concept plans which were submitted to illustrate a possible built outcome if Amendment No. 34 should reach finality. At the time of submission of any future development application, the City will assess the application for compliance with all requirements contained in the Residential Design Codes, the City's Town Planning Scheme No. 6 and Council Policies; and*
- (ii) *the required 'Staging and Access Plan' which is to be submitted at the time of a development application for Stage 1 of a future development, is to detail appropriate means for protection of the Davilak Crescent Reserve during all stages of construction, to the satisfaction of the City, noting that:*
 - (A) *the City would not provide vehicular access from Davilak Crescent Reserve to a future construction site on Pt Lot 2. Among other reasons, this reserve is known to be infested with phytophthora (jarrah dieback). Any movement through the reserve (other than on the existing turf) would require establishment of a 'wash down' area to treat vehicles and shoes of personnel with the fungicide Fongarid on entering and leaving the reserve, to prevent the spread of the disease;*
 - (B) *the City is of the opinion that the most efficient point of vehicular access to and from Pt Lot 2 would be via Ley Street; and*
 - (C) *the most effective means of protecting the Davilak Crescent Reserve during construction, would be to retain the existing fence, or to replace it with a new temporary fence, in order to keep traffic and materials off the reserve.*

CARRIED 10/3"

ADVERTISING OF AMENDMENT NO. 34

Referral to EPA and WAPC

Amendment No. 34 was referred to the Environmental Protection Authority (EPA) for assessment on 15 July 2013. On 5 August 2013, the EPA advised that it considers that the proposed Scheme Amendment should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986* and that it is not necessary to provide any advice or recommendations. This enabled the City to advertise the proposals for community comments.

On 15 July 2013, a copy of the draft Amendment proposals was also provided to the Western Australian Planning Commission for information.

Community Consultation

For the purpose of inviting comments from members of the community, Amendment No. 34 was advertised in excess of the minimum requirements contained in the *Town Planning Regulations 1967*, TPS6 and Council Policy P301 'Consultation for Planning Proposals'. The form of advertising was as follows:

- Personally addressed Notices, explanatory letters and Amendment maps mailed to 779 neighbouring property owners and affected government and service agencies, advising that the proposal was available for inspection and inviting comment;
- Three signs on the Amendment site, facing Manning Road, Ley Street and the corner of Manning Road and Ley Street, respectively;
- Notices published in two issues of the local *Southern Gazette* newspaper, on Tuesday 17 September and 1 October 2013;
- Notices and Amendment documents displayed on the City's web site, in the City's Libraries and at the Civic Centre;
- an explanatory brochure displayed on the web site.

The extent of the area of the mail-out to local landowners is shown on the map in Figure 5 'Extent of Advertising', below. This map indicates that the extent of the mail-out consultation with landowners was considerably greater than the minimum extent of such consultation required by Council Policy P301 'Consultation for Planning Proposals'. The latter area is shown as light grey shading. This indicates the Council's commitment to consult the community widely on this matter, in order to obtain community opinion to assist the Council in making the most appropriate recommendation to the WAPC and the Minister.

SUBMISSIONS ON AMENDMENT NO. 34 – GENERAL DISCUSSION

Individual submissions

During the advertising period, the following individual submissions (not including petition signatories) were received:

Individual supporting submissions :	9 (5.9%)
Individual opposing submissions :	133 (87.5%)
* Opposing petitions and submissions representing members of community groups :	5 (3.3%)
Government agencies' submissions :	5 (3.3%)
TOTAL SUBMISSIONS :	152 (100%)

* In this table, each petition, containing numerous signatures, has been counted as one submission

The City has also made a comment in relation to correcting references to a proposed clause number. This has not been counted in the tally of submissions.

The relationship between individual submissions and the area consulted by the City by way of personally addressed mailed letters, is as follows:

Total number of landowners consulted by mailed letters from the City :	767
Number of the 9 individual supporting submissions originating within consultation area :	6 (67.7%)
Number of the 133 individual opposing submissions originating within consultation area :	79 (59.4%)
Number of the total 142 individual submissions originating within consultation area :	85 (59.9%)
Number of individual submissions originating within consultation area, compared with total number of consulted properties (767) :	85 (11.1%)
Number of individual submissions originating beyond consultation area, compared with total number of individual submissions (142) :	57 (40.1%)

(NOTE: The above statistics do not include petitions or submissions representing members of community groups. See below for discussion on group submissions and petitions.)

The City's consultation mail-out process also included 12 government agencies, responses being received from the following five agencies:

- Water Corporation
- Department of Water
- Western Power
- Telstra
- Main Roads

A (confidential) copy of all of the submissions is provided with this report.

An 'Origin of Submissions' map is provided as Figure 6, below, indicating the geographic spread of individual submissions by showing the properties from which they originated. In addition to those submissions identified on the plan, a small number of submissions were received from residents living beyond the area covered by this map.

A summary of the submitters' comments, together with the Council's response and recommendations, are discussed below and in the Schedule of Submissions which is also provided with this report.

Petitions

Among the opposing submissions are three petitions, containing a total of 474 signatures. An 'Origin of Petitioners' map is provided in Figure 7 below, showing the location of the properties represented by the petitioners.

The petitions are as follows:

- (a) Petition from Hilary Byrne, 28 Wooltana Street, Como, opposing the proposed Amendment No. 34: 217 signatures. The text of the petition reads:

"We the undersigned electors of the City of South Perth request that the Council of the City of South Perth reject the proposed Planning Scheme No. 6 Amendment No. 34. As the bulk and scale of the proposed development is not in keeping with the local building heights and density and will destroy the local streetscape. Maximum vertical height of development of 10.5m to be agreed to and NO HIGHER."

- (b) Petition from Jane Rattenbury, 55 Ley Street, Como, opposing the proposed Amendment No. 34: 185 signatures. The text of the petition reads:

"We the residents of the City of South Perth are strongly opposed to the proposed Amendment No. 34 to City of South Perth Planning Scheme No. 6; increased building height limit and rezoning of Part Lot 2 (No. 54) Manning Road Corner Ley Street, Manning (former Telstra Site) and want this amendment REJECTED."

We request the section on Manning Road to be zoned "Highway Commercial" with a density coding of R80 and the balance of the lot to be zoned "Residential" with a density coding of R50/R60, for maximum height limit to be 3 storeys and suggest a townhouse development approach to be more in keeping with local amenity."

- *Request minimum setbacks off Manning Road of 3.5m – this will facilitate a better interface with the public street and energise the local residents!*
- *Request minimum setbacks off Ley Street 4.5m (both north and south of Telstra facility) in recognition of the low density housing in Ley Street opposite Pt. Lot 2.*
- *Request a 3.5m setback to the northern and eastern boundaries adjacent to the Davilak Crescent Reserve to provide a buffer to the Davilak Crescent Reserve and protect the integrity of the reserve.*
- *Minimum proportion of larger (100 sq.m) dwellings to be 62.5% (ie. 5/8) or greater.*
- *Parking required for the "Highway Commercial" zone to be contained on Pt. Lot 2 (No. 54) site with a Manning Road entrance to ensure local residents are not impacted by customer street parking in surrounding streets (ie Wooltana Street)."*

- (c) Petition from John and Anna Davis, 11a Philp Avenue, Como, opposing the proposed Amendment No. 34: 72 signatures. The text of the petition reads:

“In reference to the proposed future development of Part Lot 2 (No. 54) Manning Road, Manning, we the undersigned are against the proposed density coding change to R160 and would recommend a rezoning to “Highway Commercial” with a density coding of R80 for the Manning Road frontage, and the balance of the Part Lot 2 (No. 54) Manning Road to be zoned “Residential” with a density coding of R60 maximum height of 10.5m. This would be more in keeping with the local neighbourhood atmosphere and not detract too significantly from the local amenity.”

The petitions have been analysed with the following results:

Total number of signatures on all three petitions	474
Total number of people who signed the petitions	272
Number of people who signed 1 petition only	103
Number of people who signed 2 of the petitions	127
Number of people who signed 3 of the petitions	36
Number of people who signed the same petition twice	6
Number of people who signed 1 or more petitions and also made an individual submission	48
Percentage of petitioners who are within the City's consultation area (128), compared with total number of consulted properties (767) :	16.7%
Percentage of petitioners who are beyond the City's consultation area (144) compared with total number of petitioners (272) :	53%

Many people signed more than one petition, or signed the same petition twice, thereby duplicating or triplicating the indication of their opposition. In addition, a number of people lodged their own individual submission letters as well as signing one or more petitions. However, discounting all of the 'multiple' submissions by individuals, it is clear that many people object to the Amendment proposals, with 272 individuals having voiced their opposition to the proposal by means of the three petitions.

The City has been asked by submitters how much weight is given to petitions compared with individual submissions. In the case of a Scheme Amendment, where landowners are invited to express their opinions, petitions do not generally provide an adequate indication of individual opinions, because they provide only a short, generic statement which petitioners sign. Individual letters generally show consideration of all aspects of the proposal and provide a reasoned and considered opinion, long or short. However, petitions are also valuable in they providing a general indication of the strength and extent of community opinion.

It is also statistically interesting to note the total number of individual submitters and petitioners who originated from within the extensive area throughout which the City consulted all landowners by personalised letter:

Total number of individual submitters (142), petitioners (272), and group submissions (2) (not including Government agencies' submissions)	416
Percentage of individual submissions (85) and petitioners (128) who are within the City's consultation area, compared with total number of consulted properties (767) :	27.8%

The number of submissions originating from beyond the consulted area indicates the widespread interest generated by this proposed Scheme Amendment.

Figure 5 Extent of advertising

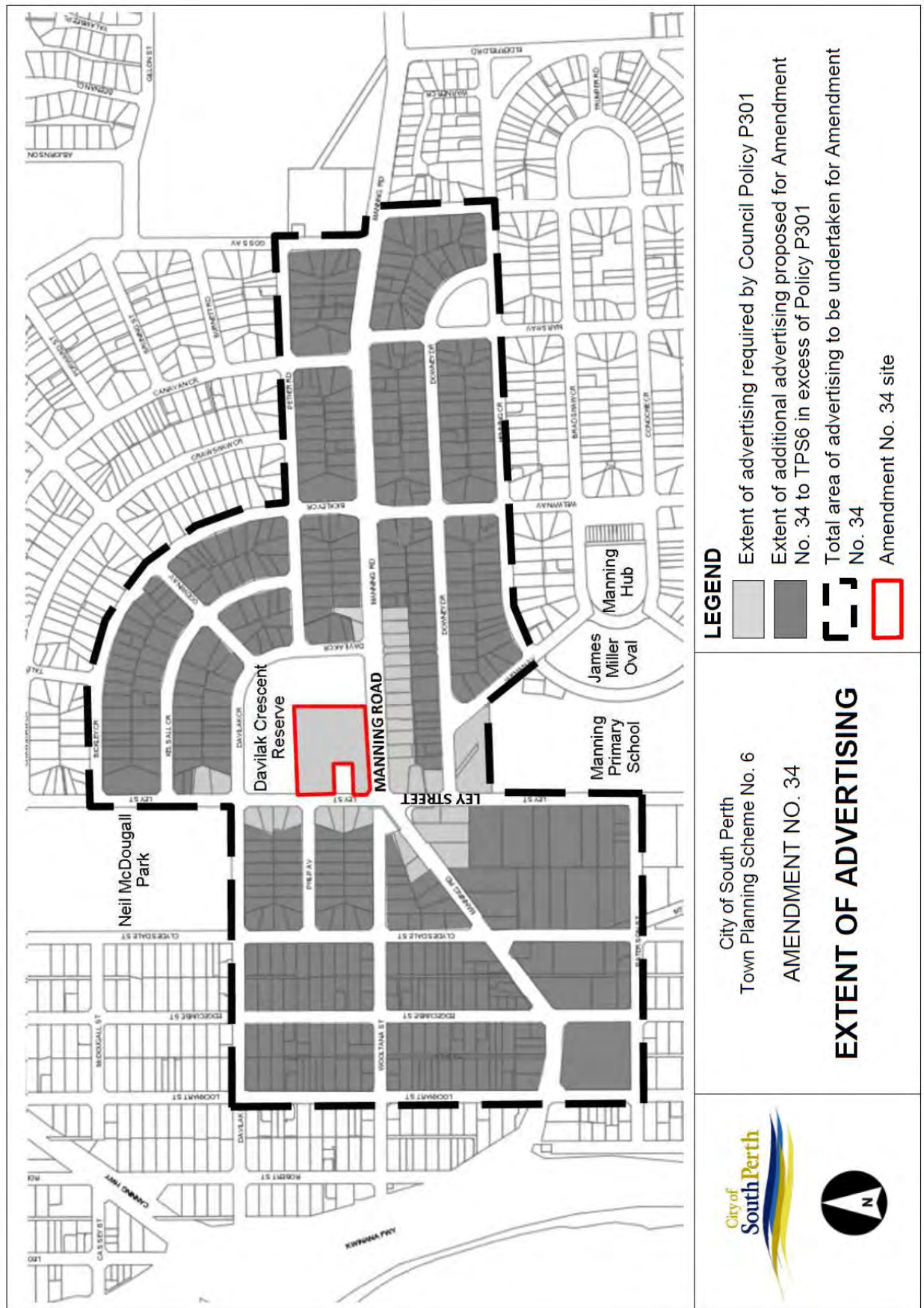


Figure 6 Origin of individual submissions

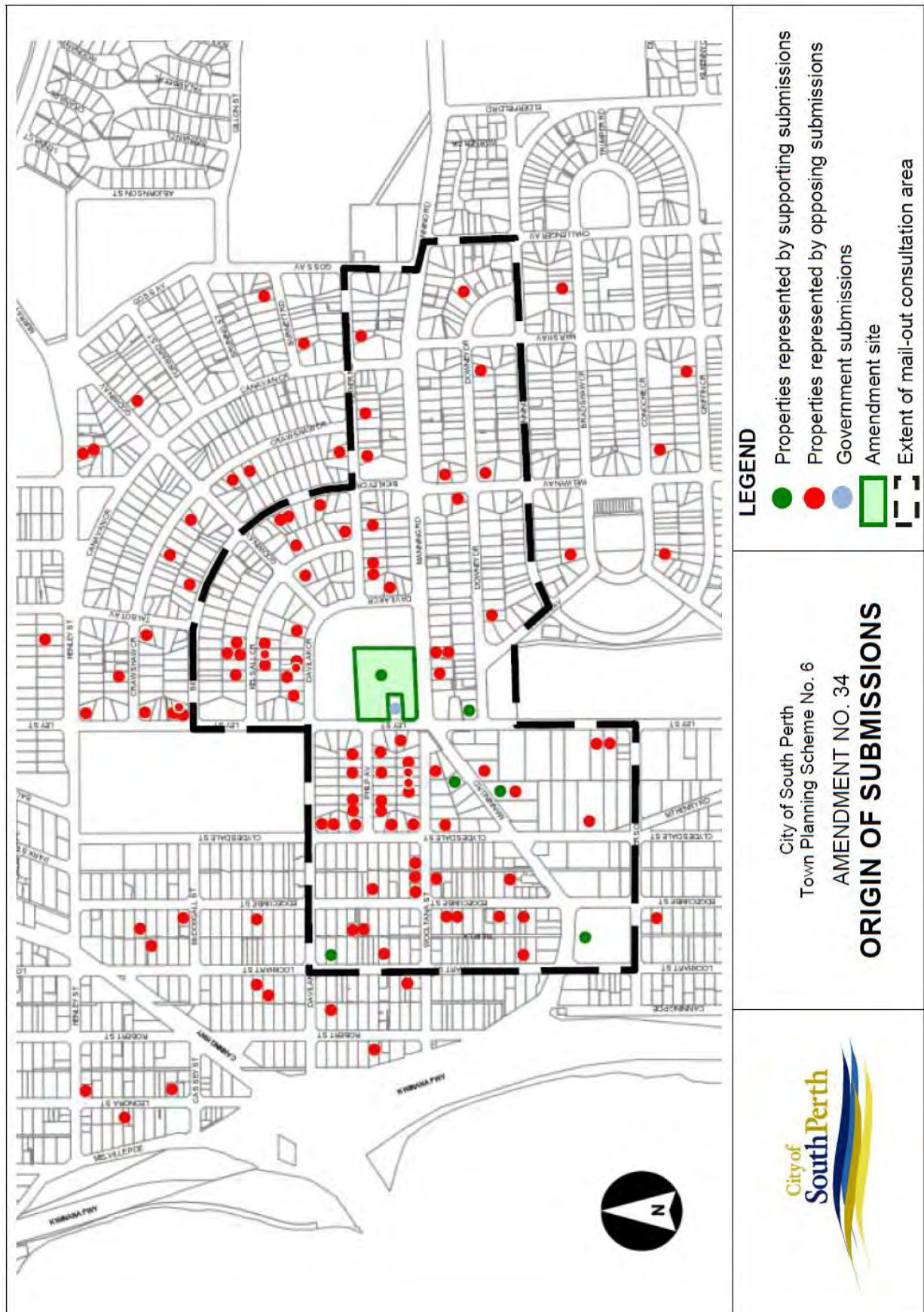
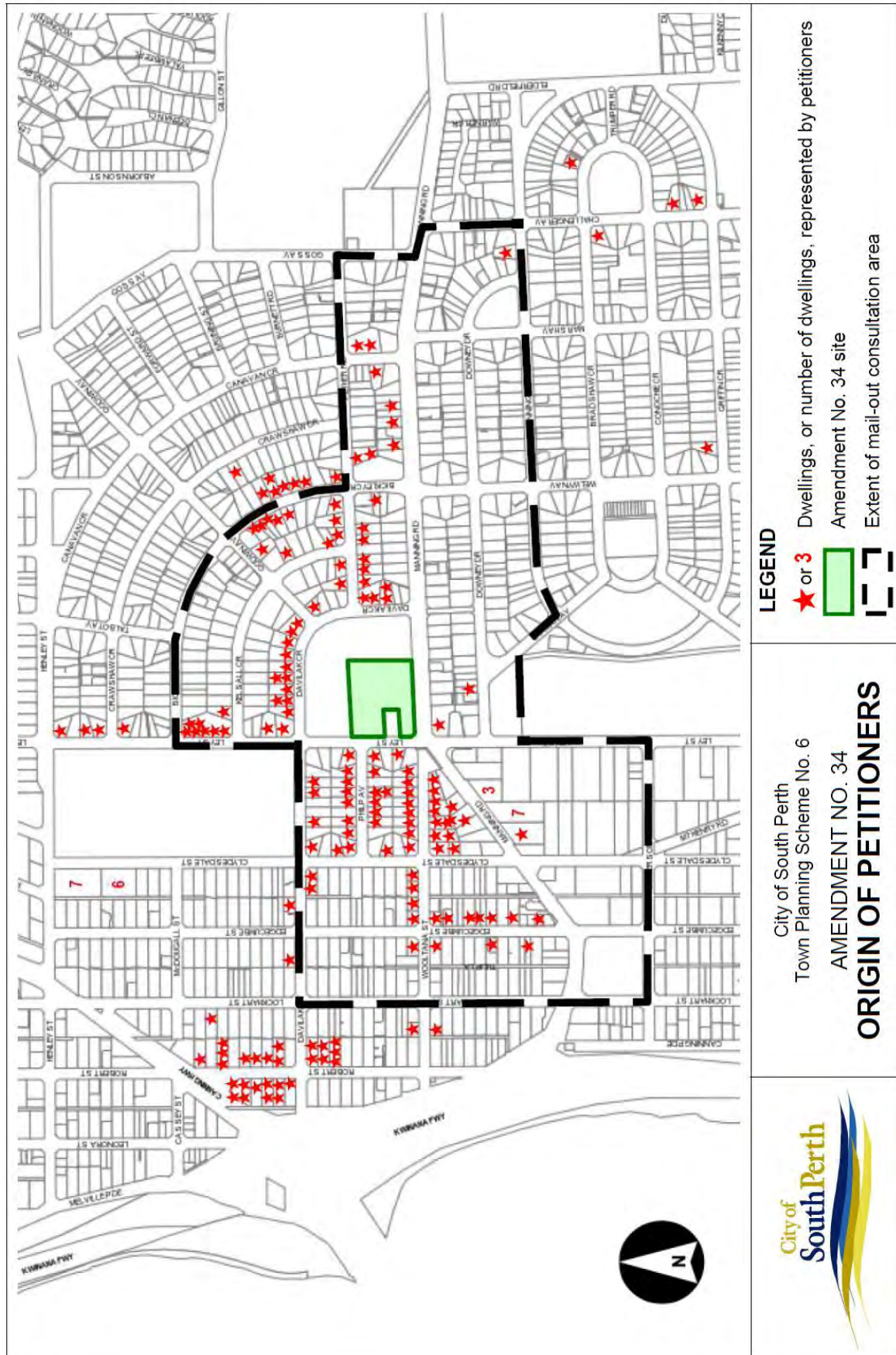


Figure 7 Origin of petitioners



SUBMISSIONS ON AMENDMENT NO. 34 – COMMENTS BY SUBMITTERS

Of the 132 individual submissions received, 9 support the Amendment proposals, 132 are against the Amendment proposals, and 5 responses were received from Public Utilities. As previously mentioned, a further 5 submissions were in the form of petitions (3) and letters representing the members of community residents groups (2).

A summary of the comments contained in the submissions and Council's responses to, and recommendations on, those comments are presented as follows:

1. Submissions 1.1 to 1.9 SUPPORTING Amendment No. 34

(a) Support affordable housing	(1 submitter)
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Submitter's comment:

Submitter from Arlington Avenue, South Perth, supports the proposed Scheme Amendment given there are mandatory clauses inserted into the Scheme to ensure a minimum percentage of affordable dwellings are provided.

Council's response:

The Amendment does not require the provision of 'affordable housing' in those terms. However, at the time of any future development application, the Residential Design Codes (R-Codes) will require a range of unit sizes to be provided, as follows:

'Design principle' clause 6.4.3 states:

"P3 Each dwelling within the development is of a sufficient size to cater for the needs of the residents. The development must provide diversity in dwellings to ensure a range of types and sizes is provided."

'Deemed to comply' clause 6.4.3 states:

"C3.1 Development that contains more than 12 dwellings are to provide diversity in unit types and sizes as follows:

- minimum 20 per cent 1 bedroom dwellings, up to a maximum of 50 per cent of the development; and*
- minimum 40 per cent 2 bedroom dwellings; and*

C3.2 The development does not contain any dwellings smaller than 40 sq. metres plot ratio area."

In addition to the above, as part of Amendment No. 34, the Council originally recommended to the Minister that any future development be required to contain at least 25% of dwellings with a minimum plot ratio area of 100 sq. metres per dwelling. As discussed later in this report, in response to submissions, the Council is now recommending that 40% of the dwellings are to be of this larger size.

All of the above will ensure a variety of dwellings on the site, some of which might be termed 'affordable housing'. To this extent, the submitter's support is noted.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(b) Support with design and site planning improvements	(1 submitter)
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Submitter from Downey Drive supports the rezoning in principle, and encourages the Council to ensure we achieve a centre of the highest standard. The submitter remains committed to supporting initiatives that create exciting and innovative communities that meet current user requirements. Specifically, the submitter comments as follows:

(i) Submitter's comment:

Lot 3 should be included in the rezoning of Lot 2, with Telstra strongly encouraged to allow the telephone exchange to be incorporated into a comprehensive redevelopment of the entire site.

Council's response:

The City has previously written to Telstra to enquire about the possibility of the telephone exchange being relocated, thus allowing Lot 3 Ley Street to form part of the Scheme Amendment and future development. Telstra's response was that the facility forms part of a grid of permanent infrastructure designed to serve particular areas, and there is a need for it to remain on this site for the long term. While the submitter's suggestion has obvious advantages, the City does not become involved in development arrangements between other parties. The applicant may approach Telstra for the suggested purpose at any time; however, any resulting agreements could not affect the current Scheme Amendment proposals in view of the advanced stage that has been reached in the Scheme Amendment process.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(ii) Submitter's comment:

The location is ideal for the proposed increase of density and height, and the mixed use component, with the Davilak Reserve buffer minimising any detrimental impact on the existing R20 development.

Council's response:

The location is ideal for some form of higher intensity development, but the Council disagrees with the extent proposed, being of the opinion that it is excessive for this residential location.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be NOT UPHELD; and
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(iii) Submitter's comment:

The prominent landmark corner location and suggestion of a prominent focal building up to 21m is supported. However for this to work it is desirable for the building to turn the corner and extend across Lot 3.

Council's response:

The Council agrees that it would be ideal for Lot 3 to form part of the development site. However, as this is not the case, the suggestion remains hypothetical and cannot be supported at this time.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(iv) Submitter's comment:

The width of the Highway Commercial zone along Manning Road should be increased a little to allow for better alternative designs for the commercial buildings, and avoid unattractive commercial frontages onto a hostile street.

Council's response:

The current extent of the Highway Commercial zone was designed by the applicants to accommodate their concept plans which were submitted in support of the Amendment request. An increase in the extent of the commercial zone would decrease the area available for the residential development proposed by the applicant. It might also involve a different set of performance criteria and result in a quite different Amendment proposal which would probably require re-advertising.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(v) Submitter's comment:

The Ley Street frontage should also incorporate a Highway Commercial use, as the ground level is more suited to non-residential uses due to the reasonably high traffic levels. Residential above. Zero lot lines on this frontage will enhance the activation of the street, with apartments above the street setting back behind balconies.

Council's response:

The submitter's suggestions could only be considered as part of a new Scheme Amendment because they would be very different from the current proposal and cannot be considered as part of the current Amendment. In any case, the Council considers that Ley Street should be protected as a residential street as commercial activity would not be compatible on the portion of the Ley Street frontage to the north of the telephone exchange.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(vi) Submitter's comment:

A project of this size should attract a 1% for Art contribution, and this should be used as a serious contribution to the precinct, both from the corner location, and also integrated into the communal open space provisions of the residential component.

Council's response:

The City's new public art strategy and policy advocate a developer contribution of 1%. This would apply to the value of any artwork provided by the applicant on the development site. To reinforce this situation in respect of the Amendment site, this should be clarified in the related Amendment clause.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 be modified by deleting clause **5.4(10)(b)(vii)(H)** and inserting the following in its place –

“(H) the commercial component of the development being designed to incorporate a forecourt or entry statement including an item of public art in a prominent location visible from at least one street. The public art is to be provided by the developers at their cost in conjunction with construction of the commercial component. Consistent with the Council's policy relating to public art, the cost of the public art shall be not less than 1% of the construction cost of the commercial component of the development;”.

(vii) Submitter's comment:

The limitation to 300m² of retail space is very small and will make almost no contribution to the neighbourhood centre. It is unclear as to what other allowable commercial uses are proposed, but it is desirable to create a good blend of services and facilities to serve the increase in residents in the precinct.

Council's response:

The Council limited the size of the retail component of the proposed development recognising that the residents of the precinct and of the new development would benefit from some additional retail space, but also heeding the recommendations of the City's 2004 Local Commercial Strategy which did not encourage a large increase of retail space. As the current review of the City's retail needs has not yet been completed, there is limited material available to consider in this regard. However, other uses are permissible within the zone, including (among others): Café/Restaurant, Consulting Rooms, Indoor Sporting Activities, Service Industry, Office, Take-Away Food Outlet, and Tourist Accommodation. The permissible floor area of these other uses is not restricted, other than by way of the overall maximum plot ratio applicable to the Highway Commercial zone.

For retail floor area, the Council is now recommending some easing of the floor area restriction to the extent that any one Shop may have an area of up to 500 sq. metres, and the removal of the restriction on retail floor area within the development.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be UPHELD; and
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(viii) Submitter's comment:

In regard to the increase in residents in this precinct, it is desirable to require an upgrading by the developer of the pedestrian connections across Manning Road, to better link the two sides.

Response from Manager, Engineering Infrastructure:

Refer to comments later in this report from the Manager, Engineering Infrastructure, responding to submitters' opposing comments on grounds of traffic congestion and pedestrian safety.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD;
- (b) Amendment No. 34 not be modified in this regard; however
- (c) at the time of any future development application for the site, should Amendment No. 34 reach finality, any development approval would be subject to a condition, in addition to any other matters that the Council may consider, requiring the developer to contribute to the cost of redesigning and modifying the traffic signals to include a more effective pedestrian phase, to the extent of the shortfall in Main Roads grant funding in relation to the actual costs of implementation.

(ix) Submitter's comment:

The large central open/communal space is commendable but needs to tie back to Ley Street to create a pleasing residential entry. Also, the concept plans indicate these areas being placed to the south of the 36m tower building, resulting in winter shading to these areas. A sustainable and climatic approach is needed, and should be required.

Council's response:

The submitter's comments are supported. A solution will need to be found to ensuring that the large area of open space is comfortable for residents to use in all seasons. A landscaped pedestrian entry feature to Ley Street would also be desirable and would increase the permeability of the site.

While this will be examined more closely at the time of any future development application, the Scheme provisions should ensure that the open space area on the site is sufficiently large and a valued asset for residents of the development. The relevant mandatory requirement 5.4(10)(b)(vii)(G) needs to be strengthened.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 be modified by deleting clause **5.4(10)(b)(vii)(G)** and inserting the following in its place –

“(G) the open space on Site J incorporates the following:

- (I) a combined area of at least 3,500 square metres in the central portion of the site for communal recreation by residents of Site J;
- (II) communal recreational facilities in the central portion of open space including items such as a gazebo, barbeque area, tennis court, pool, or other facilities that the Council may approve; and
- (III) a pedestrian access link to Ley Street north of Lot 3, with a minimum width of 6 metres;”

(x) Submitter's comment:

A high quality response to this site is essential to promote the increasingly popular preference for choice in accommodation types, and the provision of convenient living environments that do not rely on heavy car usage. If we provide the right mix in this precinct, together with the future development of the Canning Bridge Precinct plans, we can begin to encourage new and more relevant development into our City.

Council's response:

The submitter's comments are supported to the extent that the Council strongly supports the ultimate development of this site in a way that is of the highest quality, relevant, modern and innovative, but at the same time respects the surrounding residential area. The submitter refers to the Canning Bridge Precinct plans which, at this stage, remain incomplete with no firm plans yet for this site or neighbouring land. The Amendment site is situated on the outer perimeter of that precinct. Land to the east of this site is not part of the Canning Bridge Precinct and will remain as a low density residential area. The Council is committed to preserving and enhancing amenity standards for all of its residents and ratepayers and any solution to the development of this site must recognise and reflect this responsibility.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOTED; and
- (b) Amendment No. 34 not be modified in this regard.

(c) Support inner urban infill, not urban fringe development	(1 submitter)
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Submitter's Comment:

Resident of Letchworth Centre Avenue supports the proposed Amendment, being a strong advocate of protecting the high conservation value remnant vegetation at Perth's urban fringe. While demand for affordable housing in WA continues, we must look to more environmentally sustainable options than continued growth of our urban fringes. Endless urban fringe development is costly in terms of high costs of public service provision and in the loss of natural capital (remnant bushland and wetlands). A better option is to promote development of unimproved land within Perth's existing urban areas - such as at the intersection of Ley Street and Manning Road.

Submitter is mildly concerned about the impact to local amenity resulting from the introduction of 'high rise' (12 storeys) to the area. However, I think this impact is offset by the retention of the adjacent natural bushland, and the improved management of this area for conservation recreation and amenity (which I assume would be required of the proponent if the development is to proceed). I

believe that an upgrade of the entire site (including the development area and adjacent bushland) that improves the conservation, recreation and amenity values of the area is a positive outcome for our community.

Council's Response:

The submitter's encouragement of inner urban infill meets both local and State objectives and is supported. However the Davilak Reserve does not form part of the Amendment site. This reserve is independent of the privately owned development site which is the subject of Amendment No. 34 and is not affected by its proposals. It remains the City's responsibility.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be GENERALLY UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(d) Support more vibrancy	(1 submitter)
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Submitter's Comment:

Residents of Lockhart Street (between Canning Highway and Manning Road) for six years, strongly support the proposed Amendment No. 34. Former residents of Melbourne, they feel that this area is lacking "vibrancy". Whilst living in Lockhart Street has many wonderful benefits, the lack of coffee shops, restaurants, etc, within an easy walk has always been somewhat disappointing. Finally there is now a great coffee shop on the corner of Ley Street and Manning Road, and any further development on the opposite corner can only be a good thing. We hope to see more developments of this type close to us in future.

Council's Response:

If approved by the Minister, the proposed Highway Commercial zoning will permit the use 'Café/Restaurant' on this site.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(e) Support economic benefit to the area	(1 submitter)
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Submitter's Comment:

Owner of a business in Manning Road supports the proposed Amendment No. 34. The area at the corner of Manning Road and Ley Street has been looking a bit tired and in need of rejuvenation, and hopefully the local businesses will benefit from having more people living on the site.

Council's Response:

If approved by the Minister, Amendment No. 34 will permit development of the site with a large number of dwellings and also with some businesses, providing greater activity in the area.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(f) Support progress as part of Canning Bridge Precinct Vision	(1 submitter)
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Submitter's Comment:

Resident of Manning Road believes that the Canning Bridge hub is an excellent project close to fruition. The proposed Amendment No. 34 for development of the former Telstra site is a great step in the right direction and should NOT be hindered. Regarding the 'Raffles', Alannah MacTiernan was correct in emphasizing that Perth has to go upwards and not continue to spread indiscriminately.

Council's Response: If approved by the Minister, Amendment No. 34 will permit taller development on the site than is currently permitted. While it is yet to be determined what building height will be supported on this site as part of the Canning Bridge Precinct Structure Plan, the submitter's support is noted.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be NOTED; however,
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(g) Support without retail restrictions	(1 submitter)
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Submitter's Comment:

Consultant on behalf of the owners of the subject land fully supports the Amendment proposal except for one item: the proposed clause 10(b)(iv), which states that the total plot ratio area of all Shops shall not exceed 300m². The removal of this restriction is requested. This modification to Amendment No. 34 is sought for two reasons.

1. The current wording of clause 10 (b)(1v) is ambiguous and unclear and can be interpreted in a number of ways. For example; the wording could mean that the **total area of retail use** within the commercial portion of the site is to be restricted to 300m². Alternatively, it could mean that the maximum area of **each individual retail shops** is restricted to 300m² – that is, the total retail use may be more than 300m² but individual tenancies are restricted to a maximum of 300m² plot ratio area.

The wording is too ambiguous to be included as a statutory requirement within the Scheme and could result in confusion as detailed planning and development proposals evolve. The wording as proposed should therefore be deleted.

2. The proposed restriction on retail floor space within the commercial allocated area under the rezoning is unnecessary. The make-up, use and distribution of individual commercial tenancies will be confirmed as part of detailed development application design and in response to market interest. Placing either a total restriction to 300m² for all retail use or a maximum allocation of 300m² to individual retail uses unnecessarily constrains future development flexibility and directly contradicts the intention of promoting activated ground level commercial use along the Manning Road frontage as part of the mixed use designation within the Scheme Amendment. On one hand, specifying a mixed use Highway

Commercial zoning, intended to encourage a variety of commercial activity, and on the other to then place overly onerous restrictions upon the type and extent of commercial activity within that zone, will militate against achieving the intended outcome of the zoning.

The existing clause as worded is clumsy, unclear and open to confusion and misinterpretation, while the need for such a clause at all is seriously questioned, particularly given as its outcome will be to constrain the purpose of the Highway Commercial zoning as proposed.

It is therefore requested that Amendment No. 34 be modified by deleting Clause 10(b)(iv).

Council's Response:

The intention of the provision was to limit the total extent of retail activity on the site, as extensive retail floor area on the Amendment site would not be consistent with the Council's adopted Local Commercial Strategy (2004). However, the Council is keen to avoid confusion of wording or of purpose in any Scheme provision, and accepts the submitter's argument that to restrict the total retail portion of the development could compromise the wish to encourage an active ground floor within the development.

The limitation on retail floor area was based on the now outdated Local Commercial Strategy (LCS) which has not yet been replaced. As part of the 2004 LCS, it was recommended that this site not be developed as a 'Neighbourhood Commercial Centre' for various reasons stated in that report. The Council is now of the view that the restriction to no more than 300 sq. metres is too onerous, and would be prepared to support more retail floor area. However, large retail establishments should be avoided, as this is not the intention of the development. Rather, smaller retail outlets that serve the local community should be encouraged, although this cannot easily be regulated. It is now recommended that the Amendment provision restricting the total retail area of the site be deleted, but that individual retail outlets be limited to a maximum of 500 sq. metres each.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be generally UPHELD; and
- (b) Amendment No. 34 be modified by deleting clause **5.4(10)(b)(v)** and inserting the following in its place –

“(v) The development of Shops on Site J shall be restricted as follows:

- (A) all Shops are to be located on the ground floor of any building; and
- (B) the plot ratio area of each Shop shall not exceed 500 square metres.”

(h) Support development of the site	(1 submitter)
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Submitter's Comment:

Resident of Manning Road would welcome any development of this site, which has been an eye-sore. The submitter is chairman of a 16-unit strata company, and advises that a number of the other residents agree.

Council's Response:

The submitter's support is noted.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(i) Support development of this strategically important site	(1 submitter)
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Submitter's Comment:

Submitter from Coode Street supports Amendment No. 34 after having read all the material and walked around the area (living approximately 2 km from the Amendment site). The submitter's strong support is based on statements in the Amendment report relating to promotion of development of larger sites with access to public open space and public transport, for mixed use and higher density development. In this regard, No. 54 Manning Road is strategically located.

Having regard to the history of this matter, it is likely that CoSP will recommend to the Minister for Planning that he reject the proposal or impose a substantially reduced R-Code. The Council will be influenced most strongly by the views of ratepayers living very close to the site, and take little or less note of ratepayers who live further away, or those who see great merit in "*Directions 2031 and Beyond*" which serves the needs of the broader metropolitan community.

But would Council be wise to oppose the proposal, given the very high probability that the Minister for Planning will accept it 'as is', or with only a modest reduction in heights and in numbers of residences? Currently the City is seeking State Government support for a number of matters, including river walls, South Perth railway station, retention of Burswood within a CoSP-ToVP amalgamation, south-bound Kwinana Freeway on-ramp from Manning Road, Canning Bridge Station precinct improvements, extension of the Transperth ferry service, and perhaps others. Surely it would be prudent to try and project a more cooperative and accepting attitude on a site redevelopment that is so suitable for applying "Directions 2031" principles?

Strident opposition may be what is demanded by ratepayers in Davilak Crescent and a few other streets, but the interests that all other residents of CoSP-ToVP have in maintaining good relations with the State Government should not be given a setback.

Council's Response:

The Council is well aware of the strategic implications and importance of the State government's "*Directions 2031 and Beyond*" and its importance to the wider metropolitan community and the long-term planning of Perth as a whole. The Council also has obligations to the local community, and always tries to protect the amenity of those residents living closest to any development site, particularly where larger developments are likely. Therefore, it is the Council's responsibility to recommend to the Minister what it believes to be the best possible outcome for the City, having regard to all of the relevant factors affecting this proposal. That being the case, the Council's recommendation and the Minister's determination should be very similar. To this extent, the submitter's comments are supported.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 be modified to the extent necessary, as outlined elsewhere in this report, so as to achieve the best possible outcome for the applicants, for neighbours close to the Amendment site, and for the wider metropolitan community.

2. Submissions 2.1 to 2.138 OPPOSING Amendment No. 34

(a) Oppose on grounds of increased traffic and strain on infrastructure	(101 submitters)
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Submitters from Bickley Crescent, Bradshaw Crescent, Burnett Road, Challenger Avenue, Cloister Avenue, Clydesdale Street, Conochie Crescent, Crawshaw Crescent, Davilak Crescent, Downey Drive, Edgecumbe Street, Edgewater Road, Glasnevin Court, Hope Avenue, Isabella Crescent, Kelsall Crescent, Kilbride Close, Leonora Street, Ley Street, Lockhart Street, Manning Road, Pether Road, Philp Avenue, Robert Street, Welwyn Avenue, Wooltana Street; and Salter Point Community Group Inc (SPCG), comment as follows:

The submitters in this category believe various safety hazards will arise, due to increased vehicle movement brought about by the proposed R160 residential density coding, which could result in approximately 300 additional dwellings and over 600 cars entering and exiting the site. These comments, representing the largest group of opposing comments on Amendment No. 34, have been assessed under the following headings:

Traffic congestion and danger

Pedestrian safety

Pressure on infrastructure

Parking overflow

Shawmac's Transport Impact Assessment Report

(i) Submitters' comments on traffic congestion and danger:

- This site is approximately the same size as the Raffles, however it will have approximately three times the accommodation. The traffic from the Raffles creates a nightmare and three times that nightmare can be guaranteed from this site. This makes it even more clear the ghetto in the making that this proposal will quickly become should the Amendment be approved.

Response from Manager, Engineering Infrastructure:

It is unrealistic to compare the Raffles site to the Scheme Amendment site. Neither of the developments in their own right would generate sufficient traffic to have any impact on the surrounding streets, were it not for circumstances well beyond the immediate area. It is not possible to make any comparison between the two locations. The confluence of Kintail Road and Canning Beach Road (the most direct "northerly" exits for the entire Applecross peninsula) with Canning Highway at an 'all movements' signals-controlled intersection is unlike anything present within the City of South Perth. Canning Highway south of Canning Bridge carries considerably more traffic than Manning Road; and the intersecting Kintail Road considerably more than Ley Street.

- Philp Avenue, being the closest local residential street to the proposed development, should be closed at the eastern end at Ley Street via a cul-de-sac to negate the effects of the increased non-residential flow-through traffic that will accompany any development at this site.

Response from Manager, Engineering Infrastructure:

Engineering Infrastructure has previously indicated an acceptance of the methodology used by Shawmac Pty Ltd (Transport Impact Assessment) to determine trip generation for the development proposal, even though the consultant could have explained more clearly how the total number of trips was determined. The methodology is consistent with contemporary practice. There is nothing to suggest that traffic from the development will use Philp Avenue. Philp Avenue is the most direct route for residents from Woollana Street and adjacent streets to access Manning Road to travel either north or south on the Freeway. This movement remains unchanged by the development. There does not appear to be any traffic justification to effect the "closure" i.e. preventing 'through' traffic by the installation of bollards or barriers or another treatment at the eastern end of Philp Avenue.

- Philp Avenue is already a very busy street with cars using the street to avoid the traffic lights at the corner of Ley and Manning Road. With additional traffic and visiting cars parking in the street, this street will lose its family appeal. There are numerous young families living on this street. Submitter is concerned by the number of proposed residents and businesses that will be moving into this already busy area. The streets around the train station are already lined with cars daily. The proposal for 1 and 2 bedroom apartments does not welcome families to the area but rather students and single residents. Statistically, these people all own one car which needs to be parked somewhere. They also tend to have a lot more visitors. Where will all these visiting cars park? This crowd are also likely to party which also detracts from this family friendly neighbourhood.

Response from Manager, Engineering Infrastructure:

The City acknowledges that Philp Avenue serves as an access street for residents of Woollana Street, and parts of Clydesdale, Edgecumbe, Lockhart and Robert Streets and carries more traffic than would normally be generated from just 20 residential properties. However the traffic volumes within the street are well within the limits associated with a local access street. On-street parking would need to be managed like any other street if it becomes an issue.

- Since 2011, the Manning Road / Ley Street intersection was ranked as the number 1 accident location in this area, with almost double the number of crashes of the next 11 locations combined. (Submission 2.105 includes map of crash locations in the area.) 40% of these crashes were rear-end collisions. With the proposed amendment including a rezoning to Highway Commercial for the full length of the site along Manning Road, the potential increase in accidents arising from this development should be evaluated. The impact on traffic volumes around Davilak Crescent and Ley Street should be considered to ensure that these routes are not compromised as "Access Road" (< 3,000 vehicles/day) and "Local Distributor" (<6,000 vehicles/day) respectively.

Response from Manager, Engineering Infrastructure:

Council records reveal that the Manning Road / Ley Street intersection features prominently in contact with Main Roads, initially to undertake the installation of traffic signals and subsequently to effect modifications to accommodate changing circumstances. In the five year period to 2008 there were 71 recorded crashes with 50% of them being rear-end crashes. In the five year period to 2011 total reported crashes were 78 with 40% being rear-end crashes.

In 2008, 22 crashes were reported and by 2011 this number was 13. In 2012 a further 13 crashes were reported with the number of rear-end crashes as a percentage being lower than the previous year. The reduction can be attributed to a number of factors including the resurfacing of Manning Road at the intersection to improve skid resistance and the upgrading of the signal lanterns to the new standard LED lights. Signal-controlled intersections feature prominently in all data lists of crashes. Manning Road / Ley Street ranks below the signal-controlled intersections of Canning Highway and considerably lower than many throughout the metropolitan area. Rear-end crashes are typically recorded on the approach side of the intersection, not the departure. There is nothing to suggest that the expected low volume of traffic turning left from Manning Road to enter the development will have any impact on the intersection.

- For the Highway Commercial uses, submitter suggests requiring that the applicant provide off-street car parking separate from the secure residential bays. All access will need to be via Ley Street to avoid congestion problems on Manning Road, as any crossovers would be too near the traffic lights. You also need staff car bays. There is no street parking available anywhere nearby.

Response from Manager, Engineering Infrastructure:

There is nothing to indicate that the 'Highway Commercial' uses will attract any more peak hour traffic than that forecast by the Traffic Consultant. The forecast afternoon peak is less than 1.7% of all east-bound traffic in Manning Road and less than 0.7% in the morning peak. The consultant has identified that a slip lane to assist the left turn entry movement would be advantageous and this will be required at the development approval stage if it can be accommodated within the road reserve. Similarly at the time of a future development application, controls required for separating commercial use parking from residential will be considered.

- Having most of the 600 vehicles using Ley Street is illogical. Submitter opposite already has trouble driving in and out of their driveway. Ley Street is not designed to handle this amount of traffic and the noise of traffic and trucks will affect neighbours.

Response from Manager, Engineering Infrastructure:

It is acknowledged that Ley Street with the addition of the traffic expected from this development is approaching the ideal traffic volume for a local distributor road at 6,000 vehicles per day. It would normally be expected that a local distributor road carrying this volume of traffic would be undivided with a carriageway width of 11.2 metres with provision for both cyclists and buses. With the existing pavement width in

excess of the criteria and the provision made for cyclists and stationary buses and the general acceptable Level of Service for both the intersection and the section of Ley Street, there is nothing to suggest that Ley Street would not continue to function adequately into the future.

- As noted in the reports on the Canning Bridge Hub, this proposed development is outside the distance people are prepared to walk to a train station. This will lead to residents using their cars to get to work or education institutions which will cause further congestion in the area. The lack of shops to purchase groceries in the immediate area will also lead to more traffic with residents using cars to get around the area.

Response from Manager, Engineering Infrastructure:

Ley Street will continue to be the route for the Manning bus services. This bus route has a stop immediately in front of the development and a stop less than 500 metres from the Canning Bridge Station, well within the walking distance of many commuters currently using the Mandurah line to access the CBD from the Canning Bridge Station and this would be a very viable travel mode for any resident within the proposed development. With access to a regular bus service directly in front of the development, a nominal 400 metre walk for commuters to the train will be easily achieved.

- Submitter is a keen bike rider on Manning Road and Ley Street and fears how much harder it will be to ride in the area due to the extra traffic associated with this development.

Response from Manager, Engineering Infrastructure:

Cyclists have access to a shared-use path along Manning Road and there is provision for cyclists 'on road' in Ley Street to Davilak Street and 'off road' thereafter. It is acknowledged that cycling in the area of the intersection is not ideal but is neither improved nor exacerbated by the development.

- Manning Primary School is directly opposite St Pius X Primary School and the current school traffic around these two schools is already congested at drop-off and pick-up times. There are school and public buses servicing the streets adjacent to these schools along the length of Ley Street. The increased traffic can only heighten the danger to school children, and also to members of the Manning Senior Citizens located just off Ley Street on Downey Drive.

Response from Manager, Engineering Infrastructure:

It is difficult to see any correlation between this development and the two primary schools some distance away although the pedestrian facility at the intersection does need a modification. Funding has been secured for signal modifications that will eliminate the pedestrian crossing on the west side of Ley Street, provide a dedicated crossing on the east side and reinforce the pedestrian movement across Ley Street, south side of Manning Road.

The design change was motivated by the failure of south-bound drivers in Ley Street turning right into Manning Road to give way to pedestrians crossing with the signals and the inefficiencies with so many signal phases. The proposed modifications have been developed in association with the parent group at Manning Primary School and will

not only improve pedestrian safety at the intersection but also aid the general movement of traffic.

- The proposal includes 255 residential car bays and 60 commercial car bays, and it can be expected that 75% of these bays would be active on any given day. The intersection of Manning and Ley does not comply with the normal 90-deg angle for the four points of the intersection as controlled by the lights. I believe this will increase the likelihood of major accidents given the immediate increase in traffic following development, and the BP Service Station is at risk of entrances and exits to both Manning Road and Ley Street being brought into the juxtaposition of another proposed development.

Response from Manager, Engineering Infrastructure:

The Traffic Consultant has completed a SIDRA (Signalised Intersection Design and Research Aid) analysis of the intersection and there is nothing to indicate that the Level of Service of the intersection and adjacent distributor roads will fall below an acceptable level.

- Car access off Ley will cause a chaotic traffic situation. That portion of Ley Street is the only entry to Manning Road and the freeway entries for the residents in the McDougall Park precinct. From the Freeway to as far east as Canavan Crescent is the only way to proceed west and north from this particular area. Imagine the traffic congestion that car parking for 600 cars would create. The area would become a prime 'black spot'.

Response from Manager, Engineering Infrastructure:

The Consultant has assumed the distribution of the 1,559 vehicle trips to the development to be overwhelmingly from Manning Road with only 10% of the daily trips from and to the north via Ley Street i.e. 160 vehicles per day. There is nothing to suggest the methodology or the assumed distribution is flawed. This volume will have practically zero impact on the local distributor road network from the entrance to the development north to Henley Street and beyond.

- Car access should not be provided off Manning Road, as this will add to the congestion and make the intersection very busy and more dangerous.

Response from Manager, Engineering Infrastructure:

The projected peak hour access to the development off Manning Road is negligible and will have minimal impact on overall traffic movement in Manning Road. At the time of a future development application a deceleration lane, as advocated by the Consultant, will be required as a condition of development approval if sufficient space exists within the road reserve.

- We assume there would be no vehicular access at Manning Road, which is already congested at most times.

Response from Manager, Engineering Infrastructure:

Refer to comment above.

- Traffic and parking issues will be exacerbated by the proposed use of ground floor commercial space which could be considerable, depending on the type of businesses located there.

Response from Manager, Engineering Infrastructure:

The Consultant's anticipated trip generation for the development takes into consideration the mixed use of the site. The source of the data is the 'Institute of Transportation Engineers Trip Generation' 8th Edition, an American publication that is widely accepted universally as a document of choice by Traffic Engineers / Planners. The trip generation of 1,559 movements per day will have negligible impact on the distributor roads adjacent to the development. At the development application stage, the City will require a more detailed and robust assessment of the total expected trips for this development.

- Whilst this looks like a viable residential/commercial development project, submitter is concerned with traffic density flow that will spill onto Davilak/Ley/Henley Streets to get out of Manning Road south-bound onto Kwinana Highway. It is imperative and crucial for a new entry ramp from Manning Road to the Kwinana Highway. Otherwise, there will be chaos during the traffic peak hours on Davilak/Ley/Henley Streets, as is currently the case. Also, there is a McDougall aged care centre in Ley Street, and a children's playground at McDougall Park.

Response from Manager, Engineering Infrastructure:

It is well over 10 years since an origin/destination survey was conducted to support the case for the south-bound Kwinana Freeway on-ramp. At the time of the earlier survey, traffic accessing the adjacent streets of Ley Street, Canavan Crescent and Davilak Street to travel south on the Kwinana Freeway was less than the volume of traffic exiting Manning Road turning right onto Canning Highway and right again to enter the Freeway via the Canning Highway on-ramp. The catalyst for the construction of the south-bound on-ramp from Manning Road is the need to reduce the circulating traffic through the Canning Bridge interchange area and relieve congestion through this area - not the proposed development on the Amendment site, which will have minimal impact on the 'distributor road' network.

- The traffic impact on the intersection of Ley Street and Manning Road, will be severe, particularly during am peak going into the city. This intersection is already bad, particularly with parents with school children turning right across Manning Road to avoid the lights, which is not only dangerous but further slows those of us wanting to get on the freeway.

Response from Manager, Engineering Infrastructure:

In relation to intended action to improve pedestrian safety, refer to previous comment regarding changes proposed for the intersection, developed a number of years ago in association with the Parent Group at Manning Primary School. The City's submission for Main Roads Grant funding was based on an estimated cost of work as at July 2012. The estimate provided a contingency for inflation. The actual cost of the work, following detailed design of the signal modifications and allowance for traffic management during construction, could exceed the grant allocation. While it is difficult to support an argument that the development will exacerbate problems associated with pedestrian movements across the intersection, it is reasonable to suggest the additional traffic movement through the intersection from the development will have some effect on pedestrians. Accordingly, at the development application stage, it would be reasonable to require the

developer to contribute to the cost of the signal modifications, to the extent of the shortfall in funding from the Main Roads Grant and the actual costs of implementation.

- The proposal is certain to cause a significant increase in traffic on Davilak Crescent. This street is already used as a shortcut to Manning Road for many drivers and an additional 300 units is sure to make Davilak Crescent much busier than it already is. As I have a two year old son, I find this very concerning.

Response from Manager, Engineering Infrastructure:

While it has been demonstrated that the development will have practically zero impact on the surrounding 'distributor road' network, it is acknowledged that additional traffic unrelated to the development may be diverted onto local access streets to avoid intersection controls if an alternative route was possible and perceived by the driver to be beneficial to them. The 'left-in / left-out' access via Davilak Crescent to Manning Road is an attractive route, with or without the development, as the means to travel eastwards on Manning Road. There is considerable surplus capacity within the local access streets that could be expected to carry up to 3000 vehicles per day.

- The impact on the roads, the freeway on-ramp and off-ramp will be too great and do not believe the infrastructure is in place to support this huge increase of population and vehicles.

Response from Manager, Engineering Infrastructure:

Refer to previous comment regarding the Consultant's methodology to determine trip generation and the Consultant's subsequent conclusion.

- Submitter has studied the traffic report. It refers to studies of the Manning Road / Ley Street intersection but there was no mention of the impact of traffic coming down Ley Street towards Henley. This is the road that runs down the west side of McDougall Park. If you want to go to freeway south, you are unable to take Manning Road and traffic would have to travel down Ley, left into Henley, left into Canning Highway to then proceed southbound on the Kwinana Freeway. What is a very quiet suburban street would become very busy with the additional traffic from the proposed site. I turn right into Ley every morning and would need a traffic light to get out! Even 50 cars at peak hour would cause a hold up and I believe we are talking a possible 600 cars? Obviously not all will be heading in that direction but it is a consideration.

Response from Manager, Engineering Infrastructure:

Ley Street traffic from the development at the intersection with Davilak Street (and if transposed to the section of Ley Street adjacent to McDougall Park) as proposed by the Traffic Consultant will account for about 160 trips per day or less than 15 trips in the peak hour.

- Added traffic not only creates more congestion in the immediate area, but also increases the extent of 'rat-runs' on surrounding residential streets.

Response from Manager, Engineering Infrastructure:

There is nothing to indicate that the development will cause an increase to any extent in congestion on the network or "rat running" in the adjacent streets.

- Contrary to comments in the Traffic Impact Report, submitters believe that the additional 600+ vehicles entering and exiting the site will cause traffic congestion in both Ley Street and Manning Road. Current traffic flow favours traffic entering and exiting the freeway. At peak times Manning Road is extremely busy in both directions. This results in delays at the Ley Street and Canavan Crescent intersections which are the only two entry points from both directions into residential areas north of Manning Road in this area. Both streets are also used by buses. The entry/exit point on Ley Street into the development site is very close to the intersection with Manning Road. Vehicles coming from Manning Road will not be able to make a simple right turn into the site. Most of the time, they will have to wait until traffic queued at the traffic lights has passed. This will cause a bottleneck behind them. Vehicles exiting the site on Ley Street will find a queue before them and they will want to break into the traffic which will not be easy. The car park entry on Manning Road is also very close to the intersection with Ley Street and will need an opening in the median strip to allow entry from the east. Vehicles queuing here to enter the car park will cause a backlog of traffic behind them in Manning Road. Vehicles entering the car park from the west will slow down to turn into the car park and cause a reduction in traffic flow behind them followed by an increase in speed once the hold-up has been passed. This will adversely affect the ability of vehicles entering Manning Road from Canavan Crescent. We use both Ley Street and Canavan Crescent to enter Manning Road and believe the capacity of these streets is insufficient to cope with additional traffic caused by the proposed development.

Response from Manager, Engineering Infrastructure:

The 'am peak' traffic entering the development site from Ley Street at 10 vehicles in the hour plus 32 in the afternoon peak hour is unlikely to impact unduly on the movement of traffic in Ley Street except at times when buses are setting down and picking up passengers. Ley Street is notionally 13.5 metres wide at the entrance to the development. At the time of a future development application, a modification to the line-marking would be a requirement to assist the right-turning vehicles entering the site.

- Traffic congestion is at a peak at the corner of Ley Street and Manning Road, with only one lane to go straight ahead over Manning Road and the same lane to turn left. Should this development proceed, road planning and access/egress needs to be considered for alleviating the already growing traffic congestion at this corner.

Response from Manager, Engineering Infrastructure:

There is nothing to indicate that additional turning lanes are required at the intersection or that the development will lead to an increase in congestion at the intersection beyond an acceptable Level of Service.

Increased traffic flow to and from the Amendment site will also impact on the very congested Canning Bridge area where there is already traffic congestion due to bus and train stations and the entry to the freeway.

Response from Manager, Engineering Infrastructure:

With only 1,559 trips per day, the development will have practically zero impact on traffic movement in Canning Highway at the Canning Bridge Station.

- How will Manning Road cope with the increased concentrated traffic heading for the already congested freeway.

Response from Manager, Engineering Infrastructure:

Refer to previous comments as they relate to the negligible impact of traffic from the development on Manning Road.

- The Canning Bridge / Manning Road area is already overdeveloped, with poorly designed and functioning traffic flows and cannot cope with the proposed increased densities.

Response from Manager, Engineering Infrastructure:

Refer to previous comment.

- The traffic report concluded that with the addition of the traffic generated by the development of the subject site, stating that the intersection of Manning Road and Ley Street will continue to operate at acceptable levels of service with minimal queuing and delay. What is considered acceptable? There is already congestion for those entering the freeway from Manning Road and hence a requirement to leave early to bypass traffic into the city. Having additional residents will only add to this congestion. There is anticipated to be an additional 300 dwellings and commercial components requiring over 600 car bays. That is a significant jump and in such a small vicinity. How will this be addressed?

Response from Manager, Engineering Infrastructure:

'Level of Service' (LOS) is an index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operation conditions. It is usually defined in terms of the convenience of travel and safety performance. In a transport context, LOS is defined as a qualitative measure describing operational conditions within a traffic stream. LOS is presented as a scale from A through to F. Traffic Engineers and Transportation Planners have established the parameters for assessing LOS.

The Traffic Consultant references Level of Service (LOS) as a combined appreciation of queuing incidence and delay time incurred (as it relates to intersections), producing an alpha-numeric ranking of A through F. A LOS of 'A' indicates an excellent level of service whereby drivers' delay is at a minimum and they clear the intersection at each change of signals or soon after arrival with little if any queuing. Values of 'B' through 'D' are acceptable in normal traffic conditions. Whilst values of 'E' and 'F' are typically considered undesirable, within central business district areas with significant vehicular and pedestrian numbers, the corresponding delays/queues are unavoidable and hence, generally accepted by road users.

- Traffic issues will be worsened by the lack of a south-bound freeway entrance to the freeway from Manning Road. This should be a prior commitment to the development, and it could be argued that if this proposal is approved and the site developed, the applicant should contribute towards construction of this Manning Road entry to the Freeway.

Response from Manager, Engineering Infrastructure:

Refer to previous comment. The development will have minimal impact on the surrounding distributor roads and is completely unrelated to the need for the south-bound on-ramp to the Freeway.

- Traffic congestion will worsen if the future on-ramp to the freeway is installed at Manning Road – what a catastrophe for local residents.

Response from Manager, Engineering Infrastructure:

There is little likelihood that the future south-bound on-ramp will attract additional traffic to Manning Road, but only traffic already on this distributor road or the immediate local streets, to connect to the south-bound on-ramp. The ramp will however remove traffic from the Manning Road / Canning Highway “circuit” and relieve some congestion on that part of Canning Highway at the train station.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(ii) Submitters' comments on pedestrian safety:

- Given the implications of increased traffic and the impact on local streets, it is necessary to upgrade the Ley Street / Manning Road intersection to provide for safe pedestrian crossing.

Response from Manager, Engineering Infrastructure:

The development will have little impact on the need for upgrading of the intersection. Refer to previous comments regarding intended measures for improved pedestrian safety. Improvements to the pedestrian crossing phases have been developed in association with a parent group at Manning Primary School.

- The intersection of Ley Street and Manning Road is already a very dangerous intersection and a known ‘black spot’. Submitter has concerns over the safety and viability of the additional 600 plus cars that will impact on pedestrians in the local area. There is no designated pedestrian crossing light or time; and at all times pedestrians are at the mercy of turning traffic. Numerous parents from both Manning Primary School and St Pius X Primary School walk, cycle or drive our children to and from school daily. The current intersection does not provide for 2 children and 1 adult with bikes to stop either half way across busy Manning Road, nor does it allow for even one family with bikes and pram to safely stand at the triangle island before crossing the lane which turns west onto Manning Road from the south side of Ley street. Often, several families arrive at the same time at this intersection with a mix of pedestrians, bikes and prams.

Response from Manager, Engineering Infrastructure:

It is difficult to see any correlation between this development and the two primary schools some distance away although the pedestrian facility at the intersection does need a modification. Funding has been secured for signal modifications that will eliminate the pedestrian crossing on the west side of Ley Street, provide a dedicated crossing on the east side and reinforce the pedestrian movement across Ley Street, south side of Manning Road. The design change was motivated by the failure of south-bound drivers in Ley Street turning right into Manning Road to give way to pedestrians crossing with the signals and the inefficiencies with so many signal phases. The proposed modifications have been developed in association with the parent group at Manning Primary School and will not only improve pedestrian safety at the intersection but also aid the general movement of traffic.

- The proposed development falls into the Manning Primary School (MPS) intake zone. As my children attend this school it concerns me that there has been no foresight by council with regard to schooling and school traffic levels in the area. MPS, on the southern end of Ley Street, is to be a Level 5 Intake School from 2014 and is being supplied with demountable buildings to enable it to cope. The increase in the local population from the proposed development will put undue pressure on our lovely school, as well as increasing the danger to students who must cross Manning Road to get to school.

Response from Manager, Engineering Infrastructure:

Refer to comment above.

- The newly developed McDougall Park playground is adjacent to this development, and increasing the traffic in the area would result in further chaos and danger for children frequenting the playground.

Response from Manager, Engineering Infrastructure:

The Traffic Consultant has identified the trip generation for this development to be 1,559 trips, with the expectation that only 10% of those movements being in the vicinity of Davilak Street. The increase of traffic on the roads around Neil McDougall Park will be negligible and will have no impact on the Park.

- During construction, there will also be an increase in heavy vehicles in this already congested area, creating an additional hazard for children walking to and from school, parks and local shops in Welwyn Avenue and Ley Street.

Response from Manager, Engineering Infrastructure:

It is not possible to predict the impact of construction vehicles on the surrounding streets other than to say the number of construction trips will be considerably less than the trips 'post-construction'. If traffic movement 'post-construction' has little impact on the capacity of the surrounding streets then by extension, construction vehicles will be accommodated without issues.

- Increased traffic would make life untenable. Already, Canning Highway is overcrowded with traffic, making access to the railway difficult for passengers as they have insufficient means of crossing the busy roads to access the station.

Response from Manager, Engineering Infrastructure:

It is difficult to see any correlation between the proposed development and Canning Highway issues, or issues concerning access to the railway station.

- With a major park, schools, aged persons' dwellings nearby, the additional traffic poses a major danger to pedestrians.

Response from Manager, Engineering Infrastructure:

The Traffic Consultant has identified the trip generation for this development to be 1,559 trips, with the expectation that only 10% of those movements being in the vicinity of Davilak Street. The increase of traffic on the roads around Neil McDougall Park will be negligible and have no impact on the Park.

- The intersection at Ley Street and Manning Road is terrible to get the children across in car and by foot. It is already a dangerous intersection and known black spot. I reject the developer's notion that there will be no significant impact to traffic when 600 car bars and 300 apartments are being proposed.

Response from Manager, Engineering Infrastructure:

It has been acknowledged previously that the pedestrian facility at the intersection needs a modification, with or without this development. Funding has been secured for signal modifications that will eliminate the pedestrian crossing on the west side of Ley Street, provide a dedicated crossing on the east side and reinforce the pedestrian movement across Ley Street, south side of Manning Road. The design change was motivated by the failure of south-bound drivers in Ley Street turning right into Manning Road to give way to pedestrians crossing with the signals and the inefficiencies with so many signal phases. The proposed modifications have been developed in association with the parent group at Manning Primary and will not only improve pedestrian safety at the intersection but aid the general movement of traffic.

- There are two primary schools some 400 metres to the south, and one about 800 metres to the west. There are also two secondary colleges in the area. Many children walk to school. The addition of around 300 dwellings is likely to result in increased traffic in Ley Street and Manning Road.

Response from Manager, Engineering Infrastructure:

The submitters' comments alongside the four preceding dot points have been addressed in earlier responding comments from the Manager, Engineering Infrastructure. The submitters' comments cannot be supported in light of the facts as presented by the Traffic Consultant.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD;
- (b) Amendment No. 34 not be modified in this regard; however
- (c) at the time of any future development application for the site, should Amendment No. 34 reach finality, any development approval would be subject to a condition, in addition to any other matters that the Council may consider, requiring the developer to contribute to the cost of redesigning the traffic signals to include a more effective pedestrian

phase, to the extent of the shortfall in funding from the Main Roads Grant and the actual costs of implementation.

(iii) Submitters' comments on pressure on infrastructure:

- We don't have the infrastructure to support such a grandiose project.
- Greater population in the area will impact on existing infrastructure, which has no capacity to cater for higher density living.

Response from Manager, Engineering Infrastructure:

The Traffic Consultant has satisfactorily demonstrated that the surrounding road network has capacity to handle the trip generation from this development.

- A complex of 300 units and 600 car bays is not acceptable with the current infrastructure in that vicinity, and will cause congestion and overcrowding.

Response from Manager, Engineering Infrastructure:

This comment cannot be supported having regard to the facts as presented by the Traffic Consultant.

- The infrastructure surrounding this proposed massive development is designed for suburban, low density living and is not adequately designed for a single, high density development. As a result, there are likely to be significant impacts on the local community as the existing infrastructure struggles to cope with the huge influx of people and vehicles in the area. Of particular concern is:
 - increased traffic flow as people search for services not immediately available and conveniently accessible (eg. grocery shopping, postal services, banking etc.);
 - privacy impacts on existing residents through high rise apartments; and
 - increased security risks and an increase in general disturbances that will accompany the increased population.
- The existing infrastructure in this area is very old (i.e. water mains, sewerage and drainage, telephone lines, roads and footpaths, buses, police, etc.) and the added strain of another 300 residences in such a confined area could result in chaos for the current residents – plus a rise in costs.

Response from Manager, Engineering Infrastructure:

The road network has been demonstrated to have sufficient capacity to handle the trip generation from this development.

The City is in no position to make decisions based on what might be the position with the infrastructure of other public utilities. Through the planning process, all Government agencies are committed to the "Directions 2031 and Beyond" (metropolitan planning beyond the horizon) planning strategy. That document, together with the associated "Central Metropolitan Perth Sub-Regional Strategy" supports the kind of development that is proposed for the Amendment site.

- The 600 car bays to cater for vehicles will add considerable required maintenance by the City of South Perth. I presume that rubbish disposal

in such a housing density would require considerable effort at the expense of ordinary housing areas.

Response from Manager, Engineering Infrastructure:

The City will have no responsibility for the maintenance of the on-site parking bays. Disposal of rubbish from the development will be dealt with in the same way as for any development as part of a normal service provided by the City. This will have no impact on services being supplied to the rest of the community.

- With two small schools, church, aged persons home and one park for recreation, and nowhere to park cars for the Canning Highway interchange of bus and train, it is inconceivable that such an increase in housing density would be allowed in this part of the City.

Response from Manager, Engineering Infrastructure:

Refer to previous comments responding to similar issues raised by other submitters.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(iv) Submitters' comments on parking overflow:

- Section 11.3 of the City's 'Local Housing Strategy' contains the following objective for car parking:

"The City of South Perth is ideally located to cater for capped car parking, with its location relative to the Perth central area and public transport service linkages. Similarly, a general reduction in on-site parking contributes to vehicles parking on the street. On-street parking has proven to act as a good traffic calming device, with drivers consciously slowing down where cars are parked on the street".

The benefit intended by the above is completely contrary to experiences of residents who already have issues with high levels of street parking. At the Area 12 Local Area Traffic Management Study meetings in 2011, residents highlighted specific problems where high levels of street parking create unsafe driving situations due to poor visibility, difficulties with navigating between vehicles (when cars are parked on both sides of the street, virtually narrowing the street to a single vehicle width), and inability to park in front of their own property.

Response from Manager, Engineering Infrastructure:

The above quotation is repeated in varying forms in many different State, National and International standards, policies or practices and is recognition that vehicle speeds are moderated when the road ahead is narrowed and some congestion is present. Where traffic volumes are well below the threshold limits of the local street, then one-lane 'two way' vehicle movement is a viable proposition.

Notwithstanding the preceding comment, having regard to the required number of on-site parking bays, it is expected that all parking demand generated by the proposed development will be accommodated on the development site.

- Capped car parking should not be mandated for this high density development, and provision of adequate on-site car parking should be required to ensure potential issues with street parking around the development site are mitigated.

Response from Manager, Engineering Infrastructure:

'Capped' car parking provision will not be mandated for this development. Having regard to the required number of on-site parking bays, it is expected that all parking demand generated by the proposed development will be accommodated on the development site.

- From experience, there is often not enough parking in these developments and the residents in the surrounding streets will be stuck with the overflow parking, as happens around the Canning Bridge Train station.

Response from Manager, Engineering Infrastructure:

Having regard to the required number of on-site parking bays, it is expected that all parking demand generated by the proposed development will be accommodated on the development site.

- Notwithstanding the current lack of high rise and higher density residential development, the Canning Bridge Station has led to increased traffic in the area and issues with parking. Increased parking along the residential streets around McDougall Park means the streets are frequently blocked in one lane and cars park close to corners to maximise parking opportunities, impeding turning visibility (especially Lockhart Street / McDougall Street Intersection) and making intersections dangerous. Notwithstanding the traffic report which is, with respect, fairly narrowly limited to the main intersection on Manning Road, the proposed new development will inevitably significantly increase traffic and the general 'through' population in the area of the Canning Bridge and impact on local residents.

Response from Manager, Engineering Infrastructure:

With or without the proposed development, some motorists will select routes other than the 'distributor road' network to move between locations if they perceive there to be advantage by taking the alternative. Street calming measures and traffic management act as deterrents but equally the presence of parked vehicles also acts to dissuade through traffic. It is important that controls are in place to ensure that parking too close to the corner or obstructing vehicle crossings do not occur.

Notwithstanding the preceding comments, having regard to the required number of on-site parking bays, it is expected that all parking demand generated by the proposed development will be accommodated on the development site.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(v) Submitters' comments on Shawmac's Transport Impact Assessment Report:

- SPCG considers that the traffic report submitted by Shawmac does not accurately reflect the likely usage patterns by residents nor present an

accurate picture of the impacts at the Ley Street entry /exit ramp. It is clear that virtually all traffic movements will use this entry /egress point because it permits people to travel in a greater number of directions than the Manning Road point which will permit left exit onto Manning Road only. General community behaviour reflects what is easiest and most practicable for the driver.

Response from Manager, Engineering Infrastructure:

The Consultant's (Shawmac) assessment is based around the trip generation figures determined by applying the observations as detailed in the "Institute of Transportation Engineers Trip Generation" 8th Edition to a proposal consisting of 237 residences and 1,485 square metres of commercial use to arrive at the overall trip generation of 1,559 trips. Thereafter, the distribution is of little consequence. The assumption that the majority of the trips will come from Manning Road serves only to create a scenario that places greatest impact on the intersection with Ley Street. If the intersection maintains an acceptable Level of Service under the "worst case scenario" then any other distribution will equally be accommodated.

- SPCG highlights the incongruence between the Shawmac traffic report and the Scheme documentation prepared by Council with regard to proximity to public transport. Council's documentation (Page 4 - Item 4.1) states, "*PT Lot 2 is within 800 metres, a recognised walkable distance of a major public transport interchange, at Canning Bridge / Kwinana Freeway*". The traffic consultant's report 'Traffic Impact Assessment' (P3 – Public Transport, Pedestrian and Cyclist Facilities) states "*the closest train station to the site, Canning Bridge Railway Station, is approximately 1.4km to the West and North of the subject site. This exceeds the general limit of 800m which people are generally willing to walk to access a train service*". Thus, a high level of parking provision must be provided as the walkable 'ped-shed' is beyond a comfortable walking distance for residents of this high density development. This will increase the number of traffic movements within the area of the proposed development with consequential impacts. Nevertheless, the number of bays provided appears excessive for the number of dwellings that may exist in the development. It is recommended that the number of parking bays within the development be reduced.

Response from Manager, Engineering Infrastructure:

Ley Street will continue to be the route for the Manning bus services. This bus route has a stop immediately in front of the development and a stop less than 500 metres from the Canning Bridge Station, well within the walking distance of many commuters currently using the Mandurah line to access the CBD from the Canning Bridge Station and would be a very viable travel mode for any resident within the proposed development. With access to a regular bus service directly in front of the development, a nominal 400 metre walk for commuters to the train hub will be easily achieved.

The number of residents' on-site parking bays must comply with the requirements of the City's Town Planning Scheme No. 6. For the residential component of the development, it is intended that no parking concessions will be allowed. Having regard to the required

number of on-site parking bays, it is expected that all parking demand generated by the proposed development will be accommodated on the development site.

- Submitters strongly disagree with the transport impact assessment accompanying the proposed development, which states that “*the proposed mixed use development consisting of medium-density residential*” will have low impact on the surrounding road network. The proposed R160 development is not medium-density but is high density development, and as such the transport impact assessment is fatally flawed.

Response from Manager, Engineering Infrastructure:

R160 density development is classified as ‘high density’. However the submitter’s opinion about the impact of the proposed development is not supported by any documentation. The submitter’s comments cannot be supported in light of the facts as presented by the Traffic Consultant.

- The Shawmac report was undertaken during school holidays, which makes it invalid.

Response from Manager, Engineering Infrastructure:

A site inspection was undertaken by the Traffic Consultant on 1 June 2012 and traffic data for the intersection was supplied by Main Roads Western Australia. Amongst other things, the purpose of the site inspection was to observe existing traffic operations on the adjacent boundary road network. Pedestrian movements may have been reduced if the site inspection was undertaken during school holidays but this does not invalidate the ShawMac study because the traffic data supplied by Main Roads would have included the pedestrian phases of the traffic signals.

- The transport impact assessment does not address the impact of the increased traffic flow on the smaller adjacent local streets surrounding the proposed development site. Previously completed traffic surveys of Philp Avenue have shown considerable traffic flow from non-residents accessing other major roads. Submitters fear that this development will further increase the flow-through traffic on this and other small local streets.

Response from Manager, Engineering Infrastructure:

Refer to previous comments in respect to Philip Avenue, a local street that provides easy access to Manning Road for a substantial area west of Ley Street.

- The transport impact assessment fails to consider the impact on pedestrian safety at the Ley Street and Manning road intersection. Many local children attending the Manning Primary School use this intersection on a daily basis walking to school (a practice that is encouraged by the school). The increased traffic associated with the proposed R160 development will cause considerable risk to these children at an already very busy intersection.

Response from Manager, Engineering Infrastructure:

SCATS (Sydney Coordinated Adaptive Traffic System) data has been used in Western Australia since 1983. The pedestrian phasing at the signals has been accounted for in the SCATS data supplied by Main

Roads WA. Funding has been obtained to improve pedestrian movement at the intersection in accordance with a concept developed in conjunction with a parent group at the Primary Schools. As per earlier comments, at the development application stage, should there be a shortfall in the Grant funds provided by Main Roads and the actual costs of implementation, a contribution could be sought from the developer.

- The Traffic and Transport Study was commissioned by the developer and only serves to validate their proposal (i.e. it is a "self-licking ice cream" that serves their purpose to gain approval. It looks only at the immediate environs, and doesn't look at impact on Canning Bridge, Henley Street, Canning Highway, Labouchere Road (rat run to the city).

Response from Manager, Engineering Infrastructure:

The submitter's unsubstantiated opinion is not supported.

- The traffic report does not consider vehicles turning in and out of the site, but only their effect one in the street.
- The Traffic and Transport report is biased and does not reflect the true situation in the area. Some facts are ignored or misrepresented. A consultant's report prepared for the City's "*Local Area Traffic Management Area 12 – Final Report*" clearly shows the dangers of this intersection:
 - A very high accident record. 78 crashes, 18 casualty crashes, majority rear-end crashes. Majority of crashes were rear-end along Manning Road turning right into Ley Street.
 - Safety concerns for pedestrians and cyclists. High risk for traffic accidents.
 - Identified for a 'black spot' submission (2013/14 financial year).
 - The next-most dangerous intersections with 12 and 6 crashes respectively, were Manning Road / Welwyn Avenue, and Henley Street / Ley Street, both close to Manning Road and Ley Street.

Response from Manager, Engineering Infrastructure:

Refer to previous comments regarding secured funding for the upgrading of pedestrian facilities at the signalised intersection.

- The report indicates a No. 30 bus connection to the Canning Bridge station. This is not the case. A person would have to take the bus for approximately 1.1 km and then walk 300 metres to the station crossing a slip road to the freeway and Canning Highway. This is not conducive to using public transport.

Response from Manager, Engineering Infrastructure:

Given the opportunity of commencing a journey to the CBD from a bus stop directly opposite the development site; then walking about 400 metres from another bus stop to a frequent train service (a distance regularly being covered daily by other commuters) this remains a very attractive travel option.

- Traffic coming from East Perth and Fremantle will create considerable traffic pressure within the immediate neighbourhood coming from Canning Highway and not Manning Road. The Traffic Impact Analysis provided by the developer is focused on the Ley Street and Manning Road intersection and the assumptions with regard to traffic flow are

naïve and inaccurate, given that north-bound and south-bound traffic on Canning Highway would not travel down the Kwinana Freeway and onto Manning Road to access this building when it is more convenient to enter the neighbourhood via the Henley Street/Canning Highway intersection.

Response from Manager, Engineering Infrastructure:

The Traffic Consultant has forecast that only 10% of the trip movements will be via Ley Street to the north of the Ley Street entry point to the site. If the Ley Street trip movements were increased considerably to around one third of the total trips, the actual volume of traffic would still be able to be accommodated on the existing local distributor network.

- Submitter doesn't consider that the traffic report for the amendment is realistic when it says that the increase in vehicles from the proposed development will not impact on the Ley and Manning Road intersection. It would be worthwhile for the Council get a second opinion on this.

Response from Manager, Engineering Infrastructure:

The Consultant has undertaken a detailed SIDRA analysis of the intersection as part of the methodology used to assess the proposal, an analysis that would be undertaken by any consultant engaged to review the work. The Consultant has concluded that:

"the results of this assessment indicate that with the addition of the development- generated traffic, the intersection will continue to operate at acceptable Levels of Service with minimal queuing and delays and that the local road system, coupled with the proposed site access arrangements in close proximity to the higher order road system (Manning Road), can accommodate the anticipated increases in locally generated traffic in the context of existing practical road capacities."

The conclusion is not that the development will have no impact on the intersection; rather, that the intersection will continue to operate at an acceptable Level of Service (see previous comments on LOS). Some delay at peak hours will not unduly affect the LOS.

- Submitters believe that the transport impact assessment prepared by Shawmac Pty Ltd is woefully inadequate. How can the City and its traffic consultants credibly conclude that there will be no impact on traffic when the analysis has only been conducted at the intersection of Manning Road and Ley Street? A proper traffic study would also assess the impacts on local streets including: Davilak Crescent, Davilak Street, Pether Road, Philp Avenue, Clydesdale Street and Downey Drive. On this basis the conclusions of the report are clearly inadequate and unjustified.

Response from Manager, Engineering Infrastructure:

The Shawmac assessment is based around the trip generation figures determined by applying the observations as detailed in the "Institute of Transportation Engineers Trip Generation" 8th Edition to a proposal consisting of 237 residences and 1,485 square metres of commercial use to arrive at the overall trip generation of 1,559 trips. Thereafter the distribution is of little consequence. The assumption that the majority of the trips will come from Manning Road serves only to create a scenario that places greatest impact on the intersection with Ley Street. If the

intersection maintains an acceptable level of service under the “worst case scenario” then any other distribution will equally be accommodated.

The real issue is the 1,559 trips. The source document has identified trip generations by development generally within a range and traffic engineers/planners have then applied their own personal and professional experience to the selection. The Consultant's methodology in determining the trip generation is consistent with contemporary practice and has been accepted by the City, even though there could have been a clearer explanation of how the total number of trips was determined. That explanation could have been in the form of a table identifying the range of trips for each dwelling type and the commercial land uses; and the justification for selection within the range. However, even if the total trips were increased by 50%, the conclusion reached would still be valid.

As a condition of a future development application, the City will require a more detailed and justified determination of trips for the development being assessed.

- The assumptions and scenarios used by Shawmac Pty Ltd appear to be ill-considered and lack rigour. In support of this position I note some of the core assumptions used in the analysis:
 - There will be 89 outbound and 86 inbound trips in peak hour. This represents less than 15 per cent of the over 600 car bays proposed by the developer. Unless the traffic consultants are suggesting that the residents of the proposed development won't use cars, then the number of movements used appears to be inadequate.
 - In Figure 4 of the transport impact assessment it is indicated that only 5 vehicles in peak hour will turn north into Ley Street. Again, this assumption is woefully inadequate and in reality there are likely to be significantly higher number of vehicle movements in peak hour. Traffic heading west along Manning Road in peak hour, to access the Kwinana Freeway north and south, is already heavily congested and on most mornings traffic is queued back past Clydesdale Street. As a result, people avoid this area by using Ley Street and surrounding residential roads to bypass the traffic and access the Kwinana Freeway from Canning Highway or through South Perth. This impact needs to be considered.
 - The traffic assessment report does not consider the impacts of the development on existing traffic movements from Ley Street heading south and turning east or west onto Manning Road. People use other residential streets such as Davilak Crescent and Godwin Avenue to avoid the lights on Manning Road and Ley Street, particularly to head east down Manning Road. This is already of local community concern as some people dangerously speed down Davilak Crescent to make up for any extra distance travelled in avoiding the lights. The City has conducted multiple surveys on proposed traffic calming devices or road changes to reduce this problem. The traffic assessment report should have made reference to these existing issues. New residents of the proposed development could do the same, or force more existing residents to do the same.

- How can a reputable traffic consultant conclude that the distance to the Canning Bridge train station is 1.4 km when it is not?

Response from Manager, Engineering Infrastructure:

As a condition of a future development application, the City will require a more detailed and justified determination of trips for the development being assessed.

- From the above it appears that this study was merely a desk-top activity with a token site visit, as opposed to a comprehensive and rigorous assessment that stress-tested multiple scenarios across multiple traffic routes. Again, it appears the City and the site proponents have presented weak and manipulated data to support their argument.

Response from Manager, Engineering Infrastructure:

As a condition of a future development application, the City will require a more detailed and justified determination of trips for the development being assessed.

- The fact that the developer is proposing to build over 600 car bays also supports the argument that the main form of transport from this site will be by car and this invalidates most of the assumptions made by the consultant.

Response from Manager, Engineering Infrastructure:

The submitter's opinion is not supported by any documentation.

- Therefore, the findings of the traffic impact assessment are clearly flawed and should be ignored. Submitters believe it is clear and reasonable to expect that there will be significant impacts on local traffic.

Response from Manager, Engineering Infrastructure:

Although the Consultant could have provided a clearer and more detailed explanation of how the total number of trips was determined, this does not invalidate the conclusions reached. Even if the total trips were increased by 50%, the conclusion reached would still be valid.

As a condition of a future development application, the City will require a more detailed and justified determination of trips for the development being assessed.

- The traffic impact assessment has been based on out-of-date data. The proposed car parking entrance to the development on Manning Road will impact traffic, but the fact that the Manning Road freeway off-ramp is within several hundred metres of this car park entrance has not been recently considered. There are often near-accidents at the southerly turnoff from Manning Road into Clydesdale Street. Peak hour traffic is heavy on this carriageway in both directions, and renders traffic entering Manning Road from the proposed car park, or slowing down to enter said car park from Manning Road, highly dangerous. Manning Road is already bearing the excess traffic from Canning Highway and does not need a high volume car park entry/exit. Also not considered in the proposed development, is the increase in the movement of rubbish and recycling via truck which would impact on Manning Road.

Response from Manager, Engineering Infrastructure:

The Consultant's assessment makes reference to the design of the vehicle access off Manning Road. The Consultant recommends an appropriate widening (deceleration lane) to assist the expected relatively low volume of turning traffic. Specific design details will be addressed at the development application stage.

- With no freeway on-ramp south-bound from Manning Road, traffic diverts via Ley and Henley Streets onto Canning Highway in order to head south on the Freeway. The increased traffic from the proposed development will aggravate this. One of the aims of this development is to provide housing within easy access of the Canning Bridge rail station, and to service Curtin University, the impending Fiona Stanley Hospital and Murdoch University's housing needs. However, the 2009 GHD 'Report for Canning Bridge Precinct Traffic Analysis' has already shown that "substantial traffic congestion in the (Canning Bridge) precinct has a significant impact on the users of the precinct"; and that "pedestrian access to the train station is considered inadequate and at times dangerous". Extra housing will not alleviate these issues which were highlighted four years ago.

Response from Manager, Engineering Infrastructure:

Any development on the Amendment site at the intersection of Manning Road and Ley Street will have negligible impact on Canning Highway in the vicinity of the Canning Bridge station or provide any additional justification for the south-bound on-ramp to Kwinana Freeway. Eliminating the circulating traffic exiting the Manning Road off-ramp and turning right into Canning Highway and right again to enter the south-bound on-ramp at Canning Highway remains the strongest justification for a south-bound on-ramp from Manning Road.

- This high density development should involve traffic studies being undertaken to confirm how increased traffic loads on adjacent (*Traffic Management*) Area 12 streets will be managed, and demonstrate how vehicular entries to both the residential and commercial areas of the development will not increase the accident potential at Manning Road and Ley Street.

Response from Manager, Engineering Infrastructure:

At the development application stage, the City will require a further explanation of the total number of expected trips for the development under assessment; and an equally detailed traffic assessment to that provided for the Scheme Amendment, with an additional emphasis on the local street network.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be UPHELD;
- (b) Amendment No. 34 not be modified in this regard; however.
- (c) at the time of any future development application for the site, should Amendment No. 34 reach finality, any development approval would be subject to a condition, in addition to any other matters that the Council may consider, requiring the submission of a more detailed and justified explanation of the trips generated by the development; and a further

traffic assessment to the same level of detail as provided in support of the Scheme Amendment.

(b) Oppose on grounds of out-of-character proposals
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(97 submitters)

Submitters from Bickley Crescent, Bradshaw Crescent, Burnett Road, Clydesdale Street, Conochie Crescent, Crawshaw Crescent, Davilak Crescent, Downey Drive, Edgumbe Street, Edgewater Road, Elderfield Road, Griffin Crescent, Henley Street, Kelsall Crescent, Kilbride Close, Leonora Street, Ley Street, Lockhart Street, Manning Road, Pether Road, Philp Avenue, Robert Street, Welwyn Avenue, Wooltana Street, Tweeddale Road (Applecross), comment as follows:

(i) Submitters' comments:

- South Perth Council's opening statement of "We are renowned for our leafy tree-lined streets and unique urban village atmosphere" * is hardly in keeping with this proposed vulgar monstrosity, the design and scale of which would be better suited to Pyong Yang. [* The submitter is referring to a statement on the 'Our City' page of the City's web site.]
- Como comprises nice homes and parks. Putting a monstrous building at the start of Manning Road as you come off the freeway will change the way people view our suburb. This building will not represent this area.
- Submitters do not think that this part of Como is ready for this type of high rise structure.
- Submitter would very much like to see a classy residential development that attracts more families to the neighbourhood. With the many local schools in the area and McDougall Park nearby, it would be a fantastic opportunity to extend the family friendly culture of beautiful Como.
- The current zonings are adequate and have been put in place to protect existing property owners who have purchased in an area they believe to be family and community orientated. Whilst we are not against development, which is inevitable, we believe it can and should be done in a manner in keeping with the existing area.
- This has all the trappings of a developer looking to exploit maximum density and profit with low quality apartments that are totally out of character with the area, and serves as a warning/concern for future developments in the vicinity (Canning Bridge).
- The proposed heights are obsessive and out of keeping with heights and character of the neighbourhood and with the future character outlined for the Canning Bridge Precinct. As land throughout South Perth is fragmented, land in the Canning Bridge Vision Area will never be put together in large enough land parcels (or a cost that will permit land assembly) to build anything so extensive. This site therefore is likely to stand alone at this height with few possible exceptions (Mount Henry Tavern site).
- If this goes ahead, future generations will wonder "what did they think they were doing?"
- The scale of the development is far greater than the intended development of surrounding land. A large site such as this does not automatically warrant large scale development such as the proposed

amendment would permit. Consideration of the impact on the streetscape and future users of the adjacent open space is paramount, as well as on the intended character of development in the surrounding area. It should not be assumed the adjacent open space reserve is a visual screen to the proposed development.

- In the nearby vicinity there is a 3-storey development on Barker Avenue that is in keeping with the neighbourhood. This is a much more sensible approach to gentrifying the area.
- The surrounding area is undergoing a process of renewal, with older houses being replaced with 2-3 modern single and two-storey family houses. The quality of the area has improved greatly, with owners investing significantly in their properties.
- The strategic location of the site renders it suitable for higher density, but this must have appropriate regard to the general character and amenity of the locality.
- The creation of an isolated 36m tower will not fit the streetscape of the area irrespective of the limited parkland surrounding the site.
- Reflecting on the commercialisation of Scarborough Beach Road, Stirling Highway, Canning Highway and Great Eastern Highway, submitter envisages the same happening to Manning Road. Submitter prefers the South Perth character north of Canning Bridge to that of the south side. Gradually the southern end of the Bridge creeps towards skyscrapers and heavy commercialisation.
- Submitter believes that redevelopment of the site is a good thing; however, such development needs to be of a scale, height and density that can be appropriately balanced with nearby low density residential. The R-Coding and height of the development should be reduced to soften its impact on the surrounding locality. Submitter suggests 4-6 storeys. Although this is much higher than the current 2 storey limit, it could be satisfactorily accommodated without being too much of an impact on the amenity of the area. With respect to R-Codings, R160 is too high and would suggest an R80-R100, which would still allow a good number of residential units to be established. Submitter also supports the proposed design controls to ensure that the future development is of a high standard.
- Submitters do not believe that the City has adequately demonstrated a case for amending TPS6. The arguments presented are tenuous, ill-considered, lack rigour and appear to be put together on face value to support the City's position. They believe the City's recommendations are counter to its objective of minimising the impact on the local community and should be rejected.
- The proposed zoning and density coding of R160 is massively inconsistent with the local area.
- Submitter advises that residents of the McDougall Park area and surrounding Manning streets are spending considerable money on renovating or demolishing and building new homes and this area is now attracting young families looking for quiet living on the larger family blocks. The type of dwellings currently proposed by this amendment is not in keeping with the rest of the suburb of Manning.

- The area surrounding the site is coded R20 and contains single and two storey homes, with 90% of properties subdivided. The character is low to medium density. Development of up to 12 storeys would be out of character for the area and would raise overlooking and privacy issues.
- Ratepayers in Manning recently objected to 3-4 storey buildings in the Manning Hub. It is unthinkable that ratepayers would accept a 10-12 storey building on this site after objecting to the Manning Hub proposal.
- This site is surrounded by aged persons' dwellings and family houses which represent a major investment for those people. The proposed 10-11 storey building has no place in this area.
- The planned height of 36 metres is not in keeping with the character of the area – there are no other buildings of this height in Manning, which is a low density family residential area of modern and character homes on 650 sq. metre blocks.
- New development should be family-friendly, lower density townhouses that meld into the surrounding areas.
- A 10-12 storey building at R160 density should not be permitted. It would be an eye-sore to the surrounding residents as well as an invasion of their privacy, as they would be overlooked to a great extent by 'peeping tomes' who would be able to see into their homes.
- A building height within the design plan to 36 metres (10 storeys) will not be aesthetically pleasing and not in line with the area. A building of this height belongs in the CBD, not in a residential area. There is a statement in the proposal that the *"the taller buildings will not have any adverse impacts"*. According to whom?
- Submitter believes the area needs an update as it is currently unsightly, but as with other developments, does not factor in the surrounding areas nor take a holistic approach when planning, as buildings of varying heights and modern styles do not suit the area and appear with "supposed" community consultation.
- If we had wanted to live in a high rise area we would have purchased an apartment in the CBD. The small community feel of Como/Manning is a lovely way for it to stay.
- The general bulk and scale of the development is not sensitive with the local neighbourhood and not in keeping with the other residential and commercial buildings in the area. Submitters used to live in West Perth and this complex would be big even in West Perth, which is an apartment suburb. Apartment complexes and high rise developments have a huge impact on the aesthetics of an area, and careful consideration should be given to their location and also the size of the development in comparison with other dwellings in the area. The current proposal fails to consider this. It appears like the developer is trying to fit as many apartments into the complex as possible to maximise his return.
- Submitters built and have resided in their 2 bedroom 1 bathroom War Service Home on Kelsall Crescent since 1955. They are foundation members of this neighbourhood and witnessed rational, appropriately planned growth through several generations and demographics. The proposal will destroy this locality.

Council's response:

Concern about loss of neighbourhood character arising from the imbalance between the built outcome fostered by the proposed Amendment No. 34 provisions and the existing built form of surrounding residential areas of Como and Manning, represents the second largest group of submitters' opposing comments on Amendment No. 34. This strong opposition is based on the present low density character of the surrounding areas when compared to the concept drawings depicting the maximum building heights and density coding proposed by the Amendment.

In comparing built form characters, a decision needs to be made as to whether the Amendment provisions are to be assessed in relation to the existing built state of the surrounding portions of Como and Manning, or in relation to the planned future development of these areas.

The Council is currently engaged in various strategic projects which could affect the character of these areas, including the Local Planning Strategy (a prerequisite to the next Town Planning Scheme), and a Structure Plan to guide the implementation of the adopted Canning Bridge Precinct Vision (which is a prerequisite to a major amendment to TPS6). Both of these studies, while far from being completed, could, over time, change the built form character of the current Amendment site and the land around it.

Local Planning Strategy

In terms of housing density, the housing element of the draft Local Planning Strategy recommends introducing a medium density flank of about 100 metres depth (one street block) along both sides of Manning Road **east** of Ley Street to Elderfield Road. If adopted, this would facilitate an increase in the density of those mainly R20 coded single house lots, to a (non-specified) medium density coding. The precise codings are yet to be determined. Under the R-Codes, density codes are no longer identified as low, medium or high density; however, in previous versions of the R-Codes, medium density referred to R30 to R60 coding.

Canning Bridge Precinct Structure Plan

The Canning Bridge Precinct Vision will be implemented through a guiding Structure Plan which is currently being prepared by consultants on behalf of the Local and State Government project partners. A later statutory amendment to TPS6 will also need to be undertaken to introduce firm, statutory development controls which will interpret the adopted Structure Plan objectives.

The long-term precinct vision is shown in Figure 8 below. It will be further refined in the course of finalising the Structure Plan, with further community consultation.

Figure 8 Canning Bridge Precinct – Long Term Vision



The Canning Bridge Precinct covers an area based on approximately an 800 metres radius centred on the Canning Bridge Station, and includes the current Amendment site on the easternmost perimeter of the precinct. The 'vision' for Manning Road **west** of Ley Street, includes a flank of 6 to 8 storey residential buildings on both sides of Manning Road (south of Woollana Street). Subsequent to the release of the Long Term Vision depicted in Figure 8, it has been proposed that, in the draft Structure Plan, the height limit will be 4 storeys for land to the west of Ley Street (north of Woollana Street). For the subject Amendment site at the north-western corner of Manning Road and Ley Street, the vision is for a 10-storey, performance based, mixed use development.

In regard to such a development, the report states (page 19) that:

"The land use vision recommends a mix of building heights and land uses throughout the precinct. Greater intensity of commercial and mixed uses is shown along the key transport spines of Canning Highway and Manning Road, while higher density residential uses are proposed to transition into the surrounding traditional lower density neighbourhoods. Urban design guidelines will need to be developed to ensure that the transition areas have high amenity, and attractive and equitable streetscapes.

To support and encourage interest and activity in the precinct, the vision identifies an opportunity for some limited development such as cafés, restaurants and retail facilities ... (in various locations).

Some commercial/residential mixed use functions are also shown in the CoSP in the area closest to the freeway, at the Mt Henry Tavern site and at the corner of Ley Street and Manning Road. These areas should be developed at a local scale, although it is likely they will attract regional users

because of their strategic location close to high frequency public transport routes."

Some of the submitters object to Amendment No. 34 on the grounds that the proposed R160 density coding and the proposed 14, 21 and 36 metre building height limits do not satisfy the Vision's statement that the site should be developed "at a local scale". Whether assessed against present or future intended density characters, there is merit in these submitters' comments.

The Council agrees with these submitters that the nominated Amendment No. 34 density coding and building height limits are excessive and should be lower. In its April 2013 response to the Minister's Section 76 Order, the Council suggested a compromise solution of R100 density coding, with a range of 7, 10.5, 14 and 21 metre height limits, as depicted in Figure 4 above. While the R100 density coding might still be considered 'high', these building heights were designed to ensure that the proposal would be more sympathetic to the character of both existing and future development nearby. A 21-metre height limit would allow a 6 storey building.

In allocating a density coding, in addition to the primary matter of neighbourhood amenity, the economic viability of the site will also need to be considered. The applicant has demonstrated through concept drawings that R160 could result in around 300 dwellings, while still providing a large area of open space on the site. However, if the building height limit were to be reduced too much, it is possible that the final building footprint would be greater in order to recoup as many dwellings as possible, and would consequently reduce the amount of open space on the site. This could result in the site appearing to be more 'crowded' than if the buildings were taller.

It is not the role of the City to undertake studies to determine the financial viability of TPS6 provisions. The City's responsibility is to ensure that the built outcome is well considered, well designed and meets regional objectives while maintaining local amenity expectations. In terms of built character, the community has expressed its opinion that the current Amendment proposals are excessive, and that a more moderate set of provisions is required.

The opinions of submitters vary considerably as to the appropriate maximum intensity of development on the Amendment site. Various density codings and building height limits have been suggested as being acceptable to different submitters. These have been taken into account when responding to objecting submission topic (c), below. In response to those submitters objecting on the grounds of inappropriate character, the Council agrees that the current Amendment provisions would result in development that is disproportionately greater in scale and bulk than those of either existing, or possible future, built character of the surrounding areas, and therefore, should be reduced.

Having regard to all of the relevant considerations, the Council recommends that:

(a) the comments be UPHELD; and

- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(c) Oppose proposed density, height and scale
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(68 submitters)

Submitters from Bickley Crescent, Bradshaw Crescent, Burnett Road, Cloister Avenue, Clydesdale Street, Conochie Crescent, Craigie Crescent, Crawshaw Crescent, Davilak Crescent, Downey Drive, Edgecumbe Street, Edgewater Road, Elderfield Road, Glasnevin Court, Godwin Avenue, Griffin Crescent, Henley Street, Hope Avenue, Isabella Crescent, Kelsall Crescent, Leonora Street, Ley Street, Lockhart Street, Manning Road, Pether Road, Philp Avenue, Robert Street, Welwyn Avenue, Wooltana Street; and Salter Point Community Group Inc (SPCG), Davis petition, Byrne petition, Rattenbury petition, comment as follows:

(i) Submitters' comments:

General opposition to height, density and scale –

- SPCG argues that the development as proposed will have adverse impacts on the local community as it seeks to introduce building heights that are up to five times greater than those currently permitted with consequential amenity impacts.
- The SPCG recognises that State Government Planning policies encouraging in-fill development within inner urban areas of the Greater Perth Metropolitan Area (e.g. Directions 2031), have a place provided that new developments are adequately located, represent orderly and proper planning and do not have negative impacts on existing communities. The current proposal does have negative impacts on the local community. Any density increase should be achieved in a more considerate manner.
- SPCG notes that the City of South Perth originally recommended a density of R30 for this site, and that the Minister has previously promoted rezoning for a mixed use development with R30 and R80 density codings and some Highway Commercial zoning. The current proposal does not accord with these prior positions.
- SPCG supports the following:
 - Some commercial development along Manning Road, at ground level, but this should end 10 metres from the corner of Ley Street and Manning Road. The types of uses that would be appropriate require further consideration and discussion with the community.
 - Residential above the commercial activities in a podium style development with the height restricted to 4 storeys.
 - A 7 metre height limit along Ley Street, including at the corner of Ley and Manning, to ensure that the development at this point is empathetic to the surrounding community. Effectively maintaining the R15/20 coding.
 - No density higher than R60 for the remainder of the site or no height limit higher than 21 metres.
- The proposed 14m height limit facing Ley Street would overshadow the current residential area and is excessive. Should it be approved, buildings should be set back level with the Telstra building (*approximately 6m*), as Ley Street is very busy with a bus stop immediately outside the Telstra site.

- Resident and former member of the City's working party for the 'Area 12 Local Area Traffic Management Study' refers to the draft Local Housing Strategy objective:

"Density stepping should result in defined density patterns around activity centres, and avoid blocks of varying density which lack cohesion and flow. Density will continue for an appropriate distance to enable development of streetscapes which illustrate a legible flow from high density to low density".

While the applicant considers that the parkland to the north and east of the site will provide a buffer to the existing single story residences on Davilak Crescent (and beyond), this open area will simply accentuate the excessive 36m height of the development and the discontinuity in the streetscape. To the west of the site on Ley Street, there would be an immediate transition from the existing building height limits to this new development. Other new developments in Ley Street south of Manning Road maintain a consistent streetscape. The proposal fails to meet this critical element of the City's Local Housing Strategy and it should apply equally to this applicant.

- This is far from a premium development site, and presumably the developer will look to achieve city views. Therefore, building height and aspect will be his chief concerns in order to make a premium on those units. If the height limit is reduced for the tower element, the development becomes less viable, but the density becomes much more in keeping with surrounding built form. A different scale of residential development is still viable with less density and without requiring a tower element to subsidise the 'street-front' 1-2 bed apartments which will be more important to the community but less so to the developer. He will look to build these units as cheaply as possible. In short, the proposal attracts the wrong type of developer to the site. There are good examples of new 2-storey development on Ley Street south of Manning Road which activate the streetscape, are attractive in scale, and improve the fabric of the suburb while being sympathetic to their residential context. Development on this smaller scale should be encouraged on the site.
- The proposed density is extreme given the surrounding built form, shape of the lot, retention of the Telstra Exchange and vehicular access problems.
- This level of density is more suited to inner city apartment living. Younger people are most interested in high density living, but this part of the City does not offer the required associated amenities, such as restaurants, cafés, bars, cinemas, sporting facilities, etc.
- Transit oriented development (TOD) on high frequency transport routes can allow for higher densities. This site is neither. This is 'walkable distance', not radius drawn on map, and access to this site is not within a walkable distance from the Canning Bridge train or bus interchange. Manning Road is not a high frequency route for buses. There is a bus that travels infrequently along Ley Street to the City but this meanders through the local community. Previous traffic studies conducted by the landowners were done in the mid-year period when Curtin University students were on a semester break. Traffic figures vary enormously from this period to periods during semester. Until high frequency transport routes and direct connection with Canning Bridge interchange and the ramp from Manning

Road to the freeway occur, redevelopment of this site should be at a size to suit the current situations, or be postponed until they have been completed.

- Any development of this site needs to further the idea of the 'green area' around McDougall Park, and height limitations need to be considered as part of this.
- While higher density is required in city areas, it is unacceptable to have a massive development in a low-rise residential area. Given the need to develop the site, the Council's proposals of April 2013 are acceptable to most residents in the area.
- Very high buildings and density required by the State Government should be located in the Canning Bridge Precinct area.
- Submitter objects to the proposal and suggests that it should be as the Council proposed in April 2013.
- The owners of the site have previously had relatively low rise, R80 development plans for the site agreed to by the Council. The current plans go far beyond that benchmark with limited purpose other than the financial gains of the developer, and certainly with little regard to the concept of enhancing and protecting the current amenity.
- Submitter understands that the proposed development will yield approximately 300 units, which is considered to be an over-development of the site.
- The proposed building heights are outrageous and inappropriate as they are totally inconsistent with the local area. This is a suburban residential area, not a high rise apartment precinct. The City argues that the Building Height Limit of 36 metres (notionally 10 stories) will be "buffered and screened" by the remainder of the project and that, as a consequence, the taller buildings will not have any adverse impacts. This conclusion is laughable. On what basis does the City actually draw this conclusion?
- Submitter has serious concerns regarding the height and overall size of the development and its impact on the amenity of the immediate area. It would appear the developer may be wanting to cram in as many units as possible to maximise his return with very little consideration on the impact of this on existing local residents. The Council needs to consider the overall impact of this development on the majority of existing residents in the area, and perhaps a smaller, more discreet boutique development would breathe life into the Manning area without losing too much of the appeal that draws people here in the first place. The needs and concerns of the residents should be first and foremost on the Council's agenda.
- The proposed building height of 10-11 storeys is ridiculous.
- Submitters have grave concerns regarding the height and R160 density of the proposed development, resulting in some 300 dwellings. The 36 metre height will be the tallest building in the City, and cannot see any rationale for this height in a quiet residential suburb surrounded by single and two storey predominantly owner-occupied residences.

- The Council should continue to do all in its power to prevent the 10-11 storey monstrosity from proceeding. Most residents realise that the applicants advocate such development, not to help people in need, but for financial gain.
- Submitter requests that Council work to moderate the scale and detrimental impact of any development of this important site.
- Whilst acknowledging 'progress' and encouraging growth around the rail transport hub, there also needs to be a sensitive approach to proposed development and to the local residents who call this area 'home'!
- Submitter strongly feels the design and proposed density of the "Village", (as that is what it will become), is well in excess of what will complement the area and indeed Manning as a whole. The number and density of planned dwellings is irrational ! A ready-made ghetto of the future. There is no need for a high rise eye sore (think Brownlie Towers in miniature) in a suburb that is prized for its open space and ¼ acre blocks. I agree that the density of the site should be greater than R20 but would be horrified to see the currently planned housing density become a reality. We have a right as citizens and rate payers to stand up and object to the proposal as it stands. A mixture of sizes and designs of homes will prolong the aesthetic life of the development and help it blend into its surrounds. It would be *horrendous* to see anything approaching the artist's impressions contained in your document!! The planned height of the development is absurd! I can only expect greed is the motivating factor? It most certainly could not be good planning!
- Submitter suggests two to three story dwellings (maximum height) with an even mix of 1, 2 and 3 bedroom apartments grouped around the tennis court and other amenities. Underneath the apartments there could be some commercial space allocated to cafes and restaurants with landscaping to beautify the area. This would keep with the relaxed and quiet style of living that is currently enjoyed and which buyers have spent considerable money in investing in this suburb for their retirement and or families.
- I believe the buildings are too many storeys with too many units and the impact on the roads, shops and other residents will be too great.
- The proposed development is absurd. Let's not forget the social disasters of the Brownlie Towers and Karawara high density (low cost/affordable) developments of the past.
- R160 density is not justifiable. It doesn't exist anywhere else in the City of South Perth, let alone in an island like this proposed development. Previous literature on this matter has recommended R30 to R60 for this site which is far more acceptable in maintaining the amenity of the area and lessening the adverse impact on neighbours.
- Council has previously approved a reasonable development for this site allowing a reasonable density and height while protecting the local area. The overshadowing by the proposed development will be significant albeit the developer will produce diagrams justifying their cause. When the sky is blocked out from your view so is the sun (often). All the diagrams in the world can't change that.

- The Amendment should be refined to a maximum density of R80 which provides an effective transition from the existing low/medium density residential through to the proposed Manning Road commercial component.
- Within the McDougall Precinct, the Council has long established a maximum height for residential development at 7m. For planning staff to now recommend a 21m height limit within 200m, and 36m height limit within 250m of existing single residential development to appease one property developer makes a mockery of the planning system, the City of South Perth as a regulator of development and potentially the elected representatives of Council.
- The proposed building height limit of 36.0 metres should not be allowed, and the proponent should resubmit a proposal that illustrates a legible flow from this high density development to the existing low density residential area.
- Submitters suggest reducing the height limit to 14m, to be more in keeping with the amenity of the area; with the area of this maximum height being smaller than that allocated to the 36m height; and any construction of buildings to 14m being restricted to the eastern boundary of the site, to minimize the impact of overshadowing during the morning hours on the existing properties on the western side of Ley Street.

(ii) Submitters' comments:

Opposition to proposed height and density with suggestions regarding acceptable height and density –

Some submitters suggest building height limits and density codings that would be acceptable to those submitters, respectively. These are shown in Figure 9, below. The numbers of submissions suggesting specific height limits and density coding are relatively small, and cannot be taken to represent the submitters generally.

In assessing the submissions and determining the appropriate height limit, density coding and other provisions, it should also be noted that the 9 supporting submitters presumably support the Amendment No. 34 building height limits and density coding:

Building Height Limit	No. of submitters	Density Coding	No. of submitters
14, 21, 36 metres	9	R160	9

Figure 9 Suggested acceptable building height limits and density coding.

Building Height Limit	No. of submitters	Density Coding	No. of submitters
7 metres (2 storeys)	5	R15 – R30	1
7 – 10.5 metres (2 – 3 storeys)	3	R20 – R30	1
7 – 14 metres (2 – 4 storeys)	2	R30 – R60	1
Full length Ley Street frontage: 7 metres (2 storeys);		R45	1
		R50 – R60	1 petition

Residential above commercial podium at corner: 14 metres (4 storeys); Remainder: 21 metres (6 storeys)	SPCG	R60	1, plus SPCG
10.5 metres (3 storeys)	22, plus 3 petitions	R80	5
10.5 – 14 metres (3 – 4 storeys)	2	- Commercial on Manning Road: R80; - Residential on remainder of site: R60	14, plus 1 petition
10.5 – 17.5 metres (3 – 5 storeys)	1	R80 – R100	1
14 metres (4 storeys)	10	Equal mix of 1, 2, 3 bedroom dwellings	1
- Perimeter buildings : 14 metres (4 storeys) - Central buildings : 21 metres (6 storeys)	4	Greater mix of apartment sizes – too many single-bedroom apartments	1
17.5 metres (5 storeys)	1	20 – 25 apartments	1
21 metres (6 storeys)	3	100 dwellings max with 200 car bays	1
21 – 28 metres (6 – 8 storeys)	2	150 dwellings max	1
24.5 metres (7 storeys)	1		
28 metres (8 storeys)	2		

As suggested by the Council in April 2013:

<ul style="list-style-type: none"> • 7 metres (2 storeys) in Ley Street (north); • 10.5 metres (3 storeys) on Manning Road and cnr Ley Street; • 14 metres around the park; • 21 metres (6 storeys) in centre of site 	2	R100 density coding with a plot ratio of 1.25 over the whole site	2
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Council's response:

Amendment No. 34 proposes a density coding of R160 for the subject site. Clause 6.4.3 of the R-Codes deals with dwelling size, and requires each dwelling within the development to either be of a sufficient size to cater for the differing needs of a diversity of residents ('Design Principle' P3), or contain a variety of unit types and sizes, as follows ('Deemed to Comply' C3.1):

- minimum of 20% 1 bedroom dwellings, up to 50% of the development;
- minimum of 40% 2 bedroom dwellings.

The advertised draft Amendment No. 34 also required 25% of dwellings to have a floor area of 100 sq. metres or more.

The smaller sized dwellings will enable a greater number of units to be included in the project. The applicant has stated in an open Council meeting that the expected yield from this site, based on Amendment No. 34, is approximately 300 dwellings.

The Western Australian Planning Commission's documents, "*Directions 2031 and Beyond*" and the more detailed "*Central Metropolitan Sub-regional*

Strategy" promote more intensive urban infill around transportation nodes (rail and bus stations) and along major transit routes, such as Manning Road. The Strategy sets a target of 6000 new dwellings within the City of South Perth by 2031, with one-third of these required over the next 10 years. Approximately 45-49% of these 6000 dwellings are identified to be located in major urban infill projects, such as the South Perth Station and Canning Bridge Station Precincts, with the remainder occurring as incremental infill elsewhere throughout the City.

The latter document identifies the Canning Bridge Precinct, including the subject site, as a 'major growth area' with a potential yield of 1300 – 1800 dwellings by 2031. The site at the corner of Manning Road and Ley Street, the Amendment No. 34 site, is identified in the State strategy to accommodate 77 dwellings. This is low compared with the applicant's vision of some 300 dwellings.

The Canning Bridge Precinct Vision provides a proposal to accommodate the population increase over the next 50 years, expecting that development will occur slowly and incrementally over some decades.

There are advantages and disadvantages to developing the Amendment site to the extent requested by the applicant. While the Canning Bridge Precinct Vision envisages a mixed use development of 10 storeys, this is not yet a firm proposal. While a 10-storey building could comfortably accommodate the State Government's target of 77 dwellings for this site, so could smaller buildings, while also accommodating a range of other uses on the site. The site is unique as a development site within the Canning Bridge Precinct in that it is large (14,150 sq. metres), vacant, and immediately available as a single parcel. Assembly of land parcels of this size would not easily be achieved elsewhere in the Precinct, where the average lot size is around 700-1000 sq. metres and many lots have been the subject of redevelopment or subdivision.

On the other hand, the obvious development advantages of the subject site do not automatically mean that it should be developed with an excessive number of dwellings. The site is on the outer perimeter of the Precinct and is not a central element of the Precinct Vision. Compared with the State Government's strategy for 77 dwellings by 2031, the applicant's proposed 300 dwellings is excessive.

Submitters have suggested a range of particular density codings and building height limits that are more moderate and more appropriate for this location. Taking into account all of the comments, opinion, and argument in the submissions (the majority of which emphasize the need to preserve the amenity of the locality), State Government strategic proposals for the area, and the justification for the proposal provided by the applicant, the Council is of the view that a more conservative proposal would provide a sufficient number of dwellings, while not over-developing the site.

It is not possible to accommodate all of the proposals suggested by the submitters. However, all of the comments and suggestions have been considered and residents' concerns have been taken into account in formulating the recommendation.

In terms of residential density coding, it is proposed to revert to the R100 density coding which was recommended by the Council in its submission to the Minister in response to the applicant's Section 76 Submission. This coding allows a plot ratio of 1.25 which, as an indicative example, could yield approximately 150 dwellings calculated at an average size of, say, 90 sq. metres each. If the average dwelling size were larger, a lesser number of dwellings could be accommodated. This would generously meet the target of 77 dwellings set in the "Central Metropolitan Perth Sub-Regional Strategy" for the site.

It is further proposed that building heights be reduced as follows:

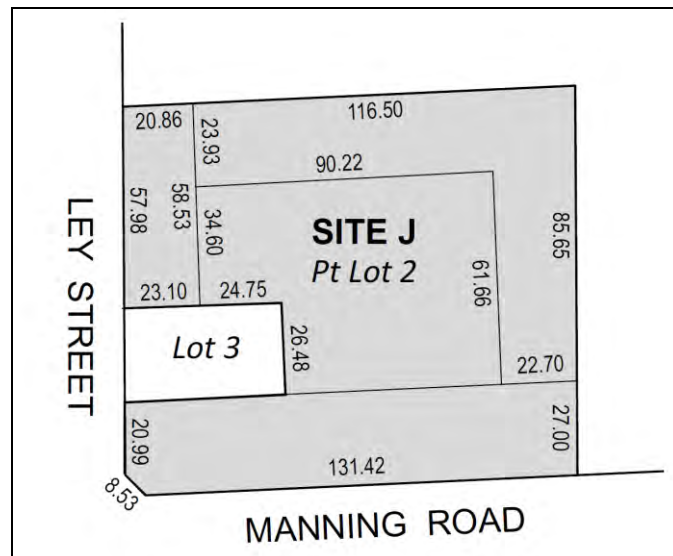
Portion of site	Advertised height limit	Modified height limit
Ley Street (full length)	14 metres north of Telstra site; 21 metres at the corner as a design statement	10.5 metres
Manning Road (full length)	14 metres; with 21 metres at the corner as a design statement	10.5 metres
Adjacent to Davilak Reserve	21 metres	14 metres
Centre of site	36 metres	21 metres
At the corner of Manning Road and Ley Street	21 metres	Flexibility to provide an architectural feature of outstanding design, to a maximum height of 24.5 metres fully addressing the corner

The lower density and heights now being recommended will be less imposing than those that were advertised for community comment, while still enabling a landmark development to be constructed on this site, with scope for outstanding architectural innovation and design opportunities.

In addition, it is recommended that the Amendment be modified so as to provide for plot ratio area for any ground floor commercial elements of the site, in addition to the plot ratio of 1.25 calculated over the whole site for the residential components of the development.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be generally UPHELD; and
- (b) Amendment No. 34 be modified as follows:
 - (i) by deleting clause **5.4(10)(b)(i)** and inserting the following in its place –
 - “(i) The dimensions of the portions of Site J to which the 10.5 metre, 14.0 metre, and 21.0 metre Building Height Limits respectively apply, as shown on the Scheme Map (Building Height Limits) for Precinct 10 ‘McDougall Park’, shall be as depicted below:”



- (ii) by inserting in clause **5.4(10)(b)** the following new sub-paragraphs (viii) and (ix) immediately after sub-paragraph (vii) –
- “(viii) The maximum plot ratio of Site J is 1.25 for all residential components of the development, irrespective of the zone in which those components are situated, and any non-residential components situated above ground floor level. In calculating the plot ratio area of the development, non-residential floor area at ground floor level is not included.
- (ix) On the corner of Manning Road and Ley Street, the Council may permit a variation from the Building Height Limit up to a maximum height of 24.5 metres in order to accommodate an architectural feature of exceptional design quality as determined by the Council, which shall fully address the corner and may include plot ratio area.”;
- (iii) in the amending clause (b), by deleting the density coding of “R160” and inserting the density coding of “R100” in its place;
- (iv) in the amending clause (c), by deleting the Building Height Limits of “14.0 metres, 21 metres and 36 metres” and inserting the Building Height Limits of “10.5 metres, 14 metres and 21 metres” in their place.

(d) Oppose density, height and scale, but not development	(41 submitters)
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Submitters from Bickley Crescent, Bradshaw Crescent, Burnett Road, Challenger Avenue, Conochie Crescent, Crawshaw Crescent, Davilak Crescent, Downey Drive, Edgecumbe Street, Godwin Avenue, Griffin Crescent, Kelsall Crescent, Leonora Street, Lockhart Street, Pether Road, Philp Avenue, Robert Street, Woollana Street; and Como Community Action Group (CCAG), comment as follows:

(i) Submitters' comments:

- CCAG is not opposed to a mixed development involving housing, minor retail and commercial.
- Submitter is not in any way against development that will lead to greater density in such a way that encourages community. This includes provision of some social housing. If we want social housing to work it

must be just that, social, providing a sense of place and belonging. This amendment would enable a development that will quickly become a place of isolation, disharmony and violence. Surely we must be able to learn from history.

- Submitter has yet to meet a local resident who does not speak highly of this neighbourhood or local council. We love our suburbs in the City of South Perth, and whilst we are not opposed to progress, we are opposed to inappropriate development.
- Submitters strongly object to a development that is higher than 3 storeys. A recent development of apartments with commercial lots beneath, on Ley Street near the music store, has been designed well to fit into the area and would be an example of what we would consider an acceptable development for the old Telstra lot.
- While opposing the Amendment proposals, submitters support appropriate development of Pt Lot 2 and believe this can be done within the existing development rules. An example of this is the new development at the corner of Ley Street and Downey Drive which is modern and perfectly complements the local area.
- Submitter has grave concerns regarding proposed height and scale of the future development, but does not object to development of the site, provided that safe vehicle access is provided from Manning Road. Some commercial is acceptable.
- While not suggesting that the site should not be developed, a submitter suggests being sensible – forget the mighty dollar and consider the people and their environment. Why not build to a similar scale to modern houses already in the locality?
- By all means develop the site, but get rid of the high-rise component PLEASE.
- While not against development of the site, submitter is shocked and dismayed at the scale of development proposed.
- A development of lower density and height would be a positive and provide accommodation and retail options.
- An aesthetic, architecturally designed housing development, plenty of landscaping but with a drastically reduced height and R-code, could be envisaged on this site, however, the traffic problem would still exist.
- Perhaps the Council should look closely at some of the other developments that have been carried out by the applicants, display same at Council for ratepayers' perusal and further comment.
- In a perfect world, it would be wonderful if the Council could purchase the Telstra site and further enhance the Precinct 10 of McDougall Park. This corner has been an eyesore for far too long.

Council's response:

The submitters in this category favour development of the site which has been vacant for many years, but to a lesser extent than proposed in the advertised Amendment. Their comments relating to the density, height and bulk of development that would result from the Amendment provisions are similar to those in the previous category, above. Those comments have

been addressed, with appropriate modifications being recommended to reduce the building height limits and density coding for the site, and clauses resulting in a smaller, higher quality development than previously proposed.

The comments are noted.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be UPHELD; and
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(e) Oppose on grounds of social implications and crime	(30 submitters)
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Submitters from Bickley Crescent, Burnett Road, Craigie Crescent, Crawshaw Crescent, Davilak Crescent, Edgecumbe Street, Henley Street, Isabella Crescent, Kelsall Crescent, Leonora Street, Ley Street, Lockhart Street, Manning Road, Pether Road, Philp Avenue, Robert Street, Welwyn Avenue, Wooltana Street, comment as follows:

Submitters' comments:

- Social work studies have shown that children brought up in high rise are less healthy and less well socially adjusted even when there is a park such as McDougall Park within close proximity, as they simply do not go to the park.
- According to the police, Como has the highest crime rate in the Kensington Police catchment area. Building a development of this magnitude will add to that crime, as the proposed development provides nothing in the way of 'sense of community' for the residents.
- No commentary has been provided in respect of infrastructure for local policing. This style of development will generate a lot of additional work for the local police, primarily increased crime in the area due to the density of dwelling (with the majority of flats being either studio or 1-bedroom, this lends itself to low income accommodation, as well as increased use of illegal substances ie drug use/dealing in poorly lit areas and other anti-social behaviours. To have such a large number of these units in the one location seems irresponsible.
- Submitter is concerned that the release of 300 dwellings onto the market in a very short timeframe will lead to the availability of cheap rentals for investors and/or people of lower socio-economic means that would not usually be able to afford to live in the City of South Perth. My concern in this respect goes to the potential increase in anti-social behaviour.
- Submitter is concerned that high rise/ high density "Affordable Housing" is still being built. Haven't we learnt anything from the mistakes in the past and the impact this type of dwelling has on the social, emotional and well-being of people and the environment? The Minister and the Council should review the records of the Karawara flats, now demolished, and Brownlie Towers in Bentley which has security patrols day and night.
- Submitters experience a fair amount of anti-social behaviour from tavern patrons and fear that this will increase as a result of the huge increase in residents of his development.

- This proposal is out of keeping with the social environment of the area. For example, McDougall Park play equipment is fully occupied in fine weather. High density living without adequate facilities can lead to social difficulties.
- Is there any guarantee that this site will not be sold to Homeswest?
- The proposal reminds submitter of ghettos in UK, John Northcott Housing Commission units in Surrey Hills Sydney, and others that have become the centre piece of social misfits, crime and graffiti! Developments such as these breed an anti-social element (look at the history in UK and Sydney) that creates more crime, graffiti, and instills fear in local residents.
- This area already has a high concentration of state housing and men's refuges, and may encourage anti-social behaviour and a ghetto-like culture.
- The development is set up for investors to buy as rental units. This can create social and psychological issues. There are many studies showing high-rise low-cost housing doesn't work.
- Commuting behaviour of occupants of single unit rental accommodation.
- High density rentals – people without a stake in the community will lead to anti-social outcomes.
- Submitter is concerned who will buy/rent one bedroom apartments, is it designed for public housing? This is not clear.
- The idea of affordable housing is acceptable. However, experiences elsewhere show that large, high-rise buildings become the source of much anti-social behaviour. This proposal includes a large number of small dwellings which will probably be owned by investors who rent them to students and other low-income people who cannot contribute constructively to the local community.
- Submitter foresees that the site will be overcrowded, creating slum buildings, leading to all sorts of problems and criminal activity.
- Is this going to be developed as Homeswest apartments? If so, how many times do ratepayers have to tell City of South Perth we DO NOT WANT any more Homeswest dwellings in Manning. We already have too many anti-social residents who do not contribute to the Manning community.
- Submitter is aware that there is a shortage of accommodation in Perth due to the population growth and FIFO workers this is not the right area for high density, one-bedroom bed-sit living, which is more suited to university campuses and where there are already high rise apartments.
- The proposed density is too high and will turn the area into an eye-sore and a possible area for anti-social behaviour and crime.
- Submitters living close to the Canning Bridge station have experienced an increase in petty crime, with eight incidents themselves. Concerned that the proposed development could also result in crime increases. This development would warrant constant police presence / surveillance.
- There has been no assessment on any changes to local resident safety or security as a result of the proposed development. It should be expected that the proposed development will be targeted by petty theft and other serious security issues and this will impact existing residents. How does the City propose to address this and keep its existing residents safe and secure?

- Such high rise developments tend to attract undesirable or criminal elements – drug dealers, prostitution, etc.
- Increased traffic and the 'undesirables' place the children and families who regularly use McDougall Park at risk. This nullifies its benefit to the community to some extent.
- Submitter is scared by the thought of increased crime to which the area could be predisposed. There must be more environmentally friendly ideas to consider.

Council's response:

The submitters' fears with respect to possible crime and antisocial behaviour being attracted to the large scale development that would result from the Amendment provisions as they were advertised, have been addressed somewhat by the reduced density coding and building height limits now being recommended. The outcome of these modified building heights and density will be a smaller development with fewer dwellings and vehicles, and built to a higher design quality than previously proposed. To this extent, the submissions have been upheld.

In terms of future occupants or owners of the dwellings, this cannot be determined at this stage, nor is it the Council's responsibility to become involved in private tenure arrangements of properties. Some submitters believe that crime and antisocial behaviour will emanate from occupiers of the dwellings; other submitters hint at crime being attracted to the high density development from elsewhere. To some extent, the design of the project can mitigate these effects.

The Western Australian Planning Commission has produced a report titled "Designing Out Crime Planning Guidelines" (June 2006), which examines a wide range of aspects of crime in urban areas. Examples of the issues examined in the report include:

- Hot spots: areas where there is an existing high crime rate.
- Footpath surfaces, gradients, kerb and sign heights.
- Land use mix and activity on the site.
- Landscaping and sightlines through the development, free from entrapment opportunities.
- Distance between car parks and entrances to facilities and shopping centres.
- Safe facilities for children, including safe movement from edges to centres.
- Levels of illumination.
- Access to public transport, including ease of mobility, and other cultural, gender,
- Age, disability and accessibility related issues.
- Women's and seniors' safety in public places.

The report states that, "*Crime prevention through environmental design is based on the idea that peoples' behaviour within the urban environment, particularly in terms of the possibility of offending, as well as an individual's perceptions about their safety, is influenced by the design of that environment. The design can reduce opportunities for offending and improve feelings of safety.*" Some of the design factors that could be employed relate to design elements such as lighting, fencing, surveillance, access control, territoriality or a sense of place, neighbourhood clean-ups and vehicular and non-vehicular movement networks. However, it is noted that crime cannot be

completely designed out of an environment, nor can all crime be addressed through environmental design.

Crime prevention through environmental design (CPTED) principles are well established throughout the world as a means of reducing the risk of crime. There is general consensus that if the environment is planned, designed and managed appropriately, certain types of crimes can be reduced. There is a good basis for any future development on the Amendment site to be designed according to these principles, and the submissions are upheld to the extent of requiring this.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be generally UPHELD; and
- (b) Amendment No. 34 be modified in **clause 5.4(10)(b)(vii)** by inserting the following new sub-paragraph (I) immediately after sub-paragraph (H) –

“(I) crime prevention through environmental design principles;” .

(f) Oppose on grounds of poor process	(26 submitters)
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Submitters from Bradshaw Crescent, Burnett Road, Cloister Avenue, Clydesdale Street, Crawshaw Crescent, Downey Drive, Edgecumbe Street, Henley Street, Hope Avenue, Kelsall Crescent, Leonora Street, Ley Street, Lockhart Street, Pether Road, Robert Street, Welwyn Avenue, Wooltana Street; and Salter Point Community Group Inc (SPCG), comment as follows:

(i) Submitters' comments:

In relation to the Ministerial Order –

- Submitters appreciate the efforts of the Council to ensure that this proposal does not proceed in its current form.
- SPCG find it of concern that a Minister of the Crown has directed Council to advertise this Amendment in direct contravention of the wishes of the local community.
- The Council and the Minister should bear in mind the electorate who are already established in this area, family and nursing home residents, before considering high density living. It is unfortunate that the people who design and develop these monstrosities are not made to live among them.
- Manning was a low socio-economic back-water some 50-60 years ago. Now with this proposal, the Minister will create a similar socio-economic problem area. The Minister must take notice of the local community's opinions and refuse this development.
- The Minister has a track record for ignoring the will of the people and needs to be reminded that the position is held to implement the will of the people, not oppose it. Submitters cite an example at the corner of Ley Street and Downey Drive.
- Submitter is extremely angry and disappointed that ratepayers can be over-ridden by the Minister. Submitter was present at a ratepayers' meeting organised by the City, at which the proposed (*draft Local Housing Strategy*) plans for the area were presented. There was an overwhelming opposition to high rise in the area.

- The Council refused to initiate this proposed rezoning and the applicants sought approval from the Minister for this scheme amendment to be advertised. This process in no way suggests, nor should it, support for the proposal from state-level, as this would not be within due process. What was agreed to was the advertising of the proposal seeking public comment and for any submission to be given due consideration.
- Submitter would welcome an information evening with the Minister present.
- The new tower blocks would look totally out of place with the surrounding area. There is nothing this size for miles around. Submitter suggests the Minister is only interested in extra revenue because he doesn't know much about Planning. Politically, there could be a major backlash against the Minister and his party if this proposal is approved in its current form.
- Submitter would like the Minister to come and have a look at the neighbourhood before signing away the local lifestyle.
- The Council has considered the application and rejected it. On what grounds does the Minister believe that the Council's decision is illegitimate and feels compelled to usurp that decision?
- Overall, I support the need for a development to occur on the Telstra site, and the South Perth Council have responded to the developers proposal appropriately. It is deplorable that John Day, a Minister representing an electorate far removed from inner city areas, is attempting to by-pass our elected local government that understands the needs of the local area. The ultimate decision about the development should be left to our local Council.
- The government seems to be overly keen to take the side of the developer rather than listening to the Council's proposals. The residents and ratepayers are against a 36 metre and R160 density development. A development on this site could have been underway if the developer had accepted the Council's fair and reasonable proposal.
- Please make it very clear to the Minister that the local residents and ratepayers object to a 36 metre building. It is extremely disappointing that the government over-rides the residents and their democratically elected local Council.
- Submitter strongly objects to the ordering of our councillors to carry out the desires of persons alien to South Perth. Is it possible to instruct our State Lower and Upper House representatives to vote, debate or voice their objections to the manner that this proposal has been put forward?
- The Council's previous decision not to proceed with this proposal was made after considering submissions from local residents, and the vision Council has for the future development of the area and of the City.
- Submitter is disappointed and disgusted that the Council's September 2012 decision has been overturned by the Minister and the developers did not submit a proposal more in keeping with the locality, as requested by the Council. The ruling of the Minister clearly does not represent the best interests of the local community.

- It is hoped that the Council will stand by its 2012 refusal and that the Minister hears the residents of Manning and the Council, and does not approve a density coding of R160.
- Submitter is very concerned about the development process. In order to ensure consistency and good local planning decisions, development decisions should be made by the planners of the City and within an overall city-wide planning framework, without the intervention of the Minister.
- The government should take into consideration the wishes of the existing local community when making a decision – after all, that's why they were elected.
- Submitter agrees with the Council, that the Amendment should be refused and a development more in keeping with the locality submitted.
- Submitter enquires as to the reasons given by the Minister for overturning the Council's September 2012 decision.
- Submitters hope the Minister actually comes out to visit the site and surrounding areas/facilities prior to making the final decision, rather than a desktop decision, and actually considers the feedback from locals directly affected. Previous feedback in other localities and the Minister's involvement did not demonstrate this evaluation of feedback so expect on this occasion it will be different.
- Will the Minister over-rule the Council yet again?
- This it is a stupid plan proposed by a failed now deposed politician who lacked vision. Everywhere else in the world, these ghettos of high rise are being demolished and you are contemplating building one.
- It is time to stand up to the WA state government's 'democratic dictatorship', and the Planning Minister's implementation of Section 212 and Section 76 of the *Planning and Development Act*.
- *West Australian* (October 31, 2013), urban planning expert Dr Julian Bolleter: "Perth lacks a vision for the Swan River and its surrounds, with planning hampered by a lack of co-ordination and the vagaries of the short-term electoral cycle."

Council's response:

Section 76 of the *Planning and Development Act* is similar to the appeal system which applies to the development process, where an applicant may appeal against a local government refusal to grant planning approval, or where the local government imposes development conditions to which the applicant objects. In the case of a Scheme Amendment, under Section 76 the applicant may 'appeal' against a local government's decision not to initiate the requested Scheme Amendment. The local government's refusal to initiate the Scheme Amendment process prevents the proposal from being advertised for community comment. The Minister may uphold the 'appeal' where the applicant has submitted justification to demonstrate that the proposal has merit and that the Scheme Amendment process ought to have been initiated.

With the Amendment process now having been initiated, community comments have been invited, and the Minister has the benefit of examining

all of these comments before making his final determination. In making his decision, the views of the community will be properly considered and taken into account.

The submitters' comments are noted.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOTED; and
- (b) Amendment No. 34 not be modified in this regard.

(ii) Submitters' comments:

In relation to process generally –

- SPCG has grave concerns with this development and the manner in which it has been progressed by the proponent and respondent parties over the years, which has culminated in this latest flawed proposal. It recommends that the Council rejects the proposal as submitted and enters into negotiation with the proponent and Department of Planning to achieve a more balanced development that reflects the existing needs of the local community. This will involve better communication and dialogue with existing residents. SPCG is not opposed to developments that reflect the character and nature of the community within which they are to be created and where solid community consultation has been undertaken. This development does not achieve these outcomes.
- Submitter is of the view that this so-called consultation process is proving to be a farce and a demonstration of the utmost contempt for the residents.
- Long-time resident is aghast at the South Perth Council's escalating lack of responsible accountability, leadership and ineffectiveness in considering Amendment No. 34 to be in the short or long term best interests of the precinct and its residents.
- TPS6 implementation decisions have given too much weight to the 'stakeholders' (i.e. non-resident investors/developers), and too little consideration of the residents' opinions and inputs.
- Many of the proposals in TPS6 have been previously instigated and failed in other parts of the world (e.g. high density high rises - UK; decreasing public open spaces and areas of vegetation - Melbourne; congested commercial developments in place of 'visual open views' - Surfers Paradise; etc). Many of the world cities that have experienced the resulting dysfunctional social interactions, increases in crime and inability to solve transportation issues, are now clearing these ill-planned and ill-conceived developments, and reverting to 'green zones'.
- Submitter within the consultation area did not receive the City's letter and does not receive the *Southern Gazette* newspaper (used by the City for community consultation purposes). Also, a number of other neighbours were unaware of the development being proposed despite using the intersection in question daily. Thus, another official mail-out by the City, to a wider area, with concise details, is needed to alert residents.

- A wider mail-out is needed because of the number of parents from further afield who use this intersection when taking their children to the several schools in the area.
- Submitter recommends that the City organises another consultation evening, inviting the Minister (from 7 pm) so workers can attend. Residents want an opportunity to talk directly with the Minister. He needs to hear first-hand our concerns.
- The City maintains it has consulted 'over and above'. I reject this on the basis that more than just immediate dwellings in the vicinity use the intersection. This is the intersection used by Waterford to parts of Como and Manning not in the consultation mapping area, for school drop-off and pick-up. Families of Manning Primary School and Saint Pius Primary School use this intersection every day to get their children to school.
- I did not receive notification of the proposed change until the 31st of October. The signage at the site is not readable if you are in the car.
- I oppose the changes and request an extension to the consultation period to call a meeting and invite the Minister.
- The plans provided for illustration purposes only are deceptive. I request actual plans that have been submitted (if any).
- Should this Amendment be approved, the decision making power of the elected Council during the development application process will be removed. The project will proceed through the independent Development Assessment Panel process, with minimal consideration of community needs, and supporting the wants of a proponent who is only interested in maximising their capital return.
- This development should be completed at one time, not in stages. The residents should not be subjected to years of living near a building site.

Council's response:

Several submitters have objected because they consider that the City's consultation was inadequate, and that the consultation period should have been extended or widened, or a public meeting held, or all of these. The City's Directors considered the requests during the consultation period, and decided not to extend the consultation process or hold a public meeting because the consultation undertaken was much wider than the minimum consultation required by the City's Policy P301 'Consultation for Planning Proposals'. In addition, all of the usual notifications had been undertaken and a special notice had been placed on the City's website.

A formal process exists by which ratepayers may request a special electors' meeting for a particular purpose. Ratepayers did not follow that process in this instance and therefore, the City did not organise a special electors' meeting.

The SPCG recommends that the Council enters into negotiation with the proponent and WA Department of Planning with the aim of achieving a more balanced development that reflects the needs of the existing local community. The City has negotiated with the applicant over many years, with various proposals having been discussed and submitted for formal consideration. At this stage of the statutory process, the City does not intend

to renegotiate this proposal with the applicant. Rather, the statutory Scheme Amendment process is designed to ensure full examination of the proposal at local and state government levels, with community consultation, and an opportunity for the proposal to be modified in response to community comments. This process has been rigorously undertaken to a satisfactory extent.

A submitter requests that the project be constructed at one time, rather than staged over an unspecified period. While the problems and inconveniences associated with a long-term construction program are well understood, the City does not have the power to prevent a staged approach, if this is what the developer decides to do.

A submitter points out that any future development application is likely to be determined by a Development Assessment Panel (DAP), fearing that this process would over-ride the decision-making power of the Council and have minimal consideration of community needs. A Development Assessment Panel (DAP) could be the determining body, depending on the cost of the development. For a project valued at between \$3 million and \$7 million, the applicant has a choice as to whether they want the Council or a DAP to determine the application. Projects valued at more than \$7 million are automatically determined by a DAP. The Council and the City participate strongly in the DAP process in the following ways:

- Elected Council Members comprise 2 of the 5-member panel.
- City officers assess the proposal according to all relevant Council requirements, including TPS6, R-Codes (where applicable) and Council Policies in the normal way.
- The City undertakes community consultation in the normal way, to the extent required by Council Policy P301 'Consultation for Planning Proposals'.
- City officers prepare a technical report for consideration by the DAP members, in the same way as required for an application being determined by the Council. This report includes a full assessment of the proposal, assessment of any submissions received from neighbours, and a recommendation containing relevant conditions.
- As with the Council determination process, members of the DAP need to be satisfied that any conditions recommended by the City are valid, relevant to the proposal and contribute to the best possible outcome for the community as well as for the applicant.
- Prior to submission to the DAP, City officers present the proposal and their recommendations to the City's executive management team for information and for informal endorsement.
- City officers attend the DAP meeting at which the proposal is to be considered, to present the proposal and respond to any technical questions raised by DAP members, as they normally would at a Council briefing and meeting.
- Like Council meetings, DAP meetings are open to the public and interested people may present deputations to the DAP members before a decision is made.
- Applicants may appeal against decisions of the DAP through the usual process at the State Administrative Tribunal (SAT).

Having regard to the issues raised by submitters, and responses provided to the key issues, the Council recommends that:

- (a) the comments be NOTED; and
- (b) Amendment No. 34 not be modified in this regard.

(g) Oppose on grounds of reduced property values in the area	(17 submitters)
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Submitters from Bickley Crescent, Burnett Road, Crawshaw Crescent, Davilak Crescent, Edgecumbe Street, Elderfield Road, Kelsall Crescent, Leonora Street, Ley Street, Lockhart Street, Manning Road, Pether Road, Philp Avenue, Robert Street, Wooltana Street, comment as follows:

Submitters' comments:

- Submitter fears that this development will reduce the value of other properties in the neighbourhood.
- If property values decrease, Council rates will probably also be reduced.
- The grandiose nature of the proposed development, including the 10 storey building heights, will negatively impact the value of nearby land and homes, particularly adjacent to the development, such as Davilak Crescent. Long term and new residents stand to lose money due to the significant change in circumstances forced by the proposed development. People have invested in this area based on existing rules and characteristics of the local area. To change the rules on the fly is dangerous policy and unfair, and will hurt people financially – especially those who have recently invested significant money in acquiring land and building new homes. Clearly, such a development will be beneficial to the developer and the City, but will the City seek to indemnify existing local land owners for any losses?
- This proposal will affect house prices in the area, causing panic and affecting ability to service mortgages which may result in default in payment and loss of property.

Council's response:

The Council is recommending that modifications be made to the Scheme Amendment provisions to ensure that, should Amendment No. 34 be approved, the resulting development will be smaller and of a higher design quality than originally proposed. The Council is not in a position to comment on property values, and this is not a relevant Planning consideration.

Having regard to the issues raised by submitters, and responses provided to the key issues, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(h) Oppose on grounds of overlooking, loss of privacy	(17 submitters)
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Submitters from Bickley Crescent, Clydesdale Street, Davilak Crescent, Downey Drive, Kelsall Crescent, Pether Road, Philp Avenue, Welwyn Avenue, Wooltana Street, comment as follows:

Submitters' comments:

- A 10-11 story building means people will be able to see into everyone's back yard who lives across from Ley Street, including all the streets that run parallel to Ley Street (e.g Clydesdale, Lockhart, Philp).
- The City contends that the lower buildings around the perimeter of the site will screen the tallest building. How does a 14 metre high building buffer and screen 36 metres? How does this prevent residents on levels 5 to 10 being able to look into nearby homes and land?
- Submitters feel the 12 storey high apartment tower will drastically detract from their privacy, as the occupants of the apartment on the higher levels will have a direct view into the rear of their property in Davilak Crescent. When constructing their own home, the submitters had to be very sensitive to the cones of vision from the second storey windows to protect the privacy of neighbouring properties and feel the same level of sensitivity and privacy should be offered by the proposed development.

Council's response:

The Council is recommending that modifications be made to the Scheme Amendment provisions to ensure that, should Amendment No. 34 be approved, the resulting development will generally not be as tall as the original proposal.

All residential development is required to comply with the provisions of the Residential Design Codes (R-Codes). Clause 6.4.1 of the Codes deals with visual privacy. The Codes ensure that major openings such as windows and unenclosed balconies which have a floor level more than 0.5 metres above ground level and overlook any part of another residential property behind its setback line, are set back an appropriate distance from the boundary. These distances of 3, 4.5 and 6 metres (based on type of overlooking room or space) are mainly designed to protect properties immediately adjoining the development site, but cannot provide full protection to those, or to more distant properties.

Distances from the modified recommended 21 metre high structure in the centre of the site to the nearest point of back gardens of neighbours has been roughly measured to be in the order of the following:

- | | | |
|--|---|------------|
| • Davilak Crescent (north of the Amendment site) | - | 170 metres |
| • Davilak Crescent (east of the Amendment site) | - | 170 metres |
| • Manning Road | - | 115 metres |
| • Ley Street | - | 65 metres |

Distances from the 24.5 metre high architectural feature now recommended for the corner of Manning Road and Ley Street, are less, being:

- | | | |
|----------------|---|-----------|
| • Manning Road | - | 60 metres |
| • Ley Street | - | 65 metres |

The submitters' comments are noted, but in view of the reduced building height limits being recommended by the Council, and the fact that visual privacy issues are governed by the State Government's R-Codes, the Council is not prepared to recommend further changes to the Amendment. The Council is satisfied that, due to the substantial distances between major openings on the development

site and the sensitive areas of neighbouring properties, there will not be any significant impact in relation to visual privacy.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be partially UPHELD; and
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(i) Oppose on strategic planning grounds	(16 submitters)
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Submitters from Davilak Crescent, Elderfield Road, Henley Street, Kelsall Crescent, Leonora Street, Lockhart Street, Philp Avenue, Wooltana Street; and Como Community Action Group (CCAG), comment as follows:

Submitters' comments:

- Quoting an eminent Planner in Melbourne, the world's most livable city, CCAG advise that density does not mean high rise. Even in Melbourne, buildings of no more than 8 stories are what is needed to make the city liveable. "You don't need high rise to get more density, you just need to go to areas that are adjacent to infrastructure without touching the suburbs. That way the suburbs can become the green lungs of our cities." The high rise Amendment proposal completely fails these principles.
- CCAG explains that this R160 and 36 metre high proposal fails the following principles of the Government's own 'Directions 2031' document:
 - (a) "Directions 2031 - reflects the principles and supports the ongoing implementation of the WAPC Liveable Neighbourhoods policy that promotes walkable neighbourhoods, compatible mixed use development, promotion of a sense of place and support for a variety of housing types." (Page 43)
 - (b) "The things that we value about our neighbourhood are often intangible. It may be the view down a certain street, the way children use the local park for games of football or the fact that we can walk to our local shops to buy milk and the paper. The use of place planning principles will be important to ensuring the neighbourhood character and values are not lost or unnecessarily compromised by new development; and, that planning for already established communities protects the unique character of those neighbourhoods and develops a sense of place and feeling of belonging to a community." (Directions 2031 Page 44)
 - (c) "A particular characteristic of the sub-region is the dominance of the traditional grid form of neighbourhood subdivision, which provides important opportunities for targeted infill development and redevelopment to meet changing community needs. The "blanket" up-coding of large areas of the inner suburbs is not favoured, as it is unlikely to enhance the character of neighbourhoods". (Directions 2031 Page 77)
- CCAG advises that this proposal is at odds with the document 'Transforming Perth', published in February 2013 (authors: Property Council of Australia; The Greens; Australian Urban Design Research Centre), which identifies that "Perth's entire infill target could easily be met through medium density development (R80) along the seven corridors." Manning Road was included in these corridors at R80 so there is potential for over-achievement of the

targets if Canning Highway were also to be included. The report states that R80 is the maximum coding that needs to be contemplated to meet the City's targets and further that higher density is not recommended. This reason alone should be enough to reject the proposal.

- CCAG identify several reasons why this Amendment fails against the Government's own Planning literature. Each of these should be enough for the project to be rejected. The developers should be advised to present a modified document that conforms to government policy and good planning philosophy.
- The City of Belmont has moved away from its previous policy of building high rise, as it has found through studies that high rise does not equal increased population. Belmont and others have found that population growth and community harmony comes from providing houses and townhouses on small blocks, not high rise.
- Submitter understands Perth's long term requirement for infill and to achieve the highest and best land use, but this should be done in an ordered and gradual manner, not through an abrupt influx of 300 dwellings onto a 1.4 hectare site, such as the current proposal. The proposal suggests a density code of R160 with at least 25% of the dwellings having a minimum floor area of 100sqm with three bedrooms. Given the close proximity of Curtin University and the short distance to the train and bus station, it is conceivable that two to three students could live in each dwelling.
- Submitters assume that a development with a R160 density would have a significant number of 1-bedroom apartments and around 600 car bays and this is supported by the concept plan. The recent housing study performed for the Perth and Peel region (*"The housing we'd choose – a study for Perth and Peel, May 2013"*) indicated that only 16% of people would choose a 2-bedroom dwelling and only 2% would choose a 1-bedroom dwelling, with people less willing to compromise on the number of bedrooms rather than house type. Apartment living was associated with negative aspects including noise, lack of privacy and rapid turn-over of occupants. We believe this development is in direct conflict to what the community in large wants for their housing.
- Carcione Nominees Pty Ltd purchased the land in the full knowledge of the current Town Planning Scheme No. 6 applicable to this site, as the submitter was when purchasing property. Submitter encourages the Council and the Minister to uphold the rights of the residents, whose voice should count equally to developers'. Residents are major stakeholders who stand to be disadvantaged during and after construction, with loss of residential amenity.
- The strategic nature of the site is based upon maximising access to public transport facilities to achieve more sustainable development. That being the case, there appears to be a significant oversupply of proposed vehicle parking and undersupply of bicycle parking (according to the end of trip facilities outlined in the Traffic and Transport Report). The Amendment undermines State and local policy initiatives of achieving 'sustainable development' outcomes and nominating a 'strategic site' based on links to public transport, by reinforcing the reliance on the car. Sustainable development outcomes are not defined by developing a site at the highest density possible.

- Given that Curtin intends to construct their own hub that would attract 73,000 visitors a day, 23,000 workforce and 20,000 residents there does not appear to be a great need for a high rise development in a non-key location such as the Telstra Site.
- The City argues that Pt Lot 2 is ideally located for the proposed development because it meets the criteria identified in State Policy to support higher density mixed use in-fill development. The City argues that the site is adjacent to public transport links, with access to public open space and a full range of services in close proximity. However, we consider that the State Policy has been liberally applied to conveniently support the City's argument, which is weak and unconvincing due to the following:
 - The City argues that the site is within a "reasonable walking distance" (defined by studies to be up to 800 metres, or half a mile), when it is actually around 900 metres. Therefore, it is a fallacious argument used apparently in order to satisfy a State Policy criterion for higher density living.
 - In fact, the distance to the Canning Bridge station is awkward and most times a barrier to walking, especially during wet or hot months.
 - A number of studies conclude that 400 metres is a "reasonable walking distance" and that a large number of other environmental factors need to be considered in assessing walking distances. Shawmac Pty Ltd, the developer's traffic consultant, concludes that the distance from the site to the Canning Bridge station is too far to walk. This also appears to be the conclusion of the developer, who is proposing parking for more than 600 cars, indicating the default mode of transport.
 - We believe that the large majority of residents living at the proposed site would travel by car, resulting in significant traffic impacts on the local area.
 - Curtin University and the Waterford Plaza Shopping Centre, being around 2 km from the Amendment site, are too far away and will need to be accessed by car, and therefore do not satisfy the criterion of being in "close proximity". Again this will significantly impact on traffic in the area.
 - Compare the Amendment site, its location and supporting infrastructure, to nearby areas and new developments that perfectly support higher density living, such as the high rise apartments near the Raffles on Canning Bridge, and the well designed and planned Cockburn Central and Subiaco Centro developments. These developments are perfect examples of where State Policy has been used effectively to support higher density living that actually make sense. All of these areas:
 - are less than 400 metres away;
 - are supported by adequate infrastructure (eg. grocery shopping, banking and restaurants);
 - have large population to support the infrastructure outlined above; and
 - are specially designed for high density living.
 - The characteristics of these areas make a mockery of the City's conclusion that Pt Lot 2 has the same characteristics and can therefore support high density living without any impact on the local area.

- The site is outside the 800m radius from the Canning Bridge train station. It is reasonable to think that there would be a taper zone within that radius that connects the train station precinct with surrounding two storey family home R20 developments. The taper zone should not be the location of one of the taller buildings in the precinct, with the highest density coding in the City.
- The City has recently published its draft local housing strategy. It signalled areas adjacent to the site as being appropriate for medium density development. Medium density was defined as between R30 and R60, far from the R160 being considered in this application. This site was not proposed for any changes, and was outside the train station precinct and specifically excluded from that report.
- Nearby residents, while expecting some development in the area, rely on the stability of the City's Town Planning Scheme in relation to density and height for their investment and lifestyle choices. The current height limit of the area is 7m. There are no high rise developments nearby, nor are they permitted in the area under TPS6. The nearest such developments are 1km away in the City of Melville, and the CoSP's high rise area approx 4km away (Mill Point area). Approval of this amendment would change the streetscape and amenity of surrounding properties that currently enjoy an environment aligned with low density, low rise, family home development.
- This is the wrong location. There are far more suitable locations. Residents do not appreciate the government allowing high-rise in random locations. Voters expect that the government will have a well formulated plan, not an off-the-cuff plan to suit developers. Protests in other suburbs, such as Subiaco and Scarborough evidence the fact that high rise should be located in areas designed for such development.

Council's response:

The submitters in this category generally consider that the location and type of development originally proposed for this site is inappropriate and doesn't satisfy the criteria of State Government policy for such a high intensity development. The Council is now recommending that the density coding decrease from R160 to R100 and that building height limits also generally decrease. This will reduce the overall bulk of the development and bring it more into line with State policy. Having recommended a significant reduction in the scale of the development, the Council is satisfied that it will now be more in keeping with community expectations for the site, and closer to regional policy objectives.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be partially UPHELD; and
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(j) Oppose proposed land uses	(15 submitters)
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Submitters from Clydesdale Street, Conochie Crescent, Edgecumbe Street, Henley Street, Kelsall Crescent, Leonora Street, Lockhart Street, Manning Road, Pether Road, Wooltana Street, comment as follows:

(i) Submitters' comments:

- The commercial/retail aspect of the development could have a negative effect on the Welwyn Avenue centre, which has worked hard to develop a sense of community.
- Offices with a small amount of residential would fit in with our area. Submitter would not like to see a pool or other amenity use, nor retail.
- New shops and cafés would bring little to the area, seeing that the area is already well serviced.
- Submitters strongly oppose the proposal of residential and commercial in this location and question the wisdom of such a structure adjacent to a nature reserve and to a major road junction. This crossroad is very busy and often dangerous - perhaps the most dangerous traffic area in the whole of Manning Road. Submitters believe that to introduce even more traffic by including residential and commercial use is a recipe for disaster.
- Manning is not well served with medical facilities other than by individual medicos operating from converted homes, but they are spread widely and we suggest the community would be well served were the site to be developed as a centralised medical / health facility combining doctors, dentists, physiotherapists, pharmacy, radiology, gymnasium, etc. Obviously entry to and egress from should not be via Manning Road.
- Submitters suggest that the property be purchased by the Government for the purpose of an Emergency Services Depot or Sub-HQ with Federal funding, for Police, Fire and Ambulance as such a depot does not exist that close to the freeway.
- Highway Commercial proposed for most of the frontage is a good idea. Usually the ground floor would have a higher floor-to-floor level but another three levels above are allowable under the height limit. A four-storey commercial space is not going to work on the perimeter of the site and presumably the applicant would push for residential apartments above instead. This would not be consistent with the Council's proposed zoning of the perimeter. Submitter suggests that the height limit should be reduced to encourage Highway Commercial use only along the perimeter, and to reduce the internal customer parking requirements.
- The Council previously ruled that this site should not be developed in a way that would be in competition with retail at Welwyn Street and Karawara Shopping Centre (Waterford Plaza). Highway Commercial is not required, local/neighbourhood uses if anything at all. We do not need more dentists, physiotherapists etc. for this local area that draws traffic from areas other than locally. Previously, City Officers have stated that commercial uses rather than residential uses are more applicable to Manning Road frontage – however, this is not evident by the number of new dwellings (generally single houses) along Manning Road.
- More shops are not needed. Shops nearby at Waterford are already struggling, as are those near Ley Street. Garden City (Booragoon) is to be enlarged and this will have an effect.
- The proposal contains no public space. Land originally schemed as 'public purposes' should not be solely dedicated to residential and

commercial. Surely there is a minimum area that should remain as public purposes, say 50%.

- The six storey car park will look very ugly (completely out of place in a residential area) and will be facing the residents of Davilak Crescent and adjacent parks.
- A large number of one bedroom flats is unsuitable for a family residential area. Larger, more family oriented units should be built to take advantage of the schools and parks in the immediate area.
- Submitter suggests having an over-55 lifestyle village with a couple of storeys available for low and high care. With an ageing population, we need to think of our over-55s and not always of the up-market class all the time.
- Submitter suggests that some private aged housing should be thoughtfully incorporated into the design. A community does not only consist of 30y/o's with cars. A development that welcomes and caters for residents of a wide range of ages will be more complementary and ultimately enduring.
- There is already a good commercial centre at Kent Street which services Curtin University and local residents. There is also going to be major commercial activity at Canning Bridge in future. The peace and beauty of the local area is being destroyed by so much commercial activity in the area.
- Extra commercial uses will be superfluous to the area's needs.
- Commercial outlets on the northern side of Manning Road would not be a sound economic decision. There are plans to increase the shopping facilities at Welwyn Avenue and this is all the retail area that this area needs. There is no way that we would envisage using a commercial enterprise in that area. Support of local businesses that are already in the area would be our priority.
- Submitters support the use of the site for commercial components, finding that the small shopping complex on Manning/Ley Street now with the addition of a good cafe has added a social element to the area that would be enhanced with further food or shopping outlets.

Council's response:

Submitters comment on a wide range of land uses, both those currently recommended for the site, and uses not previously contemplated as part of this Amendment.

The Canning Bridge Precinct Vision report is cautious, advising that *"introducing commercial uses in the Como/Manning area should be considered very carefully. A substantial commercial floor space increase in this area could impact on the commercial viability of the existing Applecross/ Mt Pleasant commercial precinct; nevertheless, the community in this area has expressed some demand to be better serviced. Several small commercial nodes could be developed at ... the north-east corner of Ley Street and Manning Road. These specific locations are identified as they have strong links to key road networks and public spaces associated with proposed elements of the precinct vision."*

Commercial development in these areas should be characterised by mixed uses, so as not to detract from the predominantly residential nature of the area, should be local in nature and should support the increased public transport proposals of the precinct." (Page 23)

Specific land uses are not prescribed in Amendment No. 34, other than to limit the size of any retail outlets. Other uses would be those that are permissible in TPS6, according to market demand. While it might be desirable for a Café/Restaurant to be included, this is not mandated.

The submitters comments are noted.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOTED; and
- (b) Amendment No. 34 not be modified in this regard.

(ii) Submitter's comment:

Submitter suggests that the development seems disjointed with other developments in the area (ie. Manning Hub in Bradshaw and Conochie Crescent) where proposed library and other facilities will be developed out of scale. Makes sense that if they are building such a complex, they offer these facilities adjacent to the 'Telstra site' development where there is currently public transport and space, or leave the existing library where it currently is to provide easy access for residents to get to rather than being tucked away in a small section of the Manning area.

Council's response:

The submitter's comments are interesting in that they support the use of the Amendment site for community purposes. However, the subject site is privately owned, and the use of the land is largely at the owners' discretion, subject to permissibility of the proposed land uses under TPS6. On the other hand, the Council has control over the 'Manning Hub' site and that site has contained community facilities for many years. Redevelopment of the Manning Hub site will reactivate the locality and provide higher standard and more wide-ranging services for the Manning community.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(iii) Submitter's comment:

Submitter supports the shopping precinct but is surprised that Manning Road has been called a "Highway"! Is the word "Highway" designed to lead us to subconscious approval of high rise developments in suburbia?

Council's response:

The name given to this commercial zone in TPS6 does not signify a change to the classification of Manning Road. The zone was created mainly for development in Canning Highway, but has been used for some sites in Manning Road because of the busy nature of this street.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHOLD; and
- (b) Amendment No. 34 not be modified in this regard.

(iv) Submitter's comment:

- Submitter believes the site is best suited to public open space due to the congestion it may cause if zoning is granted by Council. Safety must be of paramount importance to any redevelopment, and I do not think this rezoning would assist in this area.
- The land should be restored to the green park that Telstra took and sold.
- Whilst understanding the necessity for the developers to make use of the asset, we believe the Government has been short sighted in its sale of the land to a developer and had we been initially consulted it may not now have come to this conflict. By far the most beneficial use of the area would be for Government to have declared the area an A Class Reserve and ceded it to Council for administrative purposes and then allowed this area to join up with the adjacent parkland and create a suitable entry statement to the suburb.
- Submitter would prefer increased rates to pay for a park with trees similar to McDougall Park. Our democratically elected Councillors used our rate payments in a responsible and fruitful manner. Submitter would still favour this use of the land, even if we have to suffer increased rates as a result of council amalgamations and the consequent loss of the Burswood Casino revenue.

Council's response:

The suggestion to develop the Amendment site into a public park may be popular, but this would not eventuate while the site is privately owned. The Council would not purchase the land for this purpose, as the City is generally well served with parks and reserves of different kinds.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHOLD; and
- (b) Amendment No. 34 not be modified in this regard.

(k) Oppose on grounds of environmental impacts	(14 submitters)
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Submitters from Clydesdale Street, Davilak Crescent, Edgumbe Street, Elderfield Road, Glasnevin Court, Kelsall Crescent, Ley Street, Lockhart Street, Manning Road, Pether Road; and Salter Point Community Group Inc (SPCG), comment as follows:

(i) Submitters' comments:

- SPCG believe that this development as proposed will have a significant impact on the adjoining reserve and the enjoyment that the local community has of the asset currently. The dwellings overlooking the site may expect 'quite enjoyment' of any balconies or exposure to that frontage, yet the nature of public use of such open space is that noise will be generated and possibly at hours not desirable to occupants,

creating potential conflicts between new residents and the surrounding community.

- Resident of the City since 1927 suggests that dwellings next to the park will see cats and dogs and other pets roaming the area and native birds that feed on grass will be forced into other areas.
- The large trees on and surrounding the site are home to numerous bird species. What will happen to them if the trees are felled to make way for the multi-storey buildings?
- Any development on this land should not impinge on the adjacent banksia park.
- McDougall Park is a beautiful and much-loved park which is well-kept and well-used by the local population. The proposal for so many units directly across from this fantastic green zone would mean a substantial impact on the park facilities and surrounds.
- The effect of 600+ additional cars in the area could impact on the local wildlife at McDougall Park.
- Various studies have shown that heavy traffic significantly reduces wildlife population and hampers its activities.
- An additional 600+ cars in the area will contribute to the noise and fumes in the area, affecting residents' health.
- Submitter objects to removal of so many trees from the site, when local residents are not permitted to remove large old trees from their own property.
- Adjoining the site is a revegetated bushland reserve that has a mix of species native to the area. The reserve is not a Bush Forever site, but has been revegetated. The site has been poorly managed and some of the bush is not in pristine condition, but this is not an excuse to get rid of or allow the developer to reduce the need for on-site public open space or landscaped areas. Increased hard-stand areas, massive increase in need for air conditioners to combat excessive built form hard-stand, loss of trees, and lack of public open space means that this development is unlikely to meet sustainable principles. The Canning Bridge Vision document also identifies that community uses should be included on this site. The site has/had some significant trees – particularly a magnificent jarrah tree on the Ley Street boundary that is visible in a 1947 aerial photograph. The tree has now been cut down and left to rot on the ground. If this is an indication of the landowners' value of significant vegetation, then the bushland has no chance of survival. This will most likely account for the lack of landscaping/open space on the subject site. Davilak Reserve will become a quasi-semi-private area of open space. McDougall Park is very busy, utilised by great numbers of people who travel from outside the area since the giant playground has been installed. We certainly cannot rely on McDougall Park and the adjoining Davilak Reserve to allow a reduction of on-site open space. The area is already devoid of local open space opportunities.

Council's response:

The above comments have been considered by the City's Acting Director, Infrastructure Services, who has provided the following response:

"Not all of the submitters' comments are supported, although City officers share and respect the community's desire to maintain and improve the integrity of Neil McDougall Park and Davilak Reserve. Several comments are supported and appropriate action should be taken by the City to:

- ensure Davilak Reserve is appropriately protected during the construction period;*
- ensure access into Davilak Reserve from the development site is managed post-construction; and*
- require that a tree survey is carried out on the development site identifying trees that may be worth protecting, where possible.*

These issues will be examined closely at the time of any future development application for the site, should Amendment No. 34 be approved by the Minister. The new provisions being introduced into clause 5.4 by the Amendment include the need for the applicant to prepare a 'Staging and Access Plan' prior to development. The Officer's report to the September 2012 Council meeting contained the following recommendation:

- "(ii) the required 'Staging and Access Plan' which is to be submitted at the time of a development application for Stage 1 of a future development, is to detail appropriate means for protection of the Davilak Crescent Reserve during all stages of construction, to the satisfaction of the City, noting that:*
- (A) The City would not provide vehicular access from Davilak Crescent Reserve to a future construction site on Pt Lot 2. Among other reasons, this reserve is known to be infested with phytrophthora (jarrah dieback). Any movement through the reserve (other than on the existing turf) would require establishment of a 'wash down' area to treat vehicles and shoes of personnel with the fungicide Fongarid on entering and leaving the reserve, to prevent the spread of the disease;*
 - (B) the City is of the opinion that the most efficient point of vehicular access to and from Pt Lot 2 would be via Ley Street; and*
 - (C) the most effective means of protecting the Davilak Crescent Reserve during construction, would be to retain the existing fence, or to replace it with a new temporary fence, in order to keep traffic and materials off the reserve."*

Following occupation of a future development on the site, access directly from the development onto Davilak Reserve would be prevented by the boundary fencing, without gaps or gates, that is being required as part of this Amendment.

In terms of protection of worthy trees on the development site itself, a tree survey will be required as part of any development application at a later stage.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be UPHELD;

(b) Amendment No. 34 be modified by:

(i) deleting clause **5.4(10(c))** and inserting the following in its place –

“(c) At the time of a development application for Stage 1 of a future development on Site J, a Staging and Access Plan shall be submitted for the Council’s approval. The Staging and Access Plan shall contain details relating to the following, among other matters:

- (i) timing of construction of the intended stages and the dwelling mix in each stage of the development;
- (ii) details of appropriate means for protection of the adjoining Parks and Recreation reserve during all stages of construction; and
- (ii) arrangements for access of construction and other vehicles at each stage of the development. Such access shall not be through the adjoining Parks and Recreation reserve.” ;

and

(ii) other means described in the ‘Concluding Action’ section of this report; and

(c) at the time of any future development application for the site, should Amendment No. 34 reach finality, any development approval would be subject to conditions relating to the following matters, in addition to any other matters that the Council may consider:

- (i) the need to preclude vehicular access to and from Davilak Reserve and the storage of materials on that reserve during construction on Pt. Lot 2 as this reserve is known to be infested with *phytophthora* (jarrah dieback). For this purpose, the existing boundary fence would need to be retained or replaced with a new temporary fence; and
- (ii) the need to restrict vehicular access to and from Pt. Lot 2 to the portion of the Ley Street boundary of the site north of Lot 3 Ley Street.

(ii) Submitters’ comments:

Submitter feels that the development’s underground parking bays (up to 600 bays!!!) will seriously damage the local underground water levels, both during construction and afterwards. This will cause considerable damage to Davilak Reserve, McDougall Park and the lake. As the Council has spent a huge amount of money upgrading the parks over the years I don’t think you would want to see the trees die and the lake dry up! I don’t want to lose my reticulation system and as a nearby neighbour I’ve been told by an Environmental Scientist that this would be a distinct possibility! The wildlife that inhabit the area would then die and the area would turn into a ‘dead’ park. Has the Council done a survey regarding water levels and this possibility occurring?

Council’s response:

The submitters’ comments on this issue have been considered by the City’s Acting Director, Infrastructure Services, who has provided the following response:

"De-watering is a potential issue that requires careful assessment. If de-watering is needed to construct underground parking, the developer should be required to demonstrate to the City that any de-watering will not adversely impact on ground water levels and therefore the vegetation on Davilak Reserve."

The Council agrees with the submitters that there is a need for this matter to be examined by appropriate professional experts. Consequently, prior to any future development of the site, if the design of the future development involves excavation for underground car parking, the applicants will be required to submit to the City a report prepared by an Environmental Scientist advising whether or not such excavation is likely to affect the water table and therefore result in damage to the health of the surrounding environment, and if so, what remedies are necessary to prevent such damage. The Environmental Scientist's report will be required to form part of the Impact Assessment Report to be submitted with the future Stage 1 development application.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be UPHELD;
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(iii) Submitters' comments:

The neighbouring Davilak Reserve is a high risk park already suffering from human use. Being adjacent to hundreds of homes would destroy its current natural amenity and pose risks to its sustainability. Ecologists would need to advise on the risk of hundreds of new residents spreading dieback (beyond the controls during the construction phase) to other nearby parklands.

Council's response:

The above comments on this issue have been considered by the City's Acting Director, Infrastructure Services, who has provided the following response:

"Davilak Reserve already has dieback. Access to the reserve from the development site would need to be carefully controlled, particularly during construction and then when the site is completed and occupied."

The developer would need to assess whether there is dieback within their site and then prepare a management plan to ensure it is not spread during construction."

The Council agrees with the submitters that there is a need for this matter to be examined fully prior to any development taking place on the land. As stated above, the applicant will be required to take all necessary steps to ascertain whether or not the Amendment site contains any dieback and to ensure that the dieback is not spread. This will be examined in detail at the time of any future development application.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be UPHeld;
- (b) Amendment No. 34 be modified by inserting into clause **5.4(10)** the following new paragraph (d) –

“(d) At the time of a development application for Stage 1 of a future development on Site J an Impact Assessment Report prepared under clause 7.6 is to be submitted for Council approval, and:

- (i) the Impact Assessment Report is to relate to the ultimate total development on Site J;
- (ii) the Impact Assessment Report is to include, but is not limited to:
 - (A) a tree survey identifying any trees on Site J that are worthy of being protected and retained having regard to the provisions of any Council Policy relating to protection of trees on development sites;
 - (B) a report prepared by an Environmental Scientist advising whether or not excavation on Site J to accommodate undercroft car parking is likely to affect the water table and result in damage to the health of vegetation on the adjoining Parks and Recreation reserve and the surrounding environment, and if so, what remedies are necessary to prevent such damage; and
 - (C) a professional assessment as to whether Site J contains phytophthora (jarrah dieback) and if the site is found to contain this disease, a management plan is to be provided identifying protective means to ensure that the disease is not spread from the site during any stage of ground works or construction on the site; and
- (iii) relevant findings of the Impact Assessment Report are to be reflected in every future development application for the site.”

(I) Oppose based on concept design	(12 submitters)
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Submitters from Bickley Crescent, Clydesdale Street, Conochie Crescent, Crawshaw Crescent, Downey Drive, Henley Street, Kelsall Crescent, Philp Avenue, Robert Street; and Salter Point Community Group Inc (SPCG), Rattenbury petition, comment as follows:

Submitters' comments:

- Submitter opposes the significantly under-prescribed landscaping buffer on Ley Street where families regularly walk, especially to and from Manning Primary School and to the shops. Nil setback (commercial) and limited 4m setback elsewhere between walking area and building boundaries to promote feeling of safety when walking adjacent the buildings. This is especially of concern where there are many children traversing Ley Street to attend Manning Primary school.
- The Rattenbury petition suggests a townhouse development would be more in keeping with the local amenity, with the following development requirements:
 - Minimum setback from Manning Road: 3.5 metres, to provide a better interface with the street and energise residents;
 - Minimum setback from Ley Street (full length): 4.5 metres, in recognition of the low density housing in Ley Street opposite;
 - Minimum setbacks from northern and eastern boundaries: 3.5 metres, to provide a buffer to Davilak Reserve and protect its integrity;
 - Minimum proportion of 100 sq. metre units: 62.5%;
 - Parking for the Highway Commercial zone:

- to be contained on Pt Lot 2, to ensure local residents are not impacted by customer parking in surrounding residential streets; and
- to have a Manning Road entrance.
- SPCG comments on the proponent's statement that no mandated public open space provision is required under the R160 coding and that requiring a specified portion is inappropriate because it restricts flexibility in detailed design. This is acceptable, provided that:
 - The applicant makes an appropriate commitment to a Developer Contribution Scheme operated by Council, reflecting the needs of new residents in this development to access a range of community facilities (such as playing fields, libraries, other sporting and recreational facilities).
 - The design is reviewed to assess how proposed swimming pool facilities could be made accessible to surrounding residents, noting that this proposal shows a 25metre pool which, in comparison, is the scale of infrastructure that services entire communities within Western Australia.
- The percentage of 3 bedroom units is too low, thereby discouraging families. *(Note: Amendment No. 34 requires 25% of units to have a size of 100 sq. metres or more).*
- The 36 metre footprint should be reduced in size by a third to a half and set back on the eastern (*western?*) border to reduce overshadowing in the morning to the properties on the western side of Ley Street.
- Submitter opposes building design which is very box-shapes, like Brownlie Towers. New buildings must be broken into medium sizes, such as 30 metres wide, more consistent with a large residential building.
- Submitter sets out alternative design elements:
 - Building Heights generally – The tallest buildings should be in the centre of the site, and should only be permitted where providing significant community benefit in addition to high quality design. The absolute maximum should be 8 storeys including any plant or non-habitable/service facilities. Community benefits are to be determined via engagement with the surrounding community, be provided close by to the development and complement other community benefits, existing or proposed, in the surrounding area (eg. landscape works to the adjoining open space area, provision or sponsorship of community events/activities as a catalyst for community interaction, improvement to the aesthetics of the intersection of Manning Road and Ley Street, improvement of street tree planting in Davilak Crescent and Ley Street, provision of recreation facilities for children and adolescents in the adjoining open space).
 - Building heights adjacent to POS – Buildings immediately adjacent to the open space reserve are to be 2 storeys maximum with feature elements of 3 storeys. However there may be a trade-off whereby the average of 3 storeys is achieved to enable some feature elements to be greater than 3 storeys. Portions of buildings greater than 3 storeys high are to be set back at least 6m from the property boundary and maintain an average setback of 10m from the open space boundary.
 - Building heights adjacent to streets – Buildings immediately adjacent to Ley Street and Manning Road are to be 3 storeys maximum with feature elements of 4 storeys. However there may be a trade-off whereby the average of 4 storeys is achieved to enable some elements to be greater

than 4 storeys. Portions of buildings greater than 4 storeys are to be set back at least 6m from the property boundary and maintain an average setback of 10m from the Ley Street and Manning Road reserve boundaries. A building up to 4 storeys is permitted on the corner of Manning Road and Ley Street as a landmark element.

- Setbacks – Minimum setbacks at ground level are to be:
 - 3m minimum, 4m average from Ley Street all the way to Manning Road (to provide a safe width of verge/pedestrian pathways etc);
 - 3m minimum, 6m average from the open space reserve;
 - 3m minimum from Manning Road to achieve a verge of about 6m wide (this could be achieved via a 3m road widening and nil setback from the new boundary), subject to the building facades at street maintaining visually permeable glazing for at least 60% of the facade for up to 2m from ground level; and
 - 1st floor setbacks may be half the ground floor setbacks.
 - Buildings in the commercial zone are to provide awnings to shelter pedestrians which may encroach into the setback areas.
- Building bulk – is to be subject to the following limits:
 - No façade is to be more than 12m continuous length without relief of at least 3 m;
 - No building is to be more than 25m wide unless it has the appearance of separation from adjoining buildings, except that a building greater than 3 storeys may be up to 40m along any one side;
 - Buildings are to use differing materials or cladding either horizontally or vertically to reduce the perception of bulk and mass.
- Betterment – The future development of the site is to:
 - assess the existing trees on site for their suitability to be retained by the development, and if suitable, the most significant trees should be retained, particularly those which are near the perimeter of the site and may provide visual screening or assist to break up the bulk of the buildings;
 - provide suitable street tree planting along Manning Road and Ley Street, ideally trees that grow to a height of 4 storeys or more. Tree locations and building setbacks should accommodate the canopy of these trees;
 - place power along Manning Road and Ley Street underground adjacent to the development.
- Design Criteria – Generally, the proposed provisions of clause 5.4(10)(b)(vii) are not prescriptive enough, especially criteria A, B, C, D and E.
- The development should not have the appearance of a large hospital, hotel, commercial, educational, or institutional building, such as the style of buildings on the Conceptualisation Drawings.
- The design of the development resembles more a prison block than a family oriented development.
- There should be a wider street setback to allow for a wide footpath with street trees to provide a good access and a pleasant area for the commercial development.

- Submitters believe the proposal includes a double storey car park beneath the complex to hold 630 cars. They are unconvinced that there will be adequate and suitable parking for residents, visitors, business workers and visitors to businesses. Basement car parks are generally viewed with fear by potential users. This concept was criticized by ratepayers who attended the Ratepayers' Meeting over the Manning Hub development who were fearful of anti-social behaviour in the car park.
- The visual designs provided do not represent what will actually be developed on the site. They are just examples of other projects. How can comments be put forward when we do not have an exact image of how this will look? Would like to see the final images as those presented are not in character with the area and look rather like a resort on the Gold Coast, not a commercial/community integrated design.
- Submitter finds the concept drawings and examples to be boring and uninteresting eye-sores of tar and cement little boxes.
- The drawing looks like little boxes of commercial apartments or offices and without being too emotional, it could even look a little like State housing flats that were built of old. It has a very old-fashioned look and I think in this day and age when we make improvements, we should be moving forward and not backwards. Surely it is possible for architects/town planners to come up with a fresher, modern and more appealing look?
- The shops that are part of the development seem poorly thought out - facing Manning Road with no setback, and no readily available parking. As there are only 20 parking bays for visitors to the site, it seems apparent that the surrounding streets will quickly become packed with vehicles parked on verges and roadsides. There should be no shops on Manning Road.
- If the Council/ WAPC are going to support this, then the development should illustrate design excellence, sustainable design etc, particularly given the prominent location of the site. Perhaps some sort of incentive-based approach could be used if the applicant wants greater height, but only up to 8 storeys as an absolute maximum.
- The amenities in the area should match the potential residents' needs. There have been instances in Sydney where high rise apartment blocks have been built to insufficient specifications and the high running costs have forced residents to sell. There is no need to take a risk in this area on a high rise block.

Council's response:

While many other submitters have commented to some degree on the design of the proposed development as depicted in the applicant's concept drawings, the submitters in this category have made very specific comment on particular aspects of the design. The Council is of the opinion that several of the suggestions would enhance and improve the design and should be incorporated into the proposals. Consequently, it is recommended that some details of the Amendment proposals be modified to include some of these suggestions.

Some of the submitters have expressed disappointment in the architectural quality of the concept design. These drawings are not intended to show the final design and completed architectural details, but merely to illustrate the Amendment proposals in a generic form. To this extent, they are helpful in

understanding the Amendment proposals. The June 2013 Council resolution set out in an earlier section of this report, includes the following:

“(h) *the applicants be advised that:*

- (i) *The initiation of Amendment No. 34 is not to be construed as approval of the concept plans which were submitted to illustrate a possible built outcome if Amendment No. 34 should reach finality.*”

At the time of any future development application, whether it is to be determined by the Council or by a DAP, all aspects of the proposal, including the drawings, will be scrutinised by the Council and by the City's Design Advisory Consultant panel, for design excellence, to ensure a world-class development.

Some of the suggestions, such as architectural excellence and retention of trees, are already either contained in the proposed Amendment text, or in Council Policy and do not need to be included in this Amendment.

Those suggestions supported by the Council are as follows:

- To increase the proportion of larger dwellings from the currently proposed 25%, to 40% : This will satisfy the many submitters who are worried about the large number of smaller dwellings which are likely to be occupied by a transient population. They hope that larger units will attract owner/occupier residents who will have a long-term stake in the area and contribute in various ways to the local community. The R-Codes require a minimum of 20% one-bedroom dwellings (single-bedroom dwellings having a maximum size of 70 sq. metres) and a minimum of 40% two-bedroom dwellings to be provided. The Council will ensure that the remaining 40% will be larger (100 sq. metres) dwellings.
- To require a minimum 6 metre wide gap between buildings on the Manning Road frontage : This will provide visual relief in the bulk of this long building, provide a pedestrian access to and from Manning Road, enhance the visual permeability of the site and create an opportunity for a point of interest along this frontage.
- To provide street tree planting in Manning Road : As many submitters are concerned that the applicant should make a contribution towards the improvement of a rather harsh environment at the corner of Manning Road and Ley Street, the planting of street trees along the Manning Road frontage of the site would provide shade to pedestrians accessing the site, would soften the façade and provide a transition to the adjoining natural park. Any such planting would need to be of a species, height and location approved by the Council and be part of general street verge design implemented at the applicant's expense.
- To modify the requirement of mandatory fencing in Ley Street to a prohibition of fencing : The removal of fencing along the Ley Street frontage to the north of the Telstra facility will assist pedestrians who advise that they feel vulnerable and crowded along this narrow stretch of pavement near the corner of Manning Road. Fencing would exacerbate the feeling of constriction for families walking along this length of footpath, while open garden would create a more open environment.
- To strengthen the requirement for sustainable design : TPS6 contains provisions elsewhere relating to sustainable design. The modification will bring this

requirement more into conformity with those provisions which apply elsewhere in the City.

- To ensure an activated street frontage to Manning Road : While already included as a mandatory requirement, submitters feel that this could be stated more clearly.
- To provide a street setback for commercial buildings : As part of the commercial activation and street verge enhancement and planting, a setback of 2 metres from the street boundaries is recommended for the Highway Commercial zoned land.
- To prohibit parking concessions for certain uses : In response to submitters' fears of parking overspill into surrounding residential streets, no parking concessions will be permitted for Residential uses.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be generally UPHELD; and
- (b) Amending clause (a)(ii) of Amendment No. 34 be modified by:
 - (i) in clause **5.4(10)(b)(iv)**, deleting the term "25%" and inserting the term "40%" in its place;
 - (ii) in clause **5.4(10)(b)(vii)**, inserting the following new sub-paragraph (J) immediately after sub-paragraph (I) –
 - “(J) an unroofed space with a minimum width of 6.0 metres separating buildings on the Manning Road frontage, to provide visual relief in the bulk of buildings along this frontage. Any fence or gate across this space is to be visually permeable.” ;
 - (iii) in clause **5.4(10)(b)**, inserting the following new sub-paragraph (x) immediately after sub-paragraph (ix) –
 - “(x) Footpaths and verges in the portions of Manning Road and Ley Street adjacent to Site J are to be paved and landscaped at the expense of the owner of Site J to the extent shown in a Streetscape Improvement Plan to be approved by the Council. This plan is to include tree planting along the Manning Road frontage, and may include undergrounding of power adjacent to the site, and any other streetscape improvements required by the Council.” ;
 - (iv) deleting clause **5.4(10)(b)(vii)(F)** and inserting the following in its place –
 - “(F) fencing to a height of 1.8 metres along the northern and eastern boundaries adjoining land in the Parks and Recreation reserve, such fencing to contain no gaps or gates, and be visually permeable above a height of 1,200 millimetres. No fencing is to be provided in the Ley Street setback area north of Lot 3 Ley Street;” ;
 - (v) deleting clause **5.4(10)(b)(vii)(A)** and inserting the following in its place –
 - “(A) the proposed development exceeds the requirements of the Building Code of Australia with respect to optimizing solar access to the proposed development, maximizing energy efficiency, use of passive cooling techniques and cross ventilation opportunities, and conserving water;”
 - (vi) deleting clause **5.4(10)(b)(vii)(B)** and inserting the following in its place –
 - “(B) exceptional urban design with active street frontages within the Highway Commercial zone, where ground floor façades include a minimum of 60%

clear glass and on the Manning Road frontage, at least one pedestrian entrance to each occupancy;" ;

(vii) in clause **5.4(10)(b)(ii)**, deleting the setback distance of "Nil" in sub-paragraphs (B) and (C) and replacing it with the setback distance of "2.0 metres" in each sub-paragraph;

(viii) deleting clause **5.4(10)(b)(vi)** and inserting the following in its place –

"(vi) Car parking shall be provided on Site J as follows:

- (A) car parking bays for the exclusive use of occupiers of dwellings shall be provided in undercroft garaging concealed from view from any street and from the adjoining Parks and Recreation reserve; and
- (B) no concession to the number of bays required by Table 6 shall be granted for Residential uses."

(m) Oppose on grounds of overshadowing	(10 submitters)
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Submitters from Bickley Crescent, Clydesdale Street, Downey Drive, Elderfield Road, Glasnevin Court, Ley Street, Philp Avenue, Wooltana Street; and Salter Point Community Group Inc (PSCG), comment as follows:

(i) Submitters' comments:

- SPCG find that the shading diagram presented as part of the proposal does not appear to be an accurate reflection of the sun's movements and the likely impacts buildings of 6-10 storeys would have on the east side of the buildings. Shading will occur to a greater scale than that portrayed by the applicant, with consequential impacts. Council should not rely upon that information and instead commission an independent assessment of the likely impacts and that such investigations are done based on a range of periods throughout the year. SPCG also notes that proposed internal recreational facilities, such as the pool, will largely be in shade, which detracts from their appeal.
- Submitter comments that the concept plan shows a single high-rise tower construction of 36m within a larger area which will allow for buildings to this height. Should the entire proposed area be used for construction to 36m height, the impact would be significant in terms of overshadowing of properties on the western side of Ley Street.
- High rises reduce the direct sunlight to the area and will affect houses nearby. Submitter opposite the site enjoys the morning sun at the front of the house. The proposed building would obscure this for most of the morning. The 'Shadow Diagram' only shows the effect at midday.
- The height and scale of proposed buildings, especially those close to the footpaths, will create a massive shadow over the roads and adjacent properties.
- The overshadowing diagram in the Amendment report is very misleading – it shows the projected shadow at midday in winter, which is hardly representative of the size of the shadow that will be cast over adjacent houses earlier in the day.
- Despite the site not offering significant overshadowing at winter noon-day sun, at other times of the day and year the shadowing will affect many neighbouring properties.

Council's response:

The submitters' comments are noted. The shadow diagram represents the situation at midday on 21 June, which is the angle of the sun to which the State Government's R-Codes apply. The City cannot require a more stringent requirement. Further, the R-Codes solar access provisions relate to 'adjoining sites', and if these requirements are met, the project is 'deemed to comply'. The subject site does not have any immediately adjoining residential properties.

As discussed elsewhere in this report, the Council is now recommending that most of the buildings on the site be reduced in height. This will also reduce the length of shadow cast beyond the site boundaries, although it is impossible to eliminate shadow completely.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be UPHOLD; and
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(n) Oppose in relation to public transport inaccessibility	(7 submitters)
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Submitters from Bickley Crescent, Crawshaw Crescent, Edgumbe Street, Elderfield Road, Henley Street, Philp Avenue, comment as follows:

(i) Submitters' comments:

- While the site is 800 metres from the Canning Bridge station, a study by the Department of Transport and City of South Perth in 1998-99 found that people were not likely to walk more than 400 metres to public transport. Shortage of parking near the station will also add to traffic issues.
- The transport report indicates a No. 30 bus connection to the Canning Bridge station. This is not the case. A person would have to take the bus for approximately 1.1 km and then walk 300 metres to the station crossing a slip road to the freeway and Canning Highway. This is not conducive to using public transport. A solution to poor public transport would be to run high frequency buses currently using Henley Street and Canavan Crescent from Canning Bridge Station to Curtin University along Manning Road.
- Submitter regularly takes the train from Canning Bridge to the CBD and finds standing room only on many occasions because trains are already full by the time they reach that station. If the proposal is approved, will the Council ensure the provision of more frequent trains, and ensure that they actually stop at Canning Bridge station?
- I refer to the applicant's Transport Impact Assessment report dated 21/06/12 on the City's website to view in relation to this proposal. The report states, "The closest train station to the site, Canning Bridge Railway Station, is approximately 1.4km to the west and north of the subject site. This exceeds the general limit of 800m which people are generally willing to walk to access a train service."

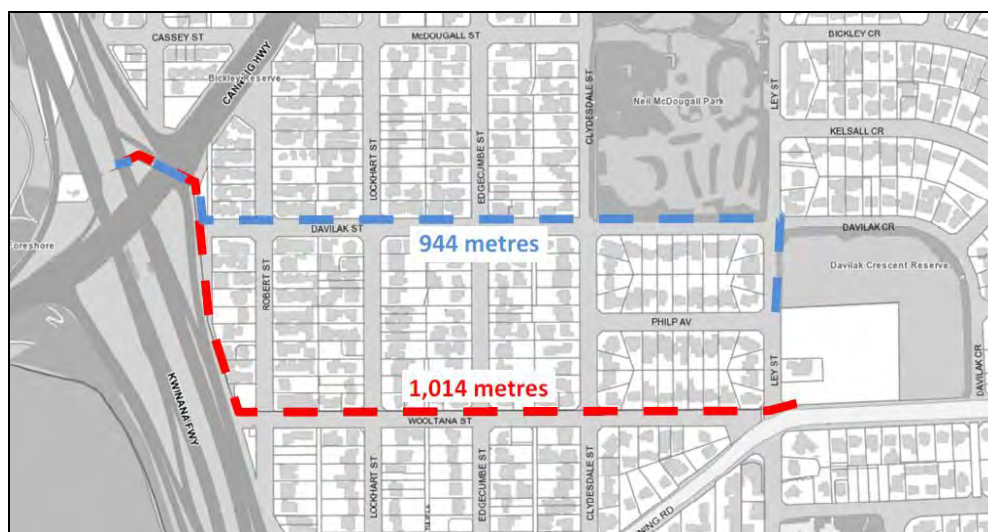
Council's response:

Every morning, commuters are already parking in Davilak Street and the adjacent streets and walking to the train station, evidently because this is financially advantageous rather than paying for parking in the CBD, or to avoid congestion on roads. The nearest bus stop to the development is immediately adjacent, in Ley Street. This would clearly provide a very attractive option for those travelling to the CBD, using the combination of bus and train travel.

It is acknowledged that trains on all of the metropolitan lines are heavily patronised at the peak hour and passengers at stations close to the CBD may have difficulty boarding at those times. The Public Transport Authority schedules train movements for the benefit of the entire network through a combination of 'all stops', 'express' and 'limited stops' services. Canning Bridge Station is well served by the frequent 'all stops' trains but is bypassed by the 'limited stops' services. Either side of the peak hour, congestion on the network is eliminated. The City cannot ensure more frequent services.

Measuring along the available pedestrian travel routes, the Amendment site is outside the 800 metre notional walkable catchment of the Canning Bridge station. Figure 10, below, shows two alternative pedestrian routes from the site to the station. A route from the northernmost point of the Ley Street boundary of the site, along Davilak Street to the station is approximately 944 metres. A route from the southernmost point of the Ley Street boundary of the site, along Wooltana Street, is approximately 1,014 metres. Nevertheless, some residents on the Amendment site are likely to take this option and walk to the station, as nearby existing residents already do.

Figure 10 **Approximate Distance of Amendment site to Canning Bridge Station**



The site is included in the Canning Bridge Precinct, being on the eastern perimeter. It is also a large vacant site, ripe for redevelopment and was seen as suitable for a landmark development at the edge of the Precinct. Over time, after the Canning Bridge Precinct Structure Plan proposals have been incorporated into the City's Town Planning Scheme, land to the west of the Amendment site will be redeveloped in line with the Precinct Structure

Plan. The difference between the proposed development for the Amendment site and other surrounding sites will then be less marked, and more appropriate public transport will be provided to meet the growing needs of the community.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(ii) Submitters' comments:

There are major car parking issues already at the Canning Bridge Station and this is attracting much unwanted crime and theft into our area.

Response from Manager, Engineering Infrastructure:

It is difficult to make a connection between what is happening in those streets closer to the Canning Bridge Station and the more distant proposed development on the Amendment site.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(iii) Submitters' comments:

Submitter is concerned with traffic congestion caused by a significant number of new dwellings with associated vehicles, should a large development be undertaken. There are already challenges with street parking in the area, as well as significant challenges with public transport due to the overwhelming volume of people who are catching the train from Canning Bridge to Perth during and before peak hour. Adding several hundred more dwellings without considering the impact on roads and public transport is going to lead to further frustration and potential for accidents in the area.

Response from Manager, Engineering Infrastructure:

The Traffic Consultant has concluded that the road network surrounding the development has sufficient capacity to accommodate the additional traffic from this development. The City has no evidence to suggest that this would not be the case. On-street parking in Davilak Street and adjacent streets will continue to be monitored. In time, to facilitate priority for both bus services and cyclists in Davilak Street, on-street parking may have to be prohibited. Any future changes in the streets surrounding the train station are unlikely to be influenced to any extent by a development on the more distant Amendment site.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(iv) Submitters' comments:

The State Government is currently talking about establishing Henley Street as the main transit route to Curtin University. Whilst this is being met with community opposition, these plans place this high density development site well outside the 400m catchment zone for that route (some 700m away). It is also over 500m away from the current Canavan Crescent major bus route.

Response from Manager, Engineering Infrastructure:

Four possible routes have been identified by the Department of Transport as the potential link for a high frequency public transport service from Curtin University to Canning Bridge. Irrespective of the route selected, Ley Street will continue to be the route for the Manning services. This route has a bus stop immediately in front of the development and a stop less than 500 metres from the Canning Bridge Station, well within the walking distance of many commuters currently using the Mandurah line to access the CBD from the Canning Bridge Station and this would be a very viable travel mode for any resident within the proposed development.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHOLD; and
- (b) Amendment No. 34 not be modified in this regard.

(o) Oppose on grounds of precedent	(7 submitters)
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Submitters from Clydesdale Street, Crawshaw Crescent, Edgecumbe Street, Kelsall Crescent, Lockhart Street, comment as follows:

Submitters' comments:

If approved, a precedent will be set for future developments of this height, bulk and type within the City and this will have a cumulative detrimental effect on the local community.

Council's response:

The Canning Bridge Precinct Vision recommends increasing residential intensity within 800 metres of the station, with buildings of heights of 3 – 20 storeys and commercial/mixed development close to the station. These proposals are not final and have not yet been converted into statutory provisions in the City's Town Planning Scheme. This will take some years. Once the Town Planning Scheme provisions have been adopted, development may proceed to the permissible extent. After such a lengthy process and detailed examination of all of the surrounding land, it is unlikely that another major land parcel will be rezoned for a similar kind of development as is proposed for this Amendment site. Hence, Amendment No. 34 is not likely to set a precedent for other developments of the kind.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHOLD; and
- (b) Amendment No. 34 not be modified in this regard.

(p) Oppose on grounds of general loss of amenity	(7 submitters)
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Submitters from Davilak Crescent, Glasnevin Court, Kelsall Crescent, Pether Road, Philp Avenue, Wooltana Street, comment as follows:

Submitters' comments:

- Submitter notes that the Telstra facility at lot 3 will remain. Accepting it is likely that the Amendment Site will be developed in some form, will Telstra be required to update the building at lot 3, so it too fits with the amenity of the area?
- Submitters are concerned that by rezoning to such high density residential, this will adversely affect the amenity of the area which was one of the reasons for making a financial commitment to live in this street. Such a development will change this dramatically, from predominantly permanent families to a transient population.
- Submitter strongly opposes the Amendment on the grounds that it will be detrimental to the amenity of the Como/Manning area.
- Submitter purchased property because of its views to the hills and surrounding areas. This development would obscure those views.
- The proponent is quite understandably trying to maximise their return on investment but without regard to the rest of the community. If this is allowed it will take decades to clean up the mess, if ever, and the developer will have no role to play in that.
- The development permitted by the proposed amendment would not provide benefit to the surrounding community, and would cost community a significant detraction from the expected amenity and character of the surrounding area.
- Built form provisions should be structured to maintain the amenity of the existing adjacent residential area.
- The proposed R160 zoning would include a significant number of 1 and 2 bedroom apartments. Studies have shown apartment living has been associated with a number of negative social aspects including noise, lack of privacy and a transient population, all of which we feel will negatively impact on the amenity of our existing community.

Council's response:

The Council is recommending a large number of modifications to the advertised Amendment proposals in response to community comments. All of these modifications are designed to reduce the impact of any resulting development on the surrounding area, and to ensure a better living environment for future residents of the subject site. If the Minister adopts the Council's recommendations, any future development on this site will have considerably less impact on the amenity of the surrounding area than the advertised proposals.

Having regard to all of the relevant considerations, the Council recommends that:

- the comments be UPHELD; and
- Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(q) Oppose in relation to the Canning Bridge Precinct Vision	(7 submitters)
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Submitters from Elderfield Road, Kellsall Crescent, Leonora Street, Lockhart Street, Philp Avenue, Tweeddale Road (Applecross); and Como Community Action Group (CCAG), comment as follows:

Submitters' comments:

- This area in the Canning Bridge Precinct is identified for development "at local scale". This development will not in any way meet that criterion.
- The studies and work relating to the Canning Bridge Precinct are still ongoing, and any rezoning should be delayed until this work is complete.
- The Canning Bridge Precinct Vision prescribes medium density development along the portion of Manning Road within the Precinct area. This Amendment proposal is for high residential density and should therefore be rejected.
- The Canning Bridge Precinct proposals have not yet been agreed by the community. Approval of this scheme amendment may compromise the orderly discussion and development of the Canning Bridge precinct by creating expectations and precedents on surrounding properties.
- This area was not included in the Canning Bridge Precinct changes, which have had considerable consultation. This change has not had the same level of consultation but is asking us to approve a change in R Code to R160! This is not a slight change! This is an extenuating circumstance.
- It is important to review this development in light of the overall plan for the Canning Bridge Precinct which is a great opportunity to develop this area along with correcting past planning mistakes, such as the bus interchange on Canning Bridge that causes significant disruption to traffic, and the lack of a south-bound entrance to the Kwinana Freeway from Manning Road. Building this high-rise that is on the periphery of the Canning Bridge Hub plans will be another mistake. Higher density living should start from the Canning Bridge and gradually decrease to the 800m distance that people are willing to walk to public transport.
- Having carefully considered the context of the site in relation to the Canning Bridge Vision and various WAPC policies which advocate high densities, submitter believes that an appropriate compromise could be found.
- The timing of consideration of such a proposal is inappropriate given the studies that are currently being undertaken for Canning Bridge area (and others) and the age of TPS6 which is out-dated (gazetted April, 2003), and requiring review under legislation. It would be more appropriate that TPS6 comprehensive review and other studies (inclusive of the input from the various community forums) be completed prior to ad hoc or spot rezonings of properties occurring.
- Advice in letters sent to the community from the City is misleading in that it states that a proposal as this (which may be constructed if rezoning implemented) could be the first of many in this location. Currently this is not the case, and is reminiscence of scare mongering. Future buildings in this area may very well be more extensive in height than currently allowed under planning legislation, but changes to facilitate this are yet to occur.
- The site is not within the Canning Bridge study area although it is identified as such in Council correspondence and referred to in the documentation

relating to the Canning Bridge Vision (the study border just touches on the Ley Street boundary). Notwithstanding, the Vision report identified a number of studies and steps (*listed by submitter*) to be undertaken in the critical, short, medium and longer term. These studies have not been completed and/or released for public comment/information, and none of the proposed works identified have even been commenced.

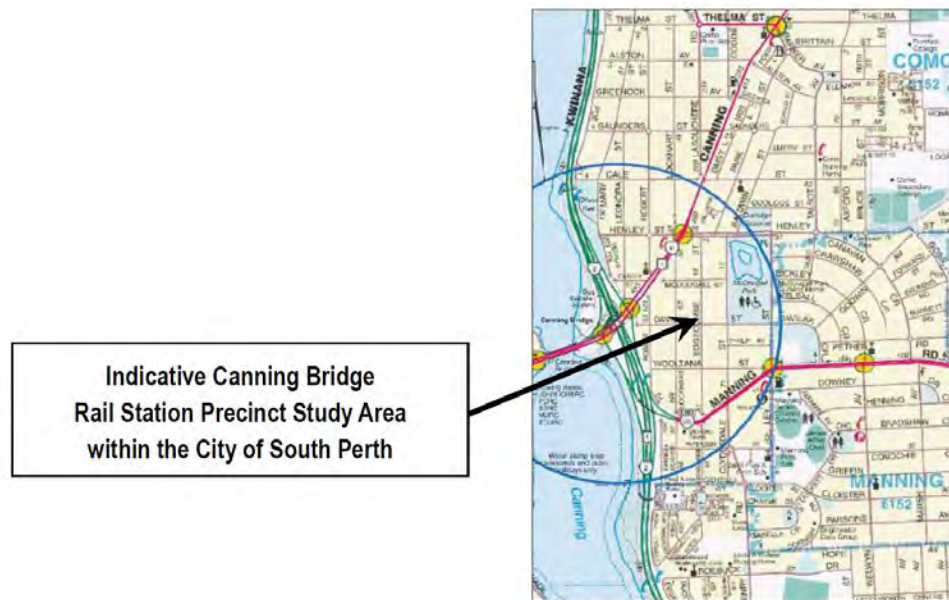
- Rezoning and development of this site prior to the completion of the prerequisite Canning Bridge Precinct studies (including design guidelines, works within the locality and improvements and an overall finalised vision), are likely to pre-empt future outcomes and not facilitate due planning process.
- The point outlined above requires the establishment of statutory mechanisms to facilitate developer contributions for infrastructure upgrades in the locality. A development permitted under this rezoning would require extensive upgrades to all infrastructure including water (supply and waste), electricity, telecommunications and transportation/ traffic. If development proceeds prior to the establishment of such mechanisms and before overall costs of infrastructure are known for the locality, this development/ developer/landowner would have an unfair economic advantage and costs of upgrades would need to be covered by other subsequent developers/developments.
- The Canning Bridge Vision document (Map 2) indicated that this site be “a performance-based zone, mixed use development (commercial/ residential/community uses) to a maximum height of 10 storeys”. This rezoning proposal (and the application that was first considered by Council in September 2012) is way in excess of this strategic vision. There are also no community uses proposed/ included for this site. The community attended many workshops, and made submissions on this Vision document when it was released for public comment. Now we have something that did not arise from this process, is contrary to TPS6 (and will be far in excess of any other density classification within South Perth), and is not within the existing character of the area, or supposedly the future character. It is not clear why this proposal is even being considered. It would seem that in a ‘bid’ to ‘get’ high density the government is prepared to forego any planning or planning processes that are established.

Council's response:

The subject site has been included in the area of the Canning Bridge Precinct since the early stages of the project. The Canning Bridge Station has been operational since December 2007, when the Perth to Mandurah passenger train service began. Since 2006, the City of South Perth has been working in partnership with the Western Australian Planning Commission and the City of Melville in a study of this precinct. The Study was initiated under the State Government's “Network City: Community Planning Strategy for Perth and Peel” program. Network City examined ways of managing population growth through to 2031, by promoting increased employment and other activities at local and regional centres that are linked to key public transport services. This initiative included Transit Oriented Development (TOD) comprising a mix of residential, office, retail and other land uses that encourage local residents to travel by public transport. Similar principles have been embraced by the State Government's “Directions 2031 and Beyond”, which was adopted in August 2010 and replaced the ‘Network City’ proposals.

The initial depiction of the Precinct shape was purposely vague and showed the Amendment site on the outer perimeter of the 800 metre radius (refer to Figure 11, below). It remained in this shape until the scope of the study was determined in more detail. The Precinct shape was later defined more precisely and the site was included within the study area.

Figure 11 Original Canning Bridge Precinct



While the 'Vision' proposals have been endorsed by all of the study partners, including the City of South Perth, as previously stated the Canning Bridge Precinct project has not yet been completed and a Structure Plan is currently being prepared to assist with the implementation of the provisions. When a draft Structure Plan has been prepared, it will be advertised for community comment. If Amendment No. 34 has been determined by the Minister at that time, the new TPS6 provisions will be incorporated into the Structure Plan and any other future documents, including the next Town Planning Scheme.

The draft Amendment No. 34 that has recently been advertised for community comment generally reflects the adopted Canning Bridge Precinct Vision, in that it proposes a 10-storey building and mixed residential and commercial uses. After advertising Amendment No. 34 for community inspection and comment, considerable objection has been voiced. Several suggestions put forward by submitters are favoured by the Council, and it recommended that the Amendment be modified to incorporate the favoured changes. If the Minister supports these recommendations and approves the Amendment in a modified form, the Amendment provisions will then become part of the City's amended Town Planning Scheme and will be reflected in future Canning Bridge Precinct documents.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(r) Oppose on grounds of public interest**(4 submitters)**

Submitters from Davilak Crescent, Lockhart Street, Wooltana Street, comment as follows:

Submitters' comments:

- Submitter queries what aspect of this development is going to benefit the local community rather than causing significant concerns. The only person to benefit from this will be the developer. Why should one person benefit at the expense of the whole local community, where the overwhelming feedback is that this development should not be allowed to proceed on the proposed basis, but be amended to be more sensitive and beneficial to the local area.
- The City has not conducted any form of public interest test to determine if the proposed development will deliver any net benefits to the local community, other than to itself or the developer.
- Submitter comments in relation to effect of speculative non-development of land –
 - The site, currently classified 'Public Purpose' reserve under TPS6 was purchased by the current landowners in 2001. Since then, the site has remained classified 'Public Purposes' and no development has taken place. The land has sat idle, stagnated and remains in a poor state, to the dismay of local residents. In this time, the landowners have contributed little to the City in terms of rates (as public purpose reserve), but have promoted and speculated on the land by putting forward numerous requests for development and rezoning, each time larger and greater than the previous – with no resultant development. This speculative investment has increased the value of the land without any input/costings to the landowner/developer. This type of speculation increases land values without benefit to the community and results in the land (and resulting development) being priced out of the realm of the residents of this neighbourhood, having an immediate and lasting effect on housing affordability. Rezoning to this extreme will increase the value of the land component in any future development making it unlikely that apartments constructed would (or could) in any way be affordable.
 - The current proposal is now at a maximum level, with as much as possible residential, commercial, and parking, and very little open space, landscaping etc. It seems again to be a speculative exercise to increase land value, without input. This type of approach to land speculation means that the land value increases considerably, landowners can on-sell at any point. Nothing gets built in the interim whilst speculation occurs - land is sterilised (since 2001) – and affordability is reduced for all! If this land is rezoned to this extreme, which does not correspond with the market and what a developer would construct given they are maximising their profits (and construction costs above 4 storeys increases dramatically in costs, and achieved price per unit must be maximised, so market needs to be there) - the land would again sit there undeveloped. Nothing affordable in this argument, the land component becomes too great at this high density to make development profitable. Each unit is likely to cost \$250,000 per unit to build (minimum 1 bed), greater for larger units.
 - This site has never been developed for residential previously, thus infrastructure is not available. The provision of infrastructure will add to the

cost of development, paid in part by the community through rates and taxes whilst the developer returns profit. In addition, infrastructure in the area is dated (water pipes have ruptured twice already due to development in the area at R20/R40). Original infrastructure was constructed for sparsely spaced single houses, in excess of 60 years ago and was not built for density nor for the type of use we demand today, two bathrooms, many toilets, automatic dishwashers, washing machines.

- o In the 2013 revised R-Codes, the density code is not strictly applied, but encourages a variety of multiple dwelling sizes. The identification that more than 300 dwellings on this site could be developed means the site as proposed is in excess of what was previously identified as R160 (closer to R224). This change in the code was to encourage a range of dwelling and housing types particularly in lower densities, not to permit massive amounts of dwellings. *(In TPS6, Multiple Dwellings are only permitted in R50 and higher codes.)* City planning officers have stated that this is the only opportunity to get affordable dwelling in South Perth. This approach is inequitable and goes against the notation that more expensive areas (such as the peninsula) should not have to have affordable dwellings (or residents of lower socio-economic status). On this site or nearby there are very little available in the range of community uses and services. Once five- or six-storey development is approved, the resultant apartments can then claim to have "river views" which will serve to increase the price of apartments on the higher floors (and returns to the developer/landowner with little return to the community).

Council's response:

Submitters are concerned that the owners have been exploiting the site for monetary gain, both prior to development and after development. The City cannot comment on these arguments, as they are not based on 'Planning' principles.

In terms of public interest, to some extent this has been tested through the Scheme Amendment process and particularly, through the community consultation process. The community has been invited to examine the proposals and to provide comment to the Council and the Minister. The Council is recommending to the Minister that several of the community suggestions be incorporated into the Amendment proposal. This ensures that the 'public' is involved in the process and that the public interest is protected.

The landowners have been contributing to the community through normal rate payments since purchasing the site in 2001.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be generally UPHELD; and
- (b) Amendment No. 34 be modified in the manner described in the 'Concluding Action' section of this report.

(s) Oppose on grounds of construction noise and nuisance	(3 submitters)
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Submitters from Davilak Crescent, Henley Street, comment as follows:

Submitters' comments:

- There has been no assessment on noise pollution during construction or the impact on the local community from increased noise from the development after construction. To conclude that there will be no noise impact on the local community without a study to support this position is reckless.
- Noise, dust and traffic from construction will affect the area negatively.

Council's response:

The submitters are correct in that there will be noise and disturbance arising from construction of the development and afterwards. The Council cannot preclude development on those grounds. However, construction can be managed in different ways to minimise the impact on surrounding residents. These methods will be examined at the time of any future application for development approval, should Amendment No. 34 be approved by the Minister. These methods could include requirements relating to, among other matters:

- points of access to the site by construction vehicles;
- restriction of hours of construction to the period between 7:00am and 7:00pm Monday to Saturday, and 9:00am to 7:00pm Sundays and public holidays;
- management and coordination of the construction process, including the submission to the City of a Traffic Management Plan;
- fencing of the site;
- compliance with all relevant Health Local Laws;
- monitoring of the site during construction and responding to complaints.

These matters will be fully assessed at the 'development application' stage.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comments be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

3. Submissions 3.1 to 3.5 Government submissions

(a) Water Corporation	(1 submitter)
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Submitter's comment:

The Water Corporation has reviewed the amendment and although it has no objection, point out that its water and waste water services for this site have been based on a considerably lower density. Consequently, upgrades to reticulation mains and connections are likely to be required, at the developer's cost. The extent of these upgrades will be determined at the time of any development application, based on the expected demand and discharge calculated from actual density coding and development plans.

Council's response:

The comments of the Water Corporation are noted and the City will convey these comments to the applicant.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(b) Department of Water	(1 submitter)
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Submitter's comments:

Assessed, no comments.

Council's response:

The comments of the Department of Water are noted.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be NOTED; and
- (b) Amendment No. 34 not be modified in this regard.

(c) Western Power	(1 submitter)
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Submitter's comments:

The information provided by the City has been noted in the Western Power (WP) planning database in advance of the next review of network capacity requirements. A key planning consideration is to determine whether forecast demand for network capacity, based mainly on form network connection applications, is in line with long-term trends or is a significant change to the trend. Relatively large changes in forecast demand will receive close attention.

Council's response:

The advice from Western Power is noted and the City will convey these comments to the applicant.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(d) Telstra	(1 submitter)
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Submitter's comments:

Telstra supports the proposed amendment No. 34 as it has previously divested the land in question and does not have any further requirement for it.

Council's response:

The advice from Telstra is noted.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(e) Main Roads Western Australia	(1 submitter)
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Submitter's comments:

This Amendment related to a proposal on an 'Other Regional Road'. As the Planning of Other Regional Roads is the responsibility of the Department of Planning, Main Roads will be providing no comment on the above Amendment. It is also suggested that the City seeks comment from the Department of Transport regarding this Amendment.

Council's response:

The advice from Main Roads is noted. The Department of Transport was consulted along with several other government agencies, but no comments were received from that Department.

Having regard to all of the relevant considerations, the Council recommends that:

- (a) the comment be UPHELD; and
- (b) Amendment No. 34 not be modified in this regard.

(f) City of South Perth	(1 submitter)
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City's comments:

The City's Planning administration has observed that reference throughout the Amendment No. 34 proposals to the insertion of a new sub-clause (12) in TPS6 clause 5.4 should read sub-clause (10). This change needs to be made throughout to the modified Amendment.

Consequently, the Council recommends that Amendment No. 34 be modified so as to delete reference to sub-clause "(12)" in clause 5.4, and replace it wherever it occurs, with the sub-clause number "(10)".

CONCLUSION

Amendment No. 34 represents the culmination of many years of negotiation by the applicants in an attempt to develop the subject land. These processes have involved applications for development approval, applications for Scheme Amendments and a review of the City's Local Commercial Strategy. The current proposal, when suitably modified, will form a set of proposals which will result in the development of the site in a way that will need to be carefully managed in order to minimise adverse effects on the local community.

With such a large site, it is likely that there will be a large number of dwellings as well as some commercial components. The applicant has requested a density coding of R160 with a range of Building Height Limits up to 36 metres over various parts of the site. Many of the submitters have expressed deep concern regarding the effects on the community of such a large development. Having considered all of the submissions, the Council agrees that this density coding and range of Building Height Limits are excessive, and should be reduced. Consequently, a modified set of more moderate proposals is now recommended, which the Council believes satisfy many of the submitters' concerns, while appreciating that not all of the concerns can be completely eliminated. The recommended modifications are discussed in detail through this Report on Submissions, and are listed in a schedule of modifications at the end of this report.

The proposed Amendment No. 34 has been advertised in excess of the requirements of the *Town Planning Regulations 1967* and Council Policy P301 '*Consultation for Planning Proposals*', as discussed in the 'Consultation' section, above.

The submissions received on Amendment No. 34 include 9 supporting, and 138 opposing submissions (including three petitions with a total of 474 signatories; and two submissions representing local community ratepayer/residents groups). This

indicates that there is considerable interest within the community as to the outcome of this Amendment.

The Council's approach to assessing the submissions has been to examine all of the issues raised and to attempt to modify the Amendment so as to incorporate measures designed to remove, or reduce as much as possible, the detrimental effects identified by the submitters. The result should yield a development which is smaller in scale and height, more visually attractive, more environmentally sustainable and more beneficial to the community than the advertised version of the Amendment.

In reaching its decision, the Council has also considered the strategic implications of the site and the future development of the site in relation to both State Government and the City's own strategies to accommodate future population growth. Among the documents considered were the Western Australian Planning Commission's *"Directions 2031 and Beyond"* and the *"Central Metropolitan Perth Sub-Regional Strategy"* and their specific reference to the subject site.

The Council is of the opinion that the modified Amendment provides an acceptable 'compromise' solution which takes into account:

- the Amendment proposals which were required by the Minister to be advertised for community comment;
- the wide range of community concerns;
- suggestions from submitters as to the improvement of the proposals;
- State Government strategies and policies;
- local government strategies and policies; and
- a reasonable development outcome for the landowners.

The Council recommends that Amendment No. 34 be approved in its modified form.

DETERMINATION OF SUBMISSIONS

Having regard to the preceding comments, Council recommends that:

- (a) Submissions 1.1 to 1.9 inclusive, supporting the proposed Amendment No. 34 **be partially UPHELD**;
- (b) Submissions 2.1 to 2.138 inclusive, opposing the proposed Amendment No. 34 **be partially UPHELD**; and
- (c) Submissions 3.1 to 3.5 from Government agencies, be UPHELD.

CONCLUDING ACTION

IT IS RECOMMENDED that:

- (1) Amendment No. 34 to the City of South Perth Town Planning Scheme No. 6 **be adopted with modification.**
- (2) The Council of the City of South Perth under the powers conferred upon it by the Planning and Development Act 2005, hereby amends the City of South Perth Town Planning Scheme No.6 by:

(a) amending the Scheme Text as follows:

(i) in sub-clause (1) of clause 4.3, immediately following paragraph (n), inserting the following new paragraph (o):

“(o) In respect of Site J as defined in sub-clause **(10)** of clause 5.4:

- (ii) the minimum setback of any dwellings from the Ley Street boundary of the site;
- (ii) the minimum plot ratio area of a proportion of the total number of dwellings; and
- (iii) provision of a minimum area of open space containing certain communal recreational facilities for residents of the site;

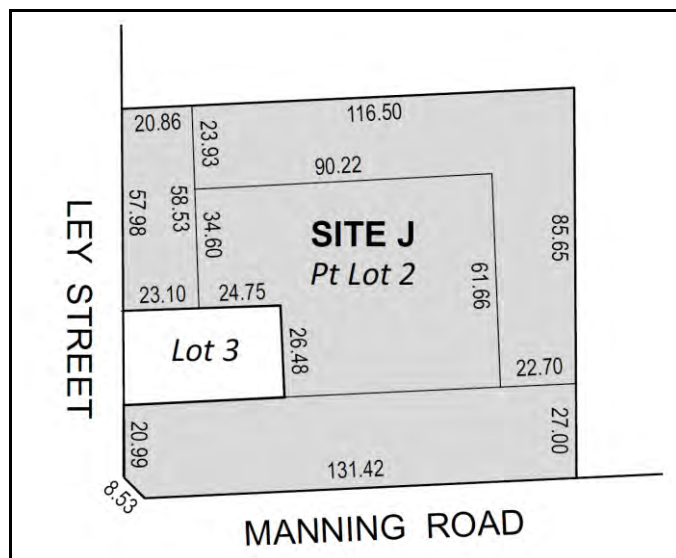
shall be as specified in sub-clause **(10)** of clause 5.4.”

(ii) in clause 5.4, immediately following sub-clause (9), inserting the following new sub-clause **(10)**:

“(10) (a) In this sub-clause, ‘Site J’ means Part Lot 2 (No. 54) Manning Road, Manning.

(b) **Notwithstanding anything contained in this Scheme or the Codes,** in respect of Site J, the following development requirements apply:

- (i) The dimensions of the portions of Site J to which the **10.5 metre, 14.0 metre and 21.0 metre** Building Height Limits respectively apply, as shown on the Scheme Map (Building Height Limits) for Precinct 10 ‘McDougall Park’, shall be as depicted below:



(ii) Notwithstanding minimum setbacks prescribed in Table 4 of the Codes, minimum setbacks from the following boundaries of Site J shall apply:

- (A) Ley Street, in the Residential zone - 4.0 metres;
- (B) Ley Street, in the Highway Commercial zone - **2.0 metres;**

- (C) Manning Road, in the Highway Commercial zone - **2.0 metres**; and
- (D) northern and eastern boundaries adjoining land in the Parks and Recreation reserve - 2.0 metres.
- (iii) Land in the Residential zone shall only be used for purposes identified in Table 1 as Residential Uses.
- (iv) At least **40%** of dwellings in the Residential zone shall have a minimum plot ratio area of 100 square metres per dwelling.
- (v) The development of Shops on Site J shall be restricted as follows:**
 - (A) all Shops are to be located on the ground floor of any building; and**
 - (B) the plot ratio area of each Shop shall not exceed 500 square metres.**
- (vi) Car parking shall be provided on Site J as follows:**
 - (A) car parking bays for the exclusive use of occupiers of dwellings shall be provided in undercroft garaging concealed from view from any street and from the adjoining Parks and Recreation reserve; and**
 - (B) no concession to the number of bays required by Table 6 shall be granted for Residential uses.**
- (vii) Development on Site J shall incorporate the following design elements, to the satisfaction of the Council:
 - (A) the proposed development exceeds the requirements of the Building Code of Australia with respect to optimizing solar access to the proposed development, maximizing energy efficiency, use of passive cooling techniques and cross-ventilation opportunities, and conserving water;**
 - (B) exceptional urban design with active street frontages within the Highway Commercial zone, where ground floor façades include a minimum of 60% clear glass and on the Manning Road frontage, at least one pedestrian entrance to each occupancy;**
 - (C) exceptional design approaches for buildings in the Residential zone, including articulation of building façades and provision of balconies;
 - (D) elevation treatments which appropriately address land in the adjoining Park and Recreation reserve;
 - (E) for buildings fronting Ley Street in the Residential zone, elevation treatment which incorporates an outstanding architectural feature designed to provide a well-balanced closure of the vista when viewed from along Philp Avenue;
 - (F) fencing to a height of 1.8 metres along the northern and eastern boundaries adjoining land in the Parks and Recreation reserve, such fencing to contain no gaps or gates, and be visually permeable above a height of 1,200 millimetres. No fencing is to be**

- provided in the Ley Street setback area north of Lot 3 Ley Street;
- (G) the open space on Site J incorporates the following:
 - (I) a combined area of at least 3,500 square metres in the central portion of the site for communal recreation by residents of Site J;
 - (II) communal recreational facilities in the central portion of open space including items such as a gazebo, barbeque area, tennis court, pool, or other facilities that the Council may approve; and
 - (III) a pedestrian access link to Ley Street north of Lot 3, with a minimum width of 6 metres;
 - (H) the commercial component of the development being designed to incorporate a forecourt or entry statement including an item of public art in a prominent location visible from at least one street. The public art is to be provided by the developers at their cost in conjunction with construction of the commercial component. Consistent with the Council's policy relating to public art, the cost of the public art shall be not less than 1% of the construction cost of the commercial component of the development;
 - (I) crime prevention through environmental design principles; and
 - (J) an unroofed space with a minimum width of 6.0 metres separating buildings on the Manning Road frontage, to provide visual relief in the bulk of buildings along this frontage. Any fence or gate across this space is to be visually permeable.
- (viii) The maximum plot ratio of Site J is 1.25 for all residential components of the development, irrespective of the zone in which those components are situated, and any non-residential components situated above ground floor level. In calculating the plot ratio area of the development, non-residential floor area at ground floor level is not included.
- (ix) On the corner of Manning Road and Ley Street, the Council may permit a variation from the Building Height Limit up to a maximum height of 24.5 metres in order to accommodate an architectural feature of exceptional design quality as determined by the Council, which shall fully address the corner and may include plot ratio area.
- (x) Footpaths and verges in the portions of Manning Road and Ley Street adjacent to Site J are to be paved and landscaped at the expense of the owner of Site J to the extent shown in a Streetscape Improvement Plan to be approved by the Council. This plan is to include tree planting along the Manning Road frontage, and may include undergrounding of power adjacent to the site, and any other streetscape improvements required by the Council.

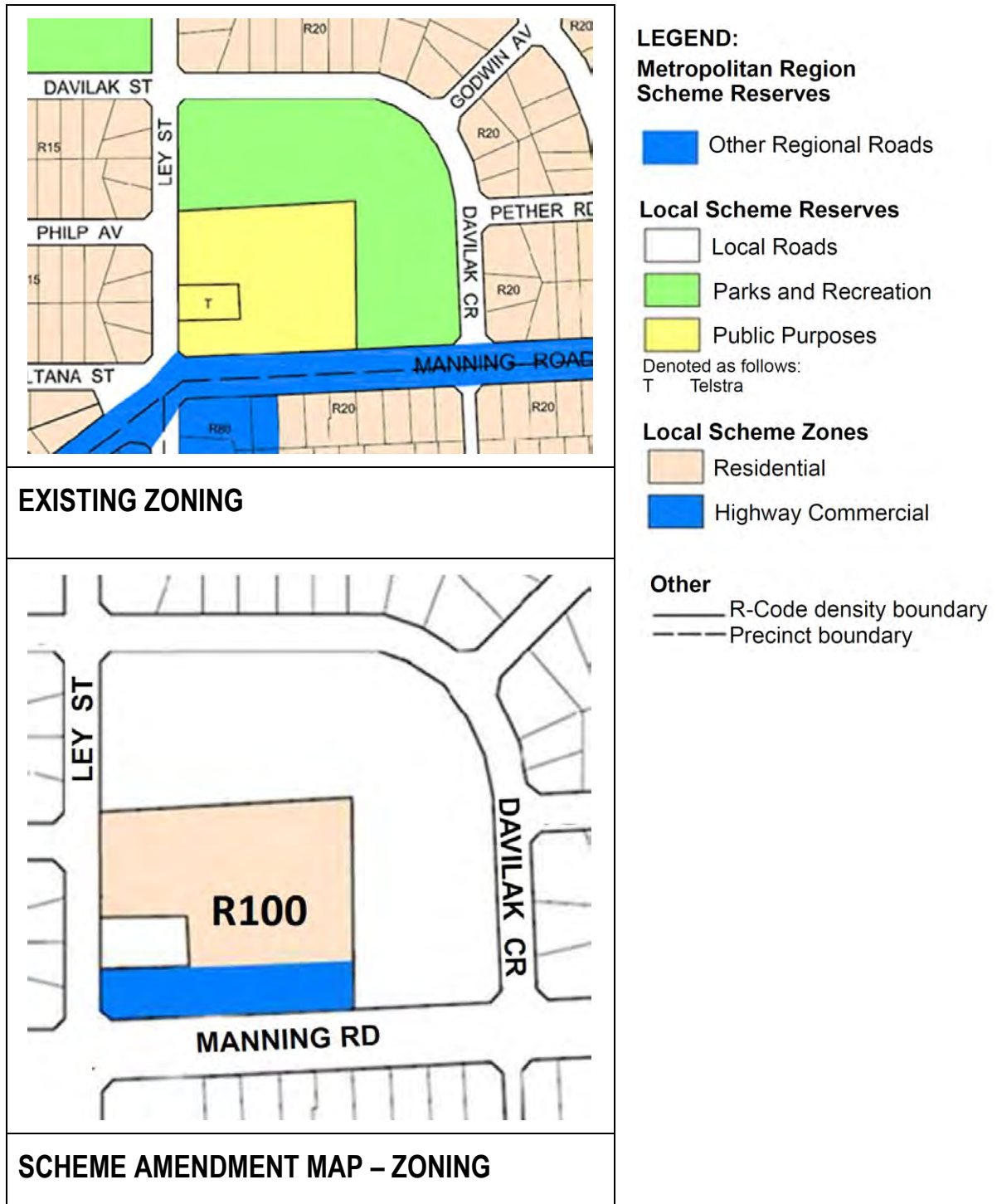
- (c) At the time of a development application for Stage 1 of a future development on Site J, a Staging and Access Plan shall be submitted for the Council's approval. The Staging and Access Plan shall contain details relating to the following, among other matters:
 - (i) timing of construction of the intended stages and the dwelling mix in each stage of the development;
 - (ii) details of appropriate means for protection of the adjoining Parks and Recreation reserve during all stages of construction; and
 - (ii) arrangements for access and egress of construction and other vehicles at each stage of the development. Such vehicular movements shall not be through the adjoining Parks and Recreation reserve.
- (d) At the time of a development application for Stage 1 of a future development on Site J an Impact Assessment Report prepared under clause 7.6 is to be submitted for Council approval, and:
 - (i) the Impact Assessment Report is to relate to the ultimate total development on Site J;
 - (ii) the Impact Assessment Report is to include, but is not limited to:
 - (A) a tree survey identifying any trees on Site J that are worthy of being protected and retained having regard to the provisions of any Council Policy relating to protection of trees on development sites;
 - (B) a report prepared by an Environmental Scientist advising whether or not excavation on Site J to accommodate undercroft car parking is likely to affect the water table and result in damage to the health of vegetation on the adjoining Parks and Recreation reserve and the surrounding environment, and if so, what remedies are necessary to prevent such damage; and
 - (C) a professional assessment as to whether Site J contains phytophthora (jarrah dieback) and if the site is found to contain this disease, a management plan is to be provided identifying protective means to ensure that the disease is not spread from the site during any stage of ground works or construction on the site; and
 - (iii) relevant findings of the Impact Assessment Report are to be reflected in every future development application for the site."
- (b) transferring Part Lot 2 (No. 54) Manning Road, Manning, from the Local Scheme Reserve "Public Purposes (Telstra)" to the "Residential" and "Highway Commercial" zones as depicted on the Scheme Amendment Map (Zoning) for Precinct 10 'McDougall Park', and allocating a density coding of **R100** to that land;
- (c) increasing the Building Height Limit for respective portions of Part Lot 2 (No. 54) Manning Road, Manning, from 7.0 metres to **10.5 metres, 14.0**

metres and 21.0 metres as depicted on the Scheme Amendment Map (Building Height Limits) for Precinct 10 'McDougall Park'; and

- (d) amending the Scheme Maps for Precinct 10 'McDougall Park', accordingly.

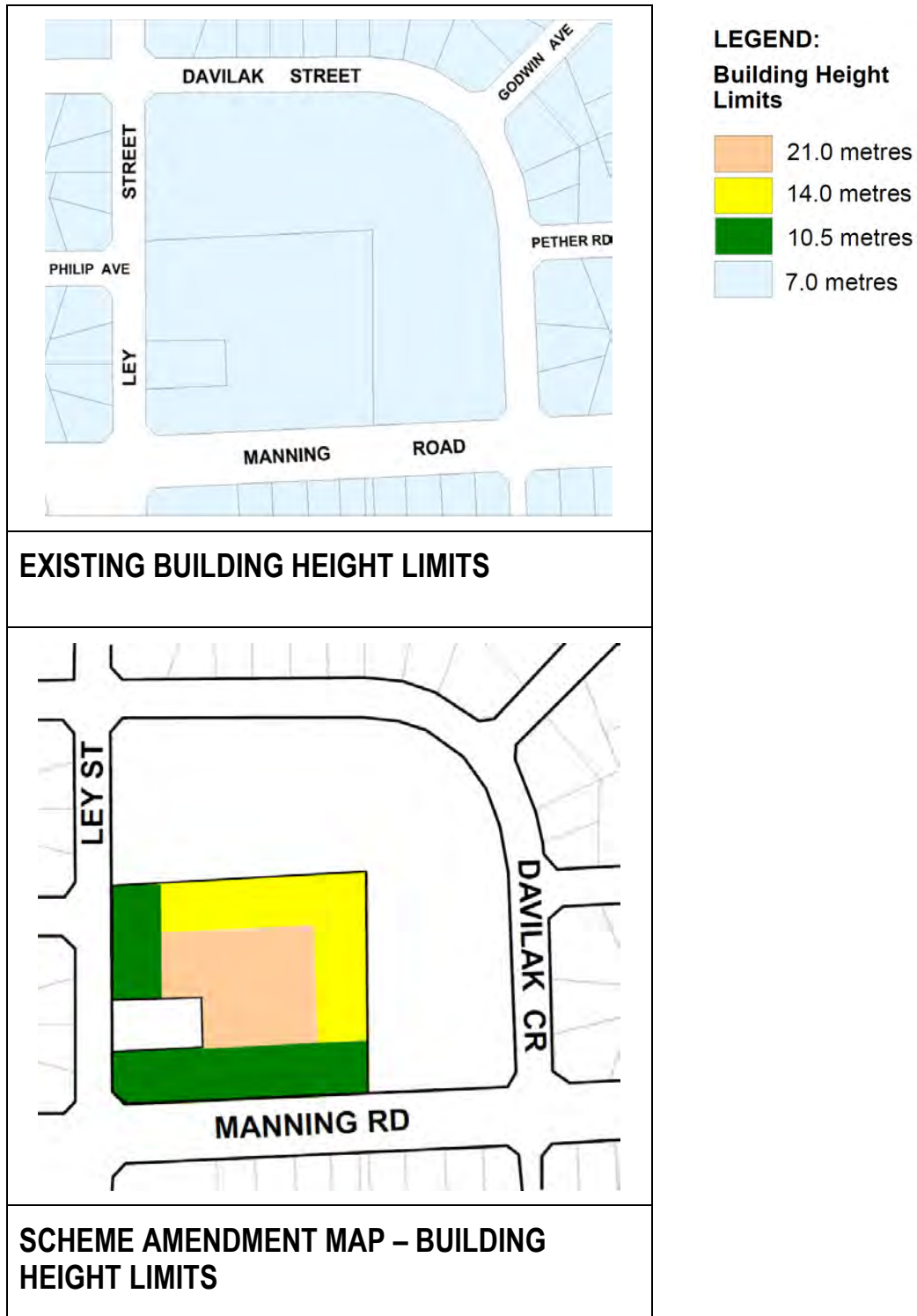


TOWN PLANNING SCHEME NO. 6 AMENDMENT NO. 34





TOWN PLANNING SCHEME NO. 6 AMENDMENT NO. 34



PLANNING AND DEVELOPMENT ACT 2005

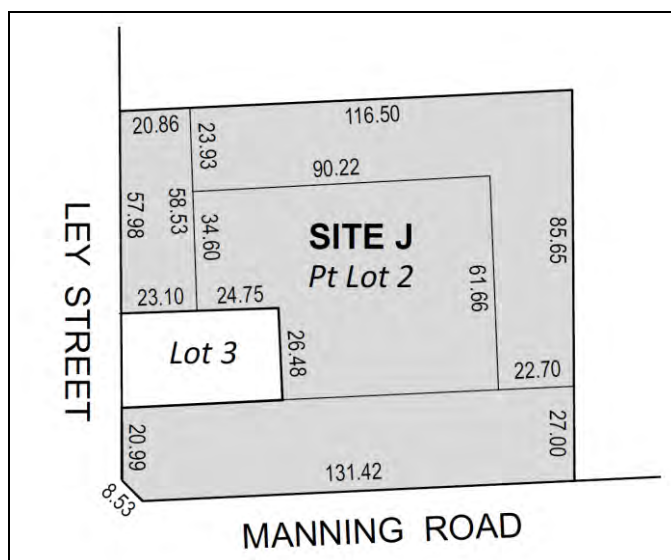
CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34

SCHEDULE OF MODIFICATIONS

Having regard to all of the relevant considerations, the Council recommends that Amendment No. 34 be modified by:

(a) deleting clause **5.4(10)(b)(i)** and inserting the following in its place –

“(i) The dimensions of the portions of Site J to which the 10.5 metre, 14.0 metre, and 21.0 metre Building Height Limits respectively apply, as shown on the Scheme Map (Building Height Limits) for Precinct 10 ‘McDougall Park’, shall be as depicted below:”



[Opposing submitters' comments category (c)]

(b) in clause **5.4(10)(b)(ii)**, deleting the setback distance of "Nil" in sub-paragraphs (B) and (C) and replacing it with the setback distance of "2.0 metres" in each sub-paragraph;

[Opposing submitters' comments category (l)]

(c) in clause **5.4(10)(b)(iv)**, deleting the term "25%" and inserting the term "40%" in its place;

[Opposing submitters' comments category (l)]

<p>(d) deleting clause 5.4(10)(b)(v) and inserting the following in its place –</p> <p>“(v) The development of Shops on Site J shall be restricted as follows:</p> <p>(A) all Shops are to be located on the ground floor of any building; and</p> <p>(B) the plot ratio area of each Shop shall not exceed 500 square metres.”</p> <p><i>[Supporting submitter’s comments category (g)]</i></p>
<p>(e) deleting clause 5.4(10)(b)(vi), and inserting the following in its place –</p> <p>“(vi) Car parking shall be provided on Site J as follows:</p> <p>(A) car parking bays for the exclusive use of occupiers of dwellings shall be provided in undercroft garaging concealed from view from any street and from the adjoining Parks and Recreation reserve; and</p> <p>(B) no concession to the number of bays required by Table 6 shall be granted for Residential uses.” ;</p> <p><i>[Opposing submitters’ comments category (l)]</i></p>
<p>(f) deleting clause 5.4(10)(b)(vii)(A), and inserting the following in its place –</p> <p>“(A) the proposed development exceeds the requirements of the Building Code of Australia with respect to optimizing solar access to the proposed development, maximizing energy efficiency, use of passive cooling techniques and cross-ventilation opportunities, and conserving water;” ;</p> <p><i>[Opposing submitters’ comments category (l)]</i></p>
<p>(g) deleting clause 5.4(10)(b)(vii)(B), and inserting the following in its place –</p> <p>“(B) exceptional urban design with active street frontages within the Highway Commercial zone, where ground floor façades include a minimum of 60% clear glass and on the Manning Road frontage, at least one pedestrian entrance to each occupancy;” ;</p> <p><i>[Opposing submitters’ comments category (l)]</i></p>
<p>(h) deleting clause 5.4(10)(b)(vii)(F) and inserting the following in its place –</p> <p>“(F) fencing to a height of 1.8 metres along the northern and eastern boundaries adjoining land in the Parks and Recreation reserve, such fencing to contain no gaps or gates, and be visually permeable above a height of 1,200 millimetres. No fencing is to be provided in the Ley Street setback area north of Lot 3 Ley Street;”;</p> <p><i>[Opposing submitters’ comments category (l)]</i></p>
<p>(i) deleting clause 5.4(10)(b)(vii)(G) and inserting the following in its place –</p> <p>“(G) the open space on Site J incorporates the following:</p> <p>(I) a combined area of at least 3,500 square metres in the central portion of the site for communal recreation by residents of Site J;</p> <p>(II) communal recreational facilities in the central portion of open space including items such as a gazebo, barbeque area, tennis court, pool, or other facilities that the Council may approve; and</p> <p>(III) a pedestrian access link to Ley Street north of Lot 3, with a minimum width of 6 metres;” ;</p> <p><i>[Supporting submitter’s comment category (b)(ix)]</i></p>

<p>(j) deleting clause 5.4(10)(b)(vii)(H) and inserting the following in its place –</p> <p>“(H) the commercial component of the development being designed to incorporate a forecourt or entry statement including an item of public art in a prominent location visible from at least one street. The public art is to be provided by the developers at their cost in conjunction with construction of the commercial component. Consistent with the Council’s policy relating to public art, the cost of the public art shall be not less than 1% of the construction cost of the commercial component of the development;” ;</p> <p><i>[Supporting submitter’s comment category (b)(vi)]</i></p>	<p>(k) in clause 5.4(10)(b)(vii), inserting the following new sub-paragraphs (I) and (J) immediately after sub-paragraph (H) –</p> <p>“(I) crime prevention through environmental design principles; and</p> <p>(J) an unroofed space with a minimum width of 6.0 metres separating buildings on the Manning Road frontage, to provide visual relief in the bulk of buildings along this frontage. Any fence or gate across this space is to be visually permeable.”</p> <p><i>[Opposing submitters’ comments categories (e), (l)]</i></p>
<p>(l) in clause 5.4(10)(b), inserting the following new sub-paragraphs (viii) and (ix) immediately after sub-paragraph (vii) –</p> <p>“(viii) The maximum plot ratio of Site J is 1.25 for all residential components of the development, irrespective of the zone in which those components are situated, and any non-residential components situated above ground floor level. In calculating the plot ratio area of the development, non-residential floor area at ground floor level is not included.</p> <p>(ix) On the corner of Manning Road and Ley Street, the Council may permit a variation from the Building Height Limit up to a maximum height of 24.5 metres in order to accommodate an architectural feature of exceptional design quality as determined by the Council, which shall fully address the corner and may include plot ratio area.</p> <p>(x) Footpaths and verges in the portions of Manning Road and Ley Street adjacent to Site J are to be paved and landscaped at the expense of the owner of Site J to the extent shown in a Streetscape Improvement Plan to be approved by the Council. This plan is to include tree planting along the Manning Road frontage, and may include undergrounding of power adjacent to the site, and any other streetscape improvements required by the Council.” ;</p> <p><i>[Opposing submitters’ comments categories (c), (l)]</i></p>	<p>(m) deleting clause 5.4(10)(c) and inserting the following in its place –</p> <p>“(c) At the time of a development application for Stage 1 of a future development on Site J, a Staging and Access Plan shall be submitted for the Council’s approval. The Staging and Access Plan shall contain details relating to the following, among other matters:</p> <p>(i) timing of construction of the intended stages and the dwelling mix in each stage of the development;</p> <p>(ii) details of appropriate means for protection of the adjoining Parks and Recreation reserve during all stages of construction; and</p> <p>(ii) arrangements for access and egress of construction and other vehicles at each stage of the development. Such vehicular movements shall not be through the adjoining Parks and Recreation reserve.” ;</p> <p><i>[Opposing submitters’ comments category (k)]</i></p>

(n) Amendment No. 34 be modified by inserting into clause **5.4(10)** the following new paragraph (d) –

“(d) At the time of a development application for Stage 1 of a future development on Site J an Impact Assessment Report prepared under clause 7.6 is to be submitted for Council approval, and:

- (i) the Impact Assessment Report is to relate to the ultimate total development on Site J;
- (ii) the Impact Assessment Report is to include, but is not limited to:
 - (A) a tree survey identifying any trees on Site J that are worthy of being protected and retained having regard to the provisions of any Council Policy relating to protection of trees on development sites;
 - (B) a report prepared by an Environmental Scientist advising whether or not excavation on Site J to accommodate undercroft car parking is likely to affect the water table and result in damage to the health of vegetation on the adjoining Parks and Recreation reserve and the surrounding environment, and if so, what remedies are necessary to prevent such damage; and
 - (C) a professional assessment as to whether Site J contains phytophthora (jarrah dieback) and if the site is found to contain this disease, a management plan is to be provided identifying protective means to ensure that the disease is not spread from the site during any stage of ground works or construction on the site; and
- (iii) relevant findings of the Impact Assessment Report are to be reflected in every future development application for the site.”

[Opposing submitters' comments category (k)]

(m) on the Scheme Map (Zoning) for Precinct 10 'McDougall Park', excising Part Lot 2 (No. 54) Manning Road, Manning from the Local Scheme Reserve "Public Purposes (Telstra)" and including that land in the "Residential" zone with a density coding of "R100".

[Opposing submitters' comments category (c)]

(n) on the Scheme Map (Building Height Limits) for Precinct 10 'McDougall Park', deleting the Building Height Limit of "7.0 metres", and replacing it with the Building Height Limits of "10.5 metres, 14.0 metres and 21.0 metres" for Part Lot 2 (No. 54) Manning Road, Manning.

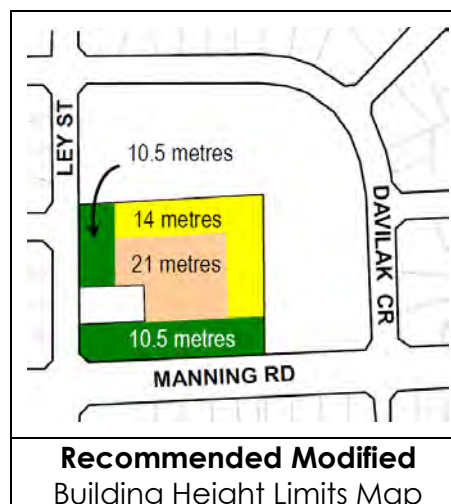
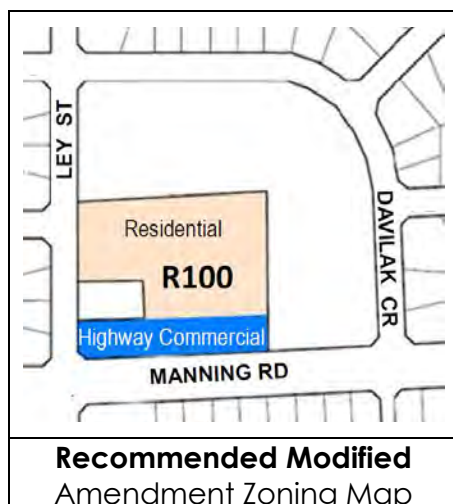
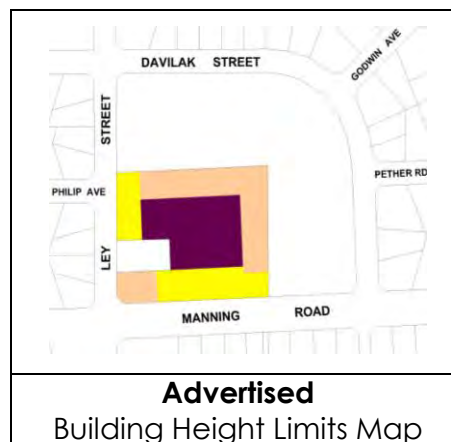
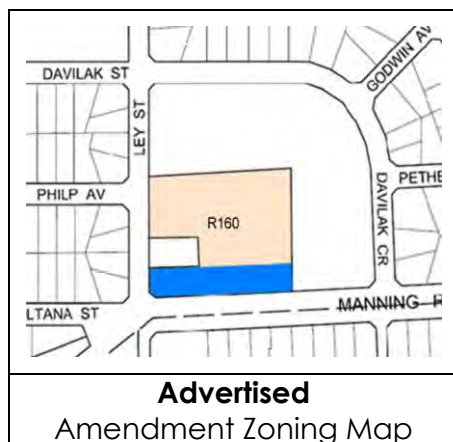
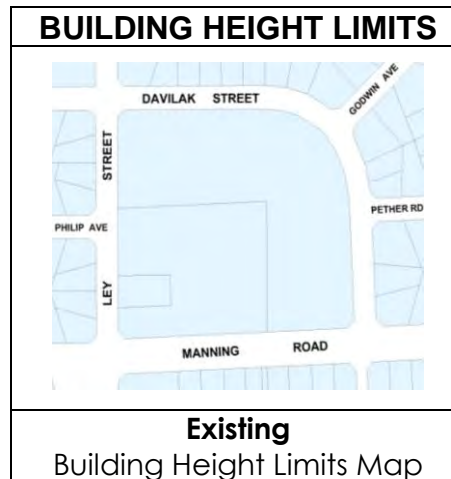
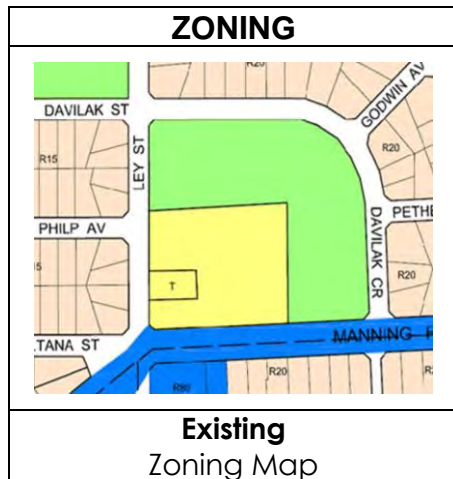
[Opposing submitters' comments category (c)]

In addition to the above modifications arising from community submissions, the Council recommends that Amendment No. 34 be modified so as to delete reference to sub-clause "(12)" in clause 5.4, and wherever it occurs, replace it with the sub-clause number "(10)".

PLANNING AND DEVELOPMENT ACT 2005

CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34

MODIFIED AMENDMENT MAPS

**LEGEND****Metropolitan Region
Scheme Reserves**

Other Regional Roads

Local Scheme Reserves

Local Roads

Parks and Recreation

Public Purposes

Denoted as follows:
T Telstra

Local Scheme Zones

Residential

Highway Commercial

Other

R-Code density boundary

Precinct boundary

**Building Height
Limits**

36.0 metres

21.0 metres

14.0 metres

10.5 metres

7.0 metres

PLANNING AND DEVELOPMENT ACT 2005

CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34

REFERENCES

Some of the key documents referred to during the preparation of this report:

Canning Bridge Vision report – June 2011

City of South Perth

<http://www.southperth.wa.gov.au/Documents/Planning/Precinct-Studies/Canning-Bridge-Rail-Station-Precinct/Canning-Bridge-Precinct-Vision.pdf>

Draft Local Housing Strategy – October 2011

City of South Perth

<http://www.southperth.wa.gov.au/Documents/Our-Future/Draft-Local-Housing-Strategy/Draft-Local-Housing-Strategy.pdf>

R-Codes – August 2013

Western Australian Planning Commission.

http://www.planning.wa.gov.au/dop_pub_pdf/State_Planning_Policy_3_1-Residential_Design_Codes_Print.pdf

Designing Out Crime Guidelines

Western Australian Planning Commission. 2006.

http://www.planning.wa.gov.au/dop_pub_pdf/DOCguidelines.pdf

Introduction to Crime Prevention through Environmental Design (CPTED)

CSIR Building and Construction Technology

http://www.cpted.co.za/cpted_summary.pdf

Directions 2031 and Beyond

Western Australian Planning Commission. August 2010.

<http://www.planning.wa.gov.au/publications/826.asp>

Central Metropolitan Perth Sub-Regional Strategy

Western Australian Planning Commission. August 2010.

<http://www.planning.wa.gov.au/publications/762.asp>

Nation Building Black Spot Program

Main Roads Western Australia. 2013-14

https://www.mainroads.wa.gov.au/OurRoads/RoadSafety/BlackSpotProgram/Pages/national_approved.aspx

MODIFIED

City of South Perth
Town Planning Scheme No. 6

Amendment No. 34

**Rezoning Part Lot 2 (No. 54) Manning Road, Manning
from Local Scheme Reserve “Public Purposes (Telstra)”
to “Residential” and “Highway Commercial” zones
with R160 density coding, increased Building Height Limits
and mandatory design requirements**



Civic Centre

Cnr Sandgate Street and South Terrace
SOUTH PERTH WA 6151

Monday to Friday:	8.30am to 5.00pm
Enquiries:	
Telephone:	9474 0777
Facsimile:	9474 2425
Email:	enquiries@southperth.wa.gov.au
Web:	www.southperth.wa.gov.au



**CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO.6**

AMENDMENT NO. 34

**Rezoning Part Lot 2 (No. 54) Manning Road, Manning
from Local Scheme Reserve "Public Purposes (Telstra)"
to "Residential" and "Highway Commercial" zones
with R160 density coding and increased Building Height Limits**



PROPOSAL TO AMEND A SCHEME

1. Local Authority	:	City of South Perth
2. Description of Scheme	:	Town Planning Scheme No. 6
3. Type of Scheme	:	District Zoning Scheme
4. Serial No. of Amendment	:	34
5. Proposal	:	Rezoning Part Lot 2 (No. 54) Manning Road, Manning from Local Scheme Reserve "Public Purposes (Telstra)", to "Residential" and "Highway Commercial" zones with a residential density coding of R160, and increased Building Height Limits.



RESOLUTION DECIDING TO AMEND
CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO. 6



PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34

RESOLVED THAT the Council of the City of South Perth, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of South Perth Town Planning Scheme No.6 by:

1. Amending the Scheme Text by inserting a new sub-clause in clause 5.4 containing mandatory development requirements for any future development of Part Lot 2 (No. 54) Manning Road, Manning.
2. Amending the Scheme Maps by transferring Part Lot 2 (No. 54) Manning Road, Manning:
 - (a) from the "Local Scheme Reserve – Public Purpose (Telstra)" to the "Residential" and "Highway Commercial" zones with a density coding of R160, in the manner depicted on the Scheme Amendment (Zoning) Map; and
 - (b) from the 7.0 metre Building Height Limit to the 14.0 metre, 21.0 metre and 36.0 metre Building Height Limits on different parts of the site, as depicted on the Scheme Amendment (Building Height Limits) Map.



AMENDMENT REPORT



CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6 AMENDMENT NO. 34

SCHEME AMENDMENT REPORT

1. INTRODUCTION

It is proposed to amend the City of South Perth Town Planning Scheme No. 6 (TPS6) by rezoning the subject land from the “Local Scheme Reserve – Public Purposes (Telstra)” to the “Residential” and “Highway Commercial” zones with a density coding of R160 and increased Building Height Limits. This report describes the subject land, its physical characteristics and its context. It outlines relevant background including historic land use and planning initiatives and the applicable strategic and policy context.

The location of the subject site is shown in Figure 1.

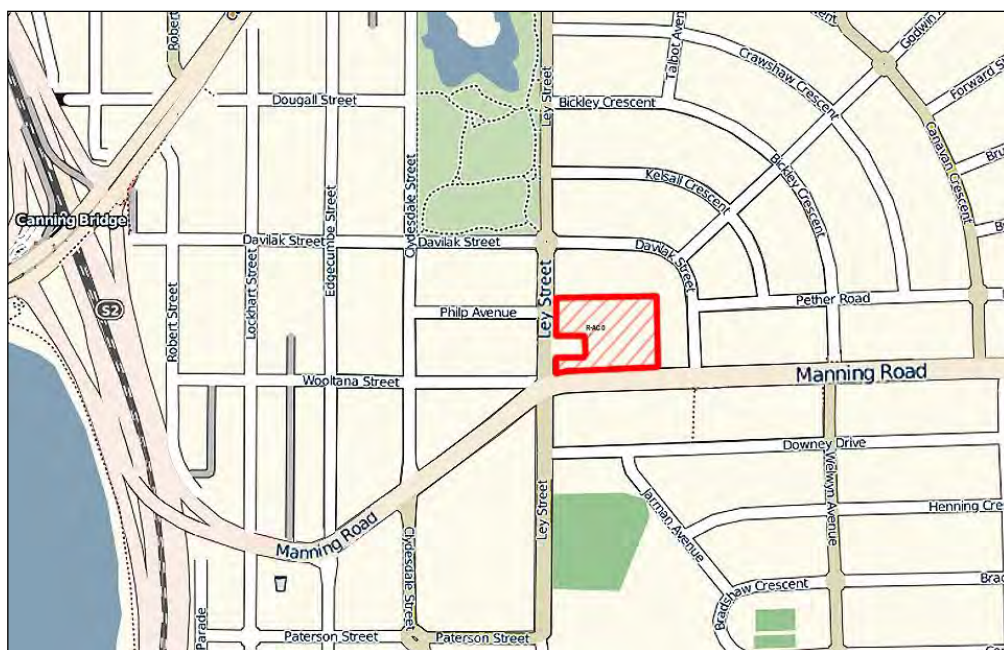


Figure 1: Location

2.0 PART LOT 2 AND SURROUNDING LAND

The subject site is Part Lot 2 (No. 54) Manning Road on the north-eastern corner of Ley Street in Manning (Pt Lot 2). It comprises an area of 1.419 hectares and is somewhat irregular in shape due to the intrusion into the western side of the property of Lot 3 fronting Ley Street. Lot 3 contains an existing Telstra telephone exchange facility.

Pt Lot 2 is contained on Diagram 14095, Certificate of Title Volume 2077 Folio 4098. The site has direct frontage to Manning Road and Ley Street on its southern and western boundaries respectively, with its northern and eastern boundaries directly abutting the Davilak Crescent Reserve, which is a 'Parks and Recreation' reserve under TPS6. Davilak Crescent Reserve is a 'Class A' reserve.



Figure 2: Part Lot 2 (No. 54) Manning Road, Manning and surrounding area

Land on the opposite side of Ley Street, and beyond Davilak Crescent Reserve on the opposite side of Davilak Crescent, is zoned Residential with density codings of R15 and R20, respectively. The southern side of Manning Road opposite Pt Lot 2 is also zoned Residential with an R20 density coding. These areas are developed predominantly with Single Houses.

A pocket of land at the intersection of Manning Road and Ley Street is zoned “Highway Commercial” with a density coding of R80. Manning Road is identified as an “Other Regional Road” reservation under the Metropolitan Region Scheme (MRS).

Pt Lot 2 was historically used as a Telstra training facility; however, has been in private ownership for more than a decade. All improvements have been removed and the site is currently vacant. The abutting Telstra telephone exchange facility was part of the original wider Telstra site but is now in separate title, identified as Lot 3, and was retained in the ownership of Telstra following decommissioning of the training facility and its sale to the current owners. Lot 3 is not part of the current rezoning proposal.

3.0 BACKGROUND

3.1 Existing Reservation

Pt Lot 2 is currently reserved under TPS6 for “Public Purposes” and designated for Telstra use. The site became surplus to Telstra requirements approximately ten years ago and was sold to the current private owners in 2003. The “Public Purposes” reservation therefore reflects an historic activity which is no longer applicable or relevant.

Pt Lot 2 is zoned “Urban” under the MRS and it is appropriate that rezoning be progressed under the City’s TPS6 to reflect this urban designation and the unique context and opportunity inherent in the subject land.

Following purchase of the site, and in consultation and negotiation with the City for many years, the owners have sought to progress amendments to rezone the site. Various proposals were considered by the Council up to 2006, however, the rezoning process was never completed. These historic amendment initiatives are discussed below:

3.2 Amendment No. 4 and Amendment No. 7 to Town Planning Scheme No. 6

Amendment No.4 was initiated by the Council with a view to zoning Pt Lot 2 “Residential” with a density coding of R30. As part of the Amendment No. 4 process, the Minister for Planning promoted rezoning of the site for mixed use development, with R30 and R80 density codings and some Highway Commercial zoning.

A revised Amendment proposal identified as Amendment No. 7 was subsequently proposed by the owners, based on the Minister’s then preferred zonings. Amendment No. 7 did not,

however, proceed to finalisation having been withdrawn by the owners pending the outcome of other strategic planning initiatives which incorporated the subject land.

It is now proposed to progress the rezoning of Pt Lot 2 based upon the approach proposed in Amendment No. 7, but with further refinement in acknowledgement of changing trends, policy requirements, strategic planning initiatives and visioning which have been developed in the interim.

Since 2006, the need to promote mixed use and higher density residential use at appropriately located strategic sites to maximise access to public transport and achieve more sustainable development outcomes has been recognised in a range of policy initiatives. These include at the State level, *“Directions 2031 and Beyond”* and the draft *“Central Metropolitan Perth Sub-Regional Strategy”*; at a combined State and local level, the *“Canning Bridge Precinct Vision”*; and at the local level the City’s draft *“Local Housing Strategy”*.

All of these policy initiatives promote development of larger sites, located adjacent to good road and public transport links with access to public open space and a full range of services in close proximity, for mixed use and higher density residential purposes. Pt Lot 2 is ideally located in this regard and Amendment No. 34 reflects the policy drivers for the zoning and ultimate development for such a strategically located site.

4.0 PROPOSED AMENDMENT NO. 34

4.1 Justification

The historic “Public Purposes” reservation of Pt Lot 2 is no longer relevant and therefore the site should be rezoned to reflect the current strategic initiatives described above. The strategic factors which contribute to the appropriateness of the proposed rezoning of Pt Lot 2, include the following:

- Pt Lot 2 abuts Manning Road, a major regional transport link which is designated as an “Other Regional Road” under the MRS and an important public transport route.
- Pt Lot 2 is in close proximity to major inter-regional transport links via the Kwinana Freeway, located approximately 600 metres to the west.
- Pt Lot 2 is within 800 metres, a recognised walkable distance, of a major public transport interchange, at Canning Bridge/Kwinana Freeway.
- Pt Lot 2 is only 2 km from the Curtin University Campus.

- Pt Lot 2 is less than 2 km from the Waterford Plaza Shopping Centre.
- Pt Lot 2 directly abuts public open space at Davilak Crescent Reserve on two sides and is within 100 metres of Neil McDougall Park, located to the north-west along Ley Street.

These locational imperatives mean that the subject site meets the criteria identified in State Policy to support higher density mixed use in-fill development.

At its meeting on 28 February 2006, the Council indicated its support for Amendment No. 7 to rezone the site. However, as noted, this rezoning did not proceed. Amendment No. 34 has been framed to reflect the approach undertaken in Amendment No. 7 but has been refined to also reflect the various strategic planning/ policy initiatives that have been adopted in the six years subsequent to the Council's 2006 consideration of rezoning of Pt Lot 2.

On a similar basis to Amendment No. 7, Amendment No. 34 proposes to extend the "Highway Commercial" zoning along the full Manning Road frontage, enabling the development of a range of small scale commercial uses that would activate the street level frontage along Manning Road. The remainder of the site will be zoned "Residential". A density coding of R160 will apply across the whole site. This will enable both the Highway Commercial and high density Residential components to be accommodated in a co-ordinated and master-planned manner which will maximise the development opportunities while minimising potential negatives.

4.2 Proposed Amendment Text

It is proposed to insert the requirements pertaining to Pt Lot 2 in a new sub-clause of clause 5.4 of TPS6. Clause 5.4 contains site-specific development provisions for certain key sites.

Pt Lot 2 is located within "Precinct 10 – McDougall Park". Within this planning precinct, a generic Building Height Limit of 7.0 metres applies. While this remains appropriate for the majority of the precinct east of Ley Street, it does not reflect the unique circumstances inherent in the subject site, including its size, location and direct abuttal onto public open space. Amendment No. 34 proposes to increase the height limits applicable to Pt Lot 2. The portion of Precinct 10 to the west of Ley Street is within the area covered by the '*Canning Bridge Precinct Vision*' conceptual proposals, which include increased building height limits.

A Building Height Limit of 14.0 metres (notionally 4 storeys) is proposed for most of the Manning Road frontage and for the Ley Street frontage north of Lot 3. At the corner of Manning Road and Ley Street, a Building Height Limit of 21.0 metres (notionally 6 storeys) is proposed. This provides for the creation of a landmark architectural statement at this prime corner location. On

the northern and eastern parts of Pt Lot 2 abutting Davilak Crescent Reserve, buildings up to 21.0 metres will also be permitted, where the reserve provides a buffer to the neighbouring residential areas.

The central portion of the site will have a Building Height Limit of 36.0 metres (notionally 10 storeys). This area will be buffered and screened by the remainder of the project, and as a consequence, the taller buildings will not have any adverse impacts.

The proposed 14.0 metre and 36.0 metre Building Height Limits are consistent with limits used elsewhere within TPS6. The proposed 21.0 metre height limit is not currently used within TPS6. This new Building Height Limit will be introduced by Amendment No. 34.

Proposed TPS6 clause 5.4(12)(b)(i) identifies the dimensions of respective portions of the subject site to which the different Building Height Limits apply. The proposed height limits are also depicted on the Scheme Amendment Maps – Building Height Limits.

Site-specific setback requirements are also proposed. In order to activate and facilitate better design outcomes and interaction at street level, a nil setback along the Manning Road and Ley Street frontages is proposed for the commercial elements of the proposal. For Ley Street north of the Telstra facility, a minimum setback of 4.0 metres will apply in recognition of the low density housing in Ley Street opposite Pt Lot 2. This is identified in a new sub-clause of TPS6 clause 4.3 as a variation from the 2.0 metre street setback normally required by the R-Codes. A 2.0 metre setback will apply to the northern and eastern boundaries adjacent to the Davilak Crescent Reserve.

In addition, proposed clause 5.4(12)(b) will include provisions specifying a range of design criteria which will need to be addressed as part of any development proposed for Pt Lot 2, covering the following:

- precise dimensions of the Building Height Limit areas within the site;
- minimum building setbacks from all lot boundaries, which will involve identification of an R-Code variation for the setback of dwellings in Ley Street;
- a minimum proportion of larger (100 sq. metre) dwellings (an R-Codes variation);
- a limitation on the retail component of the commercial land use;
- concealment of residents' car parking bays in undercroft garaging;
- use of sustainable, water and energy efficient design principles;
- active commercial frontages;
- exceptional building design quality including particular aspects of elevational treatments;

- high quality landscaping, and the provision of communal recreational facilities for residents in a central area of at least 3,500 sq.metres of the site;
- Civic Art located in a forecourt or entry statement within the commercial component; and
- submission of a 'Staging and Access Plan', to be approved by the Council before development approval is granted for Stage 1, including details of the dwelling mix and access of construction vehicles at each stage.

On the basis outlined above, the proposed amendments to the Scheme Text reflect those which previously formed part of Amendment No. 7, but modified to take into account subsequent policy initiatives.

4.3 Proposed Amendment Maps

The proposed Scheme Amendment Maps likewise reflect Amendment No. 7, refined to reflect subsequent policy initiatives. The same zones as proposed under Amendment No. 7, being "Highway Commercial" and "Residential", are maintained.

The Highway Commercial zone is proposed along the Manning Road frontage only. The extent of this zone is expanded from that previously proposed in Amendment No. 7, in reflection of current policy initiatives discussed above. It is not intended, however, to promote large scale retail use within this component and the changes to the TPS6 Scheme Text, as noted above, ensure that the total plot ratio area of any retail activity that may be proposed will be restricted to 300 sq. metres. This will not accommodate a major retail facility on Pt Lot 2.

The remainder of Pt Lot 2 will be zoned for residential purposes. The proposed R160 density coding, reflecting the mixed use nature of the development, will be applied across the site.

The Scheme Amendment Maps – Building Height Limits depict the modifications to Building Height Limits proposed in this Amendment.

5.0 IMPACT ASSESSMENT REPORT

In support of the proposed Amendment No. 34, an Impact Assessment Report has been submitted under clause 7.6 of TPS6. This report assesses a range of impacts that any future development might have on the surrounding locality, based on the proposed zoning, Building Height Limits and other site-specific development requirements.

The Impact Assessment Report includes preliminary development conceptualisation graphics, which have been prepared for the purpose of providing an indication of the possible form and scale of development that the proposed Amendment could facilitate on Pt Lot 2. The conceptual drawings include isometric massing diagrams, site plan, floor plans, parking layouts and an overshadowing diagram. These are preliminary concepts only and will be subject to further refinement and change as part of a future development application. They are based upon the provisions to be incorporated in Amendment No. 34.

A Traffic and Transport Report prepared by Shawmac Pty Ltd, consulting civil and traffic engineers, is also provided as part of the Impact Assessment Report.

The Impact Assessment Report concludes that a future development on Pt Lot 2 based on the proposed Amendment No. 34 provisions, will not have an adverse impact on the surrounding locality.

6.0 CONCLUSION

Having regard to the matters discussed above, the proposed Amendment No. 34 is considered to be appropriate in that it addresses the historic reservation anomaly currently affecting Pt Lot 2 and establishes appropriate development controls to enable redevelopment of this strategic site in accordance with current policy imperatives.



AMENDING DOCUMENTS

Refused by the Council

Council meeting dated 25 September 2012

Endorsed for community advertising by Order of the
Minister for Planning under Section 76 of the Act

Council Meeting dated 25 June 2013

PLANNING AND DEVELOPMENT ACT 2005



TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34

Refused by the Council
Council meeting dated 25 September 2012

Endorsed for community advertising by Order of the
Minister for Planning under Section 76 of the Act
Council Meeting dated 25 June 2013

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the City of South Perth Town Planning Scheme No.6 by:

(a) amending the Scheme Text as follows:

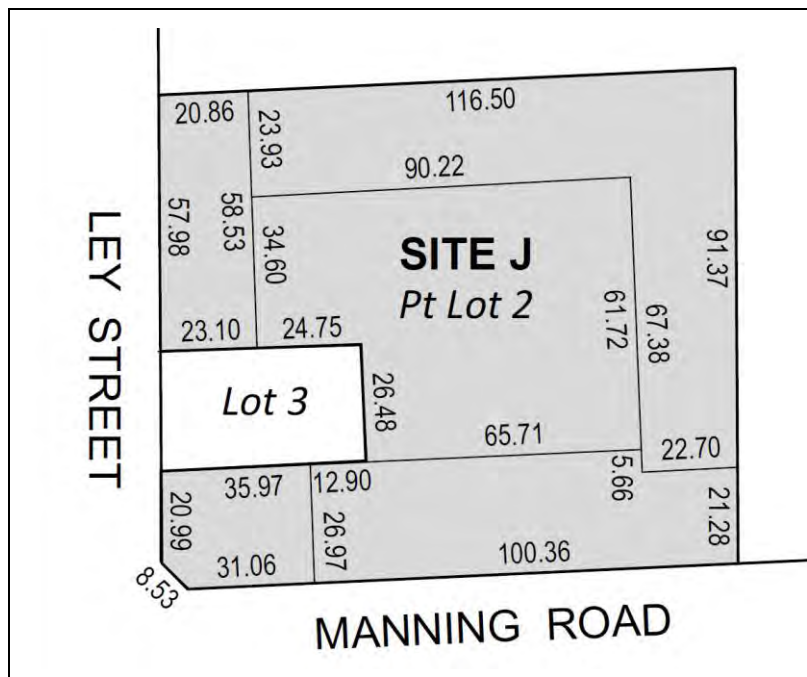
(i) in sub-clause (1) of clause 4.3, immediately following paragraph (n), inserting the following new paragraph (o):

- “(o) In respect of Site J as defined in sub-clause (12) of clause 5.4:
- (i) the minimum setback of any dwellings from the Ley Street boundary of the site;
 - (ii) the minimum plot ratio area of a proportion of the total number of dwellings; and
 - (iii) provision of a minimum area of open space containing certain communal recreational facilities for residents of the site;
- shall be as specified in sub-clause (12) of clause 5.4.”

(ii) in clause 5.4, immediately following sub-clause (9), inserting the following new sub-clause (12):

- “(12) (a) In this sub-clause, ‘Site J’ means Part Lot 2 (No. 54) Manning Road, Manning.
- (b) In respect of Site J, the following development requirements apply:

- (i) The dimensions of the portions of Site J to which the 14.0 metre, 21.0 metre and 36.0 metre Building Height Limits respectively apply, as shown on the Scheme Map (Building Height Limits) for Precinct 10 'McDougall Park', shall be as depicted below:

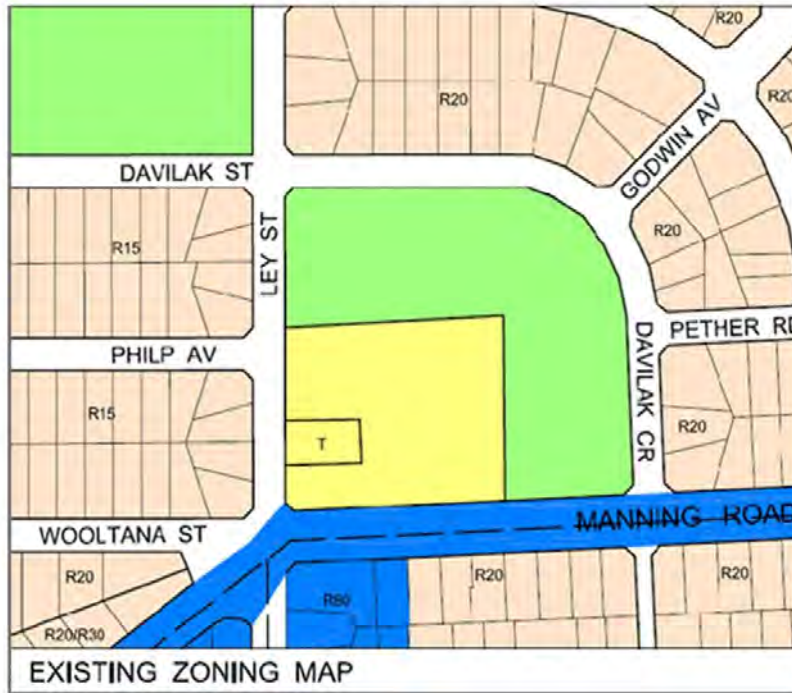


- (ii) Notwithstanding minimum setbacks prescribed in Table 4 of the Codes, minimum setbacks from the following boundaries of Site J shall apply:
- (A) Ley Street, in the Residential zone - 4.0 metres;
 - (B) Ley Street, in the Highway Commercial zone - Nil;
 - (C) Manning Road, in the Highway Commercial zone - Nil; and
 - (D) northern and eastern boundaries adjoining land in the Parks and Recreation reserve - 2.0 metres.
- (iii) Land in the Residential zone shall only be used for purposes identified in Table 1 as Residential Uses.
- (iv) At least 25% of dwellings in the Residential zone shall have a minimum plot ratio area of 100 square metres per dwelling.
- (v) The total plot ratio area of all Shops shall not exceed 300 square metres.
- (vi) Car parking bays for the exclusive use of occupiers of dwellings on Site J shall be provided in undercroft garaging and concealed from view from any street and from the adjoining Parks and Recreation reserve.
- (vii) Development on Site J shall incorporate the following design elements, to the satisfaction of the Council:
- (A) sustainable design principles including water and energy efficient design measures;
 - (B) exceptional urban design with active street frontages within the Highway Commercial zone;
 - (C) exceptional design approaches for buildings in the Residential zone, including articulation of building façades and provision of balconies;

- (D) elevation treatments which appropriately address land in the adjoining Park and Recreation reserve;
 - (E) for buildings fronting Ley Street in the Residential zone, elevation treatment which incorporates an outstanding architectural feature designed to provide a well-balanced closure of the vista when viewed from along Philp Avenue;
 - (F) visually permeable fencing above a height of 1,200 millimetres along the portion of the Ley Street frontage to the north of Lot 3 and along the northern and eastern boundaries adjoining land in the Parks and Recreation reserve;
 - (G) communal recreational facilities in an area of open space of at least 3,500 square metres in the central portion of the site, for use by residents of Site J. Such facilities are to include a gazebo, barbeque area, or such other facilities as the Council may approve; and
 - (H) the commercial component of the development being designed to incorporate a forecourt or entry statement including an item of Civic Art in a prominent location visible from at least one street. The Civic Art is to be provided by the developers at their cost in conjunction with construction of the commercial component.
- (c) submission of a Staging and Access Plan for the Council's approval, containing details relating to the timing of construction of the intended stages, the dwelling mix in each stage of the development, and the arrangements for access of construction vehicles at each stage."
- (b) transferring Part Lot 2 (No. 54) Manning Road, Manning, from the Local Scheme Reserve "Public Purposes (Telstra)" to the "Residential" and "Highway Commercial" zones as depicted on the Scheme Amendment Map (Zoning) for Precinct 10 'McDougall Park', and allocating a density coding of R160 to that land;
- (c) increasing the Building Height Limit for respective portions of Part Lot 2 (No. 54) Manning Road, Manning, from 7.0 metres to 14.0 metres, 21.0 metres and 36.0 metres as depicted on the Scheme Amendment Map (Building Height Limits) for Precinct 10 'McDougall Park'; and
- (d) amending the Scheme Maps for Precinct 10 'McDougall Park', accordingly.



TOWN PLANNING SCHEME NO. 6 **AMENDMENT NO. 34**



LEGEND:

Metropolitan Region Scheme Reserves

Other Regional Roads

Local Scheme Reserves

Local Roads

Parks and Recreation

Public Purposes

Denoted as follows:

T Telstra

Local Scheme Zones

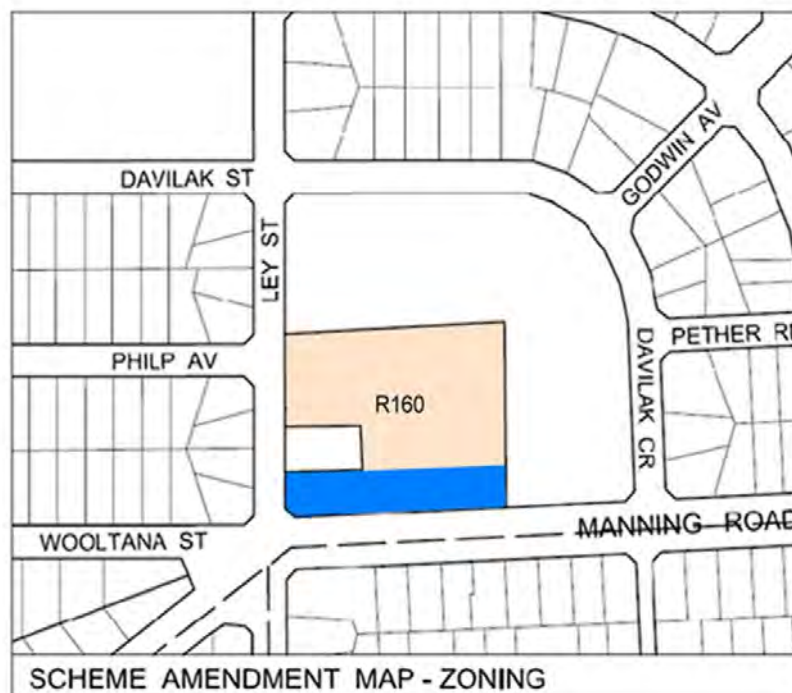
Residential

Highway Commercial

Other

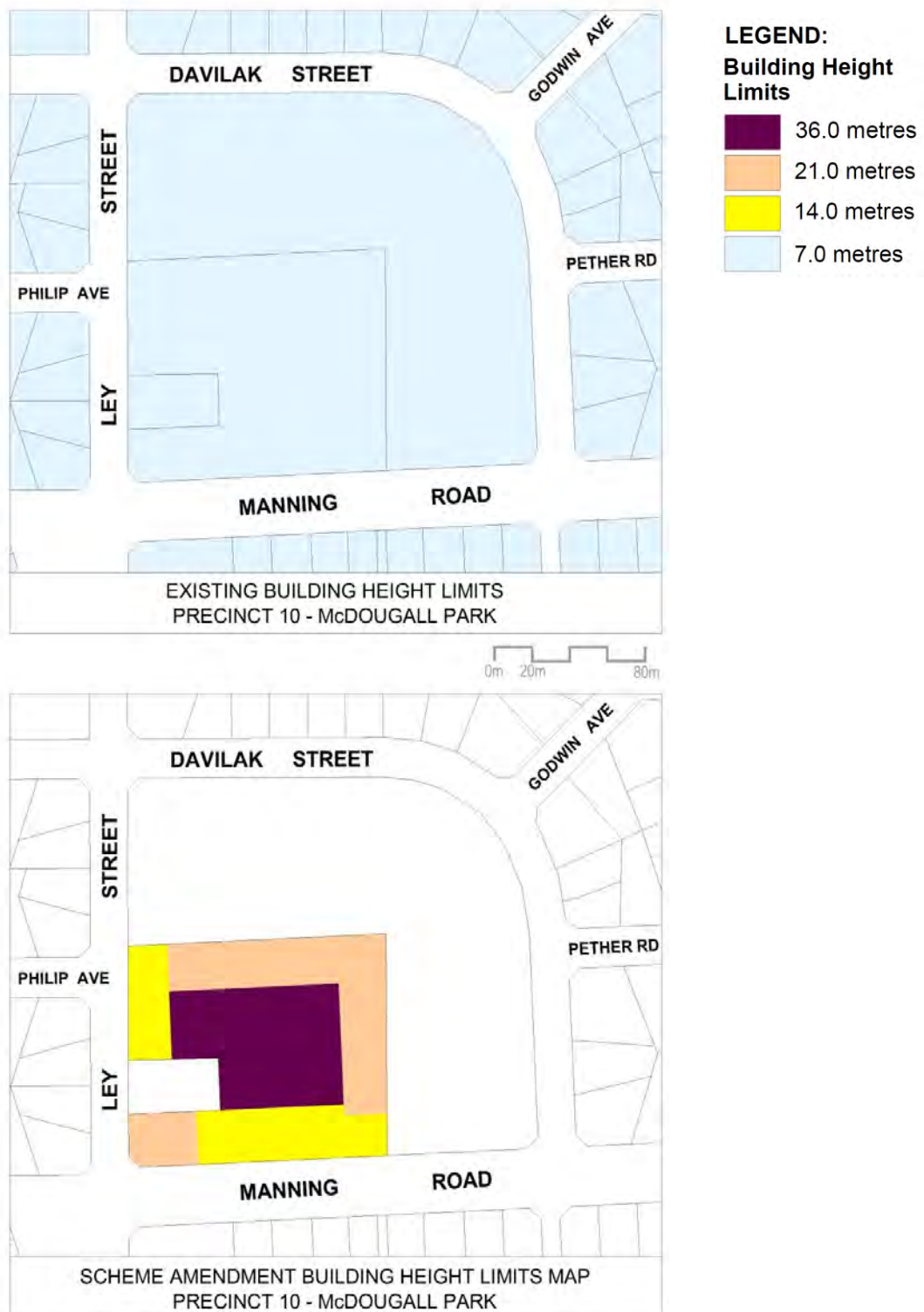
R-Code density boundary

Precinct boundary





TOWN PLANNING SCHEME NO. 6 **AMENDMENT NO. 34**





AMENDING DOCUMENTS

Modified Amendment recommended by the Council
in response to Submissions
Council Meeting dated 25 February 2014

Modified Amendment recommended by Council in response to submissions

PLANNING AND DEVELOPMENT ACT 2005



**TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34**

Modified Amendment recommended by the Council
in response to Submissions
Council Meeting dated 25 February 2014

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the City of South Perth Town Planning Scheme No.6 by:

(a) amending the Scheme Text as follows:

(i) in sub-clause (1) of clause 4.3, immediately following paragraph (n), inserting the following new paragraph (o):

“(o) In respect of Site J as defined in sub-clause (10) of clause 5.4:

- (ii) the minimum setback of any dwellings from the Ley Street boundary of the site;
- (ii) the minimum plot ratio area of a proportion of the total number of dwellings; and
- (iii) provision of a minimum area of open space containing certain communal recreational facilities for residents of the site;

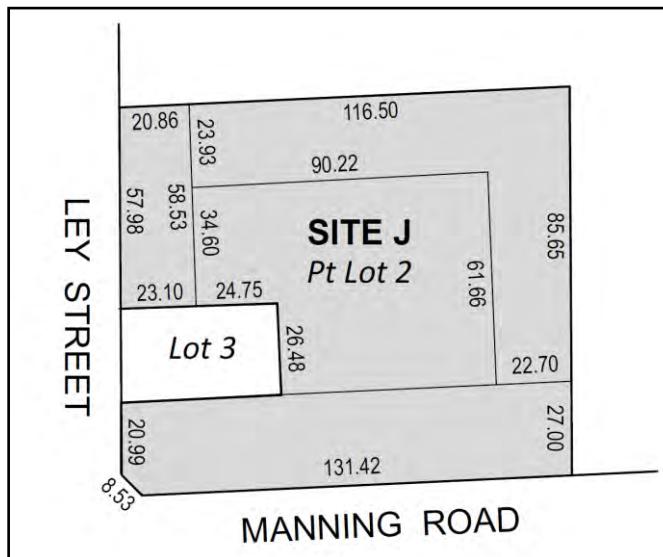
shall be as specified in sub-clause (10) of clause 5.4.”

(ii) in clause 5.4, immediately following sub-clause (9), inserting the following new sub-clause (10):

“(10) (a) In this sub-clause, ‘Site J’ means Part Lot 2 (No. 54) Manning Road, Manning.

Modified Amendment recommended by Council in response to submissions

- (b) Notwithstanding anything contained in this Scheme or the Codes, in respect of Site J, the following development requirements apply:
- (i) The dimensions of the portions of Site J to which the 10.5 metre, 14.0 metre and 21.0 metre Building Height Limits respectively apply, as shown on the Scheme Map (Building Height Limits) for Precinct 10 'McDougall Park', shall be as depicted below:



- (ii) Notwithstanding minimum setbacks prescribed in Table 4 of the Codes, minimum setbacks from the following boundaries of Site J shall apply:
- (A) Ley Street, in the Residential zone - 4.0 metres;
 - (B) Ley Street, in the Highway Commercial zone - 2.0 metres;
 - (C) Manning Road, in the Highway Commercial zone - 2.0 metres; and
 - (D) northern and eastern boundaries adjoining land in the Parks and Recreation reserve - 2.0 metres.
- (iii) Land in the Residential zone shall only be used for purposes identified in Table 1 as Residential Uses.
- (iv) At least 40% of dwellings in the Residential zone shall have a minimum plot ratio area of 100 square metres per dwelling.
- (v) The development of Shops on Site J shall be restricted as follows:
- (A) all Shops are to be located on the ground floor of any building; and
 - (B) the plot ratio area of each Shop shall not exceed 500 square metres.
- (vi) Car parking shall be provided on Site J as follows:
- (A) car parking bays for the exclusive use of occupiers of dwellings shall be provided in undercroft garaging concealed from view from any street and from the adjoining Parks and Recreation reserve; and
 - (B) no concession to the number of bays required by Table 6 shall be granted for Residential, Office and Shop uses.

Modified Amendment recommended by Council in response to submissions

- (vii) Development on Site J shall incorporate the following design elements, to the satisfaction of the Council:
- (A) the proposed development exceeds the requirements of the Building Code of Australia with respect to optimizing solar access to the proposed development, maximizing energy efficiency, use of passive cooling techniques and cross-ventilation opportunities, and conserving water;
 - (B) exceptional urban design with active street frontages within the Highway Commercial zone, where ground floor façades include a minimum of 60% clear glass and on the Manning Road frontage, at least one pedestrian entrance to each occupancy;
 - (C) exceptional design approaches for buildings in the Residential zone, including articulation of building façades and provision of balconies;
 - (D) elevation treatments which appropriately address land in the adjoining Park and Recreation reserve;
 - (E) for buildings fronting Ley Street in the Residential zone, elevation treatment which incorporates an outstanding architectural feature designed to provide a well-balanced closure of the vista when viewed from along Philp Avenue;
 - (F) fencing to a height of 1.8 metres along the northern and eastern boundaries adjoining land in the Parks and Recreation reserve, such fencing to contain no gaps or gates, and be visually permeable above a height of 1,200 millimetres. No fencing is to be provided in the Ley Street setback area north of Lot 3 Ley Street;
 - (G) the open space on Site J incorporates the following:
 - (I) a combined area of at least 3,500 square metres in the central portion of the site for communal recreation by residents of Site J;
 - (II) communal recreational facilities in the central portion of open space including items such as a gazebo, barbeque area, tennis court, pool, or other facilities that the Council may approve; and
 - (III) a pedestrian access link to Ley Street north of Lot 3, with a minimum width of 6 metres;
 - (H) the commercial component of the development being designed to incorporate a forecourt or entry statement including an item of public art in a prominent location visible from at least one street. The public art is to be provided by the developers at their cost in conjunction with construction of the commercial component. Consistent with the Council's policy relating to public art, the cost of the public art shall be not less than 1% of the construction cost of the commercial component of the development;
 - (I) crime prevention through environmental design principles; and

Modified Amendment recommended by Council in response to submissions

- (J) an unroofed space with a minimum width of 6.0 metres separating buildings on the Manning Road frontage, to provide visual relief in the bulk of buildings along this frontage. Any fence or gate across this space is to be visually permeable.
- (viii) The maximum plot ratio of Site J is 1.25 for all residential components of the development, irrespective of the zone in which those components are situated, and any non-residential components situated above ground floor level. In calculating the plot ratio area of the development, non-residential floor area at ground floor level is not included.
- (ix) On the corner of Manning Road and Ley Street, the Council may permit a variation from the Building Height Limit up to a maximum height of 24.5 metres in order to accommodate an architectural feature of exceptional design quality as determined by the Council, which shall fully address the corner and may include plot ratio area.
- (x) Footpaths and verges in the portions of Manning Road and Ley Street adjacent to Site J are to be paved and landscaped at the expense of the owner of Site J to the extent shown in a Streetscape Improvement Plan to be approved by the Council. This plan is to include tree planting along the Manning Road frontage, and may include undergrounding of power adjacent to the site, and any other streetscape improvements required by the Council.
- (c) At the time of a development application for Stage 1 of a future development on Site J, a Staging and Access Plan shall be submitted for the Council's approval. The Staging and Access Plan shall contain details relating to the following, among other matters:
 - (i) timing of construction of the intended stages and the dwelling mix in each stage of the development;
 - (ii) details of appropriate means for protection of the adjoining Parks and Recreation reserve during all stages of construction; and
 - (ii) arrangements for access and egress of construction and other vehicles at each stage of the development. Such vehicular movement shall not be through the adjoining Parks and Recreation reserve.
- (d) At the time of a development application for Stage 1 of a future development on Site J an Impact Assessment Report prepared under clause 7.6 is to be submitted for Council approval, and:
 - (i) the Impact Assessment Report is to relate to the ultimate total development on Site J;
 - (ii) the Impact Assessment Report is to include, but is not limited to:
 - (A) a tree survey identifying any trees on Site J that are worthy of being protected and retained having regard to the provisions of any Council Policy relating to protection of trees on development sites;
 - (B) a report prepared by an Environmental Scientist advising whether or not excavation on Site J to accommodate undercroft car parking is likely to affect the water table and result in damage to the health of vegetation on the adjoining Parks and Recreation reserve and the surrounding environment, and if so, what remedies are necessary to prevent such damage; and

Modified Amendment recommended by Council in response to submissions

- (C) a professional assessment as to whether Site J contains phytophthora (jarrah dieback) and if the site is found to contain this disease, a management plan is to be provided identifying protective means to ensure that the disease is not spread from the site during any stage of ground works or construction on the site; and
 - (iii) Relevant findings of the Impact Assessment Report are to be reflected in every future development application for the site.”
- (b) transferring Part Lot 2 (No. 54) Manning Road, Manning, from the Local Scheme Reserve “Public Purposes (Telstra)” to the “Residential” and “Highway Commercial” zones as depicted on the Scheme Amendment Map (Zoning) for Precinct 10 ‘McDougall Park’, and allocating a density coding of R100 to that land;
- (c) increasing the Building Height Limit for respective portions of Part Lot 2 (No. 54) Manning Road, Manning, from 7.0 metres to 10.5 metres, 14.0 metres and 21.0 metres as depicted on the Scheme Amendment Map (Building Height Limits) for Precinct 10 ‘McDougall Park’; and
- (d) amending the Scheme Maps for Precinct 10 ‘McDougall Park’, accordingly.

Modified Amendment recommended by Council in response to submissions



TOWN PLANNING SCHEME NO. 6 AMENDMENT NO. 34



EXISTING ZONING



SCHEME AMENDMENT MAP – ZONING MODIFIED IN RESPONSE TO SUBMISSIONS

LEGEND:

Metropolitan Region Scheme Reserves

Other Regional Roads

Local Scheme Reserves

Local Roads

Parks and Recreation

Public Purposes

Denoted as follows:

T Telstra

Local Scheme Zones

Residential

Highway Commercial

Other

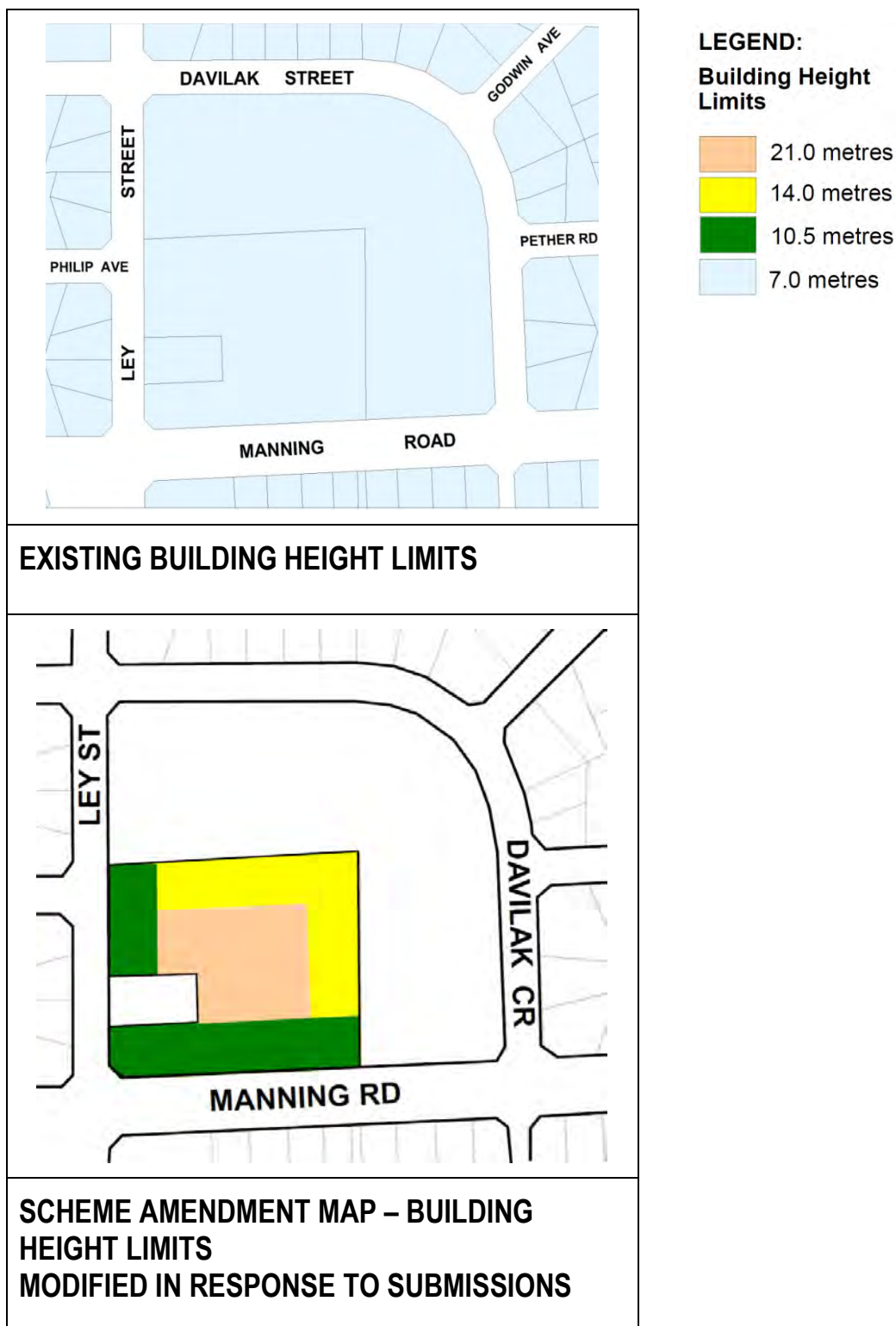
R-Code density boundary

Precinct boundary

Modified Amendment recommended by Council in response to submissions



**TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34**



ADOPTION

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on **25 June 2013**.

SUE DOHERTY
MAYOR

AC FREWING
CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Meeting of the Council held on **25 February 2014** and the Seal of the City was hereinto affixed by the authority of a resolution of the Council in the presence of :

CITY OF SOUTH PERTH SEAL

SUE DOHERTY
MAYOR

AC FREWING
CHIEF EXECUTIVE OFFICER

RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

Delegated under s.16 of the PD ACT 2005

Dated-----

FINAL APPROVAL GRANTED

J. DAY
MINISTER FOR PLANNING

Dated -----

MODIFIED

City of South Perth
Town Planning Scheme No. 6

Amendment No. 34

**Rezoning Part Lot 2 (No. 54) Manning Road, Manning
from Local Scheme Reserve “Public Purposes (Telstra)”
to “Residential” and “Highway Commercial” zones
with R160 density coding, increased Building Height Limits
and mandatory design requirements**



Civic Centre

Cnr Sandgate Street and South Terrace
SOUTH PERTH WA 6151

Monday to Friday: 8.30am to 5.00pm
Enquiries:
Telephone: 9474 0777
Facsimile: 9474 2425
Email: enquiries@southperth.wa.gov.au
Web: www.southperth.wa.gov.au



**CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO.6**

AMENDMENT NO. 34

**Rezoning Part Lot 2 (No. 54) Manning Road, Manning
from Local Scheme Reserve "Public Purposes (Telstra)"
to "Residential" and "Highway Commercial" zones
with R160 density coding and increased Building Height Limits**



PROPOSAL TO AMEND A SCHEME

1. Local Authority	:	City of South Perth
2. Description of Scheme	:	Town Planning Scheme No. 6
3. Type of Scheme	:	District Zoning Scheme
4. Serial No. of Amendment	:	34
5. Proposal	:	Rezoning Part Lot 2 (No. 54) Manning Road, Manning from Local Scheme Reserve "Public Purposes (Telstra)", to "Residential" and "Highway Commercial" zones with a residential density coding of R160, and increased Building Height Limits.



RESOLUTION DECIDING TO AMEND
CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO. 6



PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34

RESOLVED THAT the Council of the City of South Perth, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of South Perth Town Planning Scheme No.6 by:

1. Amending the Scheme Text by inserting a new sub-clause in clause 5.4 containing mandatory development requirements for any future development of Part Lot 2 (No. 54) Manning Road, Manning.
2. Amending the Scheme Maps by transferring Part Lot 2 (No. 54) Manning Road, Manning:
 - (a) from the "Local Scheme Reserve – Public Purpose (Telstra)" to the "Residential" and "Highway Commercial" zones with a density coding of R160, in the manner depicted on the Scheme Amendment (Zoning) Map; and
 - (b) from the 7.0 metre Building Height Limit to the 14.0 metre, 21.0 metre and 36.0 metre Building Height Limits on different parts of the site, as depicted on the Scheme Amendment (Building Height Limits) Map.



AMENDMENT REPORT



CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6 AMENDMENT NO. 34

SCHEME AMENDMENT REPORT

1. INTRODUCTION

It is proposed to amend the City of South Perth Town Planning Scheme No. 6 (TPS6) by rezoning the subject land from the “Local Scheme Reserve – Public Purposes (Telstra)” to the “Residential” and “Highway Commercial” zones with a density coding of R160 and increased Building Height Limits. This report describes the subject land, its physical characteristics and its context. It outlines relevant background including historic land use and planning initiatives and the applicable strategic and policy context.

The location of the subject site is shown in Figure 1.



Figure 1: Location

2.0 PART LOT 2 AND SURROUNDING LAND

The subject site is Part Lot 2 (No. 54) Manning Road on the north-eastern corner of Ley Street in Manning (Pt Lot 2). It comprises an area of 1.419 hectares and is somewhat irregular in shape due to the intrusion into the western side of the property of Lot 3 fronting Ley Street. Lot 3 contains an existing Telstra telephone exchange facility.

Pt Lot 2 is contained on Diagram 14095, Certificate of Title Volume 2077 Folio 4098. The site has direct frontage to Manning Road and Ley Street on its southern and western boundaries respectively, with its northern and eastern boundaries directly abutting the Davilak Crescent Reserve, which is a 'Parks and Recreation' reserve under TPS6. Davilak Crescent Reserve is a 'Class A' reserve.



Figure 2: Part Lot 2 (No. 54) Manning Road, Manning and surrounding area

Land on the opposite side of Ley Street, and beyond Davilak Crescent Reserve on the opposite side of Davilak Crescent, is zoned Residential with density codings of R15 and R20, respectively. The southern side of Manning Road opposite Pt Lot 2 is also zoned Residential with an R20 density coding. These areas are developed predominantly with Single Houses.

A pocket of land at the intersection of Manning Road and Ley Street is zoned “Highway Commercial” with a density coding of R80. Manning Road is identified as an “Other Regional Road” reservation under the Metropolitan Region Scheme (MRS).

Pt Lot 2 was historically used as a Telstra training facility; however, has been in private ownership for more than a decade. All improvements have been removed and the site is currently vacant. The abutting Telstra telephone exchange facility was part of the original wider Telstra site but is now in separate title, identified as Lot 3, and was retained in the ownership of Telstra following decommissioning of the training facility and its sale to the current owners. Lot 3 is not part of the current rezoning proposal.

3.0 BACKGROUND

3.1 Existing Reservation

Pt Lot 2 is currently reserved under TPS6 for “Public Purposes” and designated for Telstra use. The site became surplus to Telstra requirements approximately ten years ago and was sold to the current private owners in 2003. The “Public Purposes” reservation therefore reflects an historic activity which is no longer applicable or relevant.

Pt Lot 2 is zoned “Urban” under the MRS and it is appropriate that rezoning be progressed under the City’s TPS6 to reflect this urban designation and the unique context and opportunity inherent in the subject land.

Following purchase of the site, and in consultation and negotiation with the City for many years, the owners have sought to progress amendments to rezone the site. Various proposals were considered by the Council up to 2006, however, the rezoning process was never completed. These historic amendment initiatives are discussed below:

3.2 Amendment No. 4 and Amendment No. 7 to Town Planning Scheme No. 6

Amendment No.4 was initiated by the Council with a view to zoning Pt Lot 2 “Residential” with a density coding of R30. As part of the Amendment No. 4 process, the Minister for Planning promoted rezoning of the site for mixed use development, with R30 and R80 density codings and some Highway Commercial zoning.

A revised Amendment proposal identified as Amendment No. 7 was subsequently proposed by the owners, based on the Minister’s then preferred zonings. Amendment No. 7 did not,

however, proceed to finalisation having been withdrawn by the owners pending the outcome of other strategic planning initiatives which incorporated the subject land.

It is now proposed to progress the rezoning of Pt Lot 2 based upon the approach proposed in Amendment No. 7, but with further refinement in acknowledgement of changing trends, policy requirements, strategic planning initiatives and visioning which have been developed in the interim.

Since 2006, the need to promote mixed use and higher density residential use at appropriately located strategic sites to maximise access to public transport and achieve more sustainable development outcomes has been recognised in a range of policy initiatives. These include at the State level, *“Directions 2031 and Beyond”* and the draft *“Central Metropolitan Perth Sub-Regional Strategy”*; at a combined State and local level, the *“Canning Bridge Precinct Vision”*; and at the local level the City’s draft *“Local Housing Strategy”*.

All of these policy initiatives promote development of larger sites, located adjacent to good road and public transport links with access to public open space and a full range of services in close proximity, for mixed use and higher density residential purposes. Pt Lot 2 is ideally located in this regard and Amendment No. 34 reflects the policy drivers for the zoning and ultimate development for such a strategically located site.

4.0 PROPOSED AMENDMENT NO. 34

4.1 Justification

The historic “Public Purposes” reservation of Pt Lot 2 is no longer relevant and therefore the site should be rezoned to reflect the current strategic initiatives described above. The strategic factors which contribute to the appropriateness of the proposed rezoning of Pt Lot 2, include the following:

- Pt Lot 2 abuts Manning Road, a major regional transport link which is designated as an “Other Regional Road” under the MRS and an important public transport route.
- Pt Lot 2 is in close proximity to major inter-regional transport links via the Kwinana Freeway, located approximately 600 metres to the west.
- Pt Lot 2 is within 800 metres, a recognised walkable distance, of a major public transport interchange, at Canning Bridge/Kwinana Freeway.
- Pt Lot 2 is only 2 km from the Curtin University Campus.

- Pt Lot 2 is less than 2 km from the Waterford Plaza Shopping Centre.
- Pt Lot 2 directly abuts public open space at Davilak Crescent Reserve on two sides and is within 100 metres of Neil McDougall Park, located to the north-west along Ley Street.

These locational imperatives mean that the subject site meets the criteria identified in State Policy to support higher density mixed use in-fill development.

At its meeting on 28 February 2006, the Council indicated its support for Amendment No. 7 to rezone the site. However, as noted, this rezoning did not proceed. Amendment No. 34 has been framed to reflect the approach undertaken in Amendment No. 7 but has been refined to also reflect the various strategic planning/ policy initiatives that have been adopted in the six years subsequent to the Council's 2006 consideration of rezoning of Pt Lot 2.

On a similar basis to Amendment No. 7, Amendment No. 34 proposes to extend the "Highway Commercial" zoning along the full Manning Road frontage, enabling the development of a range of small scale commercial uses that would activate the street level frontage along Manning Road. The remainder of the site will be zoned "Residential". A density coding of R160 will apply across the whole site. This will enable both the Highway Commercial and high density Residential components to be accommodated in a co-ordinated and master-planned manner which will maximise the development opportunities while minimising potential negatives.

4.2 Proposed Amendment Text

It is proposed to insert the requirements pertaining to Pt Lot 2 in a new sub-clause of clause 5.4 of TPS6. Clause 5.4 contains site-specific development provisions for certain key sites.

Pt Lot 2 is located within "Precinct 10 – McDougall Park". Within this planning precinct, a generic Building Height Limit of 7.0 metres applies. While this remains appropriate for the majority of the precinct east of Ley Street, it does not reflect the unique circumstances inherent in the subject site, including its size, location and direct abuttal onto public open space. Amendment No. 34 proposes to increase the height limits applicable to Pt Lot 2. The portion of Precinct 10 to the west of Ley Street is within the area covered by the '*Canning Bridge Precinct Vision*' conceptual proposals, which include increased building height limits.

A Building Height Limit of 14.0 metres (notionally 4 storeys) is proposed for most of the Manning Road frontage and for the Ley Street frontage north of Lot 3. At the corner of Manning Road and Ley Street, a Building Height Limit of 21.0 metres (notionally 6 storeys) is proposed. This provides for the creation of a landmark architectural statement at this prime corner location. On

the northern and eastern parts of Pt Lot 2 abutting Davilak Crescent Reserve, buildings up to 21.0 metres will also be permitted, where the reserve provides a buffer to the neighbouring residential areas.

The central portion of the site will have a Building Height Limit of 36.0 metres (notionally 10 storeys). This area will be buffered and screened by the remainder of the project, and as a consequence, the taller buildings will not have any adverse impacts.

The proposed 14.0 metre and 36.0 metre Building Height Limits are consistent with limits used elsewhere within TPS6. The proposed 21.0 metre height limit is not currently used within TPS6. This new Building Height Limit will be introduced by Amendment No. 34.

Proposed TPS6 clause 5.4(12)(b)(i) identifies the dimensions of respective portions of the subject site to which the different Building Height Limits apply. The proposed height limits are also depicted on the Scheme Amendment Maps – Building Height Limits.

Site-specific setback requirements are also proposed. In order to activate and facilitate better design outcomes and interaction at street level, a nil setback along the Manning Road and Ley Street frontages is proposed for the commercial elements of the proposal. For Ley Street north of the Telstra facility, a minimum setback of 4.0 metres will apply in recognition of the low density housing in Ley Street opposite Pt Lot 2. This is identified in a new sub-clause of TPS6 clause 4.3 as a variation from the 2.0 metre street setback normally required by the R-Codes. A 2.0 metre setback will apply to the northern and eastern boundaries adjacent to the Davilak Crescent Reserve.

In addition, proposed clause 5.4(12)(b) will include provisions specifying a range of design criteria which will need to be addressed as part of any development proposed for Pt Lot 2, covering the following:

- precise dimensions of the Building Height Limit areas within the site;
- minimum building setbacks from all lot boundaries, which will involve identification of an R-Code variation for the setback of dwellings in Ley Street;
- a minimum proportion of larger (100 sq. metre) dwellings (an R-Codes variation);
- a limitation on the retail component of the commercial land use;
- concealment of residents' car parking bays in undercroft garaging;
- use of sustainable, water and energy efficient design principles;
- active commercial frontages;
- exceptional building design quality including particular aspects of elevational treatments;

- high quality landscaping, and the provision of communal recreational facilities for residents in a central area of at least 3,500 sq.metres of the site;
- Civic Art located in a forecourt or entry statement within the commercial component; and
- submission of a 'Staging and Access Plan', to be approved by the Council before development approval is granted for Stage 1, including details of the dwelling mix and access of construction vehicles at each stage.

On the basis outlined above, the proposed amendments to the Scheme Text reflect those which previously formed part of Amendment No. 7, but modified to take into account subsequent policy initiatives.

4.3 Proposed Amendment Maps

The proposed Scheme Amendment Maps likewise reflect Amendment No. 7, refined to reflect subsequent policy initiatives. The same zones as proposed under Amendment No. 7, being "Highway Commercial" and "Residential", are maintained.

The Highway Commercial zone is proposed along the Manning Road frontage only. The extent of this zone is expanded from that previously proposed in Amendment No. 7, in reflection of current policy initiatives discussed above. It is not intended, however, to promote large scale retail use within this component and the changes to the TPS6 Scheme Text, as noted above, ensure that the total plot ratio area of any retail activity that may be proposed will be restricted to 300 sq. metres. This will not accommodate a major retail facility on Pt Lot 2.

The remainder of Pt Lot 2 will be zoned for residential purposes. The proposed R160 density coding, reflecting the mixed use nature of the development, will be applied across the site.

The Scheme Amendment Maps – Building Height Limits depict the modifications to Building Height Limits proposed in this Amendment.

5.0 IMPACT ASSESSMENT REPORT

In support of the proposed Amendment No. 34, an Impact Assessment Report has been submitted under clause 7.6 of TPS6. This report assesses a range of impacts that any future development might have on the surrounding locality, based on the proposed zoning, Building Height Limits and other site-specific development requirements.

The Impact Assessment Report includes preliminary development conceptualisation graphics, which have been prepared for the purpose of providing an indication of the possible form and scale of development that the proposed Amendment could facilitate on Pt Lot 2. The conceptual drawings include isometric massing diagrams, site plan, floor plans, parking layouts and an overshadowing diagram. These are preliminary concepts only and will be subject to further refinement and change as part of a future development application. They are based upon the provisions to be incorporated in Amendment No. 34.

A Traffic and Transport Report prepared by Shawmac Pty Ltd, consulting civil and traffic engineers, is also provided as part of the Impact Assessment Report.

The Impact Assessment Report concludes that a future development on Pt Lot 2 based on the proposed Amendment No. 34 provisions, will not have an adverse impact on the surrounding locality.

6.0 CONCLUSION

Having regard to the matters discussed above, the proposed Amendment No. 34 is considered to be appropriate in that it addresses the historic reservation anomaly currently affecting Pt Lot 2 and establishes appropriate development controls to enable redevelopment of this strategic site in accordance with current policy imperatives.



AMENDING DOCUMENTS

Refused by the Council

Council meeting dated 25 September 2012

Endorsed for community advertising by Order of the
Minister for Planning under Section 76 of the Act

Council Meeting dated 25 June 2013

PLANNING AND DEVELOPMENT ACT 2005



TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34

Refused by the Council

Council meeting dated 25 September 2012

Endorsed for community advertising by Order of the
Minister for Planning under Section 76 of the Act

Council Meeting dated 25 June 2013

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the City of South Perth Town Planning Scheme No.6 by:

(a) amending the Scheme Text as follows:

(i) in sub-clause (1) of clause 4.3, immediately following paragraph (n), inserting the following new paragraph (o):

“(o) In respect of Site J as defined in sub-clause (12) of clause 5.4:

- (i) the minimum setback of any dwellings from the Ley Street boundary of the site;
- (ii) the minimum plot ratio area of a proportion of the total number of dwellings; and
- (iii) provision of a minimum area of open space containing certain communal recreational facilities for residents of the site;

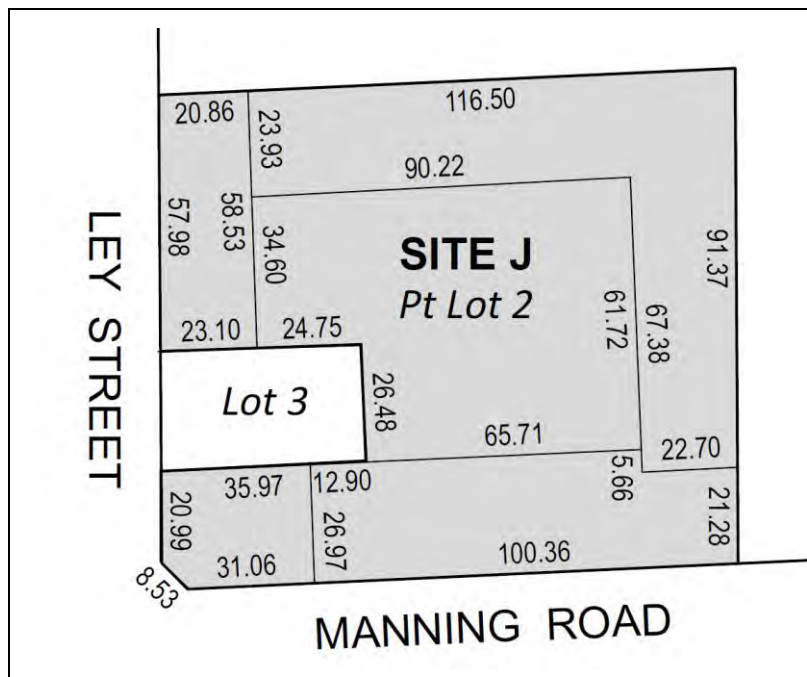
shall be as specified in sub-clause (12) of clause 5.4.”

(ii) in clause 5.4, immediately following sub-clause (9), inserting the following new sub-clause (12):

“(12) (a) In this sub-clause, ‘Site J’ means Part Lot 2 (No. 54) Manning Road, Manning.

(b) In respect of Site J, the following development requirements apply:

- (i) The dimensions of the portions of Site J to which the 14.0 metre, 21.0 metre and 36.0 metre Building Height Limits respectively apply, as shown on the Scheme Map (Building Height Limits) for Precinct 10 'McDougall Park', shall be as depicted below:

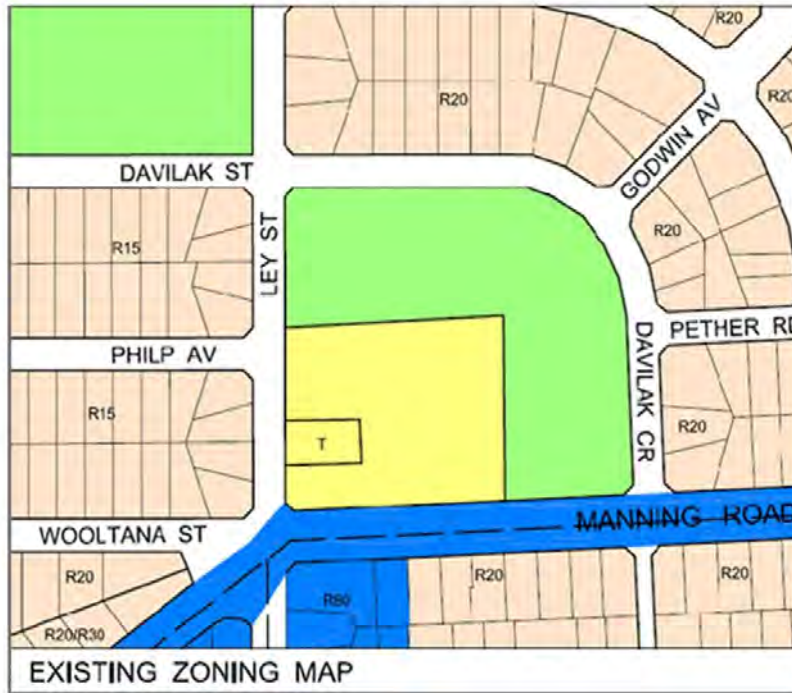


- (ii) Notwithstanding minimum setbacks prescribed in Table 4 of the Codes, minimum setbacks from the following boundaries of Site J shall apply:
- (A) Ley Street, in the Residential zone - 4.0 metres;
 - (B) Ley Street, in the Highway Commercial zone - Nil;
 - (C) Manning Road, in the Highway Commercial zone - Nil; and
 - (D) northern and eastern boundaries adjoining land in the Parks and Recreation reserve - 2.0 metres.
- (iii) Land in the Residential zone shall only be used for purposes identified in Table 1 as Residential Uses.
- (iv) At least 25% of dwellings in the Residential zone shall have a minimum plot ratio area of 100 square metres per dwelling.
- (v) The total plot ratio area of all Shops shall not exceed 300 square metres.
- (vi) Car parking bays for the exclusive use of occupiers of dwellings on Site J shall be provided in undercroft garaging and concealed from view from any street and from the adjoining Parks and Recreation reserve.
- (vii) Development on Site J shall incorporate the following design elements, to the satisfaction of the Council:
- (A) sustainable design principles including water and energy efficient design measures;
 - (B) exceptional urban design with active street frontages within the Highway Commercial zone;
 - (C) exceptional design approaches for buildings in the Residential zone, including articulation of building façades and provision of balconies;

- (D) elevation treatments which appropriately address land in the adjoining Park and Recreation reserve;
 - (E) for buildings fronting Ley Street in the Residential zone, elevation treatment which incorporates an outstanding architectural feature designed to provide a well-balanced closure of the vista when viewed from along Philp Avenue;
 - (F) visually permeable fencing above a height of 1,200 millimetres along the portion of the Ley Street frontage to the north of Lot 3 and along the northern and eastern boundaries adjoining land in the Parks and Recreation reserve;
 - (G) communal recreational facilities in an area of open space of at least 3,500 square metres in the central portion of the site, for use by residents of Site J. Such facilities are to include a gazebo, barbeque area, or such other facilities as the Council may approve; and
 - (H) the commercial component of the development being designed to incorporate a forecourt or entry statement including an item of Civic Art in a prominent location visible from at least one street. The Civic Art is to be provided by the developers at their cost in conjunction with construction of the commercial component.
- (c) submission of a Staging and Access Plan for the Council's approval, containing details relating to the timing of construction of the intended stages, the dwelling mix in each stage of the development, and the arrangements for access of construction vehicles at each stage."
- (b) transferring Part Lot 2 (No. 54) Manning Road, Manning, from the Local Scheme Reserve "Public Purposes (Telstra)" to the "Residential" and "Highway Commercial" zones as depicted on the Scheme Amendment Map (Zoning) for Precinct 10 'McDougall Park', and allocating a density coding of R160 to that land;
- (c) increasing the Building Height Limit for respective portions of Part Lot 2 (No. 54) Manning Road, Manning, from 7.0 metres to 14.0 metres, 21.0 metres and 36.0 metres as depicted on the Scheme Amendment Map (Building Height Limits) for Precinct 10 'McDougall Park'; and
- (d) amending the Scheme Maps for Precinct 10 'McDougall Park', accordingly.



TOWN PLANNING SCHEME NO. 6 **AMENDMENT NO. 34**



LEGEND:

Metropolitan Region Scheme Reserves

Other Regional Roads

Local Scheme Reserves

Local Roads

Parks and Recreation

Public Purposes

Denoted as follows:

T Telstra

Local Scheme Zones

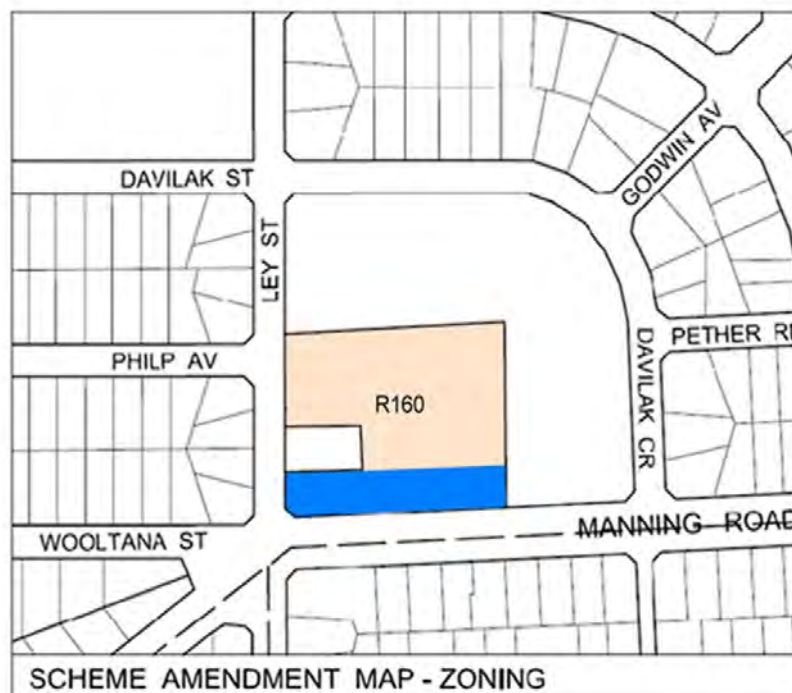
Residential

Highway Commercial

Other

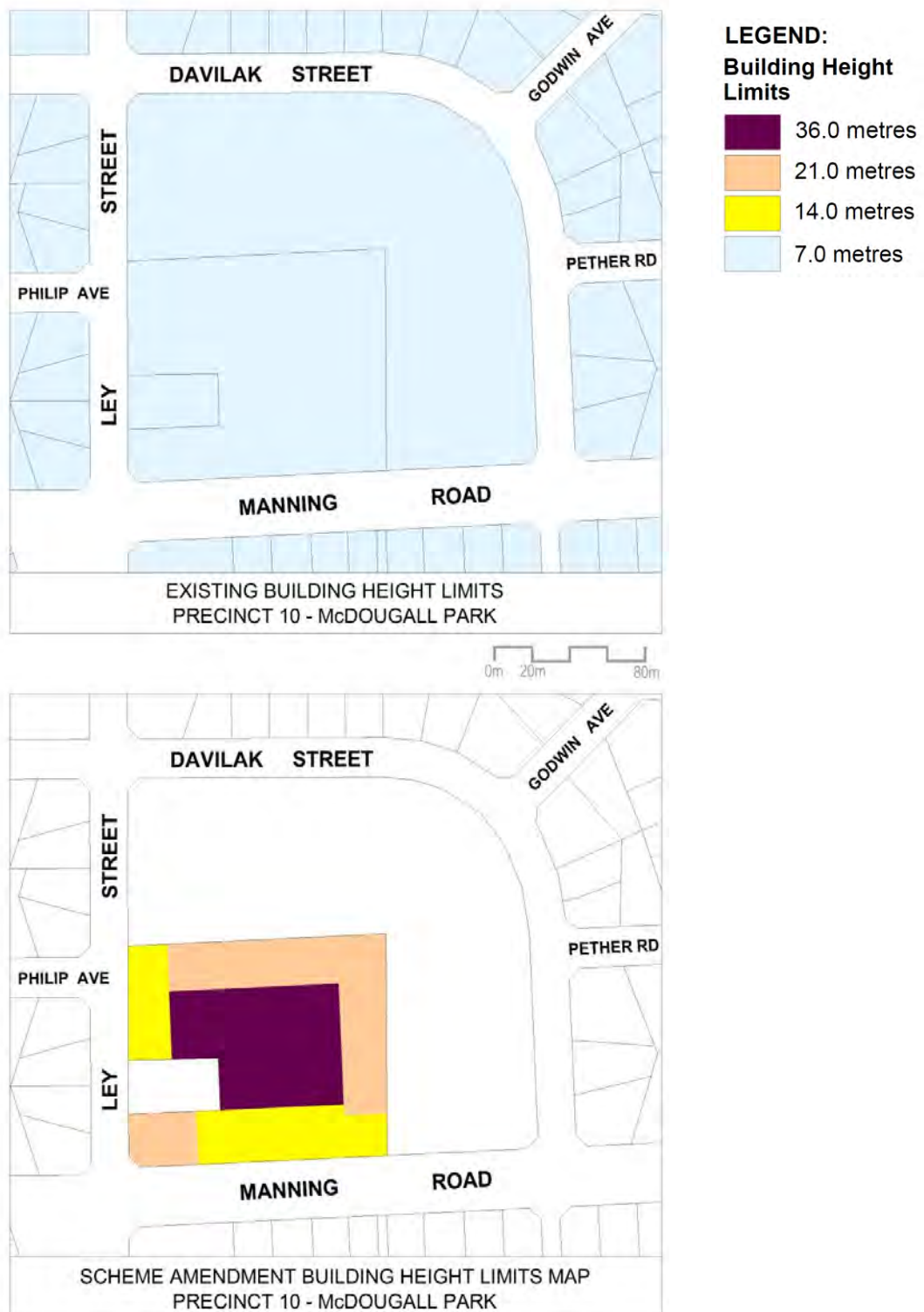
R-Code density boundary

Precinct boundary





**TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34**





AMENDING DOCUMENTS

Modified Amendment recommended by the Council
in response to Submissions
Council Meeting dated 25 February 2014

Modified Amendment recommended by Council in response to submissions

PLANNING AND DEVELOPMENT ACT 2005



**TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34**

Modified Amendment recommended by the Council
in response to Submissions
Council Meeting dated 25 February 2014

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the City of South Perth Town Planning Scheme No.6 by:

(a) amending the Scheme Text as follows:

(i) in sub-clause (1) of clause 4.3, immediately following paragraph (n), inserting the following new paragraph (o):

“(o) In respect of Site J as defined in sub-clause (10) of clause 5.4:

- (ii) the minimum setback of any dwellings from the Ley Street boundary of the site;
- (ii) the minimum plot ratio area of a proportion of the total number of dwellings; and
- (iii) provision of a minimum area of open space containing certain communal recreational facilities for residents of the site;

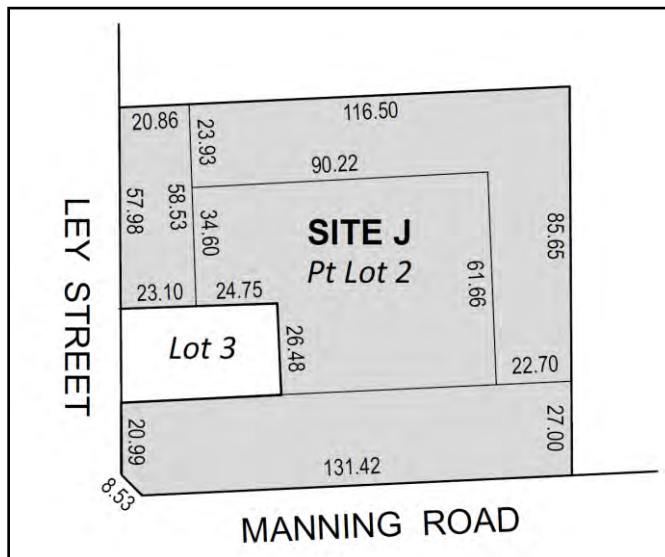
shall be as specified in sub-clause (10) of clause 5.4.”

(ii) in clause 5.4, immediately following sub-clause (9), inserting the following new sub-clause (10):

“(10) (a) In this sub-clause, ‘Site J’ means Part Lot 2 (No. 54) Manning Road, Manning.

Modified Amendment recommended by Council in response to submissions

- (b) Notwithstanding anything contained in this Scheme or the Codes, in respect of Site J, the following development requirements apply:
- (i) The dimensions of the portions of Site J to which the 10.5 metre, 14.0 metre and 21.0 metre Building Height Limits respectively apply, as shown on the Scheme Map (Building Height Limits) for Precinct 10 'McDougall Park', shall be as depicted below:



- (ii) Notwithstanding minimum setbacks prescribed in Table 4 of the Codes, minimum setbacks from the following boundaries of Site J shall apply:
- (A) Ley Street, in the Residential zone - 4.0 metres;
 - (B) Ley Street, in the Highway Commercial zone - 2.0 metres;
 - (C) Manning Road, in the Highway Commercial zone - 2.0 metres; and
 - (D) northern and eastern boundaries adjoining land in the Parks and Recreation reserve - 2.0 metres.
- (iii) Land in the Residential zone shall only be used for purposes identified in Table 1 as Residential Uses.
- (iv) At least 40% of dwellings in the Residential zone shall have a minimum plot ratio area of 100 square metres per dwelling.
- (v) The development of Shops on Site J shall be restricted as follows:
- (A) all Shops are to be located on the ground floor of any building; and
 - (B) the plot ratio area of each Shop shall not exceed 500 square metres.
- (vi) Car parking shall be provided on Site J as follows:
- (A) car parking bays for the exclusive use of occupiers of dwellings shall be provided in undercroft garaging concealed from view from any street and from the adjoining Parks and Recreation reserve; and
 - (B) no concession to the number of bays required by Table 6 shall be granted for Residential, Office and Shop uses.

Modified Amendment recommended by Council in response to submissions

- (vii) Development on Site J shall incorporate the following design elements, to the satisfaction of the Council:
- (A) the proposed development exceeds the requirements of the Building Code of Australia with respect to optimizing solar access to the proposed development, maximizing energy efficiency, use of passive cooling techniques and cross-ventilation opportunities, and conserving water;
 - (B) exceptional urban design with active street frontages within the Highway Commercial zone, where ground floor façades include a minimum of 60% clear glass and on the Manning Road frontage, at least one pedestrian entrance to each occupancy;
 - (C) exceptional design approaches for buildings in the Residential zone, including articulation of building façades and provision of balconies;
 - (D) elevation treatments which appropriately address land in the adjoining Park and Recreation reserve;
 - (E) for buildings fronting Ley Street in the Residential zone, elevation treatment which incorporates an outstanding architectural feature designed to provide a well-balanced closure of the vista when viewed from along Philp Avenue;
 - (F) fencing to a height of 1.8 metres along the northern and eastern boundaries adjoining land in the Parks and Recreation reserve, such fencing to contain no gaps or gates, and be visually permeable above a height of 1,200 millimetres. No fencing is to be provided in the Ley Street setback area north of Lot 3 Ley Street;
 - (G) the open space on Site J incorporates the following:
 - (I) a combined area of at least 3,500 square metres in the central portion of the site for communal recreation by residents of Site J;
 - (II) communal recreational facilities in the central portion of open space including items such as a gazebo, barbeque area, tennis court, pool, or other facilities that the Council may approve; and
 - (III) a pedestrian access link to Ley Street north of Lot 3, with a minimum width of 6 metres;
 - (H) the commercial component of the development being designed to incorporate a forecourt or entry statement including an item of public art in a prominent location visible from at least one street. The public art is to be provided by the developers at their cost in conjunction with construction of the commercial component. Consistent with the Council's policy relating to public art, the cost of the public art shall be not less than 1% of the construction cost of the commercial component of the development;
 - (I) crime prevention through environmental design principles; and

Modified Amendment recommended by Council in response to submissions

- (J) an unroofed space with a minimum width of 6.0 metres separating buildings on the Manning Road frontage, to provide visual relief in the bulk of buildings along this frontage. Any fence or gate across this space is to be visually permeable.
 - (viii) The maximum plot ratio of Site J is 1.25 for all residential components of the development, irrespective of the zone in which those components are situated, and any non-residential components situated above ground floor level. In calculating the plot ratio area of the development, non-residential floor area at ground floor level is not included.
 - (ix) On the corner of Manning Road and Ley Street, the Council may permit a variation from the Building Height Limit up to a maximum height of 24.5 metres in order to accommodate an architectural feature of exceptional design quality as determined by the Council, which shall fully address the corner and may include plot ratio area.
 - (x) Footpaths and verges in the portions of Manning Road and Ley Street adjacent to Site J are to be paved and landscaped at the expense of the owner of Site J to the extent shown in a Streetscape Improvement Plan to be approved by the Council. This plan is to include tree planting along the Manning Road frontage, and may include undergrounding of power adjacent to the site, and any other streetscape improvements required by the Council.
- (c) At the time of a development application for Stage 1 of a future development on Site J, a Staging and Access Plan shall be submitted for the Council's approval. The Staging and Access Plan shall contain details relating to the following, among other matters:
- (i) timing of construction of the intended stages and the dwelling mix in each stage of the development;
 - (ii) details of appropriate means for protection of the adjoining Parks and Recreation reserve during all stages of construction; and
 - (ii) arrangements for access and egress of construction and other vehicles at each stage of the development. Such vehicular movement shall not be through the adjoining Parks and Recreation reserve.
- (d) At the time of a development application for Stage 1 of a future development on Site J an Impact Assessment Report prepared under clause 7.6 is to be submitted for Council approval, and:
- (i) the Impact Assessment Report is to relate to the ultimate total development on Site J;
 - (ii) the Impact Assessment Report is to include, but is not limited to:
 - (A) a tree survey identifying any trees on Site J that are worthy of being protected and retained having regard to the provisions of any Council Policy relating to protection of trees on development sites;
 - (B) a report prepared by an Environmental Scientist advising whether or not excavation on Site J to accommodate undercroft car parking is likely to affect the water table and result in damage to the health of vegetation on the adjoining Parks and Recreation reserve and the surrounding environment, and if so, what remedies are necessary to prevent such damage; and

Modified Amendment recommended by Council in response to submissions

- (C) a professional assessment as to whether Site J contains phytophthora (jarrah dieback) and if the site is found to contain this disease, a management plan is to be provided identifying protective means to ensure that the disease is not spread from the site during any stage of ground works or construction on the site; and
 - (iii) Relevant findings of the Impact Assessment Report are to be reflected in every future development application for the site.”
- (b) transferring Part Lot 2 (No. 54) Manning Road, Manning, from the Local Scheme Reserve “Public Purposes (Telstra)” to the “Residential” and “Highway Commercial” zones as depicted on the Scheme Amendment Map (Zoning) for Precinct 10 ‘McDougall Park’, and allocating a density coding of R100 to that land;
- (c) increasing the Building Height Limit for respective portions of Part Lot 2 (No. 54) Manning Road, Manning, from 7.0 metres to 10.5 metres, 14.0 metres and 21.0 metres as depicted on the Scheme Amendment Map (Building Height Limits) for Precinct 10 ‘McDougall Park’; and
- (d) amending the Scheme Maps for Precinct 10 ‘McDougall Park’, accordingly.

Modified Amendment recommended by Council in response to submissions



TOWN PLANNING SCHEME NO. 6 AMENDMENT NO. 34

**LEGEND:****Metropolitan Region
Scheme Reserves**

Other Regional Roads

Local Scheme Reserves

Local Roads
 Parks and Recreation
 Public Purposes

Denoted as follows:
 T Telstra

Local Scheme Zones

Residential
 Highway Commercial

Other

R-Code density boundary
 Precinct boundary

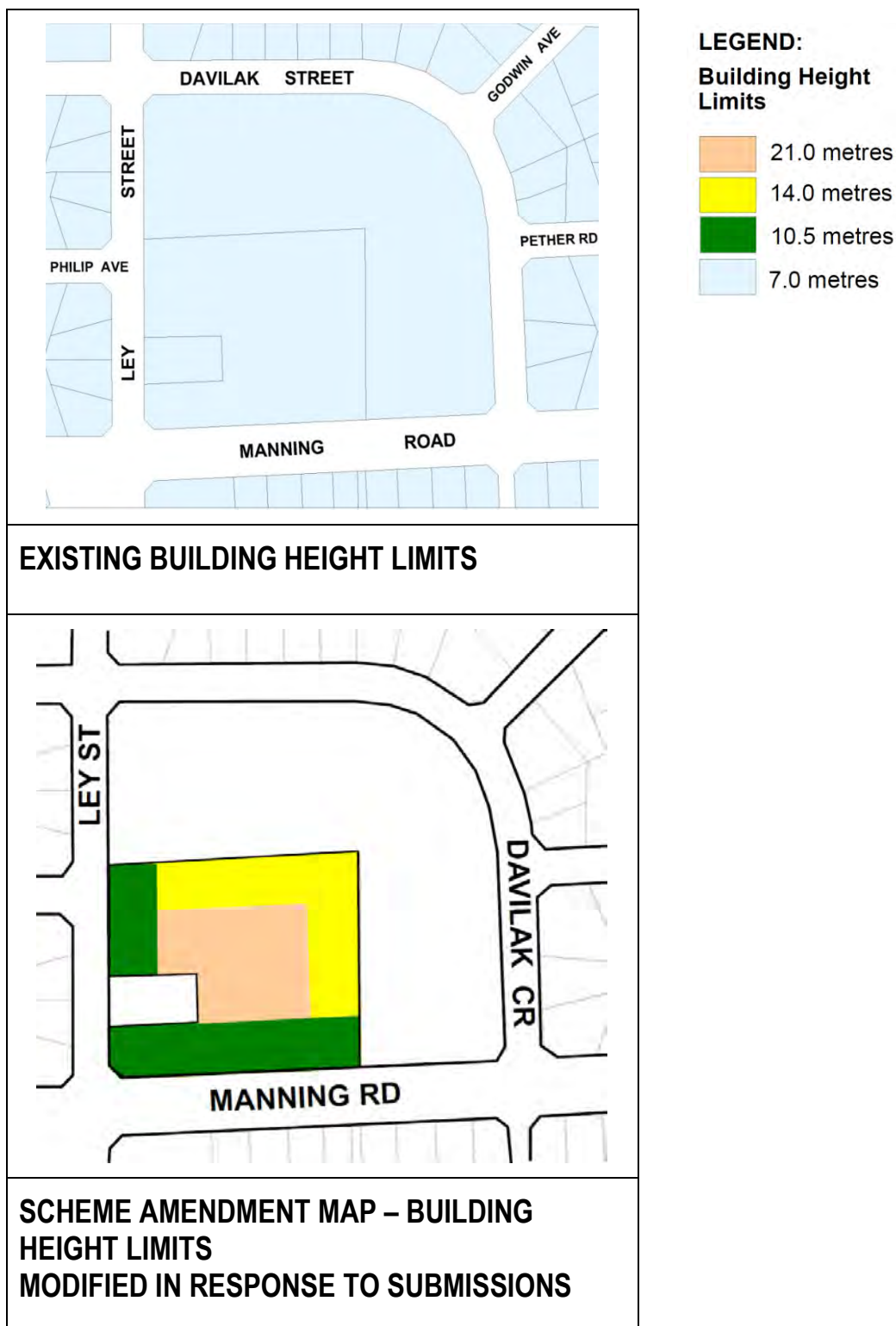
EXISTING ZONING

SCHEME AMENDMENT MAP – ZONING MODIFIED IN RESPONSE TO SUBMISSIONS

Modified Amendment recommended by Council in response to submissions



**TOWN PLANNING SCHEME NO. 6
AMENDMENT NO. 34**



ADOPTION

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on **25 June 2013**.

SUE DOHERTY
MAYOR

AC FREWING
CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Meeting of the Council held on **25 February 2014** and the Seal of the City was hereinto affixed by the authority of a resolution of the Council in the presence of :

CITY OF SOUTH PERTH SEAL

SUE DOHERTY
MAYOR

AC FREWING
CHIEF EXECUTIVE OFFICER

RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

Delegated under s.16 of the PD ACT 2005

Dated-----

FINAL APPROVAL GRANTED

J. DAY
MINISTER FOR PLANNING

Dated -----



Building & Development Certification

53 Bourke Street, Yokine WA 6060

All correspondence to:

PO Box 542, Dianella WA 6059

Telephone: (08) 9201 1846

Mobile: 0488 966 155

Email: andre@fasttrackit.net.au

ABN 96 290 385 521 ACN160 357 013

17 December 2013

Mr Mark Scarfone
Senior Statutory Planning Officer
City of South Perth
Administration Office
Civic Centre
Cnr Sandgate Street & South Terrace
South Perth WA 6151

Dear Mr Scarfone

**PROPOSED TWO STOREY DWELLING WITH UNDERCROFT AT
LOT 806 (No. 26B) SULMAN AVENUE, SALTER POINT
YOUR REF: SU2/26B – 11.2013.522.1**

Fast Track Approvals Pty Ltd act on behalf of Grandwood Homes. We have been engaged to address the concerns identified in your letter to Grandwood Homes dated 15 November 2013 and thank you for taking the time to meet with us on 26 November 2013 to discuss the City's particular concerns with the above-mentioned application.

This letter will clarify the issues that will be addressed via amendments to the plans as well as the elements which we will be seeking performance based assessment.

Open space

Item 2 of your letter states as follow:-

"the submitted plans propose open space of 46.4%(235m2)in lieu of the 50% (253m2) required by Table 1 of the R-Codes. Amended plans are required to be provided to the City which demonstrate compliance with the above requirement".

It is intended to demonstrate compliance through the Design Principles of the R- Codes.

Open Space 5.1.4 - Design Principles

Development incorporates suitable open space for its context to:

- Reflect the existing and/or desired streetscape character or as outlined under the local planning framework;
- Provide access to natural sunlight for the dwelling;
- Reduce building bulk on the site, consistent with the expectations of the applicable density code and/or as outlined in the local planning framework;
- Provide an attractive setting for buildings, landscape. Vegetation and streetscape;
- Provide opportunities for residents to use space external to the dwelling for outdoor pursuits and access within/around the site; and
- Provide space for external fixtures and essential services.

Residential Design Codes of Western Australia - Explanatory Guidelines:

In the R- Codes, Open Space means 'Above ground areas, external to dwellings, readily accessible and sufficiently large to be useable, such as roof decks, may be included as part of the area allocated to open space.

Open space serves several functions including:-

Leisure opportunities for a range of domestic activities: gardening; children's play; outdoor entertainment and leisure as an extension on inside activities; in pursuit of hobbies.'

This proposal complies with the design principles for the following reasons:

1. The development reflects the pattern of development and is consistent with other developments in the streetscape character in terms setback and expectations for the residential density and building bulk.
2. The provision of open space is only deficient by 3.6% because of the deemed to comply definition of open space. Due to the topography of the site, the majority of open space has been incorporated into a substantial balcony where most of the outdoor living will be undertaken due to the panoramic views. As the balcony level is marginally higher than 500mm above the natural ground level, it does not qualify as open space under the strict definition prescribed in the deemed to comply provisions.
3. The balcony is connected to the living areas of the dwelling and provides leisure opportunities demanded in this style of residential living.
4. When the ground floor terrace is included in the calculation for open space the total provision of open space is indeed 57% (292 m²). This is far in excess of the minimum requirement of 50% open space.

Overshadowing

In your letter of 15 November 2013 the City has requested that we re-examine the extent of overshadowing so as to demonstrate compliance.

It is intended to demonstrate compliance through the Design Principles of the R- Codes.

Open Space 5.4.2 – Design Principles

P2.1 - Effective solar access for the proposed development and protection of the solar access.

P2.2 - Development designed to protect solar access for neighbouring properties taking into account the potential to overshadow existing:

Residential Design Codes of Western Australia - Explanatory Guidelines:

- *'because it is impossible to adequately codify and enforce good design practice, the R-Codes deal with the issues in three ways:*
- *by setting out relevant factors for design of a development*
- *by setting down conservative deemed –to-comply limits to overshadowing, which should be satisfactory for most developments, especially for single residential houses in low to medium density areas; and*
- *by encouraging proponents and decision-makers to use the design principles in difficult or complex cases.*
- *however it is difficult to translate these aims into development provisions. This is not because the issues are subjective but because conditions vary greatly from one situation to another, making it difficult making it difficult to establish universally valid rules. To give the obvious example, a narrow east-west oriented lot on the south side of a development site, especially where the terrain slopes to the south, is highly vulnerable to being overshadowed even by a relatively low building setback from the common boundary'.*

The proposal complies with the design principles for the following reasons:

1. The subject site has an east-west orientation. As identified in the R-Codes explanatory notes, such sites are the most vulnerable and difficult to comply with overshadowing requirement even with very low level buildings. Decision makers should therefore be encouraged to use the design principles in their assessment of such sites as the prescribed deemed to comply provisions are conservative in nature to cover all scenarios.
2. The development site has a common boundary with two sites to its south, namely:
 - i. 30 Howard Parade and 28 Sulman Avenue.
3. Overshadowing of 30 Howard Parade is 12% and is therefore compliant.
4. Overshadowing of 28 Sulman Avenue is 35.7%.
5. A substantial portion of the overshadowing of 28 Sulman Avenue occurs over the roof (52 m²)..That means that 32.3 % of the overshadowing occurs over the roof of the adjoining dwelling. There are no solar collectors which are overshadowed.
6. The proposed development is consistent with the pattern of development in the area, particularly to the north of the development site which will itself be overshadowed by approximately the same degree. Indeed it would be almost impossible to develop these east-west oriented sites in strict compliance with the deemed-to-comply provisions of the R-Codes.
7. The proposed development will not compromise the amenity of the neighbouring properties.

Upper Floor (north)- Stair Void to Covered Terrace setback 1.3 metres in lieu of 4.3 metres

In your letter of 15 November 2013, the City has indicated that the setback of the stair void to the covered terrace is required to be setback 4.3m in lieu of 1.3m and asked that the plans be amended or written justification be provided under the design principles.

It is intended to demonstrate compliance through the Design Principles of the R- Codes.

Lot boundary setback 5.1.3 – Design Principles

P3.1 Building setback from lot boundaries so as to:

- *reduce impacts of buildings bulk on adjoining lots;*
- *provide adequate direct sun and ventilation to the building and open spaces on the site and adjoin properties; and*
- *minimise the extent of overlooking and resultant loss of privacy on adjoining properties.*

Residential Design Codes of Western Australia - Explanatory Guidelines.

- *The overarching principles which need to be considered in assessment of designs are:*
- *the taller and longer the wall adjacent to the boundary is, the further it should be setback*
- *walls with no windows, with windows to non-habitable rooms or highlight windows, can be permitted to be closer to boundaries than those walls with windows to habitable rooms or with balconies*
- *the height of a wall in relation to its setback from the boundary should be measured in terms of its overall impact on an adjoining property. In the case of a boundary wall where there is an existing abutting boundary wall, the proposed wall should match the alignment of the other boundary wall.*
- *exceptions to basic setback provisions:*
- *consideration of setbacks should have regard to the natural ground level shape, development and orientation of the adjoining lots.*

The proposal complies with the design principles for the following reasons:

1. The setback of the proposed dwelling for the ROW (River Way) has been increased to 6.0metres so as to align with the positioning of the adjacent dwelling. Refer to elevations illustrating outline of neighbour's boundary wall.
2. The proposed reduced setback will have no impact on the adjoining building to the north as the neighbour has constructed a boundary wall. The proposed reduced setback will have no impact on the amenity of the neighbour.
3. The amenity of the proposed dwelling will not be compromised as it will be provided with adequate light and ventilation and will comply with the 6 star energy requirements.

Setback to River Way

In your letter of 15 November 2013, the City requested under *TPS No 6 Clause 7.5 (n)* that the setback from River Way be increased to 6.0 metres.

Plans have been amended to comply with *TPS No 6*. The setback has been increased to 6.0 metres.

Sulman Avenue Parking

In your letter of 15 November 2013, the City requested that with respect to *TPS No 6 Clause 7.5 (n) and Clause 5.3.5* of the R-Codes the proposed driveway and associated parking bays be removed.

Plans have been amended by deleting the driveway and parking bays. The additional parking bays have been provided in front of the garage facing River Way as requested.

Building Height

In your letter of 15 November 2013, the City suggested that with respect to *TPS No 6 Clause 6.1a* that the building height is in excess of 7.0 metres.

The proposal complies with TPS No 6 Clause 6.1a for the following reasons:

1. The subject property is located within Salter Point Precinct 13. It should be noted that the subject property does not fall within the area of the proposed *TPS No 6 Scheme Amendment No 42 Building Height Limits – Salter Point*.
2. The position of the building has been amended by moving it forward towards Sulman Avenue. The topography closer to Sulman Avenue is less severe. An examination of the levels will reveal that the proposed building is compliant with the requirements of *TPS No 6*. The proposed building is similar in height to the building currently being constructed on the northern adjoining lot.
3. The measuring point has been checked and determined in accordance with *TPS No 6* requirements as R.L 11.85. The natural fall of the land within the building height envelope where it is proposed to build two (2) storey portion of the dwelling is less than 3.5m and therefore the building height is compliant. The second building height envelop occurs within the 6.0m setback from River Way where only a single storey garage with open balcony is proposed. (refer to elevations). This building height is also compliant.

Cut and Fill - TPS No 6 Clause 6.10 (1)

In your letter of 15 November 2013, the City has requested that with respect to TPS No 6 Clause 6.10 (1) that the Finished Floor Level be set in a manner that is compliant with the concept of a balanced cut and fill.

TPS Clause 6.10(1) states as follows:-

- (ii) *The floor level shall not be at a level which, in the Councils opinion, would cause the building to unreasonably adversely affect the amenity of neighbouring properties in relation to visual impact and overshadowing.*
- (iii) *The Council may require the floor level to be varied where necessary in the Councils opinion to achieve a visually balanced streetscape, having regard to the floor levels of buildings on adjoin lots.*

The Finished Floor Levels have been dictated by two factors namely:-

1. The topography of the lot. An examination of the feature survey will reveal that the block is relatively flat at the western end and falls away sharply towards River Way within the last 10 metres. The design of the dwelling incorporates an undercroft garage so as to blend the building into the natural contours of the land and to minimise substantial earthworks.
2. The dwelling currently under construction at 26A Sulman Avenue determines the finished floor levels of the proposed dwelling at 26B Sulman Avenue. The proposed floor level has again been set to minimise earthworks so as not to undermine the adjoining building.
3. The proposed finished floor level satisfies the requirement of *TPS No 6 Clause 6.10 (1)* as it provides a visually balanced streetscape by matching the floor level on the adjoining lot. The proposed dwelling has been positioned and designed to match both the levels and setbacks of 26B Sulman Ave which Council have already approved and is currently under construction.

Trees on Development Sites - Council Policy 350.5

An examination of the site plan will reveal that it is proposed to plant a 3.0m high tree at the southern end of the frontage in accordance with Council Policy.

Boundary Retaining Walls

The elevations have been amended to show the extent and height of retaining walls along the boundary. Note that the bottom of wall (BOW) and top of wall (TOP) have been detailed on the plan. These walls have been restricted to a maximum of 500mm in height.

Consultation for Planning Proposals - Council Policy 301

In your letter dated 15 November 2013, the City has provided some feedback following advertising of the proposal. The neighbour's comments are vague and it is difficult to respond given the lack of detail however many of their concerns have been addressed in this submission. Compliance with the deemed to comply provisions of the R- codes is only one of the alternative ways of complying and we have elected to demonstrate compliance under the performance provisions of the Design Principles.

Accordingly we urge the Council to dismiss the objections as they cannot be substantiated on planning grounds.

Conclusion

On balance, it is considered that the proposed dwelling will contribute towards the existing streetscape whilst ensuring that it will not be injurious to the amenity of the adjoining properties and streetscape along Sulman Avenue and River Way.

We therefore request that Council considers the application on its merits and supports the development as per the attached plans.

Should you require any further information or clarification I can be contacted on 0488 966 155.

Yours sincerely

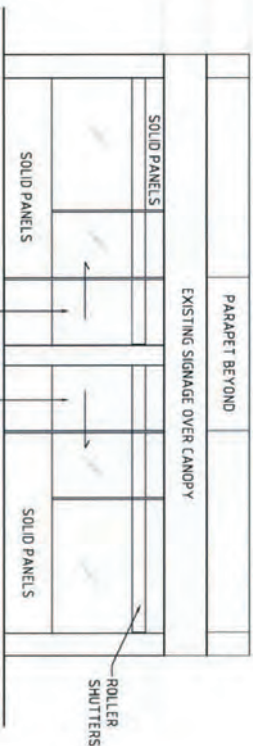
**Andre
Gillot**

**DIRECTOR
FAST TRACK APPROVALS PTY LTD**

Digitally signed by Andre Gillot
DN: cn=Andre Gillot, o=Fast
Track Approvals Pty Ltd, ou,
email=andre@fasttrackit.net.au,
c=AU
Date: 2013.12.17 10:22:58
+08'00'



PHOTO OF CURRENT SHOPS



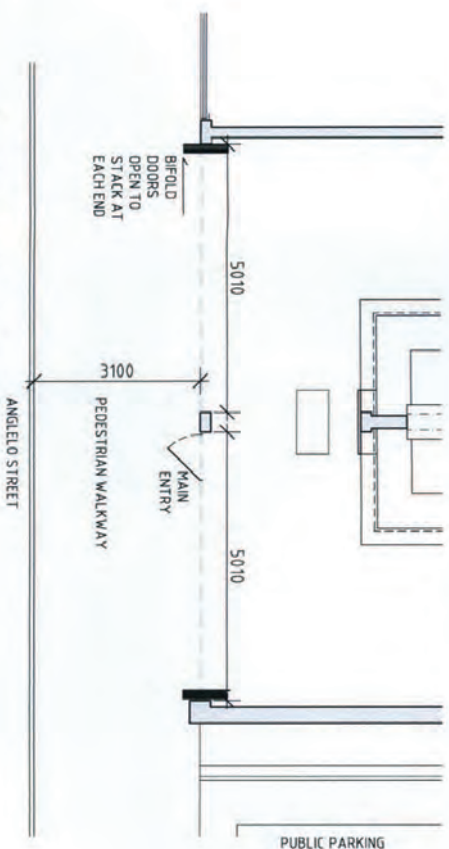
EXISTING ELEVATION

Scale 1:100

EXISTING FABRIC AWNING TO BE REMOVED



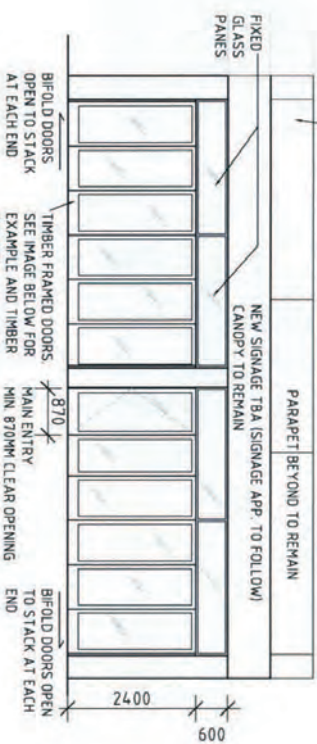
PHOTO OF CURRENT SHOP FRONT



PROPOSED PLAN (PARTIAL)

Scale 1:100

PARAPET BEYOND TO BE PAINTED, PTT SEE SAMPLE BELOW



PROPOSED SHOP FRONT ELEVATION

Scale 1:100



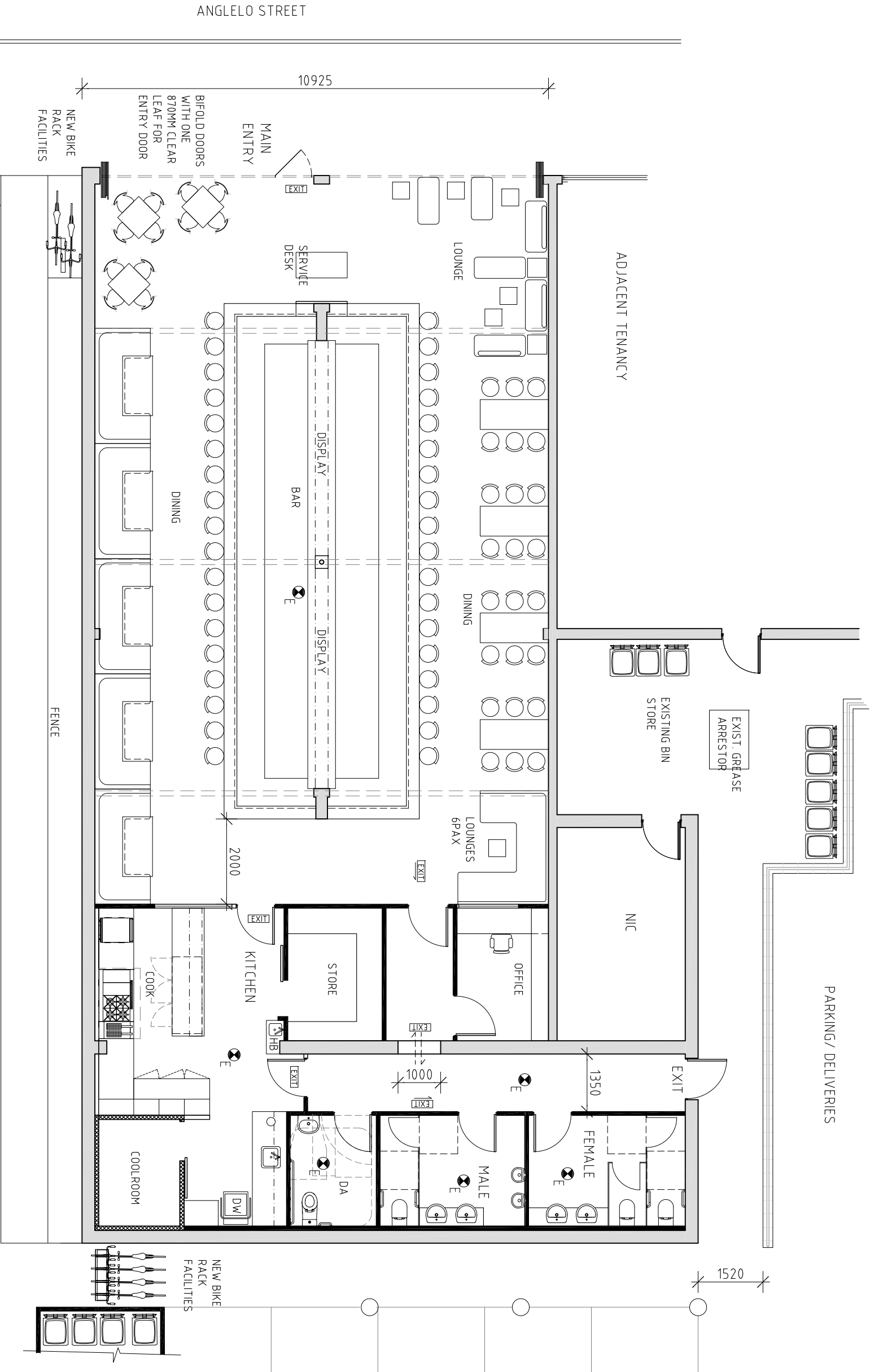
EXAMPLE OF BIFOLD DOOR SYSTEM AND TIMBER COLOUR

SIGNAGE TO SIT IN SAME LOCATION AS EXISTING. SEPARATE SIGNAGE APPLICATION WILL BE LODGED AT A LATER DATE.



NEW BUILDING COLOUR, PARAPET AND SIDE OF BUILDING PTT

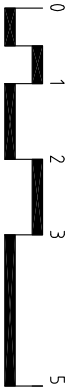
DRAWING NO. 03		
SCALE	REVISION	
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ELEVATIONS		
DRAWING TITLE		
STIELY DESIGN		
commercial, hospitality & residential interior design		
0429 146 122		
CLIENT		
RESTAURANT/ BAR		
79 ANGELLO STREET		
SOUTH PERTH, WA 6151		
REV. DETAILS		
A	FOR PLANNING APPROVAL	19.10.19
Contractors must check all dimensions on site and confirm with the designer. Do not make any changes. Copy right © 2019. Design and drawings are the property of Stiel Design and may be copied or reproduced without the written consent of the designer.		



PARKING LOT

PROPOSED FLOOR PLAN

Scale 1:100
Total Square Meters: 271
Public Area: 124



PARTITIONING LEGEND

GYPROCK PARTITION, 2000R SOUND RATED
64MM STUD TO 3000 HIGH WITH 13MM GYPROCK SHEETING. SELECTED PAINT FINISH, REFER TO FINISHES SCHEDULE.

NEW FULL HEIGHT GLAZING
45 X 25 COMMERCIAL SECTION (AS1), POWDERCOATED, SILICONE JOINT MINIMUM WIDTH 1200, 12.38 LAMINATED GLASS

EXISTING BUILDING

NEW DOOR
REFER TO DOOR SCHEDULE
MIN 870mm

FLUSH CEILING - GYPROCK
3000
HEIGHT ABOVE FLOOR LEVEL

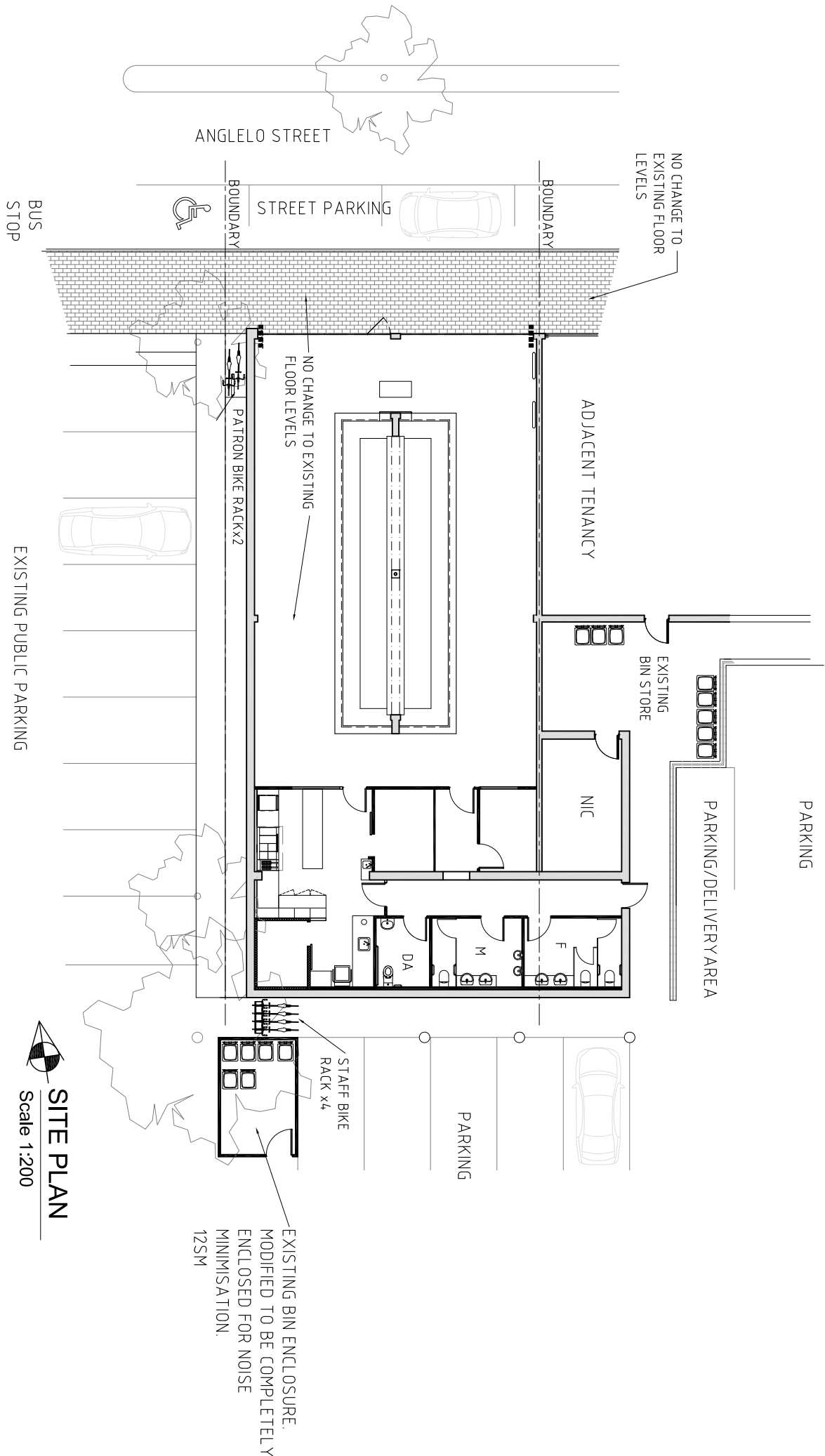
NOTES


ILLUMINATED EMERGENCY EXIT SIGN.
NOTE: WITH BATTERY BACK-UP. SEMI RECESSED FLAG TYPE. RUNNING MAN. WITH ARROWS AS INDICATED.
1 SINGLE SIDED, SIDE NOTED ON PLAN
2 DOUBLE SIDED

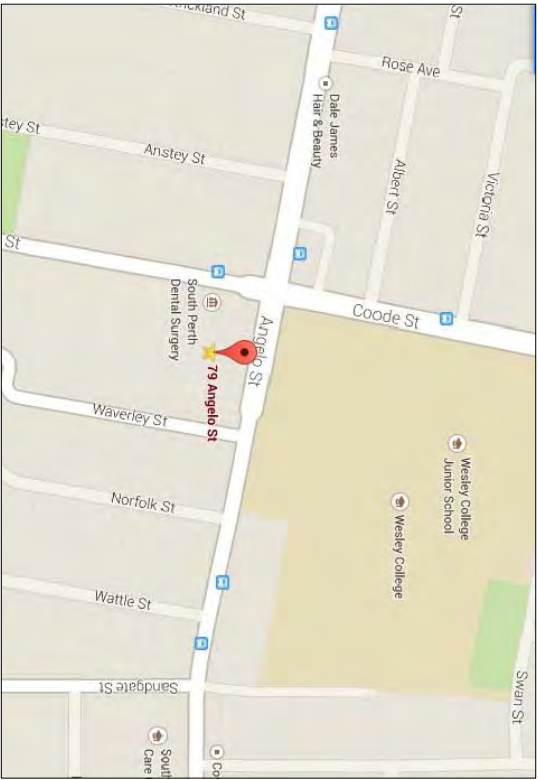
EMERGENCY LIGHT
1 X 10W OPTICA

SCALE		REVISION	DRAWING NO.
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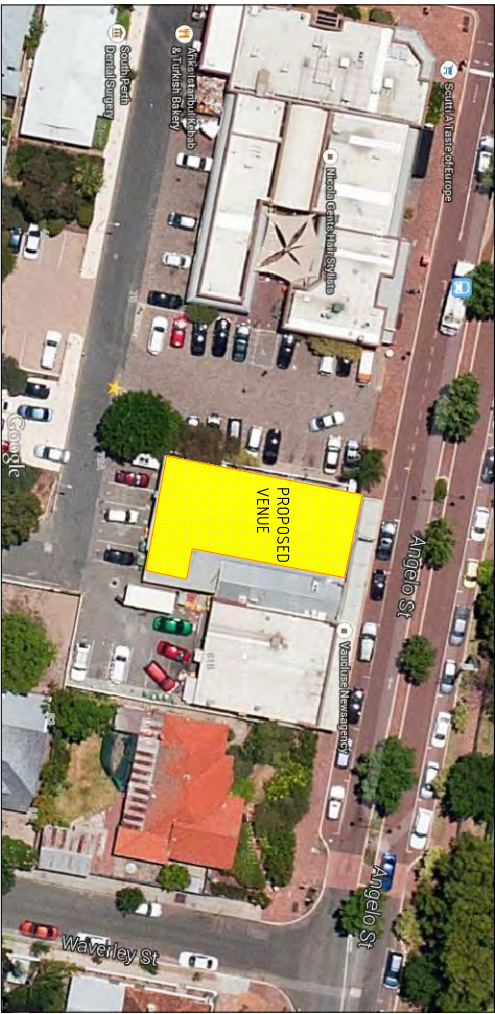
01



 **SITE PLAN**
Scale 1:200

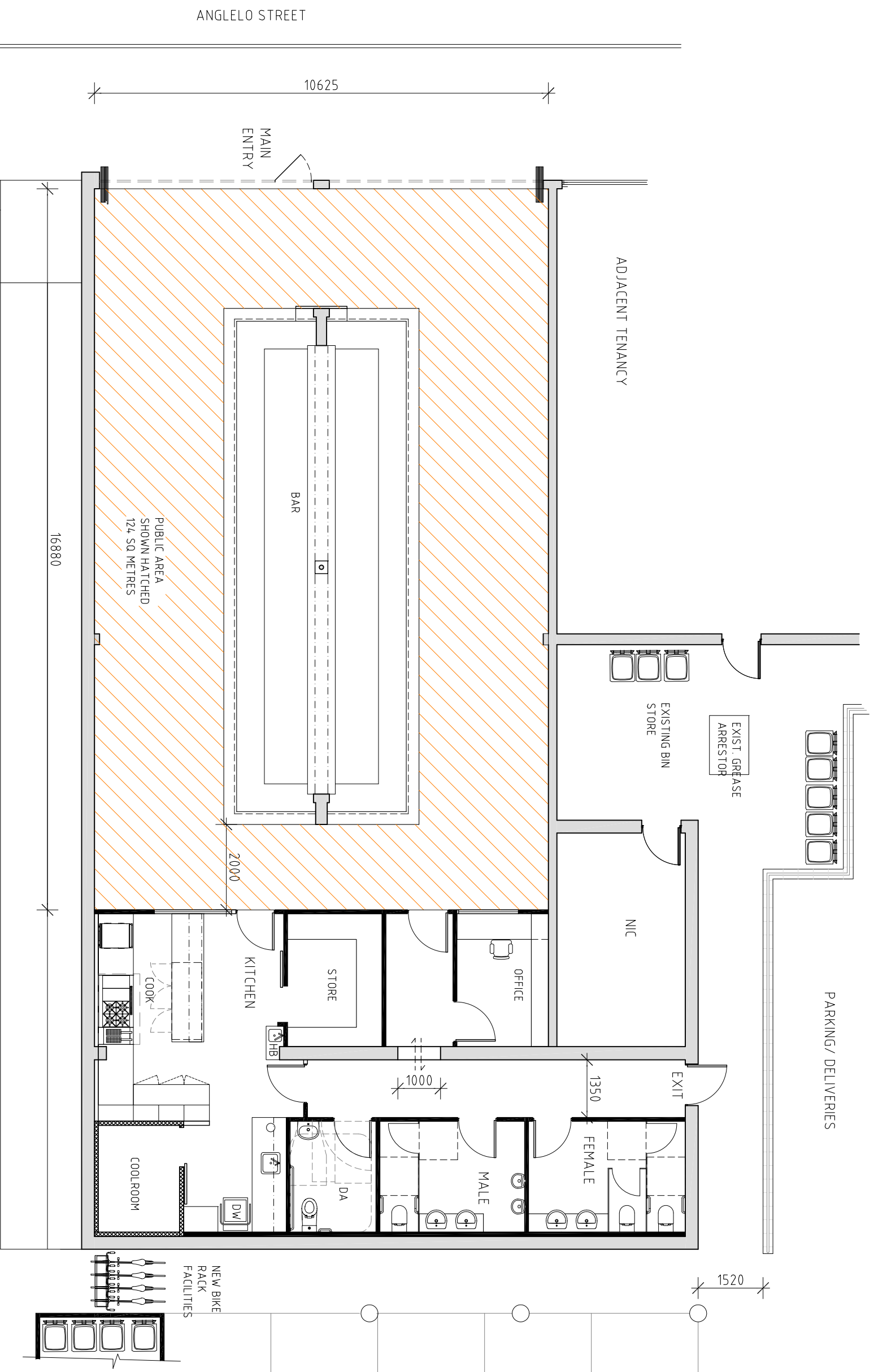


 **SITE PLAN**
Scale NTS



 **SATELITE PLAN**
Scale NTS

C	FOR PLANNING APPROVAL	28.1.14
B	FOR PLANNING APPROVAL	13.1.14
A	FOR PLANNING APPROVAL	10.10.13
REV: DETAILS DATE:		
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CLIENT		
RESTAURANT/ BAR		
79 ANGELO STREET		
SOUTH PERTH, WA 6151		
STIEL Y DESIGN		
commercial, hospitality & residential interior design		
0429.746.722		
DRAWING TITLE		
SITE PLANS		
SCALE	REVISION	DRAWING NO. 02
1:100@A3	C	



CALCULATIONS OF PUBLIC SPACE

FRONT AREA: $16.9 \times 10.6 = 179 \text{ sm}$

BAR AREA: 55 sm (SUBTRACTED FROM TOTAL ABOVE)

TOTAL PUBLIC AREA: 124 SQ METRES

NOTE: AREAS DETERMINED ELECTRONICALLY USING AUTOCAD SOFTWARE

A	FOR PLANNING APPROVAL	15.1.14.
REV:	DETAILS:	DATE:
Contractors must check all dimensions on site and confirm quantities before starting any work or shop drawings. Do not scale off drawings. Copyright © 2012. Drawings may not be copied or reproduced without the written consent of the designer.		
CLIENT		
RESTAURANT/ BAR 79 ANGELO STREET SOUTH PERTH, WA 6151		
<i>STIELY DESIGN</i> commercial, hospitality & residential interior design <i>0429 146 122</i>		
DRAWING TITLE		
PUBLIC AREA CALCS		
		DRAWING NO.
SCALE	REVISION	04
1:100@A3	A	

“ANGELO STREET SMALL BAR/RESTAURANT”

79 Angelo Street, South Perth



Operational Management Plan

THE ANGELO ST SMALL BAR/RESTAURANT CONCEPT

- **It is the intention of Angelo Street Investments Pty Ltd to open a small bar/restaurant that provides a classy yet casual establishment for a wide local audience.**
- It will feature the following:
 1. A casual, sophisticated bar/restaurant designed for seated conversation
 2. A full restaurant kitchen offering a tapas style menu serving fresh, modern food for lunch and dinner
 3. Premium food and beverages which attract patrons seeking a more high end experience
 4. Restaurant table service
- Our bar/restaurant is designed with local residents in mind.
- We wish to build a regular patronage of all demographics and ages by creating an environment that all patrons will be comfortable in.
- We will work with the local community and the environment to build a strong long term relationship that benefits everyone.

Angelo Street Investments Pty Ltd will follow a similar business model to the successful Bad Apples Bar/Restaurant in Kearns Crescent, Ardross.

GENERAL

1. The Licensee and Management will take care to ensure that the business activities of Angelo Street Investments Pty Ltd do not have undue adverse impact on residents of the surrounding neighbourhood.
2. The Licensee and Management will implement strategies to minimize noise disturbance from the operation of the bar/restaurant.
3. Proposed hours of operation:
11AM – Midnight Monday to Saturday
11AM – 10pm Sunday
4. The maximum patron capacity is 120 patrons.
5. Deliveries will only be accepted after 7am and will be accepted only from the Angelo Street entrance to avoid blockage of the rear lane-way. The front entrance will be a wide doorway which will be more suited for deliveries as the rear door is too narrow.
6. At the commencement and the completion of each business day, a complete patrol will be conducted of the area surrounding the premises to ensure it is secure and all rubbish is cleared.
7. We have received approval from the landlord to enclose our bins in a noise reducing bin enclosure to eliminate the spread of waste and odours and minimise noise when disposing of waste. This is shown on the attached plan. The bins will be washed as part of our weekly cleaning procedure to reduce odours.
8. Our small kitchen only operates a very small cooking line up and we deal with a lot of fresh food and lightly cooked produce. In respect of this, there will be very little odour from the kitchen. We will install the appropriate health standard exhaust/fan with the appropriate filters.

NOISE

1. The bar/restaurant has been designed to operate as a closed door venue at night which means all patrons enter through a closed door and there are no open air areas of the venue. This, coupled with the inclusion of sound panels within the interior fit out will eliminate internal ambient noise disturbance to our neighbours.
2. Internal speaker selection and placement will be undertaken with care, with no bass amplifier fitted, so to eliminate disturbance to residents of the surrounding neighbourhood. Speakers will generally be angled down and away from door openings.
3. Any music played within the bar/restaurant will be of background volume, so as to never overshadow conversation between patrons and the only function being to create and compliment the ambience of the bar/restaurant.
4. Patrons will be monitored by staff when using the areas outside the premises for smoking in regards to behaviour and noise, as to respect the residential nature of the neighbourhood.
5. No live acts or entertainment are to perform at the venue.
6. To minimize noise generated from the removing glass and other waste from the premises into the bins, we intend to build a noise insulated bin enclosure at the rear of the building. We will also increase our number of bins so only 2 waste collections per week are required to minimize waste collection noise from trucks in early mornings.
7. Deliveries will only be accepted after 7am to avoid noise disruption from early morning deliveries.
8. The noise of patrons leaving is always difficult to control. However, Annexure A demonstrates that in the case of Bad Apples Bar the number of patrons and the time at which they are leaving the venue is relative to the day of the week and suitable for a residential neighbourhood. The Annexure A also shows that in the case of Bad Apples Bar the number of people actually driving is only 43% of patrons which significantly reduces car noise from patrons leaving.

SAFETY & SECURITY

1. Our priority will be to build a working relationship with the Police, the City of South Perth, and the local community through communication and liaison. We will consult with these authorities, including our employed security services, to ensure they are aware of our policies, procedures and closing times.
2. The entrance and surrounds of the premises will be well lit for patron and staff safety and security.
3. The premise will provide for internal closed circuit television and digital recorder. The location of the camera heads will be installed in accordance with policies and standards adopted by the Office of Liquor Gaming and Racing with particular coverage to principal entrance/s and exits, all areas within the premises occupied by the public (excluding toilets) and external vicinity within a 10m radius of entrances and exits.
4. Patrons will not be permitted to leave the premises with any glass or open bottles on their person.
5. The bar/restaurant will not serve shooters or drinks that encourage rapid consumption of alcohol at any time or advertise promotions that encourage excessive drinking.
6. Safe transport will be readily available and staff will assist in every manner possible. Staff will inform patrons of nearby bus routes (20m) and will assist in calling a taxi immediately when requested.
7. Our style of bar/restaurant offers a premium product and dining experience which attracts a certain demographic that enjoy a seated bar/restaurant environment with table service, food to accompany their alcoholic beverage and a setting that allows conversation to occur. Catering towards such a demographic and tailoring our bar/restaurant to encompass their specific needs reduces the chances of antisocial behaviour and promotes responsible patronage.
8. While we are seeking a Small Bar Licence, we have the same effect on the surrounding and greater community as a restaurant. This has been successfully demonstrated by Bad Apples Bar in Ardross which has been operating since January and has never required security or police assistance and has an excellent track record with Liquor enforcement. Even on busy nights the majority of patrons at Bad Apples Bar are seated, eating a meal and enjoying conversation. Our price point and quality of product also ensures we do not attract an undesirable clientele again reducing the chance of any antisocial behaviour.
9. The Licensee and Management will ensure our neighbours have access to direct contact details for the key management staff at our venue at all times.

RESPONSIBLE SERVICE OF ALCOHOL

1. The Licensee and Management will ensure that the premises are administered in accordance with the Liquor Industry Code of Practice for the Responsible Service of Alcohol. In accordance with this, a copy of our House Management Statement, code of conduct and liquor license will be displayed clearly at the entrance area and made readily available to all members of staff involved in the sale and/or supply of alcohol.
2. All reasonable steps will be taken by the Licensee and the Management to avoid activities that can lead to excessive consumption or abuse of liquor. The bar/restaurant will not serve shooters or drinks that encourage rapid consumption or advertise drink specials or discounts on alcohol to encourage drinking. There will not be having live music or dance floors nor anything that contributes to a party atmosphere. Therefore, the venue will not encourage anti-social behaviour, nor will it aim to attract patrons that seek to be inebriated who may in turn have anti-social behaviour.
3. The Licensee, Management and all cashier/bar staff members will complete the RSA course prior to commencing work at the establishment. A register of certificates of completion will be kept on file for viewing by the WA Police and Department of Liquor as required.
4. The Licensee and Management will, in accordance with current legislation, encourage patrons to drink responsibly and ask patrons to leave if they become intoxicated, disorderly, violent or quarrelsome.
5. By refusing entry to the premises to obviously intoxicated people, incidences such as those listed above will be minimized.
6. Low alcohol beer and non-alcoholic beverages will be available at all times when full strength liquor is available.
7. The Licensee and Management will ensure all requirements of our Liquor License and RSA requirements are met and explicitly adhered to.

COMPLAINT RESOLUTION

1. The Licensee and Management will implement a complaints handling policy to properly address complaints from residents in the surrounding neighbourhood. This policy will seek to resolve any complaints without the involvement of The City of South Perth or the local Police.
 1. Management will ensure our neighbours have access to direct contact details for the key management staff at our venue and will maintain a log book of complaints detailing the date, time and nature of the complaint, the name and address of the complainant, details of communication between staff and the complainant, actions proposed to address the complaint and the date and time the action is to be undertaken.
 2. Management will respond to all complaints within a reasonable timeframe.
 3. Management will be available to meet with complainants at any reasonable time with a view to resolving amicably any reasonable concerns that are raised.
 4. Management will review the log book monthly to ensure complaints are being logged and managed correctly.

HOUSE MANAGEMENT POLICY

The Licensee, Management and Staff of **THE ANGELO STREET BAR/RESTAURANT** recognise the right of every individual to enjoy alcohol in a safe, sociable and legally responsible environment. It is our commitment to provide this environment with the highest level of hospitality service and the health and safety of our patrons being the highest priority. **THE ANGELO STREET BAR/RESTAURANT** will ensure absolute compliance with the rules and regulations of the Liquor Control Act 1988 and all staff will be diligent in the principles of Responsible Service of Alcohol.

CODE OF CONDUCT

We promise that our STAFF will:

- Provide a friendly and professional service to our patrons.
- Observe the principles of Responsible Service of Alcohol and not encourage or permit excessive or dangerous drinking practices.
- Observe their legal obligations under the Liquor Control Act
- At all times, be courteous and helpful to patrons.
- Wherever possible provide information and advice to customers to promote a focus on the culture of premium beverages and fine food.
- Look for the signs of intoxication and encourage the partaking of food and water in a polite manner.
- Respect the rights of our neighbours to not be unduly disturbed or inconvenienced by the operation of the licensed premises or the conduct of our patrons.
- Address any complaint with respect and attempt to resolve the issue in a cooperative manner.

We expect that our patrons will:

- Consume alcohol responsibly and not demand or engage in unsafe drinking practices.
- Behave in a manner that does not inconvenience or place at risk the safety of other patrons or our staff.
- Consider the advice and accept the instructions of staff.
- Leave the premises quickly and quietly when requested to do so by staff.
- Be considerate of our neighbours when leaving the licensed premises.
- Request our staff to order a taxi rather than drive when intoxicated.
- Be mindful of the behaviour and state of intoxication of friends and take action to ensure their safety and the safety of other patrons.
- Dress appropriately while on the licensed premises.
- Provide ID when requested to do so.
- Not engage in any unlawful activity on the licensed premises.

REVIEW

1. This Operational Management Plan will be reviewed at least every 12 months and prior to the submission of any new development application to the appropriate approval body.
2. This Operational Management Plan will be supplied to any prospective purchaser of the site, or new licensee and shall be updated and signed by any new owner or licensee and a copy provided to The City of South Perth.

ANNEXURE A – Bad Apples Bar Patron and Parking Survey

Bad Apples Bar Patron Survey: An average Tuesday, Friday and Sunday we surveyed at Bad Apples Bar to record how many patrons were present at certain times of the day. Bad Apples Bar opens at 11am each day and closes at midnight Monday to Saturday and at 10pm on Sunday. The data was recorded by Mitch Ryan, Bad Apples Bar Venue Manager.

Day	time (pm)	# patrons inside	Observations
Tuesday	12:00 PM	4	On a Tuesday Bad Apples Bar had a maximum of 17 patrons on the premises during business hours. The bar did not see an increase in patrons until after 5:00pm.
12/02/2013	1:00 PM	16	
	3:00 PM	7	
	5:00 PM	17	
	6:00 PM	32	Between 6:00pm and 8:00pm Bad Apples Bar had its largest increase in patrons with a maximum of 72 patrons at 8:00pm.
	7:00 PM	61	
	8:00 PM	72	After 8:00pm patrons begin to steadily leave the premises. The majority of patrons leave before 10:00pm. There is only 26 patrons on the premises after 10:00pm.
	9:00 PM	54	
	10:00 PM	26	
Friday	12:00 PM	16	On a Friday Bad Apples Bar had a maximum of 34 patrons on the premises at 3:00pm. Between 3:00pm and 5:00pm this increased to 49, less than 41% of capacity. The bar saw its biggest increase in patrons after 5:00pm.
15/02/2013	1:00 PM	28	
	3:00 PM	34	
	5:00 PM	49	
	6:00 PM	82	Between 6:00pm and 8:00pm Bad Apples Bar had its largest increase in patrons with a maximum of 118 patrons at 8:00pm.
	7:00 PM	111	
	8:00 PM	118	On a Friday night the bar remains busy from 8:00pm to 10:00pm with only minimal patrons leaving. The majority of patrons (97) leave after 10:00pm.
	9:00 PM	113	
	10:00 PM	97	
Sunday	12:00 PM	2	On a Sunday Bad Apples Bar had a maximum of 32 patrons on the premises during the lunch period.
12/01/2014	1:00 PM	32	
	3:00 PM	13	
	5:00 PM	21	Between 5:00pm and 7:00pm Bad Apples Bar had minimal patronage with a maximum of 22 patrons at 7:00pm.
	6:00 PM	21	
	7:00 PM	22	After 7:00pm patrons begin to steadily leave the premises. Nearly all patrons leave before 9:00pm.
	8:00 PM	15	
	9:00 PM	2	
	10:00 PM	0	
Bad Apples Bar Patron Survey: During the week of 6th January to the 13th January at Bad Apples Bar 168 patrons were surveyed at random to record whether they drove a car or used another method of transport to and from the bar.			
Driver/ Non-Driver	# patrons	Percentage	
Driver	72	43%	
Non-Driver	96	57%	
TOTAL	168	100%	

ANNEXURE A – Bad Apples Bar Patron and Parking Survey

Conclusions:

Angelo Street Bar is developed on the same business model and service offering as Bad Apples Bar and they share a very similar locality and target demographic. Therefore using the statistics above, we can draw conclusions as to the impact of noise, disturbance and parking demand on the local community.

All 3 days demonstrate that the peak time for patronage at Bad Apples Bar is after 5:00pm with only 15% - 41% of allowed patronage on premises during business hours. We conclude that the Angelo Street Bar will create no more impact on the surrounding businesses and residents than any other type of business suitable to this tenancy including the previous supermarket during business hours Monday to Friday.

The Tuesday and Friday data shows the peak period of patronage for Bad Apples Bar is between 6:00pm and 8:00pm as we conclude this is the consistent Monday through Saturday. We conclude this will also be same for Angelo Street Bar. As far as we have ascertained, all businesses immediately surrounding the Angelo St premises are closed by 6:00pm except for the Kebab shop. Therefore we conclude that the peak period for Angelo Street Bar will not cause undue parking congestion and disturbance to local businesses.

We also conclude that Angelo Street Bar will not cause undue parking congestion and disturbance to local residents because suitable car parking will be available for patrons during our peak period as the surrounding car parks will not be servicing many other businesses after 6:00pm.

The data shows that between 8:00pm and 10:00pm on a Tuesday and 7:00pm and 9:00pm on a Sunday the majority of patrons leave Bad Apples Bar. Therefore the largest amount of noise caused by patrons leaving is between these times. We conclude that Angelo Street Bar will have minimal noise impact on the surrounding residents from patrons leaving after 10:00pm Monday to Thursday and after 9:00pm on Sundays.

The data indicates that approximately only 43% of patrons are driving a car to and from Bad Apples Bar. Therefore we conclude that at Angelo Street Bar approximately only 43% of patrons will drive to and from the premises which significantly reduces the impact of noise, disturbance and congestion on the local residents and businesses compared to the assumption that all patrons on premises are driving.

ANNEXURE B – Bad Apples Bar Residential Surveys

PREFACE:

On Sunday 12th January 2013, Brett Nichols, part owner of Bad Apples Bar and a representative of Angelo Street Investments Pty Ltd, conducted a survey of local residents close to Bad Apples Bar to record any impact the bar causes to them. Of the 31 houses that Mr Nichols approached:

8 residents completed the survey

7 residents declined to complete the survey

And the remaining 16 residents did not answer their door.

All 8 surveys are included here and no surveys were omitted. Of the 8 surveys completed 5 residents did patronise Bad Apples Bar, 3 residents did not. However, all 8 residents provided the same responses:

The all believe Bad Apples Bar is a well-managed establishment and does not cause undue offence, annoyance, disturbance or inconvenience.

All residents responded that they are not disturbed by noise from Bad Apples Bar and that it has a positive effect on the local community.

CONCLUSIONS:

The Angelo Street Bar will be owned and operated by the same owners as Bad Apples Bar.

The Angelo Street Bar will be modelled on the same business model as Bad Apples Bar.

Therefore we conclude that the local residents surrounding Angelo Street Bar will also have minimal to no impact from the bar operations and will form the opinion that it has a positive effect on the local community.

Residential Survey

Bad Apples Bar – Unit 6 / 16 Riseley Street, Ardross

The operator of Bad Apples Bar is conducting a survey to assess the impact the venue has on the surrounding community. The answers you provide will assist the management team at Bad Apples Bar to improve the service it offers to the local community and may be used by Bad Apples Bar's associated companies in relation to their endeavours elsewhere. Copies of the surveys may be provided to government authorities as thought fit.

Please complete the following statements by crossing out the response that does not apply to you.

I reside within 250 metres of Bar Apples Bar and I ~~DO~~ ~~DO NOT~~ patronise this venue.

I believe Bad Apples Bar ~~IS~~ ~~IS NOT~~ a well-managed establishment and I believe Bar Apples Bar ~~DOES~~ ~~DOES NOT~~ cause undue offence, annoyance, disturbance or inconvenience to me.

Bad Apples Bar ~~DOES~~ ~~DOES NOT~~ affect my sense of safety or security when:

☒ I am in my home

☒ I am within close

proximity to the venue

☒ I patronise the venue

I ~~HAVE~~ ~~HAVE NOT~~ been aware of antisocial behaviour in the community resulting from patronage of Bad Apples Bar.

I ~~AM~~ ~~AM NOT~~ disturbed by noise from Bad Apples Bar.

Bad Apples Bar has a ~~POSITIVE~~ ~~NEGATIVE~~ effect on my local community because:

It brings the community together with
food & drinks

I would also like to add:

I drink here at least 3 nights a week
& have always had a pleasant
night. I've never had any troubles at
Bad apples.

Name: PATRICK CORR

Address: 146 Linen Road, Applecross, 6153

Proximity to Bad Apples Bar: 500m

Contact: 0404 445 383

Signature: 

Date: 12/01/14

Thank you very much for your assistance.

Residential Survey

Bad Apples Bar – Unit 6 / 16 Riseley Street, Ardross

The operator of Bad Apples Bar is conducting a survey to assess the impact the venue has on the surrounding community. The answers you provide will assist the management team at Bad Apples Bar to improve the service it offers to the local community and may be used by Bad Apples Bar's associated companies in relation to their endeavours elsewhere. Copies of the surveys may be provided to government authorities as thought fit.

Please complete the following statements by crossing out the response that does not apply to you.

I reside within 250 metres of Bar Apples Bar and I ~~DO~~ DO NOT patronise this venue.

I believe Bad Apples Bar ~~IS~~ IS NOT a well-managed establishment and I believe Bad Apples Bar ~~DOES~~ DOES NOT cause undue offence, annoyance, disturbance or inconvenience to me.

Bad Apples Bar ~~DOES~~ DOES NOT affect my sense of safety or security when:

☒ I am in my home

☒ I am within close proximity to the venue

☐ I patronise the venue
N/A

I ~~HAVE~~ HAVE NOT been aware of antisocial behaviour in the community resulting from patronage of Bad Apples Bar.

I ~~AM~~ AM NOT disturbed by noise from Bad Apples Bar.

Bad Apples Bar has a ~~POSITIVE~~ POSITIVE / ~~NEGATIVE~~ effect on my local community because:

I would also like to add:

I AM TOO OLD TO PATRONISE THIS VENUE

Name: BOTMAN, TRUUS

Address: 26 WILLCOCK STREET

Proximity to Bad Apples Bar: 200 metres

Contact: 9364 6307

Signature: T Botman

Date: 12/1/14

Thank you very much for your assistance.

Residential Survey

Bad Apples Bar – Unit 6 / 16 Riseley Street, Ardross

The operator of Bad Apples Bar is conducting a survey to assess the impact the venue has on the surrounding community. The answers you provide will assist the management team at Bad Apples Bar to improve the service it offers to the local community and may be used by Bad Apples Bar's associated companies in relation to their endeavours elsewhere. Copies of the surveys may be provided to government authorities as thought fit.

Please complete the following statements by crossing out the response that does not apply to you.

I reside within 250 metres of Bar Apples Bar and I ~~DO~~ / DO NOT patronise this venue.

I believe Bad Apples Bar ~~IS~~ / IS NOT a well-managed establishment and I believe Bad Apples Bar ~~DOES~~ / DOES NOT cause undue offence, annoyance, disturbance or inconvenience to me.

Bad Apples Bar **DOES / DOES NOT** affect my sense of safety or security when:

☒ I am in my home

☒ I am within close proximity to the venue

☐ I patronise the venue
N/A

I ~~HAVE~~ / HAVE NOT been aware of antisocial behaviour in the community resulting from patronage of Bad Apples Bar.

I ~~AM~~ / AM NOT disturbed by noise from Bad Apples Bar.

Bad Apples Bar has a **POSITIVE** / ~~NEGATIVE~~ effect on my local community because:

I would also like to add:


ITS AN ASSET, MY SON IS A REGULAR PATRON

Name: YVES DE ROCHE

Address: 31A RISELEY STREET ARDROSS

Proximity to Bad Apples Bar: 250 metres.

Contact: _____

Signature: 

Date: 12/1/14

Thank you very much for your assistance.

Residential Survey

Bad Apples Bar – Unit 6 / 16 Riseley Street, Ardross

The operator of Bad Apples Bar is conducting a survey to assess the impact the venue has on the surrounding community. The answers you provide will assist the management team at Bad Apples Bar to improve the service it offers to the local community and may be used by Bad Apples Bar's associated companies in relation to their endeavours elsewhere. Copies of the surveys may be provided to government authorities as thought fit.

Please complete the following statements by crossing out the response that does not apply to you.

I reside within 250 metres of Bar Apples Bar and I ~~DO~~ DO NOT patronise this venue.

I believe Bad Apples Bar ~~IS~~ IS NOT a well-managed establishment and I believe Bar Apples Bar ~~DOES~~ DOES NOT cause undue offence, annoyance, disturbance or inconvenience to me.

Bad Apples Bar ~~DOES~~ DOES NOT affect my sense of safety or security when:

☐ I am in my home

☐ I am within close

☐ I patronise the venue

proximity to the venue

I ~~HAVE~~ HAVE NOT been aware of antisocial behaviour in the community resulting from patronage of Bad Apples Bar.

I ~~AM~~ AM NOT disturbed by noise from Bad Apples Bar.

Bad Apples Bar has a **POSITIVE/NEGATIVE** effect on my local community because:

you get to socialise with people in
the local neighbourhood

I would also like to add:

Name: NIKKI Fulcher

Address: 83c Coogee Road Ardross

Proximity to Bad Apples Bar: 100 m

Contact: 0411890704

Signature: [Signature]

Date: 13/1/14

Thank you very much for your assistance.

Residential Survey

Bad Apples Bar – Unit 6 / 16 Riseley Street, Ardross

The operator of Bad Apples Bar is conducting a survey to assess the impact the venue has on the surrounding community. The answers you provide will assist the management team at Bad Apples Bar to improve the service it offers to the local community and may be used by Bad Apples Bar's associated companies in relation to their endeavours elsewhere. Copies of the surveys may be provided to government authorities as thought fit.

Please complete the following statements by crossing out the response that does not apply to you.

I reside within 250 metres of Bar Apples Bar and I ~~DO~~ / **DO NOT** patronise this venue.

I believe Bad Apples Bar ~~IS/IS NOT~~ a well-managed establishment and I believe Bad Apples Bar ~~DOES~~ / **DOES NOT** cause undue offence, annoyance, disturbance or inconvenience to me.

Bad Apples Bar **DOES / DOES NOT** affect my sense of safety or security when:

☒ I am in my home

☒ I am within close proximity to the venue

☐ I patronise the venue
N/A

I ~~HAVE~~ / **HAVE NOT** been aware of antisocial behaviour in the community resulting from patronage of Bad Apples Bar.

I ~~AM~~ / **AM NOT** disturbed by noise from Bad Apples Bar.

Bad Apples Bar has a ~~POSITIVE/NEGATIVE~~ effect on my local community because:

I would also like to add:


ITS AN ASSET, MY SON IS A REGULAR PATRON

Name: YVES DE ROCHE

Address: 31A RISELEY STREET ARDROSS

Proximity to Bad Apples Bar: 250 metres.

Contact: _____

Signature: 

Date: 12/1/14

Thank you very much for your assistance.

Residential Survey

Bad Apples Bar – Unit 6 / 16 Riseley Street, Ardross

The operator of Bad Apples Bar is conducting a survey to assess the impact the venue has on the surrounding community. The answers you provide will assist the management team at Bad Apples Bar to improve the service it offers to the local community and may be used by Bad Apples Bar's associated companies in relation to their endeavours elsewhere. Copies of the surveys may be provided to government authorities as thought fit.

Please complete the following statements by crossing out the response that does not apply to you.

I reside within 250 metres of Bar Apples Bar and I ~~DO~~ / ~~DO NOT~~ patronise this venue.

I believe Bad Apples Bar ~~IS~~ / ~~IS NOT~~ a well-managed establishment and I believe Bar Apples Bar ~~DOES~~ / ~~DOES NOT~~ cause undue offence, annoyance, disturbance or inconvenience to me.

Bad Apples Bar ~~DOES~~ / ~~DOES NOT~~ affect my sense of safety or security when:

- ☐ I am in my home
 ☐ I am within close proximity to the venue
 ☐ I patronise the venue

I ~~DO~~ / ~~HAVE~~ NOT been aware of antisocial behaviour in the community resulting from patronage of Bad Apples Bar.

I ~~AM~~ / ~~AM~~ NOT disturbed by noise from Bad Apples Bar.

Bad Apples Bar has a ~~POSITIVE~~ / ~~NEGATIVE~~ effect on my local community because:

it brings people together and has
really improved the lifestyle & atmosphere
of the area.

I would also like to add:

It invites a wide range of age groups &
has become an attraction to visit.

Name: Renee Turi

Address: 99 Coogee Rd, Ardross WA 6156.

Proximity to Bad Apples Bar: 200m.

Contact: 0404 222 504.

Signature: Renee

Date: 13-01-2014.

Thank you very much for your assistance.

Residential Survey

Bad Apples Bar – Unit 6 / 16 Riseley Street, Ardross

The operator of Bad Apples Bar is conducting a survey to assess the impact the venue has on the surrounding community. The answers you provide will assist the management team at Bad Apples Bar to improve the service it offers to the local community and may be used by Bad Apples Bar's associated companies in relation to their endeavours elsewhere. Copies of the surveys may be provided to government authorities as thought fit.

Please complete the following statements by crossing out the response that does not apply to you.

I reside within 250 metres of Bar Apples Bar and ~~I DO~~ / **DO NOT** patronise this venue.

I believe Bad Apples Bar ~~IS/IS NOT~~ a well-managed establishment and I believe Bad Apples Bar ~~DOES~~ / **DOES NOT** cause undue offence, annoyance, disturbance or inconvenience to me.

Bad Apples Bar **DOES / DOES NOT** affect my sense of safety or security when:

☒ I am in my home

☒ I am within close proximity to the venue

☐ I patronise the venue
N/A

~~I HAVE~~ / **HAVE NOT** been aware of antisocial behaviour in the community resulting from patronage of Bad Apples Bar.

~~I AM~~ / **AM NOT** disturbed by noise from Bad Apples Bar.

Bad Apples Bar has a **POSITIVE/NEGATIVE** effect on my local community because:

IT ALWAYS SEEMS TO BE BUSY WITH PEOPLE
GETTING TOGETHER FOR SUPPER.

I would also like to add:

I AM TOO OLD TO PATRONISE THIS VENUE, BUT WILL
TRY TO MAKE IT DOWN FOR A COFFEE

Name: MARGARET CAWS

Address: 30 WILLCOCK STREET ARDROSS (COR OF RISELEY STREET)

Proximity to Bad Apples Bar: 200 metres

Contact: 9364 8101

Signature: MARGARET CAWS

Date: 12/1/14

Thank you very much for your assistance.

Residential Survey

Bad Apples Bar – Unit 6 / 16 Riseley Street, Ardross

The operator of Bad Apples Bar is conducting a survey to assess the impact the venue has on the surrounding community. The answers you provide will assist the management team at Bad Apples Bar to improve the service it offers to the local community and may be used by Bad Apples Bar's associated companies in relation to their endeavours elsewhere. Copies of the surveys may be provided to government authorities as thought fit.

Please complete the following statements by crossing out the response that does not apply to you.

I reside within 250 metres of Bar Apples Bar and I **DO/ ~~DO NOT~~** patronise this venue.

I believe Bad Apples Bar **IS/ ~~IS NOT~~** a well-managed establishment and I believe Bad Apples Bar **DOES/ ~~DOES NOT~~** cause undue offence, annoyance, disturbance or inconvenience to me.

Bad Apples Bar **DOES / DOES NOT** affect my sense of safety or security when:

- ☒ I am in my home
 ☒ I am within close proximity to the venue
 ☒ I patronise the venue

I **HAVE/ ~~HAVE NOT~~** been aware of antisocial behaviour in the community resulting from patronage of Bad Apples Bar.

I **AM / ~~AM NOT~~** disturbed by noise from Bad Apples Bar.

Bad Apples Bar has a **POSITIVE/ ~~NEGATIVE~~** effect on my local community because:

IT IS A GREAT SMALL VENUE WITH A GREAT
LOCAL SUPPORT BASE OF REGULARS.

I would also like to add:

Name: MARCUS RAPAIĆ
 Address: 5 / 72 RISELEY STREET. APPLECROSS
 Proximity to Bad Apples Bar: 500 metres.
 Contact: 0610261772

Signature: MARAIĆ
 Date: 12/01/2014

Thank you very much for your assistance.

ANNEXURE C - Bad Apples Menu

Bar Tapas

Mixed spiced bar nuts DF V GF	7	Oceans Estate Chardonnay 2008 <i>[PM, AUS]</i>	48
Hand cut royal blue potato fries, tomato relish & lemon aioli GF V	11	Warner Glen Estate Chardonnay 2011 <i>[MR, AUS]</i>	12.5 58
Quail coxinha, cream of cheese	6	Flametree S.R.S Chardonnay 2012 <i>[MR, AUS]</i>	92
Haloumi, eggplant & zucchini stack GF V	10	Tapanappa 'Tiers Vineyard' Chardonnay 2008 <i>[AH, AUS]</i>	140
Ginger beer & bbq glazed chicken wings, lime and sesame dip	12		
Chicken skewers in dukkah, mint & cucumber yoghurt GF	10	Rosé / Orange	Glass Bottle
One side char grilled smoked venison chorizo, citrus tomato compote DF	13	Five O'Clock Somewhere Rosé 2012 <i>[MV, AUS]</i>	10 48
Wagyu slider burgers, our mustard, affumicata, pink mayo	16	Cirillo '1850' Rosé 2011 <i>[BV, AUS]</i>	48
Mixed lentils, pumpkin, ras el hanout Saffron, crème fraiche & pistachio V	10	Si Vintners 'Sophie' Rosé 2012 <i>[MR, AUS]</i> #	85
Almondigas Portuguese meatballs, spiced tomato, charred bread	13	La Stoppa 'Ageno' 2007 <i>[EM, IT]</i> #	105
Chicken liver pate, charred bread, pickled pear	14	Red Wine	Glass Bottle
		Glatzer-Dixon 'Nouveau' Pinot Noir 2013 <i>[TAS, AUS]</i>	58

Wine Tapas

Stuffed baby squid, pork belly & black rice, venison chorizo puree GF	17	Silverstream Pinot Noir 2012 <i>[MB, AUS]</i>	14 68
Cured scallops, cured duck, carrot & galangal GF	20	Ocean Eight Pinot Noir 2010 <i>[MP, AUS]</i>	85
Mushroom 3 ways- grilled, buttered & pickled, honey gremolata GF V	16	Cloudy Bay 'Te Wahi' Pinot Noir 2010 <i>[CO, NZ]</i> 🍷	120

denotes biodynamic, organic and/or natural winemaking practices

🍷 denotes wine exclusive to Bad Apples Bar

Textured salad of beetroot, passionfruit macadamia & fetta GF V	16	Ferngrove Merlot 2011 [GS, AUS]	54
Korean pork belly, kimchi slaw & nest DF	21	Lopez de Haro 'Crianza' Red Blend 2010 [RU, ESP]	13 60
Broad beans & lentils on a garden-style salad GF V DF	15	Castelli 'Empirica' Tempranillo 2012 [GEO, AUS]	62
Lamb ribs, minted pea, tomatoes & olives GF	21	La Curio 'The Nubile' Grenache Shiraz 2010 [MV, AUS] ☺	12.5 58
Pizzas		Cirillo '1850's' Grenache 2008 [BV, AUS]	105
Char grilled pizza bread, spice mix, smoked eggplant, cheese paste, pumpkin and haloumi salsa	15	Penfolds 'Cellar Reserve' Mataro 2010 [BV, AUS]	110
3 Chorizo, olives, rocket and parmesan	27	J & J Vineyards Shiraz 2011 [MV, AUS] #	9 39
Seafood, herb salad, tomato salsa	26	Express Winemakers Shiraz 2011 [MR, AUS]	13 60
Haloumi, zucchini, eggplant, has al hanout, pistachio yoghurt V	23	Blind Corner 'Field Blend' Shiraz Viognier 2011 [MR, AUS] #	60
Chicken, smoked ham, mushroom, avocado cream cheese	25	Yarra Yering 'Underhill' Shiraz 2004 [YV, AUS]	140
Pork belly, Asian flavours, pickled cucumber, mandarin, sprout salad	25	Craggy Range 'Le Sol' Syrah 2008 [HB, NZ]	190
Tomato, Buffalo Bocconcini, Basil V	24	Torbreck 'Run Rig' Shiraz 2009 [BV, AUS]	320
Wild mushroom mix, fetta, citrus sage, truffle oil, and yolk V	25	Waywood 'Quattro Vini' red blend 2010 [MV, AUS] ☺	64
		Glatzer 'Anaperenna' Shiraz Cabernet 2010 [BV, AUS]	88
		Castelli 'Il Cavaliere' claret blend 2010 [FR, AUS]	110

*# denotes biodynamic, organic and/or natural winemaking practices

☺ denotes wine exclusive to Bad Apples Bar

Cocktail List

Tom Collins \$15

Tall and refreshing, like adult lemonade.

Old Tom Gin, shaken with fresh lemon juice and sugar syrup into a tall glass topped up with soda.

Perfect Storm \$15

A Pirates dream and super refreshing.

Sailor Jerry Spiced Rum, lime, Angostura bitters and ginger beer served in a tall glass over ice – simply awesome!

French Martini \$15

A sweet sexy cocktail.

Belvedere Vodka, Chambord and pineapple juice, shaken into a Martini glass. J'adore.

Tommy's Margarita \$15

A twist on the classic Margarita - for a sweeter tooth.

Tequila, lime and Agave syrup, shaken into a salt rimmed glass over ice.

Margarita \$18

A classic, fresh and zesty.

Tequila, Cointreau and fresh lime juice shaken and strained into a salt rimmed Martini glass.

Apple Cross Eye \$18

A Bad Apples own creation, sweet and delicious.

Zubrowka Vodka, Chambord, Ginger Bread syrup shaken with apple juice served up in a Martini glass.

Espresso Martini \$18

It will keep you up all night long.

Espresso, Absolut Vanilla Vodka, Kahlua and white Crème de cacao shaken into sweet coffee goodness.

Aviation \$18

An elegant 20th century cocktail

West Winds Gin, lemon, Crème de violets and Maraschino, shaken into a pink haze and served up high.

Vanilla Passion Fruit Martini \$18


One for the Ladies.

Belvedere Vodka, Vanilla liquor and passion fruit shaken together for your pleasure.

Ward Eight \$18

One for Whisky lovers.

Rye Whisky, shaken with fresh orange and grenadine. It's too good.

O.Fournier 'Alfa Crux' red blend 136
2004 [MEN, ARG] 

Twin Cellars Malbec 2012 [MR, AUS] 10 48

Chalice Bridge 'The Estate' 48
Cabernet Merlot 2010 [MR, AUS]

Si Vintners Cabernet Sauvignon 52
red blend 2009 [MR, AUS]

Cape Mentelle 'Trinders' Cabernet 14.5 70
Merlot 2012 [MR, AUS]

Howard Park 'Scotsdale' Cabernet 80
Sauvignon 2011 [GS, AUS]

Cullens 'Diana Madeline' Cabernet 185
Blend 2010 [MR, AUS] #

Ceretto 'Zonchera' Barolo 2008 [AL, IT] 140

Bodegas Atalaya 'Alaya' 24 115
Garnacha Tintorera 2011 [AL, ESP]

Fortifieds & Stickies 60ml 750ml

Grant Burge 10YO Port [BV, AUS] 6.5 68

Baileys of Glenrowan 'Founder 7.5 72
Classic' Muscat [RG, AUS]


Qunita do Silva 'Magalhaes' Special 96
Ruby Port NV [DO, PO]

60ml 375ml

Dandelion 'Legacy of the Barossa' 9 53
30YO Pedro Ximénez [BV, AUS]

Silverstream 'Cane Cut' 10 56
Chardonnay 2009 [MB, AUS]

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 denotes wine exclusive to Bad Apples Bar

Bloody Mary \$20

A perfect drink and a perfect hangover cure.

Tomato juice and fresh lemon, shaken with Belvedere vodka, tabasco, Worcestershire sauce and cracked pepper.

A savoury delight.

Gin Crusta \$20

A beautiful classic cocktail.

West Winds Gin from Margaret River, Cointreau, lemon and Maraschino shaken and poured into a sugar rimmed glass. Perfection achieved.

Jungle Bird \$20

An awesome Tiki Cocktail from 1978.

Kraken Rum, Campari, pineapple juice, shaken down with cane sugar and lime. Sublime and mysterious.

Blood and Sands \$20

Another classic and the Bartenders favourite.

Chivas Regal 12 year, Cinzano Sweet Vermouth, Cherry Heering liquor and fresh orange juice, shaken and served up in a Martini glass.

Brandy Alexander \$22

A classic dessert cocktail, rich and delicious.

Courvoisier, Crème de cacao and cream, shaken together with a light dusting of nutmeg.

Basil-Berry Grande \$20

Muddled basil and mixed berries with Belvedere Vodka, Grand Marnier and Chambord. Served in a coupe with cracked black pepper.

Sparkling

	Glass	Bottle
Chatsfield Sparkling Shiraz [MB, AUS]		56
Four Sisters Chardonnay	8	42
Pinot Noir NV [GV, AUS]		
Castelli 'Checkmate' NV [GS, AUS]		48
Zuccolo Prosecco NV [TV, IT]	12	59
Howard Park 'Jete' Sparkling Rose NV [MB, AUS]	13	65
Langlois Chateau 'Crémant de Loire Blanc' Brut NV [LV, FR]		77
Moët Chandon Brut NV [CH, FR]	20	99
Louis Roederer 'Brut Premier' NV [RE, FR] 375mL		89
Veuve Clicquot 'Yellow Label Brut' NV [RE, FR]		138
Marc Chauvet 'Brut Tradition' NV [RE, FR]		144
A. R. Lenoble 'Blanc de Noirs' Premier Cru 2006 [DA, FR] #		158
Ruinart 'Blanc de Blancs' NV [RE, FR]		190

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☺ denotes wine exclusive to Bad Apples Bar

Summer Cocktails

Twentieth Century 18

A light gin cocktail with a subtle chocolate flavour and smooth finish, from the golden era of cocktail bartending.
Gin, crème de cacao and Lillet.

Singapore Sling 20

The classic cocktail, developed circa 1915, characterised in the original style of quality core ingredients.
Gin, Cherry Heering, Dom Benedictine and pineapple juice.

North Side 18

A very light, refreshing and thirst quenching drink, perfect for the ladies.
Sipsmith Vodka, Aperol, pineapple juice and passionfruit puree.

Long Island Iced Tea 20

A popular drink originating from the 1970s, 5 white spirits, English breakfast tea syrup, lemon and Coca Cola over ice.
Its served in a saucer.

Sloe Movement 18

A sweet yet tart cocktail. Full of flavour and texture. Plymouth Sloe Gin, quince jam, Cointreau, lemon and orange bitters

Monkey Gland 22

Pays homage to an old experiment which included monkey glands and fertility (enough said), Sipsmith London Dry Gin, fresh orange juice and grenadine, poured in to an absinthe rinsed cocktail glass.

Bottled Beers

Little Creatures Pale Ale (Pint)	14
5.2% 568ml Fremantle	
Peroni Nastro Azzuro	9
5.1% 330ml Italy	
James Boag's Premium Light	6
2.9% 375ml Tasmania	
Corona	9
4.5% 355ml Mexico	
Bootleg Brewery Wils Pils	9
4.9% 330ml Margaret River	
Grolsch 'Swing Top'	13
5% 450ml Holland	
Leffe Blonde	13.5
6.6% 330ml Belgium	
Zenzero Ginger Beer	9
3.5% 330ml Margaret River	
Rogue Hazelnut Brown Nectar	13
6.2% 355ml USA	
Rogue American Amber Ale	28
5.1% 650ml USA	
Green Flash "West Coast" IPA	27
7.3% 650ml USA	
Feral Hop Hog	10
5.8% 375ml Swan Valley	
Mash 'West Coast' Wheat Beer	9
4.5% 330ml Swan Valley	
Nail Ale Oatmeal Stout	12
6% 330ml WA	

Bottled Ciders

Batlow Premium Cider	9.5
5.2% 330ml NSW	
Lobo Cloudy Apple Cider	11.5
5.7% 330ml South Australia	
Fog City Apple Cider	15
6.0% 500ml Victoria	
Harcourts Pear Cider	15
5% 500ml NSW	
Lobo 'Dry Pear' Cider	26
5.6% 750ml South Australia	

White Wine

	Glass	Bottle
Moonstruck Moscato 2012 [VIC, AUS]	9.5	46
Castelli Riesling 2013 [PR, AUS]		52
Geoff Weaver (aged release) Riesling 2005 [AH, AUS]	12	58
Felton Road 'Bannockburn' Riesling 2013 [CO, NZ] #		70
Castelli 'Empirica' Gewurztraminer 2013 [MB, AUS]		58
First Drop 'Vivo' Arneis 2012 [AH, AUS]		48
Vinteloper Pinot Gris 2013 [FP, AUS]		56
Isabel Pinot Gris 2012 [MAL, NZ] #		60
The Alchemists Sauvignon Blanc Semillon 2012 [MR, AUS]	9	39
Cape Mentelle Sauvignon Blanc Semillon 2013 [MR, AUS]	13	58
Pikorua Sauvignon Blanc 2011 [MAL, NZ]	10	48
Urlar Sauvignon Blanc 2010 [GL, NZ] #		56
Cloudy Bay Sauvignon Blanc 2012 [MAL, NZ]	17	78
Fattori Danieli Soave 2011 [VT, IT]		64

Draught Beer (Schooners)

Little Creatures Rogers Fremantle 3.8%	8
<i>At 3.8% This Amber Ale By Little Creatures Is Great If You're Planning A Longer Session. Little Creatures' Penchant For Late Hopping Is Not Forgotten In This Mid(-Full) Strength.</i>	
Sierra Nevada Pale Ale USA 5.6%	11
<i>The Template Recipe For A Very Popular Fremantle Pale Ale, Imitation Is The Sincerest Form Of Flattery.</i>	
James Squire's 'Four Wives' Pilsener NSW 5%	9
<i>A Clear Gold Lager, Easy To Drink In The Warm Weather. A Hoppy 'Light' Beer By An Australian Favourite Craft Brewer.</i>	
James Squire's Orchard Crush Cider NSW 4.7%	9
<i>An Unfiltered, Cloudy Apple Cider. This Cider Has A Crisp And Refreshing Palate With A Satisfying Medium-Dry Aftertaste. Great For Summer On The Daybeds.</i>	
Mash 'The Challenger' IPA WA 5.8%	11
<i>Dry Hopped With English And Kiwi Hops, This IPA Is A Sessionable Drinker With A Hint Of Citrus And Apricot/Peach.</i>	
Hoegaarden Belgium 4.9%	13
<i>Original Belgian Wheat Beer. Orange, Coriander And Herb Aroma With A Smooth Cloudy Finish Lends Toward A Soft Palatable End Flavour .</i>	

denotes biodynamic, organic and/or natural winemaking practices

🍏 denotes wine exclusive to Bad Apples Bar

Coffee/Tea List	Dine in	Takeaway
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Espresso	3.5	4
Flat White	4.5	4.8
Latte	4.5	4.8
Cappuccino	4.5	4.8
Short Mac	4.2	4.5
Double Espresso	4	4.5
Long Black	4.5	4.8
Long Mac	4.5	4.8
Hot Chocolate	4.5	5
Chai Latte	5	5.5
Ristretto	4	4.5
Mocha	5	5.5
Ice Coffee	5.5	6
Extra shot	0.5	0.5
Soy	0.5	0.5
Affogato	5.5	6
+ liqueur	10.5	n/a
Liqueur Coffee	9.5	n/a
<i>Irish or Liqueurs</i>		
Pots of Tea	5	6
<i>Chai, Sencha Green, Chamomile, Earl Grey, English Breakfast, Peppermint</i>		

Soft Drinks

Acqua Panna Still Water 750ml	7.5
San Pellegrino Sparkling 750ml	7.5
Coke	4
Diet Coke	4
Lemonade	4
Soda Water	4
Tonic Water	4
Dry Ginger Ale	4
Solo	4
Bundaberg Ginger Beer	5
Juices	4
(Orange, Apple, Pineapple, Cranberry, Tomato)	
Mocktails	8

Dessert

Thai pannacotta, chilli, lime, coconut GF 12

Mini churros con chocolate e caramel 12

Banana, spiced custard, berries, icecream 12

Our Board

House cured meat with chicken liver pate, pickles, pear and grilled toast

1 x Meat 15

Additional meat(s) 3

Cheese Board

with quince paste, strawberries & crisp crackers

1 x Cheese 15

Additional cheese(s) 3

🍷 Brique D'Affinois [Rhône, FR]

Suggested Wine: Geoff Weaver Riesling '05

🍷 Quicke's Extra Mature Cheddar [Devon, UK]

Suggested Wine: Twin Cellars Malbec '12

🍷 Queso De Murcia Al Vino [Murcia, ESP]

Suggested Wine: Express Winemakers Shiraz '12

🍷 Dehesa De Los Llanos Manchego – D.O

[La Mancha, ESP]

Suggested Wine: Lopez de Haro 'Crianza' Rioja '10

🍷 Queso Valdeon – D.O [Europa Mountains, ESP]

Suggested Wine: Dandelion 30 YO Pedro Ximénez

Mark Scarfone

From: Stiely Design <stielydesign@amnet.net.au>
Sent: Monday, 18 November 2013 4:35 PM
To: Mark Scarfone
Subject: FW: Proposed 'Use not listed (Small Bar)' 79 Angelo Street, South Perth
Attachments: Angelo Street Operations Management Plan 181113.pdf

Hi Mark,

Please find my responses to your queries and objections below and an updated Management Plan attached.

1a) Late night and early morning noise:

- We will implement a glass binning procedure which occurs inside the building. At the end of the night the staff will wheel the glass bin inside to be filled. This will contain the noise inside the building.
- We will increase our number of bins so that we only need 2 waste collections per week, minimising the noise to residents. The collections can be picked up from Angelo Street to reduce noise and blocked roads.
- Our operating hours will only be lunch and dinner trade, from 11am until midnight Monday to Saturday, and 11am until 10pm on Sundays. We will only accept deliveries between 7am and midday to avoid noise disruption from early morning deliveries.
- We have designed the bar to operate as a closed door venue which means all patrons enter through a closed door and there is no open air areas of the venue. This, coupled with our acoustic materials used inside the bar, will keep noise from escaping the venue during opening hours.
- The noise of patrons leaving is always difficult to control. The busiest time for leaving the venue differs according to the night, with weeknights being around 10pm and Friday & Saturday being around 11pm to midnight and Sundays are mostly around 6-7pm. I am happy to provide a survey of a week at Bad Apples Bar stating each 30 mins, how many people are in the Bar and how many people are driving. This would help to establish the same statistics for the Angelo Street Bar.
- Patrons are going to park on Angelo Street, in the public car parks or in the car park next door. We will not allow parking at the rear of the building. Most of the patron car parking is in the commercial part of the Angelo Street precinct, therefore the main concern would be patrons parking in front of houses on the Eastern end of Angelo Street. I would suggest reducing the car parking allowed time in these bays in front of residents to reduce the patron use or allow us to erect signs at our expense stating no parking for bar patrons.

1b) Trucks parked in the lane way:

- We will allow all deliveries to come through the front door rather than the rear door. The rear door is too narrow and will end up with dings and scratches from deliveries anyway whereas the front door will have wide access. Deliveries will occur before we open or during low trade times.

1c) Reduced feeling of safety and security:

- Although we are proposing a small bar liquor licence, our venue operates mostly like a tapas style restaurant. The venue only entertains a more "bar" atmosphere on a Friday and Saturday night. Sunday through Thursday patrons visit our style of venue and are seated, waited on and provided a meal in almost all cases, just like a restaurant. Even on Friday and Saturday nights, we are still considered a conversational bar. i.e. a venue that people come to enjoy a nice drink, good food and conversation. We are sophisticated in our approach and our service offering and our patrons reflect that. This is demonstrated at Bad Apples Bar. Even on busy nights the majority of patrons are seated,

eating a meal and enjoying conversation. Our price point and quality of product also ensures we do not attract an undesirable clientele. We have also never hired security and we have never had an incident involving security or police. Our establishments do not attract young, "boozey", destructive patrons and rather we design our bars for the benefit of an older demographic to enjoy a drink and a meal close to home. I would stand by the statement that our establishment would have no different effect on the surrounding community than a moderately high end restaurant.

- We will observe the requirements of the RSA explicitly and our excellent track record with liquor enforcement and the Dept Of Liquor with Bad Apples Bar is testament to this.
- We will be in consultation with the local rangers, the local police and our local security services and ensure they are aware of our policies, procedures and closing times.
- We will ensure our neighbours have access to contact details for the key management staff at our venue and a complaints management log will be kept and maintained to ensure open dialogue is encouraged with local residents and a procedure to alleviate their concerns is in place.
- We will not be serving shooters or drinks that encourage rapid consumption. We will not be advertising drink specials or discounts on alcohol to encourage drinking. We will not be having live music or dance floors, nor anything that contributes to a party atmosphere. Therefore, our venue will not encourage anti-social behaviour, nor will it aim to attract patrons they seek to be inebriated who may in turn have anti-social behaviour.
- I am happy to provide testimonies of neighbours near Bad Apples Bar that can attest to the minimal impact on safety and security in the community.

1d) No additional on site parking:

- Our busiest periods for our bar is dinner time which has double the patrons than our lunch time trade. Therefore most of our patronage occurs after 7pm. At this time almost all of the neighbouring businesses are closed and therefore their patron car parks are unused.
- Our venue will attract patronage from all over Perth, assuming we follow the same success of Bad Apples Bar. This means we will be bringing many people to the Angelo Street commercial precinct that normally would not go there. This provides an opportunity for exposure for neighbouring businesses to hundreds of people coming to the area.

1e) Traffic Congestion:

- We acknowledge that traffic congestion will increase, however as per the above point the main patron traffic will be after most of the local businesses close. Also, only a portion of the patrons coming to our venue will be driving, the others will be walking, getting a lift with friends or catching public transport or taxis.

1f) Odours from the kitchen and associated waste:

- We will seek approval from the landlord to enclose our bins in a bin enclosure to eliminate the spread of waste and odours. The bins will be washed as part of our weekly cleaning procedure to reduce odours.
- There will be very little odour from the kitchen. Our small kitchen only operates a very small cooking line up and we deal with a lot of fresh food and lightly cooked produce. We will install the appropriate health standard exhaust with the appropriate filters.

2) Opening Hours: (the management plan was incorrect)

11am until midnight Monday to Saturday
11am until 10pm Sunday

3) Car Parking:

- We plan to reduce some dining space and add a bike rack.

Kind Regards,

Owen Hutchinson

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October 16, 2013

City of South Perth
 Administration Office
 Civic Centre
 Cnr Sandgate St and South Tce
 South Perth WA 6151

RE: Development Application for 79 Angelo Street, South Perth, 6151

To Who It May Concern

Please find attached application form, plans and supporting documentation for the development of 79 Angelo Street, South Perth, 6151.

This area has been zoned a Neighborhood Commercial Centre by TPS 6.

The intent for this development is to create a small bar and restaurant for local residents and nearby workers to enjoy from midday to midnight. The intent is to provide an upmarket, yet casual and inviting eatery appealing to a wide variety of users. Different seating options and configurations have been designed to accommodate anyone from a single user to a group of corporate executives. (See Drawing 01 Concept plan).

Light meals, quality coffee, drinks and tapas will be served throughout the day. Bi-fold doors will open up to Angelo Street, activating the streetscape and promoting the "Main Street" ideals of TPS 6. We would like to achieve occupancy of 120 people.

Since expressing our interest in this tenancy, we have had many locals approach us and ask if we plan to put a restaurant/bar in this location. Apparently, this is something that many locals want to see, as they are finding the nearby eating and drinking establishments overcrowded.

"Small Bar" is not currently listed in Schedule 1 of TPS 6, but would likely fall between Café and Tavern. Although a café is listed as permitted in this location, a Tavern requires "Discretionary use with Consultation". Please refer to the Operations Management Plan for more information on how the venue will be run, and plans to minimise any adverse effects on existing businesses and residents.

For your information and consideration, we have included the following additional documents/information:

- Operations Management Plan (by Venue Owner)
- Certificate of Title
- Parking requirements (below)

Parking Requirements:

Based on requirements for a Neighborhood Commercial Centre of 1 bay per 20m² gross floor area:

271 sm / 20 = 14 bays

Reductions:

The proposed development is within 400m of a bus stop (.85 reduction)

And

The proposed development is within 400m of one or more existing public car parking spaces with a total of more than 75 spaces (.85 reduction)

.85 x .85 = .7225 x 14 (bays) = 10 bays

Because this is a commercial centre, there are no allocated bays assigned to the tenancy. We leave this up to the discretion of the City of South Perth to determine final parking bays required.
As the venue name and branding has not yet been developed, we will lodge a separate signage application with images, colours and materials at a later date. This includes the colour of the existing signage canopy.

If you require any additional information or have questions about our application, please do not hesitate to contact me via email or mobile at any time.

E: stielydesign@amnet.net.au

M: 0429.146.122

Thank you.

Kind Regards,

A handwritten signature in black ink, appearing to read 'Jill Stiely', with a long, flowing horizontal line extending to the right.

Jill Stiely
StielyDesign

Mark Scarfone

From: Les Croxford
Sent: Thursday, 23 January 2014 5:44 PM
To: Mark Scarfone
Cc: Stefanie Koens; Paul Edwards
Subject: RE: Proposed 'Small Bar' 79 Angelo Street - Engineering Comments.DOCX

Hi Mark

The shortfall in the number of bays is inconsequential to me in determining the value of the contribution required as Cash in Lieu of Parking. The contribution as I see it should remain as a 20% contribution to the cost of implementing a mechanical/electrical means to monitor and control timed parking in the street and maximise the utilisation of the bays by term parkers. The earlier suggested contribution of \$17,000 remains appropriate.

Regards

From: Mark Scarfone
Sent: Tuesday, 21 January 2014 11:46 AM
To: Les Croxford
Cc: Stefanie Koens; Paul Edwards
Subject: RE: Proposed 'Small Bar' 79 Angelo Street - Engineering Comments.DOCX

Hi Les,

We have recalculated the parking requirement for the above site and the revised shortfall is seven bays. Can you recalculate the cash in lieu amount required on this basis for me please?

Thanks,

Mark

From: Les Croxford
Sent: Friday, 15 November 2013 12:53 PM
To: Mark Scarfone
Cc: Stefanie Koens; Paul Edwards
Subject: FW: Proposed 'Small Bar' 79 Angelo Street - Engineering Comments.DOCX
Importance: High

H Mark

I am of the opinion that the development should make a “payment in lieu of parking”. While there is no opportunity to extend the amount of parking in the precinct or to increase the available bays on the street there is the opportunity through mechanical/electrical means to better utilise (manage) the finite number of bays. Timed parking in the precinct is the appropriate means to better manage the available space and ensure that the spaces are turned over within a reasonable time period on commercial activities that encourage greater usage of a precinct. Enforcement of the time restrictions then becomes an issue of resource allocation. Two mechanical means exist to ensure effective enforcement without a disproportionate allocation of resource.

This could take the form of paid parking using either street meters or Ticket parking through strategically placed machine(s). Or it could take the form of “Number Plate Recognition” software that enables the Rangers to patrol whole areas quickly, safely and effectively identifying vehicles overstaying the allotted time (to the detriment of other users needing to access the bays). “Number Plate Recognition” software to implement would be in the order of \$85,000 (formal quotation being sought). The “NPR” software would be applied to the whole of the LG area. It would be reasonable to expect the developer to make a contribution as “payment in lieu of parking” towards the introduction of a mechanical / electrical means to control and better manage street parking. The contribution could be determined from the cost of constructing the nine shortfall bays had there been an area available for the construction ignoring the value of the land that would have been foregone for the parking bays. Within a parking

area setting the “area of an individual bay” would be 20.25 square metres (i.e. 8.5 metres by 2.5 metres). Depending on the method of construction (concrete or asphalt, kerbed or un-kerbed) the unit rate could be between \$80 per square metre to \$120/square metre). For 9 bays it would be reasonable to request a contribution in the range \$14,580 and \$21,870 say 20% of the cost of implementing “NPR” software to a maximum of \$17,000.

Regards

Les Croxford

Manager Engineering Infrastructure

Ph: 08 9474 0909 **Fax:** 08 9474 2425
Mbl: 0417 937 818 **Email:** lesc@southperth.wa.gov.au

Web: www.southperth.wa.gov.au
Address: Cnr Sandgate St and South Terrace
 SOUTH PERTH WA 6151



From: Mark Scarfone
Sent: Thursday, 14 November 2013 3:17 PM
To: Les Croxford
Subject: Proposed 'Small Bar' 79 Angelo Street - Engineering Comments.DOCX
Importance: High

Hi Les,

Thanks for providing the attached comments re the above site. Development Services has calculated the proposed parking requirements in accordance with Town Planning Scheme No.6 and Policy P315 Car Parking Reductions for Non-Residential Development as follows:

TPS6 car parking requirement – Café Restaurant 1/5m ² dining area (dining area 151m ²) = 30.3	R (31)
Apply the total adjustment factor - (0.85 x 0.85) (within 400 metres of bus stop and within 400 metres of 75 or more public parking spaces <63 @ car park 7 Angelo St + 28 @ car park 8 Anstey St = (0.72)	A (0.72)
Minus the car parking proposed to be provided on site (5)	P (5)
Most recent shortfall - Floor area approx. 270m ² – Under table 6 provisions Shop in NCC requires 1 bay per 20m ² – requirement for existing therefore = 13.5, provided = 5. Existing shortfall of 9 bays.	S (9)
Resultant number of car parking bays subject to cash-in-lieu payment = R x A - P - S (30.3 x 0.72 - 5 - 9)	9

As you can see the proposed shortfall is 9 bays. Are you able to calculate how much cash in lieu the City would require in total/per bay so I can provide this to the applicant?

In the event you wish to discuss this matter further please do not hesitate to contact me via return email or telephone.

Regards



Mark Scarfone

Senior Planning Officer | Development Services | City of South Perth
Civic Centre, Cnr Sandgate Street and South Terrace, SOUTH PERTH, WA, 6151
Ph: 9474 0732 | Fax: 9474 2425 | Web: <http://www.southperth.wa.gov.au>



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"IMPORTANT INFORMATION

The City of South Perth provides information about properties in the District as a service to the Community. This information is a general overview of options that may apply under the City's Town Planning Scheme.

The City is not in a position to make a definitive assessment on the development potential of a property without the submission of a detailed planning application and proposal.

You should carefully evaluate this information and determine if this information is adequate for the purposes that you intend to use it for. This may require you to assess the information in more detail, in the context of the specifics of the property, the applicable Local Laws, Planning Schemes and other relevant documents.

You should also consider whether to obtain independent professional advice.

The City of South Perth disclaims all liability to any person whatsoever, for any loss sustained in relation to anything done in purported reliance of this information."

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www.southperth.wa.gov.au



MEMORANDUM

To:	Mark Scarfone, Senior Statutory Planning Officer - Development Services
From:	Les Croxford, MANAGER ENGINEERING INFRASTRUCTURE
Date:	31 October 2013
File ref:	11.2013.542.1
Subject:	APPLICATION FOR PLANNING APPROVAL - Proposed Restaurant/Bar Lot 32 #79 Angelo Street South Perth

General

There are no Engineering issues with the above that would preclude this development application from being progressed.

Parking

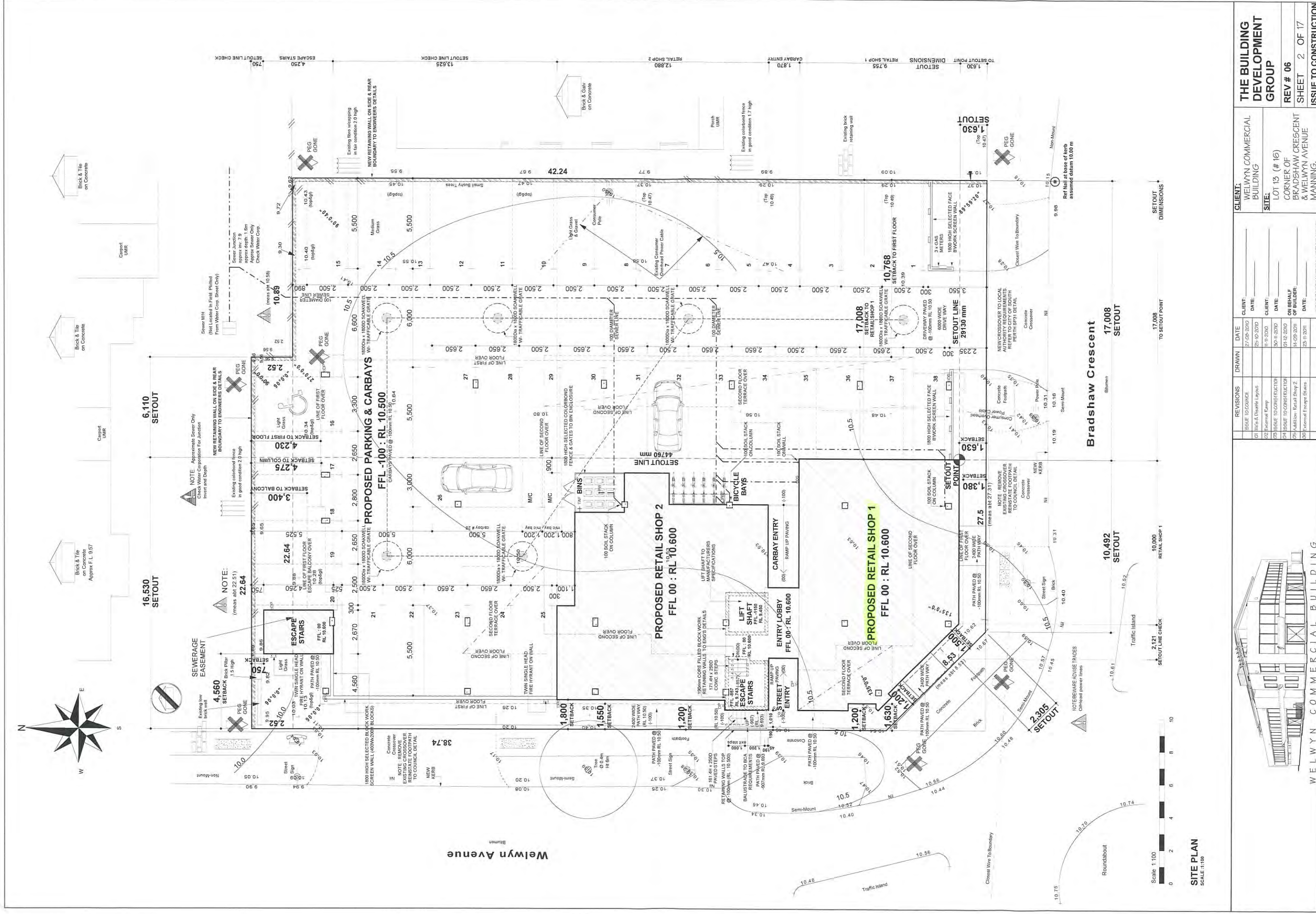
Parking within the Angelo Street precinct is finite and management of the limited supply is through timed parking. As demand increases the parking controls required to manage parking becomes more intensive and may resort to ticketed parking (with or without payment) or surveillance and compliance through number plate recognition software or in pavement measures.

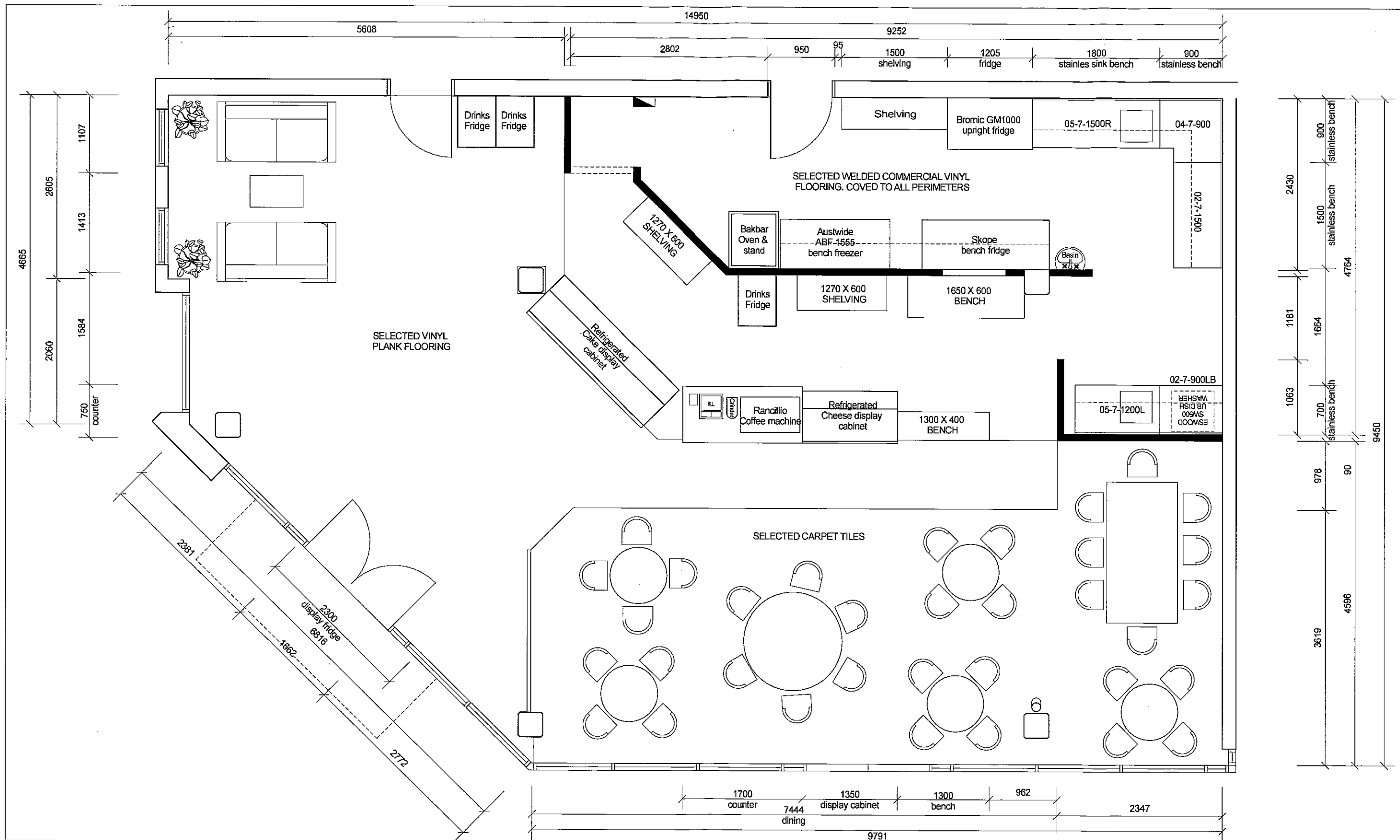
The proposed Restaurant/Bar replaces a long standing tenant within the complex that would have had a draw upon the private car park off Angelo Street and adjacent to the proposed change of use. Any variation between the expected parking demand from the replaced super market and the Restaurant/Bar would be met on road within the precinct but not necessarily in front. The distance a patron is prepared to walk to a venue is dictated by its reputation.

The mechanical measures to manage the limited street parking could be a condition of development as cash in lieu payment for any shortfall in bays. This is a topic for more discussion with the Governance and Enforcement team.

In the absence of any cash in lieu for managing the street parking, there are no Engineering issues that would preclude the application being progressed.

L H CROXFORD
MANAGER ENGINEERING INFRASTRUCTURE





**CARRAMAR
DESIGN**
Retail design & Construction

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Status:

CONCEPT DRAWING

Project:
of:

**La Boussele
16 Bradshaw Rd
Manning**

FLOOR PLAN

date plotted:
24/10/13

scale:
1:50 - A3

page:
2 OF

drawing No: **191.02**

revision: **B**

no: date: revision:

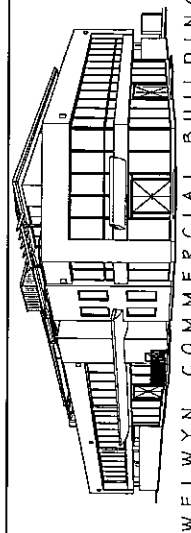
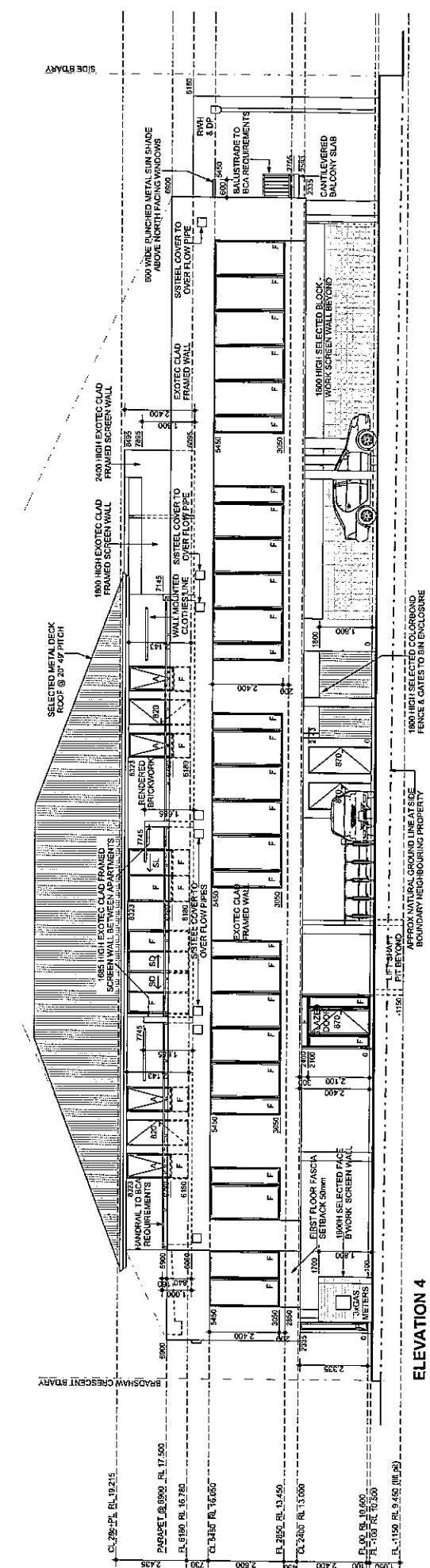
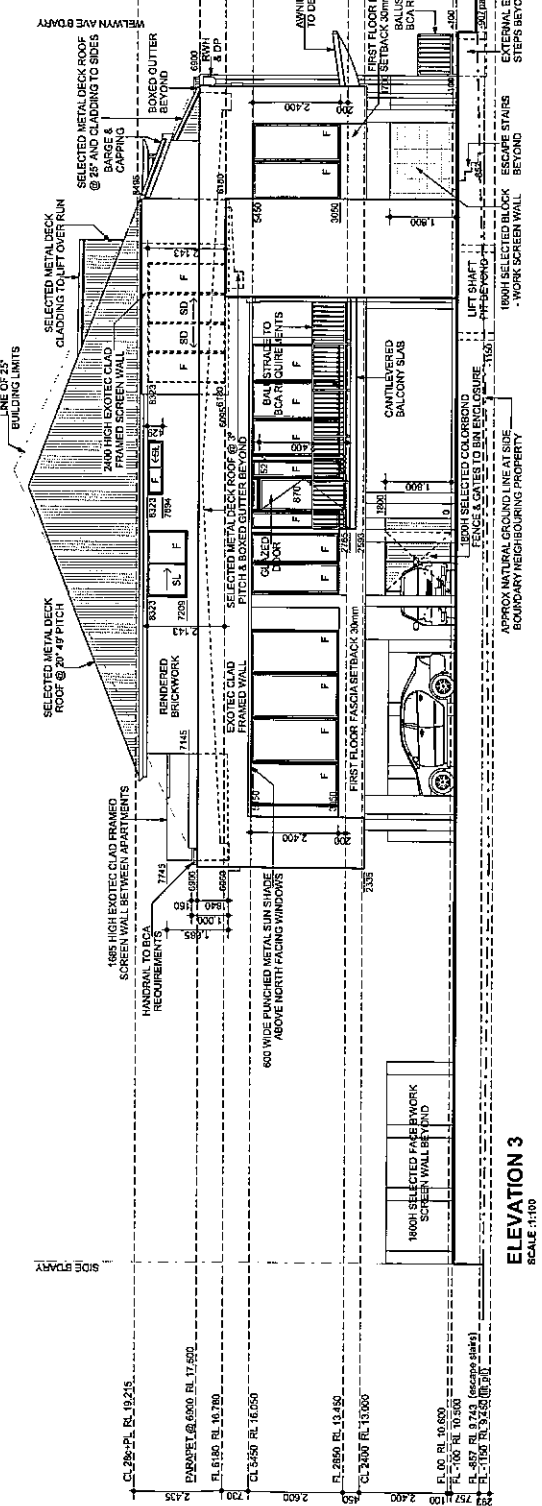
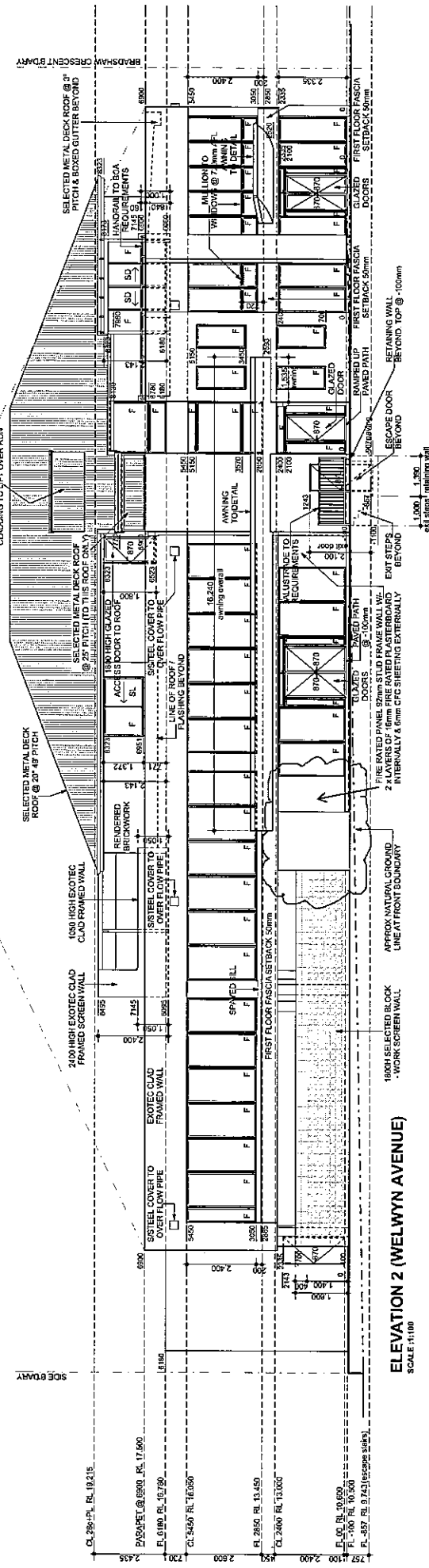
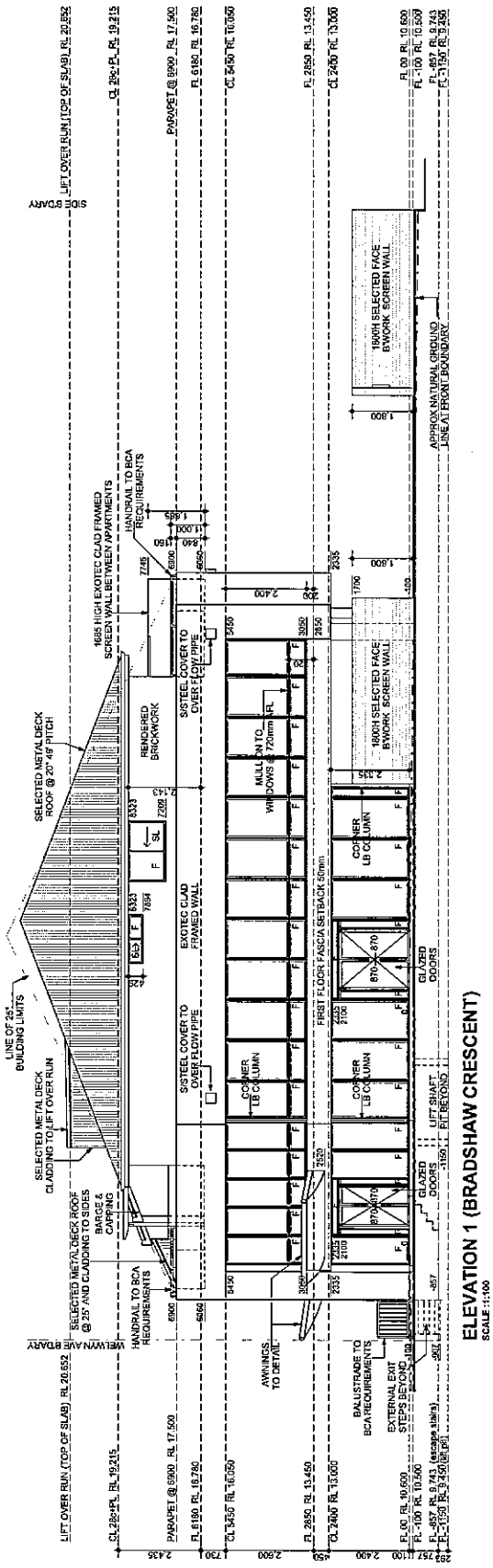
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WELWYN COMMERCIAL BUILDING

REVISIONS	DRAWN	DATE	CLIENT	THE BUILDING DEVELOPMENT GROUP
1	ISSUE TO COUNCIL	27-09-2010	DATE:	REV # 07
2	ON WORK & DRAWING LAYOUT	25-10-2010	CLIENT:	SHEET 6 OF 17
3	EXTERNAL RAMP	11-11-2010	DATE:	ISSUE TO CONSTRUCTION
4	ISSUE TO CONSTRUCTION	30-11-2010	DATE:	
5	ON BEHALF OF BUILDER	21-12-2010	DATE:	
6	ADDITION - RETAIL SHOP 2	14-02-2011	DATE:	
7	EXTERNAL RAMPING STAIRS	23-11-2011	DATE:	

Attachment 10.3.3(b) – Engineering Infrastructure Memorandum

The development at 16 Bradshaw Crescent is not completed (possibly late January).

Our design for Welwyn Avenue includes:

- Three parking bays on the existing verge immediately adjacent the path;
- Bollards to separate parking vehicles and pedestrians;
- Adjustment to the kerb line to complete the bays; and
- Road markings.

The design for Bradshaw Crescent:

- Provides a further two bays with the removal of the former service station crossing;
- Kerb realignment between crossings; and
- Bollards to separate parking vehicles and pedestrians.

We have been in contact with the Builder who will be responsible for integrating the internal paving into the footpath. He does not envisage doing this until late January.

In conjunction with him we will construct the features referred to above. We would envisage the five bays will cost in the order of \$24,755 (slightly less than the \$6,000 per individual bay as quoted recently to Rajiv on another development).

The intention of the former “cash in lieu” was to provide as many bays at the site as the funds allowed with the balance going towards constructing additional bays in Jarman Avenue. The Jarman Avenue bays would be some 210 metres from 16 Bradshaw Crescent and would be integrated into the works associated with the Manning Hub Redevelopment. On that basis we would expect to have expended about \$24K by end of February 2014 with the balance (\$20K retained in reserve) to be expended within the next four years (June 2017) as part of the Manning Hub Redevelopment.

If this Change of Use Application results in a greater parking demand than the previous use the shortfall of bays should be a “cash in lieu” of parking of at least \$6,000 per individual bay.

Regards

Engineering Infrastructure



Environmental Health Services Planning Approval Comments

Details	
Proposed Development: (Property address)	Lot 13, 16 Bradshaw Crescent, Manning WA 6152
Application: (Type)	Change of Use from Shop to Cafe/Restaurant
Officer: Department:	EHS
Date:	05 December 2013

The following comments are made with respect to the above proposal.

Sanitary facilities

Please note that sanitary facilities to be provided for patrons if the building accommodates more than 20 people.

Australian Standard, Design, Construction and fit-out of food premises

Ensure that the construction and Fit-out of the Food Premises to be comply with As 4674-2004 Design,

GREASE TRAPS

Please provide the City with details of grease trap location.

(a)The grease trap is not to be installed in the kitchen or the food preparation area. The grease trap is to be installed outside the food handling premises

(b)Approval for the installation shall be obtained from the Water Corporation WA (Industrial Waste Section

Sanitary Conveniences

All sanitary conveniences must be constructed in accordance with the Sewerage (Lighting, Ventilation and Construction) Regulations,1971.

Ventilation

Please provide the City with details of mechanical ventilation.

Noise Generally

All mechanical ventilation services, motors and pumps, e.g. air conditioners, swimming pools, to be located in a position so as not to create a noise nuisance as determined by *the Environmental Protection Act, 1986 and Environmental Protection (Noise) Regulations 1997*.

Compliance

Please note that the food premises must be complying with the following:

- Food Act 2008
- Australian New Zealand Food Standards Code,
- Food Regulation 1992 and
- City of South Perth Health Local Laws 2002

Kind Regards,

Environmental Health Officer



River Way Photo Merge



River Way Panorama












CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS.



Project:	Local Area Traffic Management (LATM) Areas 9a, 9b and 10.
Client:	City of South Perth
Job Number:	1301013
Author:	T Shaw
Signature:	
Date:	05/02/14

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1. Executive Summary

The City of South Perth (City) engaged Shawmac Pty Ltd to assist in undertaking a traffic and transport study for local traffic areas 9a, 9b and 10 which aims at identifying traffic and transport issues within and surrounding the study area.

The area reviewed is bounded by South Terrace, Canning Highway and Melville Parade, and forms the precinct commonly known as Como West.

The City created a working party group in February 2013 to represent the area, which includes six local residents, two representatives from the City's Traffic and Design Team and one representative from Shawmac Consultants.

The working party has worked together to discuss various traffic and transport issues within and surrounding the study area to develop a conceptual plan that addresses the concerns and issues identified during the study process.

In undertaking the study, the working party reviewed data provided by the City which included traffic volumes, traffic speeds, crash histories and anecdotal information from various sources. Based on this, potential issues were identified and strategies to address these issues developed. This formed the basis for a raft of recommendations which were subsequently "tested" via a questionnaire distributed to the residents, property owners and businesses within the precinct and to other interested persons via a link on the City's web page.

The responses to the questionnaire (which totalled 476), were summarised and together with other criteria, were used to refine the recommended plan and develop a prioritised schedule of improvements within the precinct. This then formed the basis for the development of a five year implementation programme.

2. Introduction

The City of South Perth has conducted a traffic and transport study via a Local Area Traffic Management (LATM) Study for the precincts bounded by Melville Parade, Canning Highway and South Terrace and referred to collectively as precincts 9a, 9b and 10. The study considered local traffic issues raised by local community members and Council, and issues identified during the study through consultative processes and developed a conceptual plan that addresses the concerns and issues identified during the study process and provide a vehicle for ongoing improvements within the precinct.

This plan has been prepared through consultation with the community both through community representatives on a working party and through an area wide questionnaire.



The final plan will be referred to Council for consideration and is intended to provide Council and the community with a clear direction for local area traffic management within the precinct.

The study area is shown in Figure 1.

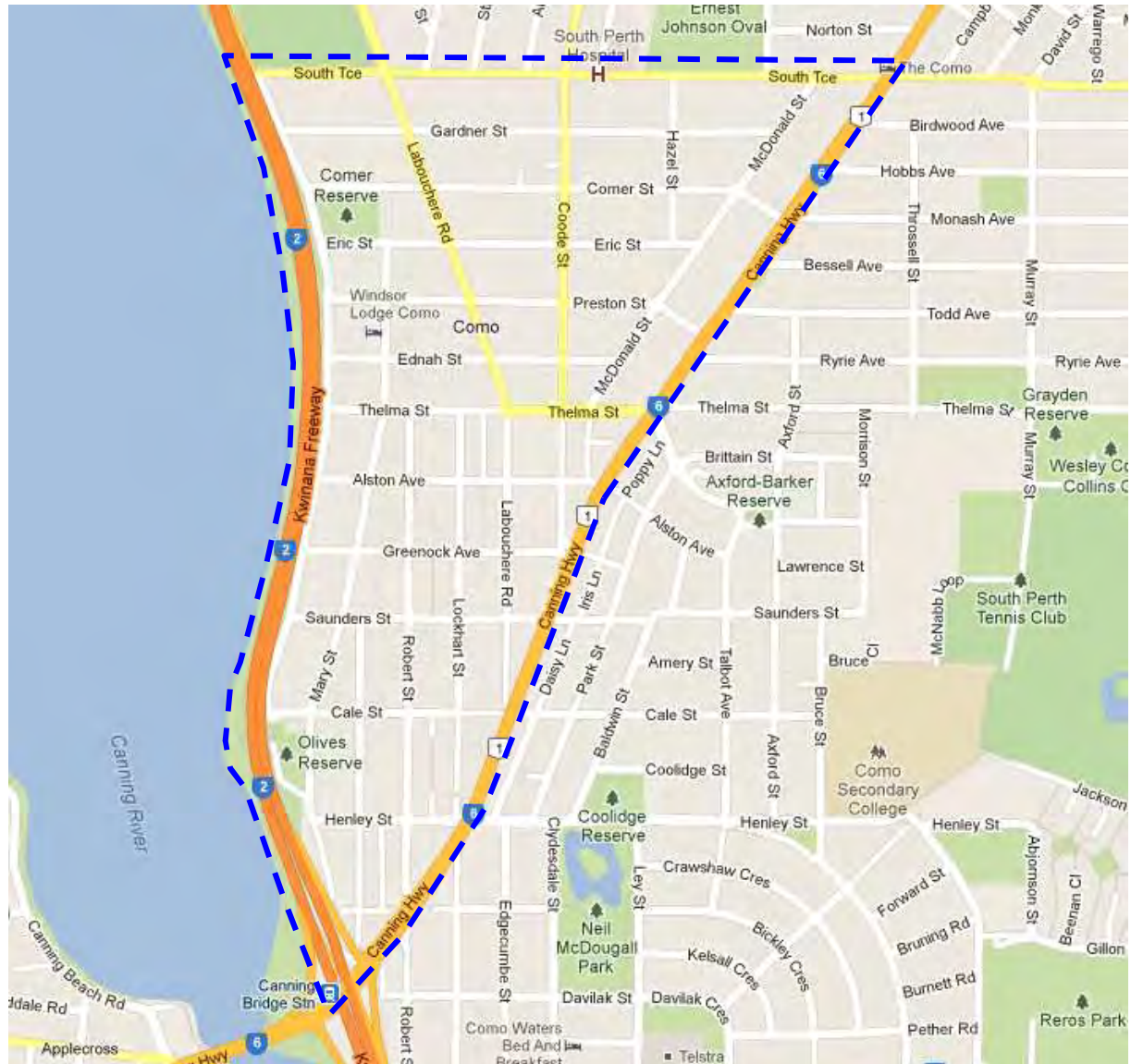


Figure 1. Study Area

3. Study Objectives and Methodology



3.1. Objectives

The objectives of the study were to broadly address the following:

- To assess and manage traffic movements within the City of South Perth in order to enhance safety and amenity for all road users;
- To ensure management strategies minimise potential conflicts between road users;
- To ensure that management strategies are appropriately applied to the functional classification of the roads and are consistent with the road environment and minimise impacts on mobility throughout the area;
- To encourage the appropriate usage of distributor class roads; and
- To highlight crash problem areas and provide comment on improving safety.

3.2. Methodology

The study was based on a high level of community knowledge and community consultation. The study drew together local knowledge from the community, traffic engineering criteria and local Government commitment.

The Study was progressed in a number of key stages as outlined below.

3.2.1. Stage 1

The City sourced, collated and analysed speed statistics, volume measurements and crash statistics in preparation for the study. Shawmac developed a precinct model and calibrated the model as a basis for future "what if" modelling if required.

3.2.2. Stage 2 (Meeting 1).

The working party met to gain an overview of the study process, to set objectives and to review the current traffic environment. An overview summary of traffic management devices, their uses, advantages and disadvantages was distributed to the working party for reference.

3.2.3. Stage 3 (Meeting 2).

The working party met to identify issues, prioritise issues and to develop draft strategies to address agreed issues. The meeting considered parking issues only as parking was determined to be an issue in its own right requiring separate discrete assessment. Areas of concern, the nature of the concern and appropriate response was discussed and agreed by the working party.



3.2.4. Stage 4 (Meeting 3).

The working party met to consider traffic issues and prioritisation of traffic issues together with development of draft strategies to address agreed issues within the precinct. Areas of concern, the nature of the concern and appropriate response was discussed and agreed by the working party.

3.2.5. Stage 5.

Based on the draft findings and recommendations developed by the working party, a draft questionnaire was prepared and distributed to the broader community via Council's web site. Questionnaire responses were summarised and reviewed by the working party. A copy of the questionnaire and the summary of responses are included as Appendix A and Appendix B.

3.2.6. Stage 6 (Meeting 4).

Stage 6 of the study involved the review of questionnaire results by the working party and review and amendment of the draft report.

3.2.7. Stage 7 (Meeting 5).

Stage 7 of the study involved meeting with representatives to discuss the outcome of the questionnaire.

3.2.8. Stage 8.

Special Council Briefing to present the final draft Local Area Traffic Management Study to the Councillors before broader consultation.

3.2.9. Stage 9.

Comments on the final draft report were invited from the local community via the City website and the Southern Gazette during a consultation period in August and September 2013. Comments received were considered and formed part of the finalisation of the Report.

4. Background Data.

The study relied largely on review of the background traffic data (traffic volumes, traffic speed and crash history) to identify and areas or zones where traffic volumes exceeded functional capacity or environmental capacity, where speeds were excessive or where crash histories indicated an atypical pattern or undesirable trend.

4.1. Hierarchy.

The functional road hierarchy for the precinct as previously determined by Council and shown on the Main



Roads WA (MRWA) Metropolitan Functional Road Hierarchy formed the basis of local area traffic management noting that the function of roads is largely determined by the classification given to them. The development of the Local Area Traffic Management (LATM) Plan is based on ensuring that the integrity of the hierarchy is maintained at all times, so that the often competing elements of functionality and amenity are managed in a structured and relevant manner. The functional classification of streets within the study area is shown on Figure 2.

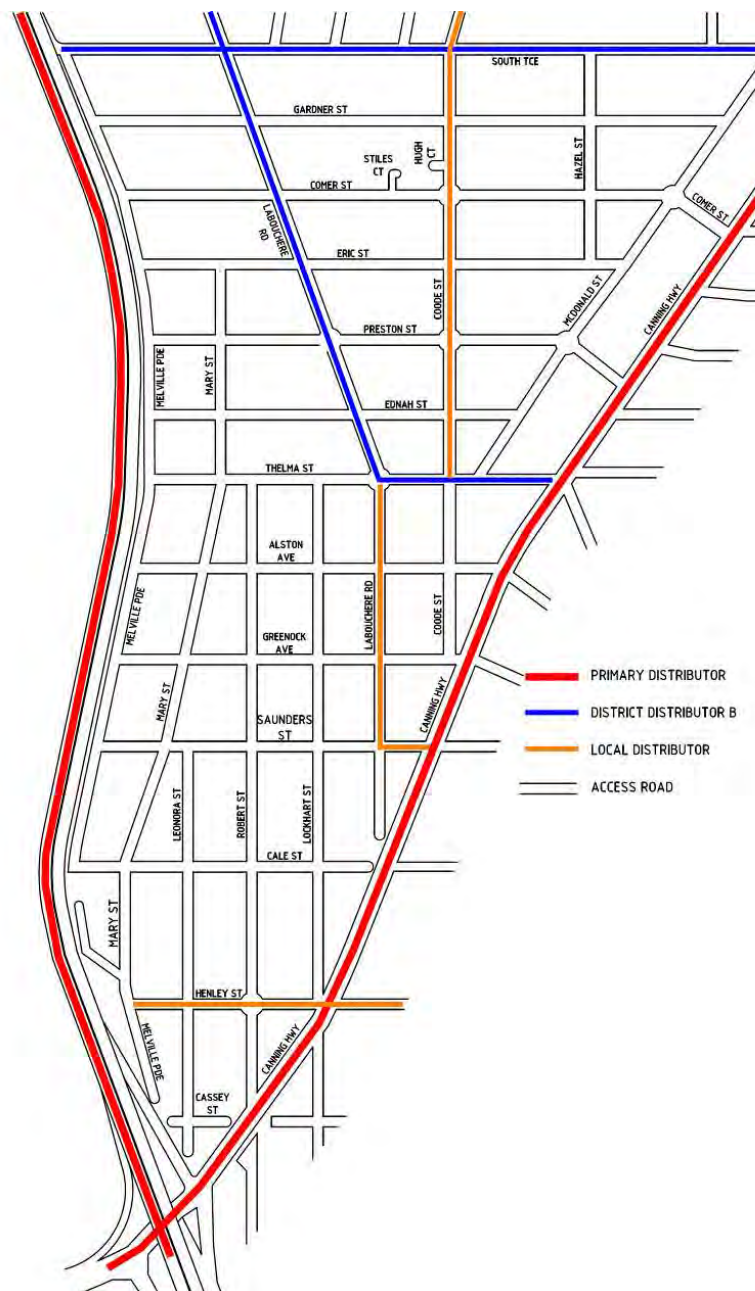


Figure 2. Road Hierarchy



The road types and their function can be described as:

Primary Distributors: Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are National or State roads. They are managed by Main Roads WA. Within the Study area Canning Highway and the Kwinana Freeway are Primary Distributor Roads and are not within the scope of LATM studies.

District Distributor A: Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.

District Distributor B: Perform a similar role to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government. Within the Study area South Terrace, Labouchere Road (north of Thelma Street) and Thelma Street are District Distributor B Roads and are not within the scope of LATM studies.

Local Distributors: Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of Local Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses but discourage trucks. They are managed by local government. Within the Study area Saunders Street, Labouchere Road (south of Thelma Street) and Henley Street are Local Distributor Roads.

Access Roads: Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement role. These roads are bicycle and pedestrian friendly. They are managed by local government.

The basic intent of Local Area Traffic Management is to encourage both external —external traffic and internal — external traffic to use the higher order roads within the hierarchy and discourage the use of lower order roads by traffic other than local traffic.

All the roads in the LATM study have traffic volumes consistent within their approved function as per the "Main Roads Western Australia Functional Road Hierarchy. This is likely to remain unchanged for future traffic volumes forecast by MRWA.

There is an appropriate network of distributor roads in place which consist of a range of both higher order



(District Distributor B) and lower order (Local Distributor and Access Road) roads, and a review of the existing traffic patterns in the area indicate that road traffic is being distributed safely and efficiently.

4.2. Trip Generators and Attractors

The LATM study area is predominantly residential housing with the following major trip attractors within or adjacent to the precinct boundaries:

- Como Primary School;
- Preston Street Shopping precinct;
- South Terrace Shopping precinct;
- South Perth Community Hospital;
- Comer Reserve;
- Olives Reserve;
- Melville Parade Reserve;
- Melville Parade commercial precinct;

The Canning Bridge transfer station also attracts trips for people commuting to and from the City for work, and this has resulted in people parking along Robert Street and Leonora Street.

4.3. Existing Traffic Flows.

The City of South Perth collected background data on existing traffic flows and this information is presented in Figure 3.

Flows are generally consistent with the road classification and no major departures from expected capacity and environmental limits are apparent. The indicative flows associated with the different road classifications are shown on Table 1.



Road Classification	Primary Distributor	District Distributor A	District Distributor B	Local Distributor	Access Road
Indicative traffic volume	Above 15 000 vehicles per day	Above 8000 vehicles per day	Above 6000 vehicles per day	Maximum desirable volume: 6 000 vehicles per day	Maximum desirable volume: 3000 vehicles per day
South Terrace,			8,300+ vpd		
Labouchere Road (north of Thelma Street)			10,000+ vpd		
Thelma Street			6,400+ vpd		
Saunders Street,				<3,000 vpd	
Labouchere Road (south of Thelma Street)				2,700+ vpd	
Henley Street				Not known	

Table 1. Volumes by Classification

Traffic speed is generally within the zoned speed limit of 50 kilometres per hour with the exception of:

- Preston Street between Coode Street and MacDonald Street.
- MacDonald Street between Comer Street and South Terrace.
- Robert Street between Saunders Street and Alston Avenue.

Please refer to Figure 4 for additional information regarding traffic speeds.

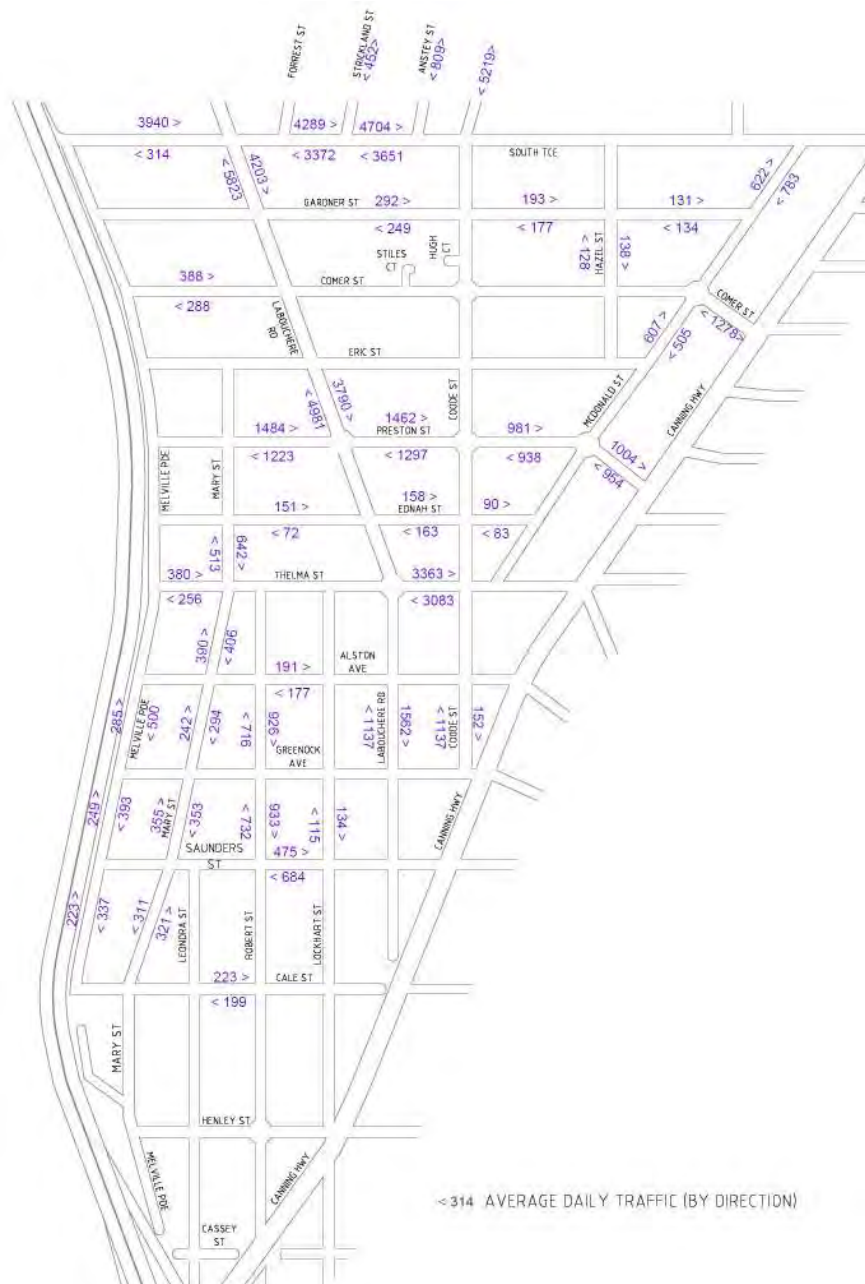


Figure 3. Traffic Volumes (Average Daily Traffic)

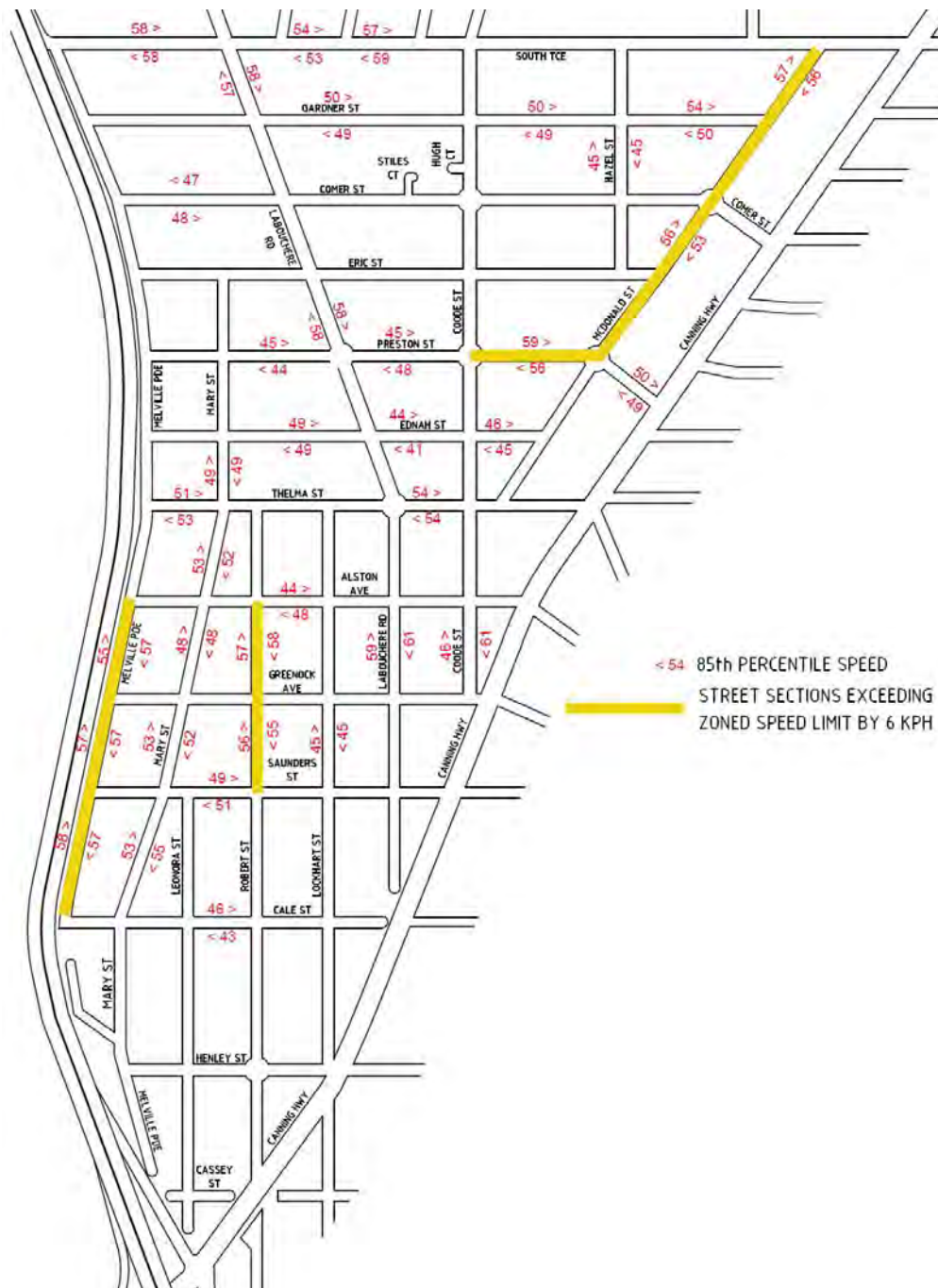


Figure 4. Traffic Volumes (Average Daily Traffic)

4.4. Crash History

A review of the crash history of intersections of local roads within the precinct did not identify any atypical trends warranting specific attention. A summary of crash frequency and crash types for the five year period to December 2012 is shown on Figure 5.

4.5. Bus Routes

11 | Page



Figure 6. Public Transport



4.6. Pedestrian and Cyclist Facilities.

The precinct is well served by footpaths and cycle facilities as shown on Figures 7 and 8.

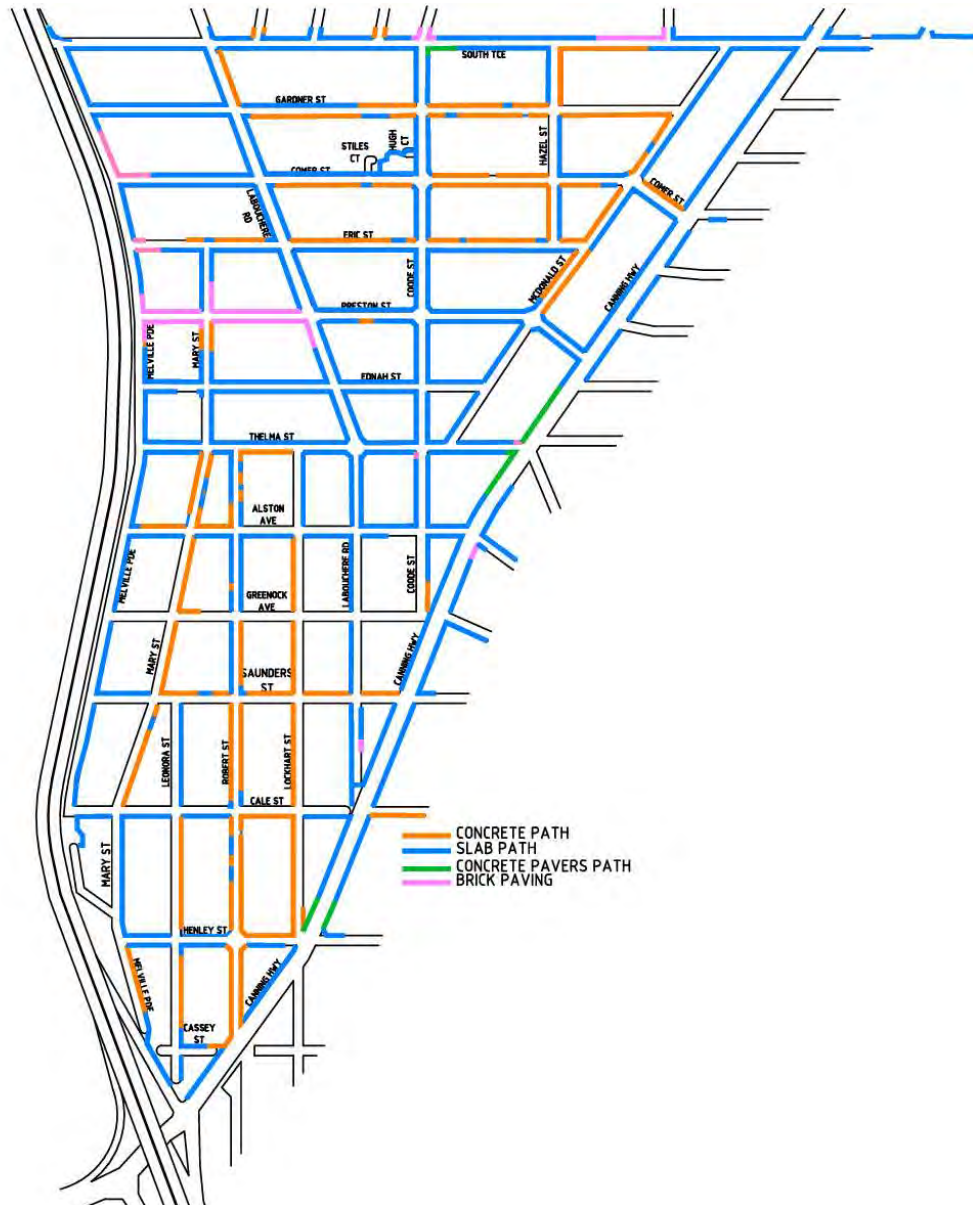


Figure 7. Path Network

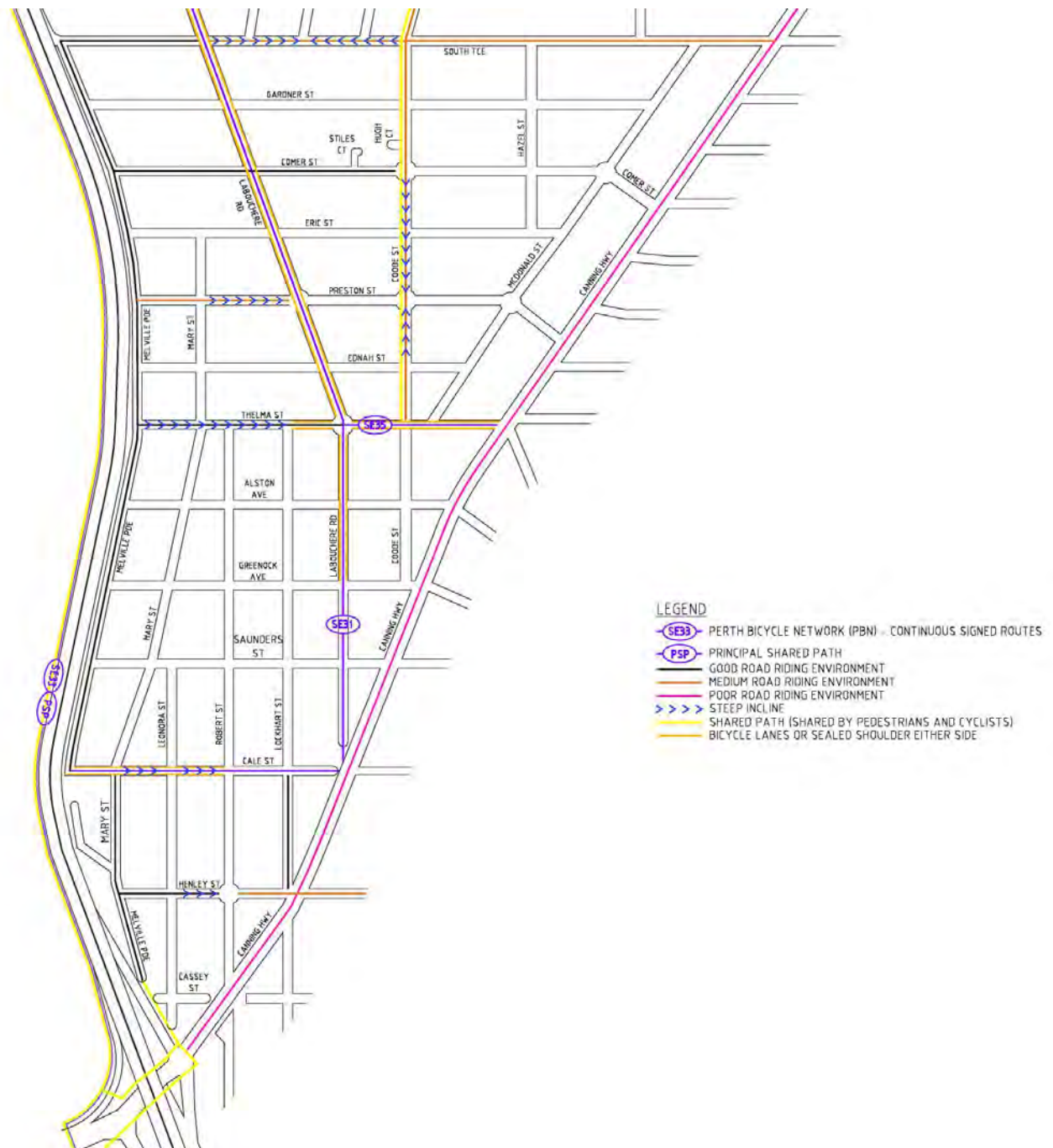


Figure 8. Bicycle Network

There is good connectivity to the Perth Bicycle Network and the Kwinana Freeway Principal Shared Path. The network within the precinct is well developed with dedicated cycle lanes on Thelma Street, Labouchere Road and Cale Street and a Principal Shared Path on Coode Street. Local access roads typically carry low volumes and provide a safe riding environment.

Most roads within the precinct have a footpath on at least one side with many having paths on both sides of the



street.

5. Development of the Draft Plan.

Following review of the background data and based on that together with the inherent knowledge of the precinct held by working party team members, a raft of potential issues and responses were developed. Given the perceived importance of parking issues, the process relied on separating consideration of issues over two separate meetings; the first focussing on parking while the second focussed on general traffic issues. From these meetings a range of options intended to address the key issues identified were developed and formed the basis of the questionnaire distributed to local residents and posted online. The recommendations summarised below are the recommendations of the working party and are subject to review and assessment.

5.1. Parking.

5.1.1. Working Party Considerations

In general the working party considered parking to be a key issue in consideration of traffic management within the precinct. Over the period of the second meeting, the working party discussed a range of parking related matters as summarised below:

- 1) On road parking was considered to be an issue particularly adjacent to older flats and multiple residential developments where it was surmised that earlier Town Planning determination of parking requirements did not provide for true parking demand. The resident members of the working party indicated that based on observation, the current demand appears to be higher with 3 - 4 cars per unit being the norm.
- 2) Parked vehicles in Thelma Street between Labouchere and Melville Parade were identified as adversely affecting sight distance. Indications from the resident members of the working party were that the vertical geometry of the street contributed to sight distance deficiencies.
- 3) Parking of vehicles on the verge areas of Melville Parade was identified as a potential issues affecting drivability along Melville Parade and posing a possible risk to through traffic. The working party resident members believe this was largely occurring as unit developments have a higher parking demand than allocated bays. The observation was made that people park on the verge or road instead of in onsite allocated bays.
- 4) A general observation was made concerning the frequent occurrence of people parking in bus zones attributed to the fact that some bus bays are not marked appropriately.
- 5) Parking deficiencies in the Preston Street Shopping precinct were also identified with staff and long



term parkers being identified as a key cause.

In response to the identified parking concerns, the working party suggested the following general recommendations as a means to regulate parking and provide additional supply to meet a perceived shortage over demand.

- 1) Recommendation #1: Ensure linemarking is consistent over precinct and used to designate parking and no parking zones.
- 2) Recommendation #2: Consider implementing a parking education programme to ensure that all residents and visitors are aware of the parking requirements and parking etiquette. Where necessary ensure parking is regulated through enforcement.
- 3) Recommendation #3: Consider implementing a systematic programmed construction of embayed parking throughout precinct (city).
- 4) Recommendation #4: Consider the use angle parking in lieu of parallel parking to increase bay yield.
- 5) Recommendation #5: Consider provision of hardstanding on verge areas accessed via mountable kerbing —either provided by the City or through permitting residents to construct.
- 6) Recommendation #6: Consider reviewing the Town Planning Scheme determinations with respect to the number of bays required for multiple residential and other land use developments. If found to be deficient consider increasing the requirements.
- 7) Recommendation #7: Consider utilising a portion of Comer Reserve for additional parking on the Eric Street side. Designate for staff parking from Preston Street businesses.
- 8) Recommendation #8: With respect to Preston Street consider giving planning concessions to developers, for example greater height allowance or increased Plot Ratio in return for the developer providing additional public parking.
- 9) Recommendation #9: Consider introducing time restricted parking in Preston Street. Implement cycle parking around the shopping precinct to promote cycling to the area.
- 10) Recommendation #10: Utilise the vacant land at the end of Leonora Street Liaise with MRWA to consider bicycle parking facilities on MRWA's vacant piece of land at the end of Leonora Street.
- 11) Recommendation #11: Consider preparation of a comprehensive parking management strategy reviewing elements such as:
 - i. Demand determination;



- ii. Planning concession for increased parking provision by developers;
- iii. Optimising on road and off road parking facilities by holistic streetscape planning;
- iv. Education; and
- v. Enforcement etc.

5.1.2. Comment.

Many of the recommendations put forward by the working party are site specific while others have City wide implications. Others such as the provision of embayed parking or hardstanding on verge areas and amendments to the Town Planning Scheme are matters of policy and would be subject to consideration by Council. Implementation of all but site specific strategies may set undesirable precedents or result in inconsistency across the City and as such the development of a City wide Parking Strategy is strongly recommended. This is considered to be an appropriate vehicle to assess the merits or otherwise of the non-site specific parking recommendations suggested by the working party and make recommendations accordingly.

5.2. Traffic.

In general the working party considered traffic issues to be largely catered for within the existing infrastructure with only minor causes for concern. This feeling was confirmed by traffic data which does not indicate any excessive traffic on roads other than those designated as traffic routes or any excessive speed on roads where the primary consideration is residential amenity.

Notwithstanding this, the working party discussed a range of traffic related matters generally as summarised below:

- 1) On road parking within cycle lanes was considered to be a potential hazard and a deterrent to those residents and road users choosing to cycle over other modes of transport.
- 2) Speeding issues over the crest in South Terrace between Coode Street and Labouchere Road is considered to be potentially hazardous and pose an unacceptable risk to road users.
- 3) Speed in Preston Street between Labouchere Road and MacDonald Street is considered to be a potential hazard, particularly for residents reversing from properties abutting Preston Street.
- 4) Speed in Macdonald Street between Preston Street and South Terrace is considered to be a potential hazard.
- 5) Speed in Roberts Street between Saunders Street and Thelma Street is considered to be a potential hazard.



- 6) Restrictive geometry on the southwest corner of Canning Highway may pose an impediment to some vehicles discouraging them from using Thelma Street to access Labouchere Road and encouraging them to use Saunders Street instead.
- 7) Higher than desirable speed in Preston Street Shopping precinct discourages pedestrian movements and detracts from the village centre function.
- 8) Existing rubberized road humps in Melville Parade are largely ineffective, create noise and are not a favored method of traffic control.

In response to the identified traffic and transport concerns, the working party suggested the following general recommendations as a means to regulate traffic and transport in the area.

- 1) Recommendation #1: Control parking in marked cycle lanes.
- 2) Recommendation #2: Consider implementing traffic control on the South Terrace crest to slow vehicles down to a speed commensurate with available sight distance.
- 3) Recommendation #3: Consider provision of a blister island in Preston Street to moderate speeds.
- 4) Recommendation #4: Consider provision of intersection modifications at MacDonald Street and Gardner Street and MacDonald Street and Eric Street to moderate speeds.
- 5) Recommendation #5: Consider provision of roundabouts at the intersections of Robert Street and Alston Avenue and Robert Street and Greenock Avenue to regulate speeds and control traffic movements.
- 6) Recommendation #6: Consider modifying the corner geometry on Canning Highway Thelma Street intersection.
- 7) Recommendation #7: Consider designating the Preston Street Shopping Precinct a 40 km/h zone. Concurrently consider provision of roundabout at the intersection of Mary Street and Preston Street.
- 8) Recommendation #8: Consider removing the existing rubberized road humps in Melville Parade and replacing them with Blister islands.

5.2.1. Comment

The recommendations made in respect to Traffic are considered to be in keeping with the identified issues and are generally based on accepted traffic engineering practice. The initiatives recommended address the identified issues and are supported.

6. Results of Consultation



6.1. Questionnaire

In April 2013, local residents and businesses in the study area were consulted via a questionnaire and the results were summarised and form part of the basis of this study. A summary of responses is shown in Appendix B.

A total of 5,700 questionnaires were sent to residents and businesses in the study area and 476 responses were received providing valuable feedback on the working party's draft recommendations and anecdotal information from users in the area over broad spectrum of community concerns relating to traffic issues.

Detailed responses to the questionnaire are shown on Appendices C and D.

Note that recommendations for the provision of roundabouts at the intersections of Robert Street and Alston Avenue and Roberts Street and Greenock Avenue were not included on the hard copy questionnaire and were only included on the on-line survey; hence the reason the 'skipped' section for these two treatments are high in the questionnaire summary.

6.2. Working Party Review of the Draft Plan

Following the receipt of feedback from the questionnaire, the Working Party met and considered the draft report. As a consequence additional recommendations shown below were included and the draft report amended to reflect this.

- The City to use the Variable Message Sign (VMS) trailer at various locations across the City to promote safe driving;
- The City to liaise with Police Traffic and consider exchanging traffic data files in order to identify problem areas (speeds excessive of 5km/h over the posted speed limit) and target these areas.

6.3. Public Review of the Draft Plan

Subsequent to the review of the questionnaire results, the draft report together with amended findings and recommendations was presented to Council at a special briefing, following which council invited comments on the final draft report from the local community via the City website and the Southern Gazette. The outcome of that consultative process is summarised in Appendix C.

7. Assessment of Issues and Treatment Options.

Based on the review of the existing traffic data and relevant crash data on each of the roads within the study area and consultation with the community, an assessment of recommendations developed by the working party and considered by the community via the questionnaire was undertaken.



Each item was assessed according to the following criteria:

Effectiveness

- 1 = ineffective;
- 2 = Partly effective;
- 3 = Very effective.

Warrants.

- 0 = Not warranted;
- 1 = Partly warranted;
- 3 = Fully warranted.

Cost

- 1 = High cost for return gained;
- 2 = Moderate cost for return gained;
- 3 = Low cost for return gained.

Community feedback

- 1 = <50% in favour
- 2 = 50 - 60 % in favour
- 3 = >60% in favour

High scores indicate a more effective and supported recommendation whereas lower scores indicate a less effective less favoured recommendation.

Item	Issue identified by community working party	Recommendation	85th percentile speed%	Volume (ADT)	Crash history	Effectiveness	Warrants.	Cost	Score	Community feedback	Total score
1	Parking incorrectly (eg in bus stands)	Ensure linemarking is consistent over precinct and used to designate parking and no parking zones	N/A	N/A	N/A	2	3	3	8	3	11
2	People park incorrectly.	Consider implementing a parking education programme.	N/A	N/A	N/A	2	1	1	4	Not tested	4
3	Insufficient off road parking	Consider implementing a systematic programmed construction of embayed parking throughout precinct (city).	N/A	N/A	N/A	2	0	1	3	Not tested	3
4	Insufficient off road parking	Consider the use angle parking in lieu of parallel parking to increase bay yield.	N/A	N/A	N/A	2	0	1	3	Not tested	3
5	Insufficient off road parking	Consider provision of hardstanding on verge areas accessed via mountable kerbing	N/A	N/A	N/A	2	0	1	3	Not tested	3



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Item	Issue identified by community working party	Recommendation	85th percentile speed%	Volume (ADT)	Crash history	Effectiveness	Warrants.	Cost	Score	Community feedback	Total score
6	Insufficient off road parking	Consider reviewing the Town Planning Scheme determinations with respect to the number of bays required for multiple residential and other land use developments.	N/A	N/A	N/A	2	0	1	3	Not tested	3
7	Insufficient off road parking	Consider utilising a portion of Comer Reserve for additional parking on the Eric Street side.	N/A	N/A	N/A	3	1	1	5	Not tested	5
8	Insufficient on road parking	With respect to Preston Street consider giving planning concessions to developers	N/A	N/A	N/A	3	1	1	5	Not tested	5
9	Insufficient on road parking	Consider introducing time restricted parking in Preston Street.	N/A	N/A	N/A	3	3	3	9	Not tested	9
10	Insufficient cycle parking	Implement cycle parking around the shopping precinct to promote cycling to the area.	N/A	N/A	N/A	2	1	2	5	3	8
11	Insufficient cycle parking	Utilise the vacant land at the end of Leonora Street	N/A	N/A	N/A	3	1	2	6	3	9
12		Consider preparation of a comprehensive parking management strategy	N/A	N/A	N/A	3	3	3	9		9
13	Parked cars pose a hazard to cyclists when parked in cycle lane	Control parking in marked cycle lanes.	N/A	N/A	N/A	3	0	3	6	3	9
14	Speeding vehicles.	Consider implementing traffic control on the South Terrace crest.	58	8358		3	3	2	8	2	10
15	Speeding vehicles.	Consider provision of a blister island in Preston Street to moderate speeds.	59	2759		3	3	2	8	1	9
16	Speeding vehicles.	Consider provision of modifications in MacDonald Street between South Terrace and Comer Street.	58	1112		3	1	2	6	1	7
17	Speeding vehicles.	Consider provision of intersection modifications at MacDonald Street and Gardner Street.	58	1112		2	1	2	5	1	6
18	Speeding vehicles.	Consider provision of intersection modifications at MacDonald Street and Eric Street.	58	1112		2	1	2	5	1	6
19	Speeding vehicles.	Consider provision of roundabout at the intersections of Mary Street and Preston Street	49	2700		2	1	2	5	3	8
20	Speeding vehicles.	Consider provision of roundabout at the intersection of Robert Street and Alston Avenue.	58	1642		2	1	2	5	2	7
21	Speeding vehicles.	Consider provision of roundabout at the intersection of Robert Street Greenock Avenue.	58	1642		2	1	2	5	2	7
22	Speeding vehicles.	Consider modifying the corner geometry on Canning Highway Thelma Street intersection.				2	1	1	4	Not tested	4
23	Speeding vehicles.	Consider designating the Preston Street Shopping Precinct a 40 km/h zone.	45	2707		3	3	3	9	3	12
24		Consider removing the existing rubberized road humps in Melville Parade and replacing them with Blister islands.	57	785		2	1	2	5	3	8

Table 2. Assessment of Recommendations



8. Programmed Works.

Base on the assessment a recommended five year plan was developed with indicative costs and is shown on Table 3.

This table considers the recommendations made by the working party, assesses these against the criteria indicated above and where warrants are not considered to exist, support is low, or recommendations may be contrary to Council Policy, these items are flagged as not favoured.

Item	Recommendation	Score		Year 1	Year 2	Year 3	Year 4	Year 5	
1	Ensure linemarking is consistent over precinct and used to designate parking and no parking zones	11		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	Recommend annual programme of upgrades
2	Consider implementing a parking education programme.	4	*	Subject to outcomes of city wide parking strategy					
3	Consider implementing a systematic programmed construction of embayed parking throughout precinct (city).	3	*	Subject to outcomes of city wide parking strategy					
4	Consider the use angle parking in lieu of parallel parking to increase bay yield.	3	*	Subject to outcomes of city wide parking strategy					
5	Consider provision of hardstanding on verge areas accessed via mountable kerbing	3	*	Subject to outcomes of city wide parking strategy					
6	Consider reviewing the Town Planning Scheme determinations with respect to the number of bays required for multiple residential and other land use developments.	3	*	Subject to outcomes of city wide parking strategy					
7	Consider utilising a portion of Comer Reserve for additional parking on the Eric Street side.	5	*	Subject to outcomes of city wide parking strategy					
8	With respect to Preston Street consider giving planning concessions to developers	5	*	Subject to outcomes of city wide parking strategy					
9	Consider introducing time restricted parking in Preston Street.	9	*	\$5,000					
10	Implement cycle parking around the shopping precinct to promote cycling to the area.	8		\$10,000					
11	Utilise the vacant land at the end of Leonora Street	9			\$12,000				
12	Consider preparation of a comprehensive parking management strategy	9		\$30,000					
13	Control parking in marked cycle lanes.	9		~	~	~	~	~	Extend compliance through regular Ranger patrols



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Item	Recommendation	Score		Year 1	Year 2	Year 3	Year 4	Year 5	
14	Consider implementing traffic control on the South Terrace crest.	10		\$25,000					
15	Consider provision of a blister island in Preston Street to moderate speeds.	9			\$25,000				
16	Consider provision of modifications in MacDonald Street between South Terrace and Comer Street.	7		Poor community support - reconsider in year 5					
17	Consider provision of intersection modifications at MacDonald Street and Gardner Street.	6		Poor community support - reconsider in year 5					
18	Consider provision of intersection modifications at MacDonald Street and Eric Street.	6		Poor community support - reconsider in year 5					
19	Consider provision of roundabout at the intersection of Mary Street and Preston Street	8				\$80,000			
20	Consider provision of roundabout at the intersection of Robert Street and Alston Avenue.	7					\$80,000		
21	Consider provision of roundabout at the intersection of Robert Street Greenock Avenue.	7					\$80,000		
22	Consider modifying the corner geometry on Canning Highway Thelma Street intersection.	4						\$20,000	
23	Consider designating the Preston Street Shopping Precinct a 40 km/h zone.	12		\$5,000					
24	Consider removing the existing rubberized road humps in Melville Parade and replacing them with Blister Islands.	8						\$100,000	
	Total			\$85,000	\$47,000	\$90,000	\$170,000	\$130,000	

*Not tested in questionnaire.

Table 3. Recommended 5 year programme.



9. Bibliography

Donald Veal Consultants Pty Ltd, December 2010, Area 8 Local Area Traffic Management Study, Draft Report.

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Functional Road Hierarchy, <https://www.mainroads.wa.gov.au/>.

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Austroads, Guide to Traffic Management Part 8: Local Area Traffic Management.

ARRB Transport Research, Review of Local Area Traffic Management (LATM) Practices

Main Roads WA, February 2012, Local Area Traffic Management - Main Roads Western Australia

https://www.mainroads.wa.gov.au/.../StandardsTechnical/.../Local_Area.



10. Appendix A – Questionnaire



Consulting Civil and Traffic Engineers, Risk Managers

Possible/Proposed Treatments



Civic Centre
Cnr Sandgate Street & South Terrace
SOUTH PERTH WA 6151
Monday - Friday 8:30am - 5pm
Telephone 9474 0777
Facsimile 9474 2425
Email enquiries@southperth.wa.gov.au,
 feedback@southperth.wa.gov.au
www.southperth.wa.gov.au

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City of
SouthPerth



Have Your Say

1. Possible pedestrian and cycling treatments

- a) Preston Street – Implement cycle parking around the shopping precinct to promote cycling to the area
☐ Agree ☐ Neutral ☐ Disagree
- b) Vehicles parked in dedicated cycle lanes – Implement no standing parking restrictions on the Perth Bicycle Network routes (major north/south route: Labouchere Road between Cale Street & Angelo St and the major east/west route: Cale St between Melville Parade & Bruce St and Thelma St between Labouchere Rd & Hayman Rd) to improve sustainable transport
☐ Agree ☐ Neutral ☐ Disagree
- c) Please indicate what street/s lack footpaths to improve pedestrian connectivity in the study area _____
- d) Vacant Land at the end of Leonora Street - CoSP to liaise with MRWA to consider bicycle parking facilities on MRWA's vacant piece of land at the end of Leonora Street
☐ Agree ☐ Neutral ☐ Disagree

2. Possible speed treatments

- a) Melville Pde – Proposal to remove the temporary speed humps and replace with blister islands and implement landscaping treatments (please refer to concept plan)
☐ Agree ☐ Neutral ☐ Disagree
- b) Preston Street between Melville Pde and Labouchere Rd – Proposal to Liaise with Main Roads WVA to implement a permanent 40km/h zone
☐ Agree ☐ Neutral ☐ Disagree
- c) Preston Street between Labouchere Rd & Macdonald St – Possible median treatment to reduce traffic speed (please refer to concept plan)
☐ Agree ☐ Neutral ☐ Disagree
- d) South Tce between Labouchere Rd and Coode St – Possible median treatment to reduce traffic speed (please refer to concept plan)
☐ Agree ☐ Neutral ☐ Disagree
- e) Robert St between Thelma St and Greenock Ave – Possible traffic calming measures to reduce traffic speed (please refer to concept plan)
☐ Agree ☐ Neutral ☐ Disagree
- f) McDonald St between South Tce and Corner St – Possible traffic calming measures to reduce traffic speed (please refer to concept plan)
☐ Agree ☐ Neutral ☐ Disagree

3. Possible intersection treatments

- a) Preston Street/Mary Street – Proposed roundabout to slow vehicles approaching the Preston Street Precinct (please refer to concept plan)
☐ Agree ☐ Neutral ☐ Disagree
- b) General treatment – Proposal to implement 30m of "No Standing Road and Verge" parking controls across all intersections in the area to improve sight lines
☐ Agree ☐ Neutral ☐ Disagree
- c) Possible traffic calming treatment (horizontal deflection) at the intersection of McDonald Street and Gardner Street
☐ Agree ☐ Neutral ☐ Disagree
- d) Possible traffic calming treatment (horizontal deflection) at the intersection of Eric Street and McDonald Street
☐ Agree ☐ Neutral ☐ Disagree

4. Proposed parking solution

Numerous parking issues were identified many of which are site specific and many of which are City wide. Given the complexity of parking issues it was felt that a systematic management strategy encompassing all roads was required. Possible treatment is the preparation of a comprehensive parking management strategy reviewing elements such as:

- Demand determination;
 - Planning concession for increased parking provision by developers;
 - Optimising on road and off road parking facilities by holistic streetscape planning;
 - Education; and
 - Enforcement etc.
- ☐ Agree ☐ Neutral ☐ Disagree

5. Additional comments

Please provide any further comments:

To comment online, visit www.southperth.wa.gov.au - Feedback/Out for Comment section
 For more information please email enquiries@southperth.wa.gov.au or contact the City's Traffic Officer on 9474 0777.
Submissions must be received by Friday 10 May 2013.



11. Appendix B – Summary of Questionnaire Responses

1 Preston Street –Implement cycle parking facilities around the shopping precinct to promote cycling to the area		
Answer Options	Response Percent	Response Count
Agree	72.0%	332
Neutral	16.9%	78
Disagree	11.1%	51
<i>answered question</i>		461
<i>skipped question</i>		15
2 Vehicles parked in dedicated Perth Bicycle Network (PBN) routes –Implement "No Standing" parking restrictions on the PBN routes.		
Answer Options	Response Percent	Response Count
Agree	61.3%	282
Neutral	19.6%	90
Disagree	19.1%	88
<i>answered question</i>		460
<i>skipped question</i>		16
3 Please indicate what street/s lack footpaths to improve pedestrian connectivity in the study area		
Answer Options	Response Count	
	71	
<i>answered question</i>	71	
<i>skipped question</i>	405	
4 Vacant Land at the end of Leonora St - CoSP to liaise with MRWA to consider bicycle parking facilities on MRWA's vacant piece of land at the end of Leonora Street		
Answer Options	Response Percent	Response Count
Agree	63.7%	284
Neutral	31.8%	142
Disagree	4.5%	20
<i>answered question</i>		446
<i>skipped question</i>		30
5 Melville Pde –Proposal to remove the temporary speed humps and replace with blister islands and implement landscaping treatments		
Answer Options	Response Percent	Response Count
Agree	75.5%	348
Neutral	9.1%	42
Disagree	15.4%	71
<i>answered question</i>		461
<i>skipped question</i>		15
6 Preston St between Melville Pde and Labouchere Rd –Proposal to Liaise with Main Roads WA to implement a permanent 40km/h zone		
Answer Options	Response Percent	Response Count
Agree	77.3%	360
Neutral	9.9%	46



Disagree	12.9%	60
<i>answered question</i>		466
<i>skipped question</i>		10
7 Preston St between Labouchere Rd & McDonald St –Possible median treatment to reduce traffic speed		
Answer Options	Response Percent	Response Count
Agree	48.0%	220
Neutral	22.3%	102
Disagree	29.7%	136
<i>answered question</i>		458
<i>skipped question</i>		18
8 South Tce between Labouchere Rd and Coode St –Possible median treatment to reduce traffic speed		
Answer Options	Response Percent	Response Count
Agree	52.8%	245
Neutral	19.0%	88
Disagree	28.2%	131
<i>answered question</i>		464
<i>skipped question</i>		12
9 Robert St between Thelma St and Greenock Ave –Possible traffic calming measures to reduce traffic speed		
Answer Options	Response Percent	Response Count
Agree	48.4%	222
Neutral	30.3%	139
Disagree	21.4%	98
<i>answered question</i>		459
<i>skipped question</i>		17
10 McDonald St between South Tce and Comer St –Possible traffic calming measures to reduce traffic speed		
Answer Options	Response Percent	Response Count
Agree	45.1%	206
Neutral	29.5%	135
Disagree	25.4%	116
<i>answered question</i>		457
<i>skipped question</i>		19
11 Preston St and Mary St - Possible roundabout to slow vehicles approaching the Preston St shopping precinct		
Answer Options	Response Percent	Response Count
Agree	66.2%	308
Neutral	13.5%	63
Disagree	20.2%	94
<i>answered question</i>		465
<i>skipped question</i>		11
12 General treatment - Proposal to implement 30m of "No Standing Road and Verge" parking controls across all intersections in the study area to improve sight lines		
Answer Options	Response Percent	Response Count
Agree	66.7%	306
Neutral	13.7%	63
Disagree	19.6%	90



<i>answered question</i>		459
<i>skipped question</i>		17
13 Possible traffic calming treatment at the intersection of McDonald Street and Gardner Street		
Answer Options	Response Percent	Response Count
Agree	38.5%	175
Neutral	35.9%	163
Disagree	25.6%	116
<i>answered question</i>		454
<i>skipped question</i>		22
14 Possible traffic calming treatment at the intersection of McDonald Street and Eric Street		
Answer Options	Response Percent	Response Count
Agree	39.1%	180
Neutral	35.0%	161
Disagree	25.9%	119
<i>answered question</i>		460
<i>skipped question</i>		16
15 Robert Street and Alston Street - Possible roundabout treatment to reduce traffic speed		
Answer Options	Response Percent	Response Count
Agree	50.0%	26
Neutral	21.2%	11
Disagree	28.8%	15
<i>answered question</i>		52
<i>skipped question</i>		424
16 Robert Street and Greenock Avenue - Possible roundabout treatment to reduce traffic speed		
Answer Options	Response Percent	Response Count
Agree	47.2%	25
Neutral	24.5%	13
Disagree	28.3%	15
<i>answered question</i>		53
<i>skipped question</i>		423
17 Numerous parking issues were identified many of which are site specific and many of which are City wide. Given the complexity of parking issues it was felt that a systematic management strategy encompassing all roads was required. Possible treatment is the preparation of a comprehensive parking management strategy reviewing elements such as: - Areas of demand; - Planning concession for increased parking provision by developers; - Optimising on road and off road parking facilities by holistic streetscape planning; - Education; and - Enforcement etc.		
Answer Options	Response Percent	Response Count
Agree	70.0%	301
Neutral	21.6%	93
Disagree	8.4%	36
<i>answered question</i>		430
<i>skipped question</i>		46

12. Appendix C – Question 3 details.



3 Please indicate what street/s lack footpaths to improve pedestrian connectivity in the study area

Number	Response Text
1	Cale St (north) for young cyclists and park amenity connection and for gopher users.
2	Hazel St (East) between Gardner & South Tce
3	Lockhart Street - Thelma St to Henley St
4	Saunders between Robert & Labouchere Rd
5	Along the River
6	Why have footpaths one side only?
7	N/A
8	Saunders St has footpath on one side, it needs two sides
9	McDonald St from Gardner to Canning Hwy needs footpath on both sides of road
10	McDonald, west side between Gardner & South Tce
11	None come to mind
12	Unknown
13	Pathways on at least one side of all streets to be minimum of 2m wide
14	South side of Ednah St, between Labouchere and McDonald
15	NOTE: Do not erect footpaths that endanger significant verge trees
16	Left side of Alston Ave between Coode St and Labouchere Rd
17	Cale Street needs an upgrade
18	Labouchere Road between Saunders St and Preston St
19	Need zebra crossings for pedestrians at Preston St/Labouchere Rd roundabout.
20	Need zebra crossings at Preston St/Labouchere Rd roundabout.
21	Greenock Ave
22	Unknown
23	Greenock Ave/Melville Pde - Robert St
24	None
25	Put footpaths both sides of street
26	Greenock Avenue (Melville Pde - Robert St)
27	Hard to ride to river, no cycleways in some streets
28	Mary St west between Ednah & Thelma Streets
29	Greenock Avenue
30	Greenock Avenue
31	Greenock Avenue
32	Unsure
33	None noticed
34	None we are aware of
35	None
36	Lockhart St, Robert St, Mary St
37	I walk the area regularly and there seem enough paths
38	Lockhart west
39	N/A
40	Greenock Avenue
41	Greenock Avenue
42	Just stick to the maintenance program.
43	West side of Lockhart Street between Thelma St and Alston Ave Mary St west side
44	Thelma St/ Garden verge hazard.
45	Monash Street
46	All OK
47	McDonald St right hand side from Gardner to Preston - uneven and tripping occurs - dangerous



- | | |
|----|---|
| 48 | Where there are houses been built the side paths do not exist. Builders should be held accountable. |
| 49 | West side of Mary Street between Ednah Street & Thelma Street . Also south side of Thelma between Mary & Melville Pde |
| 50 | Nil |
| 51 | Adequate in my area (McDonald Street near Thelma Street). |
| 52 | Greenock Avenue |
| 53 | Eric Street |
| 54 | Hazel Street |
| 55 | Hazel Street |
| 56 | no comment |
| 57 | Quality of footpath on Gardner & McDonald is poor. |
| 58 | Saunders Street south |
| 59 | No footpath on western side of McDonald all way to South Tce |
| 60 | Mary Street - Thelma to Ednah, west side |
| 61 | Mary Street - west side between Thelma & Preston |
| 62 | Nil |
| 63 | Labouchere Rd footpath should be full width |
| 64 | Please build footpath between Eric Street and Comer Street that runs next to croquet club fence on park side of croquet club. |
| 65 | Greenock Avenue |
| 66 | McDonald Street - Both sides all the way along |
| 67 | Greenock Avenue |
| 68 | Greenock Ave |
| 69 | Greenock St between Lockhart St and Melville Pde. |
| 70 | Nil |
| 71 | None evident |

Path requests are shown on Figure 9.



Figure 10. Requested Paths



13. Appendix D – General Comments from the Questionnaire

Number	Response
1	The City of South Perth has already gone overboard with ugly, dangerous and ill-conceived concrete traffic calming. You are creating more danger (trees in the middle of roads & concrete hazards) than reducing risk. The City of South Perth is putting lives (pedestrians and motorists) at risk. There are more modern methods to make traffic movement safer, for example, static speed cameras. Please stop making our area ugly, dangerous and wasting ratepayer monies. I recommend that the City of South Perth seeks up to date professional advice on road safety and transport options. A 40 to 50 kms speed range is reasonable. Motor transportation is important and safe. Perth is not a little village where all people can ride cycles. Kind regards Steven Bradford
2	Council to liaise with MRWA to improve (change) the turning tight lane at Thelma/Canning Hwy to 2 lanes. Will help with traffic build up on Thelma St
3	Street parking is a major issue in our area (Como Beach). Strategies to manage this would be greatly appreciated to improve safety on the streets, especially at night when streets become very narrow.
4	Vehicles squeeze past cyclists who have to go out onto the road to pass the many parked vehicles. I cycle every day and my area is one of the worst (Labouchere Road between Ednah & Thelma)
5	No consideration has been shown for traffic via Henley Street - Mary Street crossing the intersection at Cale Street. There is heavy vehicle parking (both sides of the road) along Mary St - Saunders St roundabout making "one-way" traffic with dangerous entry and exits from properties. Speeding being a big factor with total disregard of the stop sign at Cale St. The cycle lanes priority should be paramount by slowing vehicle movement with a roundabout. Cale St is a main off freeway road from Melville Pde with accelerated speed around into Cale St, also putting cyclists in danger.
6	I totally disagree with the 'chicane' type of traffic calming measures the City is constructing. I have witnessed hoon speeding through them for a thrill and I have noticed how keep left signs etc. at such features are either not replaced after being damaged or not installed in the first place. The landscaping treatments usually deteriorate over time & must be a significant drain on finances. They also greatly reduce street parking capacity.
7	South Terrace/Labouchere Rd intersection needs improving - Have witnessed too many near misses/crashes here. Change lights to a roundabout. Widen South Tce between Melville Pde and Labouchere Rd and install parking bays (parallel) on north side - difficult to see traffic coming when pulling out of driveways on south side. Also blocking the bicycle lane
8	Preston St does not need additional median treatment. With the number of cars always parked on both sides it is impossible for 2 cars to pass each other a median strip would compound this difficulty. As a resident of McDonald St I strongly support any measures to reduce traffic speed, although the increasing number of cars parked on both sides of McDonald St makes it difficult for 2 cars to pass, which has the effect of reducing traffic speed.
9	If you are promoting cycling in the area - consider the cycle paths on South Tce between Labouchere and the Freeway. Always parked over on residential side. Also please consider high level of car parking traffic here due to strata complexes. Very difficult for residents to exit driveway as visibility reduces (cars parked right up to the crossover) and cars tend to speed downhill & across Labouchere Rd to get the green light - Some near misses.
10	Intersection of Thelma & Canning Hwy - cars in the left lane on Thelma also turn right onto Canning Hwy. Clearer lines or signage needs to be implemented. "Calming" treatment on Gardner St due to speed of traffic between McDonald and Coode. Parking only on one side of the road in front of multi-dwelling complexes e.g. corner of Gardner & Coode. No parking or road widening required on South Tce between Coode & Labouchere due to cars parked in front of houses. The Council needs to consider parking when approving plans for multi-dwellings on one block.
11	No parking meters please
12	The access ramp to the South Perth Hospital on most occasions has cars parked in this location. Can the City please make this area more visible as a "No Parking" area to resolve the access issue?
13	Traffic calming measures are necessary as outlined in this study. 1) However, on-street parking is our only option in areas of high density housing. 2) Please consider buses and emergency vehicles when considering roundabouts and other traffic calming solutions.
14	50km/h zone on Labouchere Road travelling south should commence before Preston St roundabout approach speed. "No Standing" restrictions should not apply to accommodate cycle lane in residential streets e.g. Cale Street - The very few cyclists who use the streets come across very little car traffic. Traffic calming is required in Ednah St between Labouchere Rd and Mary St.
15	1b) Where would visitors/residents park in what are largely residential streets with inadequate off-road parking 2a) Definitely agree to remove humps - All this has done is to divert local traffic into other streets - Hardly a good solution!
16	No parking issues on Melville Pde. I think you should leave Melville Pde as it is, it works! We don't have speeders or parking problems, we will if you put blister islands in. No to blister islands and landscaping.
17	Preston Street between Labouchere Rd & Coode St. Parking on both sides of road slows traffic. No need for speed bumps or blister islands.
18	Clear zone (at peak hour pm/afternoon) heading west on South Tce between Canning Hwy and McDonald St as cars park on road & obstruct flow of traffic through intersection as vehicles are merging early and there have been near misses for vehicle collision. Encourage cyclist to use dedicated pathways around "blister island" as often 'pop out' without enough warning to go straight through & cars have to brake suddenly.
19	More dedicated cycling lanes uninterrupted by traffic calming measures required.
20	Cygnnet theatre should provide more off road parking for patrons.
21	Many traffic calming options reduce street parking - Middle of road visual effects such as what was achieved on Douglas Avenue many years ago. Appear effective and retain parking opportunities and don't require zigzag roads such as Robert St. Have many multi-dwellings that need to use Street parking with so many driveways parking is already reduced.



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
22	<ul style="list-style-type: none"> - Cale St is a speed zone and requires calming - Cyclists should be encouraged to use the Freeway Bike path - A more conscious effort must be supported to keep cyclists to existing bike paths (Freeway) - Cars pay for the upkeep of roads not bike users.
23	Huge parking problem in Mary St
24	I support cycle traffic encouragement; however can parking needs be improved. Labouchere Rd is a major artery; a South Terrace entrance to the Freeway (North) is needed to alleviate flow on Labouchere Rd. More parking, less traffic calming should be provided.
25	Could some consideration be given to resident's parking needs where there is no option other than street parking. A "sticker" system such as the ones provided by Fremantle, Subiaco Councils. These used only by rate payer/occupier in its designated zones. Gardner St affected by parking problems from non-residents, which of course they are able to do so at the moment.
26	Please do not introduce permit parking zones. This differentiates us from other inner City suburbs who do have permit zones. Is off putting and makes having guests over difficult.
27	Preston St between Coode St and Labouchere Road is dangerous. It is not safe to have cars parked on the road and two cars to travel in opposite direction. Labouchere Rd near 188 is dangerous with cars parking on cycleways. See many near accidents here. To build all the structures is a waste of our money. Spend the money on widening Preston St between Labouchere & Coode and all the rest on Bike paths along the river. How about a dedicate walk path along the river between the Mount Henry Bridge & Narrows.
28	A cycle way in Coode St Como begins about half way along the frontage of No.215 and finishes just past the driveway of the house next door, which is on the corner of Ednah St. This is nonsense. It should either be removed, or continued along the length of Coode St.
29	Comer Street needs traffic speed reducers as well. And No Parking signs put up. I have trouble with reversing out of my driveway. Cars park on Comer to catch the buses.
30	There seems to be a lot of expenditure proposed in this study that is not warranted. It would be better spent on other facilities such as parking. I have lived here for 5 years and many locations do not have a traffic problem
31	Implement cycle lanes on Preston St between Canning Hwy and Melville Pde
32	Traffic calming using "horizontal deflection" can create a dangerous intersection with vehicles from the terminating road having to come too far out onto to continuing road so as to see if safe to enter the through road.
33	I live at 30 Preston St, regularly cycle and use bus. Would recommend 40kph zone to extend on Preston St up to Coode St instead of blister island. Against blister island on Preston St as there is already enough roundabouts and parking is limited. Need to crack down on people parking on Preston St then catching bus. Possibly need resident parking permits for local cars. Thanks
34	I do cycle to Preston St precinct, and bike racks are sadly lacking. I don't like blister islands - less room for cyclists at the blister island. Vehicles and cyclists are 'converged'
35	2 (d) No need for either (c) need to widen, not restrict (e) why do you hates buses
36	Blister islands are a nightmare for bicycle commuters vs. cars. e.g., South Tce between Canning Hwy and Hayman Rd. Please consider bicycle only lanes when planning. Cars parking in these lanes are not helpful :)
37	Greater emphasis needs to be given to pedestrians i.e., overhead passes to major roads. New construction sites need to be regularly checked for blocked access/unsafe walkways. Roundabout required Henley/Leonora St to slow down vehicles on Henley St
38	I reside at the 'possible new blister island' indicated on your map for Preston St. The street is too narrow for parking and a dual directional road as it stands, yet people constantly race along this road (Preston between Labouchere & Coode). A blister island is better than nothing, however 2 speed humps would be more effective in reducing speeding - a serious accident with the current set up is inevitable
39	Please do not put speed humps in as we have encountered them before. The constant caboom sound and then the car accelerating is horrible. They will bank the traffic up and make it even more difficult to get out of the driveway. Thanks, Mr & Mrs Elder 129 South Terrace
40	Please - no more roundabouts in Robert St. We have 3. Buses find these difficult to negotiate and you're not going to stop the 4/5 hoons who regard roundabouts like a slalom course.
41	2 (c) Due to street parking only 1 car can get through at any time, therefore slowing traffic already
42	Need for parking permits for residents who have to park on the street. More restricted parking (2 or 3 hr) to discourage commuters from other suburbs parking all day and catching buses to Perth
43	2 (a) I would suggest removing all speed humps and replacing every second spot with a blister. Start increasing population density around the IGA at Labouchere Rd/Preston and near the Canning train/bus port.
44	2 (a) blister islands create bottlenecks for cyclists and are dangerous, however, the present speed humps need to be offered so that cars cannot swerve around them as they frequently do - this is dangerous to both cyclists and pedestrians. 2 (c) with parking on both sides, this road is too narrow to allow further restrictions i.e median treatments.
45	2 (d) keep speed limit at 50. It makes no sense to allow "60" then have to reduce speed by other measures. On Gardner St - just over the rise between Labouchere Rd and Coode St - when cars are parked on verge and street, it is impossible to see approaching traffic when doing out of our driveways.
46	Traffic calming/speed reduction for Labouchere Rd between Preston and Thelma - install a pedestrian crossing on Labouchere Rd near Preston - opposite service station
47	On road parking needed between Preston & Eric on Coode St outside 187 Coode - harlge lawn cost 187 \$400 is lawn mowing & \$400 for watering only to have flats next door parking on it & breaking the sprinklers. Very disheartening. Tree needs removing - too close to vehicles.
48	The intersection of Saunders and Labouchere would benefit from an island or roundabout. Cars heading south on Labouchere turning right onto Saunders regularly cut the corner resulting in many near misses. I do not feel safe approaching that intersection heading east on Saunders.
49	Provide street parking where apartments are built (e.g. Gardner St) by connecting parts of nature strips between trees into bays for angle parking of cars. R Appels, 67c Gardner St
50	Between off ramp of Freeway at South Tce and Labouchere Rd traffic lights, needs speed treatment, as frequent excess speed (racing traffic lights) and parking on both sides of South Tce make for a dangerous situation.



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
51	2 (c) This area needs dedicated parking bays and traffic calming, at present there is rarely room for 2 cars to pass. Any parking bays/traffic calming measures need to take into account rubbish bin placement as there are a lot of bins and not much verge space and the bin are not emptied if there is a car parked in front of it.
52	Traffic calming on hill on Henley between Robert & Leonora
53	2 (c) this only feasible if roadside parking is restricted (d) suggest treatment near Strickland St, difficult to see over hill.
54	Thank you
55	I have a problem with the Preston St blister. We turn into Preston down to the Mary left turn to dodge the school traffic at Thelma during drop-off/pickup at school. Safer for all. Preston St has vehicles parked on sides how will traffic go. Why put plants Melville Pde. Gosh you love calming measures for road. You need to stay calm. Overdone roads end up being changed within a short. Traffic needs space.
56	Please leave McDonald St and South Tce alone!
57	Speed control measures including proposed intersection treatment must ensure that Perth Transit buses are able to safely negotiate blister islands.
58	As a resident of McDonald St since 1988, I believe it is not in the interests of motorists to impinge on the already narrow strip of the road available when cars are parked on both sides. Similarly, traffic on South Tce would be brought to a halt by calming measures when furniture removal vans are parked at roadside - which happens often now that density accommodation has increased.
59	Please do all possible to reduce/alleviate speeding (i.e especially hoon drivers) in Preston St, particularly the stretch between Canning Hwy and McDonald St. Many thanks.
60	1 (d) Why here? Doesn't seem close to anything. I couldn't find anything on the Council's website to let me know what some of these modifications were going to look like. Also concerned about Council's choice of trees for blister islands. Douglas Ave for example has ugly and inappropriate trees.
61	2 (a) must effectively deviate flow (b) do with side friction parking (c) may cause hazard (d) properties to have forward entry only (e) may force traffic into parallel streets? (f) Regular crashes with parked cars. Concern of access to 62 McDonald st? (4) Better to have street design to reduce through traffic and nominated verge/street parking. Also recommend consider overall one way street flows and use of roundabouts at 'all' intersections. Also curve line street flow to optimise on street parking where no property access. Please call me to discuss - Geoff Shoemark 0439649430 or geoff.shoemark@roebourne.wa.gov.au (Civil Engineer, ext. traffic management experience)
62	1 (a) suggest approach Cygnet Theatre for permission to use part of their carpark for cyclists (d) suggest Raffles side near river. The buses come down the hill from Labouchere Rd to Melville Pde on Thelma (34 or 32 I think) very fast and there is no way they could stop at the speed they travel. A roundabout car of Mary & Thelma necessary also because of lunatics doing 'donuts' early hours of the morning and screeching tyres. Definitely need a roundabout to slow things down for safety.
63	consider introducing 1 hour free paid parking system in popular shopping areas
64	South Terrace - a P sign indicating parking in Burch St be placed at eastern end of hospital. Dangerous to exit from Barley Gardens (85 South Tce) due to poor visibility, especially when 4wds, vans and trucks parked east and west of entrance. Peak hours weekdays especially dangerous. Parking for step into life program on E Johnson oval aggravates the situation. We do not want a repeat fatality that occurred at 79 South Tce when a resident driver was killed one night a year or two ago as he reversed out of his complex.
65	1 (b) Agree if cyclist only use cycle route, not road (d) For how long? 2 (b) Why, you can't go much faster anyway? (c) That will get traffic to divert to other streets, where's the end? Between 7:30 - 9:30 all of Labouchere Rd is a carpark so why exasperate by traffic calming - vehicles are slow now, the same with Preston St and South Tce at lights.
66	2 (e) Not enough room for buses as it is. 1. Parking in Gardner, Comer & Eric St between Labouchere Rd and Coode St is dangerous. Need yellow line on one side of each of these streets to control current random parking and resultant dangerous/hazardous driving conditions. 2. Parking in and around Preston St shopping centre causes problems with traffic back up - i.e, people waiting to park go slowly and traffic backs up.
67	I fully agree with proposals. A sensible innovation on Robert St between Thelma & Henley is parking bays into verges so parked cars do not restrict traffic flow. Also reduced water consumption and unsightly unmaintained verges. Added suggestion is to introduce same parking bay concept on narrower streets like Lockhart, or allow parking on 1 side only. At present cars park on both sides and make it difficult to negotiate and impossible for emergency vehicles. Needs urgent attention for safety reasons. Edward S Preston, PO Box 78, Como (0402 135 090)
68	Should be 1 hour parking in Preston St - Mon to Fri - business users there all day (e.g. Aquila Resources). Parking on streets Melville Pde, Gardner, Mary, Comer, Robert, Saunders should only be 1 way. With parking both sides, street becomes 1 way only to drive through, and is dangerous. Congratulations on your suggestions as they are needed to control traffic & speed.
69	On road parking on Comer St between Coode St and Labouchere Rd is a significant traffic hazard and needs addressing; it seems too many vehicles exist for parking available in safe (and off road) spaces.
70	The speeds that current traffic is reaching on South Tce, between Labouchere Rd and Coode St are horrendous (80kph+). It is critical that traffic speeds are reduced in this area as lives are certainly at risk in this area.
71	We live in Leonora St (south of Henley St). We have a great number of people - parking or dropping off or picking up train passengers. A lot of the vehicles that come into our end of Leonora St are travelling at a great speed (considering there is parking left and right hand side of road). Is it possible to have speed humps or blister island to slow the vehicles so they don't hit the parked vehicles or pedestrians crossing the road.
72	Parking around Coode St/South Tce intersection is not good. Need to reduce parking restrictions on east side of Coode St, south of the intersection. Indented parking in Gardner St between Labouchere Rd and McDonald St.
73	Prevent patrons of Cygnet Theatre parking in Preston Street/IGA parking area. Slow down traffic on Roberts Street
74	Questions: 2c, 3c and 3d - These areas are too narrow for the proposed treatments.
75	Well done!
76	You should consider embayments in Gardner St as the parking is at times, totally insufficient.



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
77	Any new housing/unit sites need to have better parking on THEIR property not street parking. Also introduce parking on one side of road (e.g. Gardner Coode St - east side, very dangerous coming through for residents with cars parked both sides). No street or verge parking within 20m of corners - as blocks view of oncoming traffic. Parking rules need to be enforced - in local streets, too many people disregard and it is not enforced. Thelma St/Canning Hwy - Turning and straight lane needs better markers as turning, as people in left lane do not obey & still turn right from the left lane.
78	Need more parking near Canning Bridge Station.
79	More bicycle parking and bicycle infrastructure makes a lot of sense as more people move from 4 wheels to 2 wheels.
80	1. The trees planted on blister islands need to be appropriate i.e. not grow too large. 2. I ticked disagree to most of Q2 because what alternative route would the "speeders" use? You didn't even mention Comer St - this definitely needs speed treatments. 3. Should be noise control over motor vehicles.
81	Thelma St and Canning Hwy - turning right off Thelma onto Canning Hwy - traffic turns into both lanes, should stay on inside lane then left indicate to move into left side lane. If this was done traffic on Thelma St could use both lanes to turn right into Canning Hwy, easing traffic at peak times. I thought this was told when applying for driving licence.
82	Parking on verges on Labouchere Rd needs to be enforced. Parking on bike lanes on Labouchere Rd (between Preston & Thelma) needs to be eliminated.
83	It is hoped that to ease parking in the various streets and provide clear passage for traffic some verge lawns could be converted to parking bays. Think of the water-fertiliser-manpower this would save. Speed limit should be reduced in Leonora St for traffic rushing to and from rail station.
84	Traffic management on South Terrace will push vehicle traffic up adjacent streets. It would be best to direct traffic through major arterial streets vs. suburban back streets
85	No questions about Canning Bridge revamp. Please give us this opportunity. J Spencer, 209b Melville Pde
86	Given the numbers of units and townhouses, street parking is common and is a necessity and should not be further restricted. Many of the suggested speed treatments and traffic calming measures and not necessary, will restrict traffic and waste money.
87	Education! People don't read road signs or road marking, especially in Preston St shop precinct. Enforcement! Would help educate. Increased parking provisions for all new developments. Seems to me some drivers see a straight stretch of road and increase speed.
88	A large portion of Eric St between Coode St and the side road Hazel St is unique in South Perth in that the hill 30m from Coode St and onwards east is blind. Both ways. With parking on both sides of Eric St whichever way you drive there is a blind spot. Eric St is too narrow to allow passage between vehicles parked on both sides of the road. NO STANDING ROAD AND VERGE on both sides of Eric St for at least 100m from Coode St in an easterly direction. Eric St is the only street in S. Perth with this problem.
89	Attend to constant parking on both sides of Alston Ave between Canning Hwy and Coode St (school corner). Causes many close shave, children all around it is very dangerous.
90	I request traffic calming e.g. blister island/median in Mary St between Cale St and Henley St. Currently, vehicles travelling south along Melville Pde use Mary St to link with Henley St. After being restricted by the Melville Pde speed humps vehicles immediately speed up along Mary St. This is very noisy and unsafe, particularly with Olive Reserve dog owners and rapid increase in street density.
91	Don't put roundabouts on Robert St, not needed as roadside parking provides traffic calming for the locality. Provision of car parking is needed on Robert St. Overall some of the ideas will be a benefit but otherwise it seems like you are trying to fix a problem that does not need to be fixed.
92	Traffic calming measures are desperately needed at the intersection of Labouchere Rd and Saunders St. There is constant hoonas that speed up and down Saunders St between Labouchere Rd and Robert St
93	Please find my additional comments sent by e-mail to enquiries@southperth.wa.gov.au from the address rodney@rodney.id.au.
94	Parking and clearer vision at intersections definitely need to be addressed. With the large number of units in the area, parking for tenants and owners is a major issue as most of the roads become single laneways with cars parked on either side.
95	Street parking on Preston St is critical to residents as most families have more than one vehicle. Please do not interfere with current street parking availability.
96	We strongly disagree with 2 (c). The median strip will mean that we would not be able to back out of our driveway (36a Preston St). What's wrong with a speed hump.
97	Please don't put any more road or traffic obstructions on roads. Use roundabouts (no blister islands etc.) Soon as you slow traffic you cause congestion on the roads - Keep traffic moving as the less time on a road = less congestion!!!
98	Removal of rumps from Melville Pde is essential. At night they are quite dangerous for someone who doesn't know the area.
99	Traffic already travels very slowly in South Perth/Como are, except on the main highways such as Canning Hwy. There is not a need for more traffic obstructions on the roads.
100	2 (c) Speed is decreased by parked cars anyway. 2 (d) Really important - together with the ways to reduce speed at the intersection of Coode & South Tce. At present the speed environment on South Tce is downhill to Coode St and wide vistas encourage drivers to speed to changing traffic signals. I have witnesses many cars running the red light here and quite a few serious accidents.
101	Parking should be restricted to one side of the road only on certain streets - e.g. Comer St. It is too difficult to see cars pulling into the street from driveways. Parking should not be allowed in bicycle lanes at any time.
102	Anything that will slow the fools between roundabouts can only be for the better. Parking on Robert St, between Alston Ave and Saunders St, is a shambles, even parking on bus stops.
103	Stop wasting money. I will vote for anyone who is against this waste. I am over consultants. Traffic is here to stay. Plant trees - not more asphalt.
104	Just plant trees - by schools, churches - no spending on things that are not broken.
105	Many of the parking problems have been caused by 'fly in fly out' persons parking their huge trucks, utes on verges and in the street and leaving them there for 4-6 weeks at a time. Bins can't be picked up for collection, it's difficult to cross the street as you can't see traffic - they should be fined and cars towed away!!
106	Please look into speed treatment in Thelma St, between Melville Pde & Labouchere Rd, to reduce traffic speed. Cars speed up and down Thelma St because they have right of way up and down the hill. It is very dangerous and very noisy. Jim Mitchell, 1 Lockhart St.



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
107	1. Great emphasis is required on cycle paths - dedicated use, bollard protection from vehicle traffic. (suggestion - one paved footpath as is now, other verge opposite be the dedicated cycle path) 2. Bike parking - Preston St and Canning Bridge. 3. Suggestion - cat style bus to train station
108	This seems to me to be "touchy feely stuff" put forward by planners who have to justify their highly paid positions. It may seem good in theory but doesn't work in practice.
109	Maintain 'village' atmosphere in South Perth by keeping density low.
110	It appears the Council is determined to slow traffic and congest the area. It is more important to keep traffic flowing to calm the area. Move traffic, don't stop it.
111	Cars parked on both sides of Comer St each night which makes driving in that street hazardous. Should implement one side parking only.
112	2 (a) is there room for blister islands? Will parking be lost near commercial & hotel/accommodation premises? 2 (c) Signage on Canning Hwy directs people down this road to shops. Perhaps more signage to direct traffic down Thelma from Canning Hwy. Regarding Thelma St/Labouchere Rd intersection, when you come out of the roundabout and head on Thelma towards river, visibility is poor due to crest and centre line of road needs to be marked as traffic strays onto the centre of the road on the crest due to parked cars. Quite dangerous at night.
113	What are the ratepayers paying Shawmac? What are the names of the 6 local residents chosen to represent me and others in 'the area'? What qualifications did the author of this study have in the English language? The money used for this study could be put to a more needy issue.
114	Make stop signs more visible - e.g. stop sign at Ednah St/Labouchere Rd has been removed and not replaced. Street parking in Ednah St between Labouchere Rd and Mary St is an issue - people park opposite each other on a hill - traffic hazard. In addition, Transperth buses short cut (not part of route) through here - dangerous! I used to enjoy walking along river (Como jetty) on the 'shared' cycleway/pedestrian path. I no longer use this as numerous near misses with cyclists - increase signage to SHARE pathway.
115	Too many roundabouts in the areas proposed. Buses will stop using Robert St. Enough is enough!! Certainly get rid of humps in Melville Pde - they're ignored anyway!
116	1) I strongly disagree with any proposals to introduce "No Standing" areas in residential streets, particularly Thelma Street between Canning Highway and Penrhos College. There is little enough street parking for residents/visitors as it is, and any further restrictions will simply force vehicles onto the verges. The section of Thelma Street between Canning Highway and Penrhos College is underutilised by cyclists in any event, with the majority of them using the footpath to the detriment of users and residents. 2) Speed humps are far more effective at slowing traffic than blister islands. These islands are dangerous obstructions. The poor design and disruption to sight lines (especially at night, or in poor weather, or in rainy conditions) make them a serious road hazard. This is evident given the number of skid marks, tyre marks, and vehicle scrapes which are clearly visible on all of the kerbing on these islands. The contribution of these islands to road safety is zero, and they encourage excessive speed since the majority of "hoons" see them as a chicane and a challenge to be traversed at as high a speed as possible.
117	(4) With developers to balance concessions, impact on other ratepayers needs to be also considered. Speed treatments to be considered as a top priority - some vehicles travel at 80kph and more between McDonald & Coode St. Street has usage by pedestrians, cyclists, elderly, and children - especially when crossing from one side of road to the other.
118	Preston St (Labouchere Rd to Melville Pde) too narrow and is dangerous
119	The speed of vehicles traversing Labouchere Rd between Thelma St and South Tce is too great. When pedestrians cross Labouchere Rd at Preston St and Comer St it is often dangerous. The shopping precinct needs to be further buffered by vehicles flying down and up Labouchere Rd at Preston St especially to ensure pedestrian safety. Vehicles seem to plant their foot when going through the roundabout at Preston St, despite pedestrians being on the road.
120	Overall too many cars sneaking through Como West at high speeds. Especially through Comer St to dodge lights at South Tce and Canning. We have had close calls reversing out. McDonald St is similar. Thanks for survey, it's a good move and appreciated.
121	2 (d) - several near misses witnessed as cars enter and exit driveways due to excessive speed of through traffic. Also, consider left turn only from Strickland onto South Tce due to lack of visibility at crest of hill.
122	Also consider 40kmh zone: South Tce from Labouchere across Coode past hospital. Lots of pedestrian traffic (and elderly people) in this area.
123	The plethora of speed and parking restrictions is confusing and counter-productive. It requires a profusion of unsightly roadside signs to provide information to users and provide a legal basis for enforcement. Any plan should emphasise simplification
124	Cnr Eric & McDonald - try and reduce limited parking, very poor available parking, allow verge parking if yellow line
125	I have lived in this community for a while now and find the traffic to be well behaved and flows well. People are careful and considerate in this area - I believe adding a whole lot of 'calming' initiatives will only frustrate people.
126	2 (d) Avoid using median treatments which prevents access to driveways on opposite side of street (i.e. long islands) Please consider a bus lane on Labouchere Rd heading north between 7am and 9am on weekdays to encourage public transport use and reduce congestion.
127	Comments from Richard Roberts, Resident since 1960. 1 (a) Providing it does not reduce parking for vehicles. 2 (a) Rubber speed humps could have been salesmanship, speeding was minimal (b) The street works well at 50 kph, motorists use common sense, no fatalities (c) Not needed, do not take away existing vehicle parking, the 50 kph works (d) Not a problem, no fatalities. Common-sense is used, motorists do slow down for lights (e) not needed, stop signs work, no fatalities, already has curved design (f) not required and islands deprive residents of kerbside parking. 3 (a) not required, would destroy current garden plantings on 4 corners, vision is clear, stop signs have worked for 30 years, no fatalities (b) there are already regulations - 30m is not needed (c) intersection already has clear vision (d) intersection already has clear vision, no fatalities.
128	4. Shawmac fees will multiply by 5 as they move to other areas. Bicycle parking at Preston St shops is a must!! Cycle path for Labouchere Rd from Angelo - Mill Point in both directions.



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
129	A number of these proposals are inconsistent with recent council planning decisions. It is important to introduce some consistency of approach. Whilst the focus on sustainability is important it is also important to recognise that cars are fundamental to much of what we do - in particular for the elderly and disabled - and a proper balance needs to be struck. In general I would favour traffic calming features rather than restrictions on vehicle use and parking.
130	I find the intersection of Preston St and Mary St quite dangerous for cyclists. A number of times I have nearly been knocked off my bike due to the parked cars on the south side of Preston St obscuring my presence. This would be a good candidate for a roundabout.
131	As residents of Preston street we notice Preston St is used as a substitute to Thelma street to connect between Canning Highway and Labouchere Road resulting in high traffic levels. We request a traffic calming device be installed on Preston St between McDonald Street and Coode Street. This measure as well as making motorists reduce speed will also add to the streetscape.
132	Exit off Manning Road to go onto Freeway South. The loop required to be done now on Canning Bridge is too busy and dangerous. New ramp will drastically reduce traffic congestion and numbers of vehicles in general.
133	Install traffic roundabout at Mends St jetty
134	In regards to 4, please write this in plain English! 1. Straighten out the bends in Preston St between Melville Pde and Labouchere Road. 2. Make Angelo St shopping area a permanent 40kmh zone and install more pedestrian crosswalks.
135	Make cycle ways along Freeway/Melville Pde section, not on Labouchere Road please.
136	City has been planting inappropriate plants on verges and corners that interfere with sight lines. CoSP must plan street and verge planting to: plant to minimise maintenance (lopping for power lines, pruning for sight lines) and plant appropriate species with relation to size and maintenance.
137	Make it a condition of development approval that developers utilise the street verge for parking where the verge is wide enough and where it will not impact on street trees. Verge development for parking should be increased as some streets are very dangerous with vehicles parked on both sides - often there is only a narrow gap for traffic.
138	Previous plan involved closing Ednah St at Mary St to prevent cut through. If Preston St speed limit is reduced then this plan should be reconsidered.
139	Upgrade of footpath in Gardner St between Coode & McDonald St
140	Not enough parking at Preston St shopping area and no space to enlarge
141	These streets aren't busy enough to justify all these proposals. The most important thing you could do is to speak to Main Roads about a wall along Melville Pde instead of that pathetic wire fence...please please please
142	Removal of humps in Melville Pde will be welcome. We just use Mary St and that is so congested and needs parking bays on nature strips to allow easy flow of traffic
143	Good ideas but let's not spend millions on a study - look at other councils adopt their approach. Reinstall sail at west end of pedestrian bridge located at Preston St crossing Freeway. Install sound barriers along Freeway to quieten the noise from traffic on both sides of Fwy. e.g., deflect sound upwards especially next to playground at Preston St (river side)
144	Preston-Mary St intersection is dangerous due to speed of oncoming traffic. Parked cars prevent safe visibility to manoeuvre forward. Speed humps on Melville Pde are not sufficient for slowing the traffic, a series of blister islands would be better and more in keeping with the landscape.
145	South Terrace between Canning Hwy and Coode St should have lowered speed limit to a minimum of 50kmh - as a built up area with homes and children, cars often speed through - they do not have enough speed limit signs to educate drivers. As a busy road, but with many homes & families, the speed limit must be lowered to 50kmh. So many near misses, it appears the Council is inconsistent in its application of speed limits. Focus!
146	Making cycling safer should be a priority for health and environmental reasons
147	Generally in favour of improving cycling facilities
148	I do not agree with the introduction of 40kmh speed zones unless there is a clearly defined problem (objective) that needs addressing (not some fuzzy 'subjective' view/reason)
149	Re: McDonald Street. A big increase in traffic volume on McDonald Street is the result of traffic trying to avoid the Canning Hwy South Terrace intersection, using McDonald Street as an alternative to Canning Hwy. I believe much stronger steps than those proposed for McDonald Street would be needed to achieve a reduction in traffic volume, and speeding. Such as Access to McDonald Street blocked for traffic east bound on South Terrace. Horizontal deflections at Gardner and Eric streets designed to limit traffic to a single lane. Thank for this opportunity. Bill Thomas 17 McDonald Street 0417180436
150	1. Traffic calming device (speed hump) required at corner of McDonald St & South Tce to stop hooning (wheelies!) traffic entering or leaving McDonald St. 2. Parking is a big problem in this area (multiple dwellings with multiple tenants in each dwelling) means more cars per dwelling (unit) causes widespread street parking, creating difficult and dangerous road congestion.
151	Our building on Coode St between Preston St and Ednah St has very little parking for residents' visitors and often traffic flow is held up by the few car spaces available. The City should provide embayments and increase the area of paved verge.
152	2 (c) - parking on both sides of Preston St already hinders traffic flow. A blister island will cause more confusion.
153	1. Intersection Saunders St & Labouchere Rd - can't see Give Way sign, hidden by trees, at least 3 accidents in intersection. Cars don't give way, need either stop sign on Saunders St or roundabout. Cars parked on Saunders St between Labouchere Rd & Canning Hwy block traffic. 2. Shrubs on corner of Lockhart St & Saunders (sw corner) block view of cars approaching intersection. 3. Cars don't slowdown in roundabouts, they just speed through to get there faster than other cars, especially along Robert St.
154	Cameras for break ins along Preston Street



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
155	Please can you address the lack of footpaths in ALL streets - it is so ridiculous only having them on one side of the street!?
156	Parking is a big issue on my street (Comer St) particularly strip between Labouchere Rd and Coode St. Many workers park there to catch buses. Parks are illegal and block driveways etc. BINS often don't get emptied due to these cars. It is very frustrating, incredibly dangerous and needs to be addressed.
157	Parking on South Tce opposite South Perth Hospital should be restricted on the residential side of the street to residents only. The hospital should have better signage regarding parking behind the hospital. An alternative is to restrict the parking in this area by time Mon - Fri 8:30-5pm to 2 hours.
158	Although improved corner McDonald/Gardner St it is still dangerous. Too many opportunities for hoons to go haywire in a dense build up area.
159	1. Increased resident numbers means more cars, all property plans should include 2 car spaces each. 2. Plan for local movement, stop ratruns for people passing through at peak times. Whilst cycling sounds great, it's dangerous in our area. Install permanent speed cameras to slow cars down. 3. Apart from South St and Labouchere Rd make the whole area 40kph 24/7. 4. Use more 'Stop' signs to slow traffic. 5. If you bring people in for shops/cafes/cinemas, you must provide parking.
160	Suggest traffic speed reduction is urgently needed in Henley St between Melville Pde and Robert St. This is a "hot" area for hoons doing burnouts & revving loudly. Blister islands would be ideal. Many drivers turn the corner of Henley/Leonora Streets too quickly (heading to station drop off) endangering motorists and pedestrians.
161	There is a serious problem with very poor line of sight from the east of our driveway at 11 South Terrace. When there are cars parked close to the driveway on the south side it is impossible to see cars on South Tce. I would like to propose a no standing road or verge in operation during 7am-9:30am and 4pm-6:30pm during weekdays. There have been several near misses as a result of the lack of sight.
162	Funds would be far better spent on making parking areas on Freeway side verge - this area is all units with no parking except on road. With cycle groups regularly using this is not an ideal road to park on.
163	Any attempt to improve Robert St traffic would be welcomed by the residents. The usual speed from Henley to Thelma St is 80 mph because people want to get from Canning Hwy to Labouchere Rd as quickly as possible. On Friday & Saturday nights it is terrible when the local taverns close. Robert St is very badly designed.
164	Blister islands are better than speed bumps but surely not 6. Street parking is absolutely necessary for residents. Visitors to residents in strata properties have to park somewhere. More verge parking would help. Council has allowed density of building - this has created the problem. It would help to have 40km limit in whole precinct.
165	Too much traffic calming!
166	There is already too much traffic calming in South Perth/Como Don't reduce parking spaces Cars should slow down at intersections to see past parked cars, if it is open they will go faster.
167	Parking facility at my property is poor - there needs to be parking available for at least 1 visitor/family member outside the property. I consider it poor planning.
168	Como's roads and footpaths are well maintained.
169	I am a resident who lives on South Terrace straight off the freeway - Please note drivers speed up to Labouchere Road traffic lights very frequently and this makes it very hard to reverse out of driveway, as you can imagine! A blister island would also be very beneficial on South Terrace before Labouchere Rd
170	Parking area at corner of Preston and Labouchere Rd needs to be redesigned/resigned.
171	Traffic along Mary St to be slowed down by perhaps implementing blister islands. Vehicles drive along Mary St especially at night at very high speeds - Mary St corner Saunders towards Canning Hwy via Cale St too. Could a 40km/h zone be implemented or blister islands? Thank you (localised resident in Mary St)
172	Stop buses using Ednah St as a short cut (Govt buses)
173	It would be nice to have more parking in the area as more units built & more people taking up residents
174	Cars parking on both sides of street (Saunders and Mary St) and many others. One side is not so bad.
175	I am appalled at the numerous drivers who do not indicate when changing lanes. It's not just young drivers but older experienced drivers often.
176	Absolutely essential for CoSP to encourage cyclists by providing: - Safe bike paths; - Slow traffic systems so bike routes using the road don't feel as vulnerable. Bike path between narrows and causeway really good! Basically need to continue to provide safe and easy access for cyclists to ride.
177	It needs to be realised that limiting road verge parking will increase the incidence of lawn non-specific verge parking. This upsets residents especially if the vehicle is not associated directly with that residence.
178	To stop overcrowding in streets caused by residential units.
179	More parking areas at Preston St and many other streets where parking can be inset into grass verges i.e paved on bitumised. Problem streets seem to be those with old flats or multi storey dwellings.
180	The City already spends an extraordinary high proportion of its budget on never ending traffic calming measures. As a resident for many years it is a common talking point that maintenance only should be the priority. Funds should be directed to parks improvements to the benefit of local residents, not reducing the amenity of our streets with ever more road treatments. I, like many, would like a fundamental rethink of Council's priorities. The ideas contained here are sensible, just NOT the priority at all!
181	Please police the loading bays in Mends St and Angelo Streets more often. So often motorists choose to park in them.
182	Re #4 - consideration to purchase or develop area from MRD to allow off street parking as well as bicycles. Please refer to prior correspondence P. N Smith Lockhart St Como to Ms Deady dated 16 January 2013 Ref W20651-1 Doc D-13-2311 and correspondence/photographs sent under separate cover by email to SPCC.



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
183	"Limited parking" signs are erected in streets leading to Labouchere Road - Eric, Comer, and Gardner to Angelo St. Currently people park cars and catch bus to work. These side streets are narrow and accessibility limited when cars are parked on both sides of the road. Labouchere/Comer also used by all day commuter.
184	Preston St is too narrow for parking on both sides. It should be restricted to one side.
185	Footpath Gardner Street western side between Coode St and Labouchere Rd needs slabs replaced by concrete path.
186	Agree strongly with 3b, especially corner of Coode St and Gardner, VERY dangerous.
186	Parking permits for residents on streets with time parking would be very useful to those who rent and only have one car spot but have more than one car.
187	40km/h zone to go from Coode St to Hazel St for the hospital with full time speed camera fixed. Huge revenue raiser for Council.
188	Push bikes are becoming aggressive and dangerous on roads like Melville Pde and Preston St. They should use cycle ways and bridges where possible. They pay no road tax id the wish to raise money pay licence on push bike and distribute to charity.
189	I think parking is OK
190	Beautification of Melville Pde would be appreciated but not essential. Speed bumps function well for speed reduction
190	South Tce to Canning Hwy
191	At traffic lights at both Labouchere Road and Coode Street two lanes become single lane. Reckless motorists often attempt to "undertake" causing potential hazard/danger. Can a solution be found
191	Traffic calming i.e blister islands etc. can lead to cyclists being 'squeezed' by vehicles unless cycle lane is provided as along Coode Street between Angelo St and South Tce.
192	As I have been told this is a waste of time because not one of you live on the part of Labouchere Road where we are supposed to PARK at night. You don't seem to care about the landowner who pays you rates etc. just the bloody BIKES
193	40 km speed limits in all areas in Labouchere , McDonald, Preston, Coode, Robert, Thelma, etc. Have actual 40k/h signs everywhere.
194	Parking on Thelma Street between Mary to Labouchere Rd should be one side of the road only not near intersection with Robert St - Main bus route and a hill mean this is a dangerous section. Cars parked o road cause problems!
195	Would like to see angle parking on Preston Street
196	Blister island, storm drain, driveway and afternoon sun make for an extremely dangerous situation on South Tce (between Coode St & Hazel St) Remove blister island to widen road
197	Low bushes and not trees planted in blister islands so as not to restrict view.
198	2) Expensive - The speed humps work!
198	3A) Ridiculous.....intrudes into walking precinct and reduces access to shops. Stop signs and speed limits are effective.
198	3d) Expensive
198	4) Unclear information - People need places to park cars near their homes. Developers should create enough parking on properties to accommodate more than 3 cars per 4 bed property and 2 cars for a 1 bed property.
199	Builders should not be given permits that allow them to exceed one year or build. The noise generated by builders are out of control, no house should take longer than 9 months to build and all sites must be enclosed to control builder's waste and the look of the place. At large builders are a pain.
200	Make parking on Preston Street one side only between Labouchere Rd and Coode St with a white line
201	The portion of Preston St between the Labouchere Road and Coode St is often reduced to one lane owing to parked cars. Put these cars into proper embayments otherwise one day there will be an awful collision. Many other streets (e.g. Coode) also need embayment parking or paved verges that clear the road for uninterrupted driving.
202	RE: Q13 and Q14 - these in my mind pose danger to cyclists as they would thin the road ... might be wrong but just a thought.
203	There are already so many cars parking along McDonald Street and Preston Street that reducing vehicle speed is not an issue.
203	McDonald St is a very stop start journey overtaking numerous parked cars contending with oncoming traffic. Likewise with Preston St between Labouchere and Coode, only one car can travel at a time between the cars parked on both sides of the road. Cars parking on both side of Preston St between Labouchere and Coode is causing congestion to and from the IGA.
204	None of these proposals will help if the current non-policing policy persists - e.g., parking in no standing/parking zones. Please - no revenue raising strategy, we live, walk and drive daily in these areas.
205	The question (17) regarding parking is timely, especially in relation to informal on-street parking (against the kerb). This is becoming problematic (due to the number of cars and careless parking of cars) on more major streets, such as Robert Street (thoroughfare to Canning Bridge station) and Preston Street between Labouchere and Coode (speeds down the hill contribute to this problem). Perhaps parking could be restricted to one side of the street in these locations to aid traffic flow, and/or formalised bays installed. Also, the painted centre-line on Robert Street creates issues when cars are parked against the kerb, as it seems to give drivers a false sense of right-of-way and results in less courtesy and care being shown than on non-marked roads.
206	Would think it is a good idea for a roundabout at intersection of Labouchere Rd & Comer as traffic in Comer is dense and crossing Labouchere at times almost impossible as Labouchere traffic flow at times is solid - even turning right or left out of Comer (Often commented on, not only by residents but people who use the hotels on Melville Pde)
207	I have watched South Perth Council put in speed calming measures for over 40 years and in many cases take them out and waste my rate payer tax. The proposals put forward here will minimise truck access to business and result in inefficient traffic flow for the many vehicles which need to drive through the area.
208	We still cannot park outside our building at 8 Preston St. People parking there from other businesses. Needs timed parking for clients in our building.
209	When you construct blister islands, thus narrowing the road, it is mandatory to create a dedicated cycle path for cyclists so that they are separated from vehicular traffic.
210	1. Intersection Labouchere/Saunders - lack of attention to priority direction, we have been involved in two near misses and have seen other potential incidents - suggest roundabout.
210	2. Cycle lanes at edge of road is a bad and dangerous concept. Consider putting a division between the two rather than just banning parking which will cause considerable inconvenience.
211	Development on corner of Canning Hwy & Comer St proceeding. Parking needs to be addressed on Comer St between Canning Hwy and McDonald St.



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
212	You have missed Mary St and Cale St for roundabout. Removing speed humps along Melville Pde will increase speed up Cale St - already car & bikes reach 120-140 and speed humps should be like this: (0 0 0) Blister islands would cost millions and take river views away from house owners. (Les Hull, 109a Mary Street)
213	Would like to see traffic calming measures on Cale St between Melville Pde and Labouchere Rd. A lot of hoon in the afternoon and evening. Parking is required in Cale Street, nowhere else for residents to park.
214	Prefer the blister islands to speed humps, they look better and are better on the car.
215	Footpath in Greenock Ave between Melville Pde and Mary St is badly needed - people have to walk on the road to go to bus stops.
216	Stop speedsters in Eric Street - Police vigilance & blister island
217	Comer St needs more traffic speeding measures reduced - it is used as a race track, particularly between Coode St and Labouchere Rd. Also the roundabout on Coode/Comer Sts is very dangerous - you can't see properly - there are a lot of near misses all the time!
218	The roundabout at the intersection of Comer St and Coode St is a BLIND SPOT plus a large hedge on resident's property (50 Comer St) is very dangerous (can't see)
219	Remove small sections of on-road parking on Preston St, immediately left of exit from shopping centre - cars exiting the shopping car park cannot see vehicles coming up Preston St (on the left) towards Labouchere Road. Dangerous as it is a restricted view of road.
220	Please kindly consider widening of Labouchere road between south terrace and Angelo street due to severe traffic congestion
221	Please do design our City so that pedestrians and cyclists have priority, then Public Transport, then cars. Please do not make this a City for Cars. My dream is for a city where it is safe and pleasant to walk and cycle. Please consider reducing the car parking requirements for developers, so that the average number of parking bays per unit is less than two and so some apartments can have Zero parking. Please reduce the parking requirements for commercial from 1/20 to 1/25 or less. People first, cars fourth.
222	The introduction of no-standing zones along the entire length of the important north-south and east-west cycle routes is strongly applauded and should be seen as one of the biggest improvements for cyclists in the area. Introduction of median treatments and blister islands is not supported unless designed in a way that there are no squeeze points introduced for cyclists. A document by mainroads lists this as one of the biggest disadvantages for such traffic calming measures. (See https://www.mainroads.wa.gov.au/BUILDINGROADS/STANDARDSTECHNICAL/ROADANDTRAFFICENGINEERING/TRAFFICMANAGEMENT/Pages/Local_Area_Traffic_Management.aspx).
223	I am not a resident of the area. However, I do ride a bicycle along various streets from time to time within the area. Rather than narrowing roads with median strips and/or blister islands, I would like to see bicycle lanes introduced. These work well on the busy Labouchere Rd. As a cyclist I prefer the humps on Melville Pde to road-narrowing blister islands. Narrow busy roads make many cyclists, especially novice cyclists, feel unsafe and so deters them from cycling. Thank you for the opportunity to put my point of view.
224	Good Luck
225	The roundabout on corner of Saunders St & Mary St is a complete waste of money. Very little traffic & god knows what it cost! They were there for a month. If you want to do anything, a Give Way sign would do. There is too much money being spent for no reason.
226	Would think it is a good idea for a roundabout at the intersection of Labouchere Rd & Comer St as traffic in Comer is dense and crossing Labouchere at times almost impossible as Labouchere traffic flow at times solid - even turning right or left out of Comer. (Often commented on, not only by residents but people using the hotels on Melville Pde)
227	Bicycle riders particularly lycra brigade should be made to use cycle lanes at all times, and not riding en mass blocking off traffic lanes.
228	2 (f) Unless you change parking laws on McDonald St, this will disrupt traffic flow significantly. Parking either side of Gardner St is a major issue often reducing the traffic flow to less than one car width (yes it has been impossible to drive down!) Preston St is similar, both near to Coode St and Labouchere Rd.
229	Major concern with traffic using Labouchere Rd from 7am - 8:45am and 4pm - 6pm Monday to Friday. It appears that this traffic comes from outside areas that should use the Kwinana Fwy. It can take me 20-30min from Leonora St to the Kwinana Fwy overpass every morning now.
230	Please take all necessary measures to reduce the speeding traffic on Preston St between Coode & Labouchere Rd, especially the hoon leaving the Karalee Tavern. Thanks!
231	Traffic speed & density between Thelma St and Mill Point Rd on school and work days is out of control. Traffic is at dangerous levels for residents, it needs to be seriously calmed. It should be a road for residents and public transport.
232	Upgrade easement between golf course and freeway - promote as cycle route to get causal cyclists off Labouchere Rd.
233	1 (d) Why has it taken so long to be considered? 3 (c & d) Use a roundabout 4 What's this all about come down to the real world please Proposed parking solution - how about putting out a proposal that ordinary people can understand in future please.
234	Suggest serious consideration given to roundabout intersection Mary St/Alston Ave - vehicles use Alston Ave leaving Melville Pde at speed. Thelma St - between Mary St & Labouchere Rd used as racetrack - measures required to reduce hoon traffic speed and noise levels.
235	Do not make any changes in Cale St, which is needed for parking and has almost no cycle traffic. If nonstop people parking in Cale St, they will park in Mary, Leonora and Robert instead.
236	2 (c) Median treatment not so much needed between Labouchere & Coode on Preston as cars parked on both sides of road means traffic must slow down. However v much needed between Coode & McDonald cars speed between the two roundabouts.
237	There are clearly more cars than spaces in many spots and little regard is paid by those in the planning area as to on-site parking. Our access in Gardner St is affected by parkers who park close to or across the driveway.
238	We are in favour of measures to improve safety. We are especially in favour of efforts to improve cycling access.
239	4. No - more and better public transport 1 d) This area is already paved and needs to be made vehicle parking to support Canning Bridge rail station
240	Melville Parade speed bumps are very successful at decreasing speed. Blister islands only act as a race track. Speed treatments essential in Thelma St between Melville Pde and Labouchere Rd.



Number	Response
241	Putting too many new roundabouts in low traffic areas - unnecessary
242	See attached
243	Corner of South Tce off ramp - South Tce & Melville Parade: 1. Stop sign at South Tce/Melville Pde intersection due to danger of reversing vehicles from properties in Melville Pde (currently give way sign) 2. This whole intersection needs a major investigation (CoSP/MRWA) as it is a source of many accidents many of which go unreported.
244	McDonald St is already crowded with street parking at certain times of the day and traffic calming measures at Eric St & Gardner St intersections will only make it worse. Fixing the sharp tight turn at the Thelma St traffic would be good (near the church).
245	The roundabout at intersection of Labouchere Rd & Preston St is extremely busy and vehicles seem to exit the roundabout at excessive speed particularly into Preston St. Traffic calming is needed.
246	Between Labouchere Rd and Coode St on Preston St I do not agree with a new blister island. This removes current useful street parking for many residences.
247	Intersection modification to slow traffic on Labouchere Road at intersections with Gardner St & Eric St.
248	Possible new roundabouts at: Mary St & Thelma St and also Mary St & Ednah St
249	Many car parking areas (car parks & street parking) have free parking on Saturday and Sunday. Why not also include public holidays? Why not have a 40kph speed limit on Preston St between Labouchere Rd & McDonald St?
250	Calming treatments don't work. The young 'hoons' still will race around them and in the end hurt someone walking past. We are making this a 'nanny' community!! More police presence outside Como Hotel on Fri/Sat nights.
251	1 (a) When shopping, bicycle is very limited. More appropriate for commuting - e.g., near train station. 2 (c) This part of Preston St is already constrained by street parking on both sides. Needs better look at parking arrangements. 2 (d) South Tce is major exit off freeway and access to Curtin Uni. Needs to be managed as a major suburban through route. No need for 40km zone at intersection. 2 (e) Robert St already has calming design
252	The vacant piece of land should be also available for people to park their car when they use the train station to alleviate parking problems. Shrubs on the corner of Saunders & Lockhart (on property 51 Lockhart) need trimming or removal to improve line of sight.
253	Address traffic congestion on Labouchere Road between Mill Point Road and South Terrace each morning. This is the CoSP's biggest traffic issue. It makes living here less attractive because commute time between 8-8:30 is so congested. Thanks.
254	Roads are pretty good; don't see any point in most of all the changes as mostly a waste of money. Blister islands are less effective than existing speed humps so may as well leave as is as no benefit for cost. My suggestion leave the roads mostly as they are adjust speed limits (down) in Preston Street area and concentrate on parking issue. Also the "bike lanes" are a joke and dangerous is cyclists are constantly forced to move into traffic to avoid parked cars. Either make them no parking at all time or get rid of them. Current situation is frustrating for cyclists constantly avoiding parked cars and motorists who believe cyclists should stay off the road, but clearly can't at all times. Do it properly or don't bother. Summary of proposed road changes: Roads are fine spend the money on more important improvements, or is there are non-reduce rates! Don't spend it for spending sake. Road modifications like blister islands make a safe cyclist/motorist road unsafe due to crowding.
255	Lower density development so parking less of an issue. Removal of dangerous traffic calming solutions - islands and median strips. Train station plus parking for Preston St to service Cygnet and shuttle bus to and from zoo (instead) of station for South Perth which is already well services with ferries etc.
256	Changing traffic flow along Preston Street on Comer puts more traffic on Eric Street as less cars park there & people can speed down this is already a problem.
257	RE: Blister, I would suggest pedestrian access through centre. The concept is good but will it work? There are so many new-comers driving without knowledge of our road rules. Still I wish you luck! I Live on S/E corner of Labouchere Road and Preston Street. Quite often, when crossing Road Preston St (Town side) vehicles whizz around not realising pedestrians use the road too. There are old people living (still) and quite active, e.g. I am 98. Colin Thomas
258	While streets like Comer St between Labouchere Rd and Coode St become virtual car parks at weekends, I do NOT favour a solution which converts nature strips to additional parking space. The approach taken should address the CAUSE of the problem which is the unrestricted number of building permits granted in hi-density zoned streets where single residences are being demolished and replaced by large complexes of townhouses and units. Limits should be set to this.
259	Street parking calms the traffic speed at busy times Slow bicycles down as they come off the Freeway overpass in Preston Street - Very dangerous Vote No for the proposed roundabout at Preston St/Mary St due to early morning sun light
260	- It is very difficult to drive east on Preston between Labouchere and Coode as there are so many cars parked on the side of the road. It is often reduced to one way traffic. - Great idea to remove speed humps on Melville parade and replace with blister islands. - Agree that traffic calming measures should be implemented in McDonald Street but a blister island in the first section of road between South Tce and Gardner St would be a better idea as this is the section where cars speed. Would have plenty of time to slow down before getting to Gardner intersection.
261	Regards McDonald st/ roundabout or horizontal strip Preston between Lab and Macdonald. Struggle with roadside parking. Presto to Mary. Don't need if 40 kmh.
262	The treatment I like most to see implemented as a priority would be 20-40 km/h zone in Preston Street and Labouchere Road
263	Lower density development so parking isn't an issue. Removal of all stupid obstructive slalom type islands which are dangerous - Especially at night.
264	Much lower density development so that there are not so many cars parked on streets



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
265	Something should be done to the intersection of Saunders Street and Labouchere Rd i.e roundabout - As people coming off the Canning Highway invariably do NOT stop at the Give Way sign and drive straight through - There has already been a number of accidents at the junction a roundabout would slow traffic and would easily see who has right of way.
266	1) Parking of cars on many streets in South Perth reduces access and difficult when traffic is in 2 directions causing vehicles to weave in and out. 2) Traffic to/from side roads and Canning Highway is a problem. Residents who live in the side roads find it difficult getting in and out of their yards.
267	Absolutely agree with the speed treatment proposal for Melville Parade as it can only improve the aesthetics of the street. Also consideration should be given to speed treatment along Saunders street which is a connecting road with Canning Hwy. Appreciate the road carries low volumes of traffic however there seems to be a speed issue particularly traffic heading west which is slightly downhill. Consideration to traffic calming intersection of Lockhart & Saunders would help. Thank you for the opportunity to comment.
268	1. If there is a 40 kph limit on Preston St, no need for a roundabout at Mary St. 2. You didn't ask the question, but Canning Hwy/Thelma St should have geometry modified. 3. Please avoid pay parking as it ruins the feeling of a local community at local shops. 4. 30m of no standing at all intersections is excessive. 15m is plenty. Good luck with your plans!
269	Restrict parking in Ednah St and Mary St to one side of street only
270	Possible blister or some other speed control on Comer St. Comer St should be blocked on the west intersection of Hazel St. Preston St should be blocked on the east intersection of Coode St. (Colin - 0427 491 489)
271	Larger No Through Road sign for cul de sac end of Labouchere Road, my property's driveway 265 Labouchere Road is used by cars to turn around hence my bitumen ruined and needs replacing urgently!
272	Urgent need for a traffic calming device at Cnr of McDonald St and South Tce. to stop hoon's tyre screeching when entering or leaving McDonald St
273	I feel too much emphasis is given to cyclists there is sufficient space on Labouchere Road yet I continuously confront them on the footpath. As a resident on Ednah St I am not sure if speed is a problem on Preston St and South Tce and other streets mentioned. If motorists do not observe Giveaway signs and speed limits there should be more enforcement of laws.
274	Greenock Ave (and elsewhere) has no pavement prams, bicycles, walking frames cannot be used because owners have blocked the area. Such people MUST walk on the road.
275	For action on McDonald Street at Gardner and Eric Streets please maintain traffic island dividers existing in these streets. Anything to slow McDonald St speed will be good provided it helps Gardner and Eric Streets traffic safety as well.
276	Placement of a round-a-bout at the corner of Mary and Thelma Street for the following reasons: Numerous instances of reckless "hoon" driving behaviour. Exhibited by tyre marks on the roads from "burnouts". The large open intersection seems to attract this behaviour. Also traffic speed along Thelma should be reduced. As a resident of Thelma Street, vehicles gain excessive speed down the hill on Thelma Street between Labouchere and Melville Parade.
277	There are many areas where parked cars obstruct traffic and bicycle paths. Embayments and hard standing are needed to get cars off the street and onto verges in an orderly way - parallel and 90 degree embayments as appropriate. Trees are still important and embayments should be built between them. When kerbing is being replaced (e.g. Mary Street at present) or other road or drainage work is being done, build embayments at the same time. "Traffic calming measures" such as speed humps annoy motorists and are counter productive.
278	I don't believe any of these matters are urgent. South Perth is an established city. Why keep spending money just because it's there. Be innovative and reduce council rates instead.
279	Hazardous at moment because cars park both sides of Preston (between Labouchere & Coode)
280	Please consider angle parking in Preston St between Labouchere Rd and Melville Pde in a similar way to that done at the Applecross Village in Ardross Street. With appropriate landscaping and reduced speed limits this could add to the "Village" atmosphere of the area.
281	Please consider when you reduce parking on some streets other streets are targeted for all day parking for commuters Please consider dedicated parking for commuters to encourage use of public transport to maintain the street-scape for residents Buses also need to be limited to their dedicated routes as parking in the streets has resulted in buses driving onto verges due to lack of space...retic impact. Please embark on a dedicated unified large attractive tree planting programme throughout the city
282	The noise/speed issues in Robert Street near Thelma are largely the result of the City's alterations some years ago. One of the major issues now is the gala(s) who spin their wheels to make "donut" tyre marks in Thelma/Robert T-junction - this problem is not addressed by the concept plan. The curves and odd-shaped little parking areas in Robert Street no doubt looked nice on some drawing, but in practice are rather silly. How do you park in a bay less than 2 m wide? The curves put in Robert St seem to be an invitation to hoon's to go fast, but they also take up their attention so that they don't realise the T-junction until almost too late. The best treatment for Robert St would be to put it back as it was. Yobbos would still speed, they always have, but it would be less noisy and a bit safer, and stop people parking in obstructive and unsafe ways due to the silly odd-shaped little bays there now. Regards, A Hampel
283	Develop more parking cut-ins along Gardner Street between Coode Street & Labouchere Road to ease congestion and double-sided parking. It is difficult and dangerous to reverse out of driveways when cars are parked on both sides of the road and passing cars at times, need to pull into driveways in order for the other car to pass.
284	the main problem around these areas are mostly rented, its these people who speed and litter plus why is there a vacant fenced off area between Leonora /Cassy street / Canning H/Way that could be used for general parking
285	Although roundabouts are designed to slow traffic, unfortunately in some areas of South Perth/Como, they are an invitation to local hoon's to burn rubber and cause nuisance. As such the number of roundabouts may well not be achieving their aim.
286	This survey completed by Roger Atkinson 6 April 2013. I'm disappointed that the very important topic of parking embayments was not given a specific question.
287	City of South Perth introduce a City wide parking strategy and implement ASAP Consider parking improvements (on Verges) in high growth areas and in identified high volume areas Bus Stops be marked as no standing areas



Consulting Civil and Traffic Engineers, Risk Managers

Number	Response
288	We need to make this area the most pedestrian friendly we can which will create a better sense of community. It would be nice to not have the motor vehicle holding us to ransom.
289	I agree to modify the corner geometry of the traffic lights at Thelma St. Please alter the intersections of Gardner and Eric with McDonald. It is already difficult negotiating McDonald because it is a single lane at times because of all the street parking for the unit occupiers.
290	Cornet St between Labachere and Coode is very restricted due to the number of vehicles parked in the street after hours and on weekends it would be good if something could be done about this. Also Cornet St near Labouchere Road is used quite a lot as a parking station for bus commuters on routes 30 and 31. Can this be looked at as well please.
291	Street parking in Preston street close to the Labouchere public transport stops is a problem. Commuters are taking up free parking intended for residents and visitors. Suggested paid street parking to alleviate this behaviour.
292	I really do not understand having a freeway exit at South Terrace and then needing to calm traffic in South Terrace. It would make more sense to close the South Terrace Freeway Exit
293	More roundabouts and blisters are not the way to slow people down as you can still go through them at considerable speed (60km). Humps are the best solution.



14. Appendix E – Preston Street Parking Survey

(Between Melville Parade & Labouchere Road)

DATE	NUMBER OF VEHICLES CHALKED (AM)	NUMBER OF VEHICLES REMAINED (PM - Late Afternoon)
31/05/2013	44	13
4/06/2013	44	30
5/06/2013	42	29
6/06/2013	37	20
10/06/2013	39	22
11/06/2013	44	26
12/06/2013	38	27
13/06/2013	46	21
14/06/2013	46	24
17/06/2013	47	18
19/06/2013	45	28
20/06/2013	40	9
24/06/2013	39	21
25/06/2013	41	27
26/06/2013	47	29
1/07/2013	20	Morning Count only
1/07/2013	41	16
2/07/2013	21	Morning Count only
2/07/2013	44	13
4/07/2013	41	12
5/07/2013	23	Morning Count only
5/07/2013	39	17
8/07/2013	43	26
9/07/2013	37	21
10/07/2013	41	22
11/07/2013	44	27



15. Appendix E – Summary of Community Responses

Attachment – Response to Final Draft Area 9a, 9b & 10 Local Area Traffic Management Study

Submitter's Comments	Officer Response
<p>Item 13 p22 & 24 Recommendation “Control parking in marked cycle lanes” The amount of research to date into Item 13 is not adequate to enable an informed decision and satisfactory implementation.</p> <p>Section 5.1. Parking pages 15-16</p> <ul style="list-style-type: none"> Item 7 represented in Tables 2 & 3 does not reference the discussion raised in the Working Party Meeting; “The frequent occurrence of people parking in bus zones” (Frequent? Was that observation corroborated by others on the Working Party?); “Preston Street shopping precinct were also identified with staff and long term parkers being identified as a key cause” (Was that observation corroborated by others on the Working Party?); “Current demand appears to be higher with 3-4 cars per unit being the norm” (I do not recall any claim to that effect – it is an exaggeration, not backed by any research); and Suggestion to implement an experimental program for the implementation of hard standing on the verge for parking. <p>Section 6.2. Working Party Review of the Draft Plan</p> <ul style="list-style-type: none"> Discussion of new technologies that combine speed cameras with number plate recognition was not correctly recorded <p>Table 2 Item 14</p> <ul style="list-style-type: none"> “Consider implementing traffic control on the South Terrace crest”. The key matter raised at the Working Party meetings was not slowing vehicles down; it was a pedestrian safety issue. 	<p>The comment is NOTED. It is the responsibility of the Local Government Authority to decide on a treatment to address parked vehicles in marked cycle lanes that appear to be a road safety issue.</p> <ul style="list-style-type: none"> The comment is NOTED. It is of the Consultant's and the City's understanding that item 7 in Tables 2 & 3 was in reference to Comer Reserve and not the verge on Melville Parade adjacent to the Kwinana Freeway. The comment is UPHELD. Remove the word 'frequent' from 5.1. Point 3. The comment is NOTED. The comment is NOTED. Point noted as an observation only. The comment is NOTED. The City's Verge Guidelines does not support the implementation of hard standing verges in the City. The comment is NOTED. Local Government Authorities are not responsible for operation and implementation of speed camera technologies. The comment is NOTED.

Table 2 Item 15

- “Consider provision of a blister island in Preston Street to moderate speeds”. The questionnaire’s map showed a blister island treatment on Preston Street between Labouchere Road and Cooed Street, whilst Q2(c) referred to Preston Street between Labouchere Road and McDonald Street. A soundly based action plan cannot be derived for this item at this stage.

Section 5.1. Parking pages 15-16

- Lockhart Street between Thelma Street and Alston Avenue – Simultaneous undertaking of the provision of embayed parking;
- Parking permits are essential and should be issued to residents; and
- Line marking preventing parking too close to driveway entrances to address ease of access.

- The comment is **NOTED**.

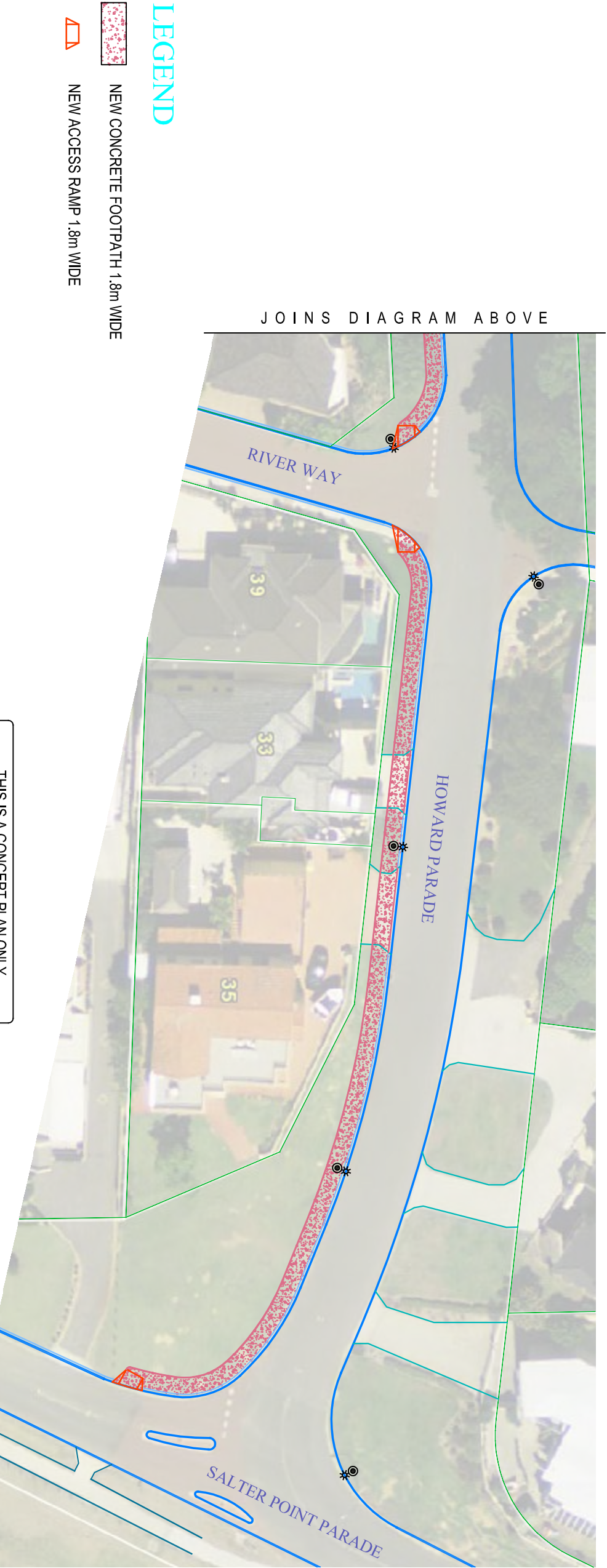
- The comment is **NOTED**. The City’s Verge Guidelines does not support the implementation of hard standing verges in the City.

- The comment is **NOTED**.

- The comment is **NOTED**.




JOINS DIAGRAM BELOW



LEGEND

 NEW CONCRETE FOOTPATH 1.8m WIDE

 NEW ACCESS RAMP 1.8m WIDE

THIS IS A CONCEPT PLAN ONLY
CHANGES MAY BE MADE TO FINAL DESIGN

CONCEPT PLAN

HOWARD PARADE

PROPOSED - FOOTPATH INSTALLATION (SALTER POINT PARADE - KLEM AVENUE)

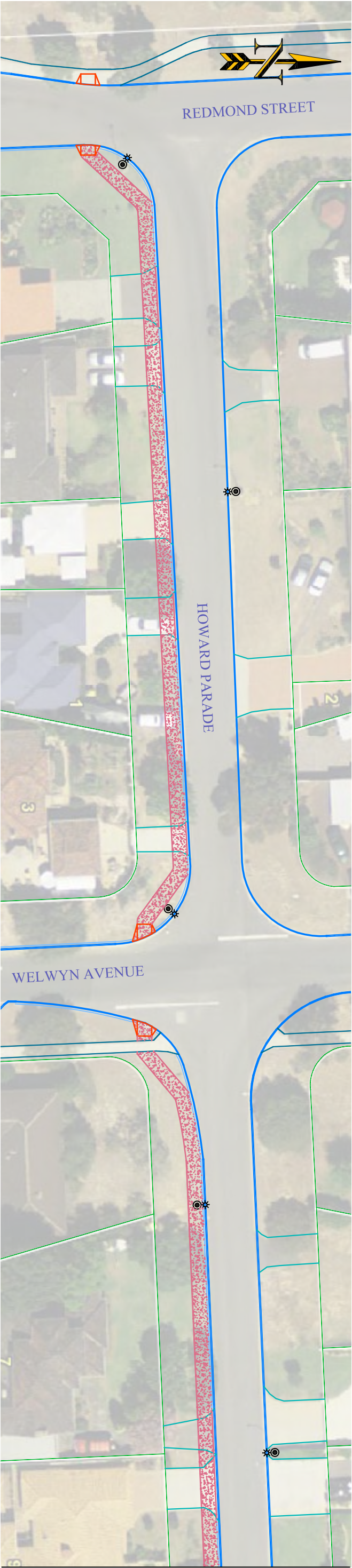


ENGINEERING INFRASTRUCTURE

DRAWING NUMBER

4115-CP

1:500
03/09/13
ASM



J O I N S D I A G R A M B E L O W



J O I N S D I A G R A M A B O V E

LEGEND

-  NEW CONCRETE FOOTPATH 1.8m WIDE
-  NEW ACCESS RAMP 1.8m WIDE

THIS IS A CONCEPT PLAN ONLY
CHANGES MAY BE MADE TO FINAL DESIGN

CONCEPT PLAN

HOWARD PARADE

PROPOSED - FOOTPATH INSTALLATION (KLEM AVENUE - REDMOND STREET)

DRAWING NUMBER
4115-CP2

Project Total Items by Group by Cost

Project V7-0097.01, Sulman Avenue Footpath - Howard to River
Sulman Avenue (Howard to River)

Project Date : 16 Sep 2013

Estimator : MASTER PASSWORD

Direct Cost : \$88,020.00

Submission Price : \$88,021.45

Code	Description	Quantity	Unit	Direct Cost Rate	Direct Cost Amount	Submission Rate	Submission Amount
PATHS INSITU CONCRETE							
1592	# PATH 01 - Install Concrete Path 100mm Thick NEW	513.00	M2	47.00	24,111.00	47.00	24,111.00
1592	# ACCESS RAMP-Install 1.8m Access Ramp	11.00	EACH	380.00	4,180.00	380.00	4,180.00
PATHS INSITU CONCRETE Subtotal					28,291.00		28,291.00
PATHS BRICK PAVE							
1592	# PAVING - Install Brick Pavers GENERAL	70.00	M2	70.00	4,900.00	70.00	4,900.00
PATHS BRICK PAVE Subtotal					4,900.00		4,900.00
MISCELLANEOUS							
1519	LINEMARKING - Remove Linemarking THERMO	5.00	M2	75.79	378.95	75.79	378.95
1519	LINEMARKING - Install Linemarking	14.00	METRE	1.00	14.00	1.00	14.00
MISCELLANEOUS Subtotal					392.95		392.95
LAY DRAINAGE STRUCTURES							
1583	DRAINAGE 06 - Replace Existing S.E.P. with New S.E.P.	6.00	EACH	1,143.00	6,858.00	1,143.00	6,858.00
1583	DRAINAGE 05 - Replace Existing Grated Gully with New S.E.P.	2.00	EACH	1,143.00	2,286.00	1,143.00	2,286.00
LAY DRAINAGE STRUCTURES Subtotal					9,144.00		9,144.00
LANDSCAPING							
1511	Landscaping Soil - Supply	24.00	M3	39.50	948.00	39.50	948.00
LANDSCAPING Subtotal					948.00		948.00
KERBING INSITU							
1586	# KERB - Install Semi-Mountable Kerb (Type SM-5 with Key) New Works	337.00	METRE	35.70	12,030.90	35.70	12,030.90
1586	KERB X - Prepare Base	337.00	METRE	17.66	5,949.85	17.66	5,951.42
1586	# KERB : Additional - Hand Make ups or Transitions	14.00	EACH	14.85	207.90	14.85	207.90
1586	# KERB : Additional - Island Noses up to 1.0m	2.00	EACH	60.00	120.00	60.00	120.00
KERBING INSITU Subtotal					18,308.65		18,310.22
EARTHWORKS BOXOUT							
1571	EW34 SAND - Supply Clean Sand Fill	77.00	M3	9.50	731.50	9.50	731.50
1571	EW1 Small BOXOUT - Earthworks Excavator	29.00	M3	19.90	577.10	19.90	577.10
1571	EW35 Quarry Dust - Supply for Brick Paving Base	13.00	TONNE	14.00	182.00	14.00	182.00
EARTHWORKS BOXOUT Subtotal					1,490.60		1,490.60
CROSSOVERS							
1588	# CROSSOVER - Install Concrete Bullnose (Domestic)	220.00	M2	68.00	14,960.00	68.00	14,960.00
CROSSOVERS Subtotal					14,960.00		14,960.00
CLEANUP/DISPOSAL/BACKFILL							
1506	KERB X - Remove Kerb (includes Disposal from Site to Depot)	358.00	METRE	18.32	6,558.56	18.32	6,558.56
1506	DISPOSAL X - Dispose of Spoil FROM Depot	50.00	M3	34.46	1,723.13	34.46	1,723.00
1506	KERB X - Remove & Reinstate Retic : Per Property	4.00	ITEM	150.00	600.00	150.00	600.00
CLEANUP/DISPOSAL/BACKFILL Subtotal					8,881.69		8,881.56
ASPHALT							
1577	# ASPHALT 03a BLK - Supply and HAND Lay	2.00	TONNE	351.56	703.12	351.56	703.12
ASPHALT Subtotal					703.12		703.12



City of South Perth

Pedestrian Study

Salter Point





City of South Perth

Pedestrian Study

Salter Point

Prepared By

.....
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Date: 04/06/2013
Reference: WP1394.00
Status: Final



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Executive Summary

The riverside suburb of Salter Point is an older suburb that is well established with large residential plots. The City of South Perth (the City) has received a number of comments from local residents regarding the difficulty to navigate through the suburb by foot due to lack of path infrastructure.

This report provides a detailed investigation into the current pedestrian footpath provision within Salter Point identifying missing links with respect to local generators. It also includes a prioritised implementation list for new footpath infrastructure.

A public consultation exercise with the local residents has been undertaken, noting that the vast majority of residents of Salter Point are in favour of new footpath provision, which would encourage more people to walk and utilise public transport. However, it was noted by the residents that there are maintenance and lighting issues for the existing footpath network.

A footpath audit was conducted in order to assess the existing footpath provision within Salter Point. The audit utilised the principles as set out in the Department of Transport's Walkability Audit Tool looking at overall impression, pathway widths, pathway obstructions, available crossing areas and access to local amenities. As a result of the audit and the public consultation exercise a number of the local roads have been identified as requiring new footpath infrastructure. New footpath infrastructure should be provided where there is an expectant pedestrian demand and where implementation of a footpath will improve accessibility to public amenities and improve safety for vulnerable road users (pedestrians, wheel chair users, cyclists under the age of 12 etc).

Further to this, an assessment of the existing bus stop infrastructure within Salter Point along bus routes 30 and 31 has also been undertaken.

Within the report we have identified areas that have inadequate existing footpath infrastructure and provided recommendations to improve footpath infrastructure, as well as prioritising where new footpath infrastructure should be implemented.

New footpath infrastructure is presented in the following Table.

City of South Perth – Pedestrian Study

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Ref.	Proposed Footpath	Justification	Appendix G example image (please refer to)	Indicative Cost* (excl. GST)
1.	Unwin Crescent <i>(connecting from Redmond Street to Sulman Avenue)</i> North side of the road (short term) Both sides of the road (long term)	Main Bus route (No 31) and bus stops through the area, providing alternative transport options to the local school and local shopping precinct. There is also an existing on road cycle route being used by pedestrians.	Image 20, 21 and 22	\$62,000 (north side only) \$117,500 (both sides)
2.	Sulman Avenue <i>(connecting from Howard Parade to River Way)</i> Western side of the road (short term) Both sides of the road (long term)	Main Bus route (No 31) through the area, providing alternative transport options to the local school and local shopping precinct. Also a registered resident issue.	Image 18 and 19	\$63,300 (west side only) \$120,000 (both sides)
3.	Howard Parade <i>(connecting from Salter Point Parade to Klem Avenue)</i> Southern side of the road	Provide improved pedestrian links to the Riverside Park and bus stops on route No 31.	Image 17 and 29	\$44,500
4.	Edgewater Road <i>(connecting Roebuck Drive and pedestrian link to Mt Henry Road)</i> Western/Southern side of the road	Provide improved pedestrian links to the local school. Also a registered resident issue.	Image 25 and 26	\$86,500
5.	Success Crescent <i>(connecting Roebuck Drive to Mt Henry Road)</i> Western/Southern side of the road	Provide improved pedestrian links to the local school.	-	\$65,000
6.	Howard Parade <i>(connecting Klem Avenue to Redmond Street)</i> Southern side of the road	Provide improved access to local school, and local bus route. This will also complete the route along the entire length of Howard Parade.	-	\$56,000

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7.	Sulman Avenue (<i>connecting Hope Avenue to Howard Parade</i>) Western side of the road	Provide improved access to local shopping precinct, bus route and park. This will also complete the route along the entire length of Sulman Avenue.	-	\$73,000
8.	Potter Avenue (<i>connecting Sulman Avenue to Salter Point Parade</i>) Northern side of the road	Provide improved access to the riverside park	-	\$34,500
9.	Tandy Street (<i>connecting Pepler Avenue to Sulman Avenue</i>) Northern side of the road	Provide improved access to the local bus route	-	\$28,800
10.	Pepler Avenue (<i>connecting Howard Parade to Unwin Cresecent</i>) Eastern side of the road	Provide improved access to the local bus route and complete the route along the entire length of Pepler Avenue	-	\$40,000

*the cost estimate includes indicative costing's for preliminary work, earthworks, surfacing, drainage, footpath, but does not include traffic management or major infrastructure changes (such as significant service removals during construction)

1 Introduction

1.1 Background

The riverside suburb of Salter Point is an older suburb that is well established with large residential plots. The City of South Perth (the City) has received a number of comments from local residents regarding the difficulty to navigate through the suburb by foot due to lack of path infrastructure.

The City actively promotes walking and as described in its **Policy 'P501 Paths – Provision and Construction'** aims to provide a footpath on one side of all local access and distributor roads. The City recognise that creating neighbourhoods that encourage people to walk or cycle is an accepted way to foster a more sustainable, healthier and safer community. Improving accessibility can create an inclusive community that meets the needs of all who wish to be active (walker, cyclists, children, seniors, people with disabilities etc.).

The suburb of Salter Point is predominately residential bordered by the Swan River, common use park land and the Kwinana Freeway. Within the suburb there is a small local shopping precinct, consisting of approximately 5 shops, with approximately 15 car parking spaces, a nursing home and an independent school (day and boarding).

1.2 Purpose

This report provides a detailed investigation into the current pedestrian footpath provision within Salter Point identifying missing links with respect to local generators. It also includes a prioritised implementation list for new footpath infrastructure.

As part of the investigation, access to local shops and amenities has been taken into account, as well as access to bus stops. It is noted that under the Disability Discrimination Act 1992 and associated Disability Standards for Accessible Public Transport 2002, there is a need to improve bus stop accessibility and whilst the Public Transport Authority (PTA) has some responsibilities for ensuring compliance in the immediate bus stop area, local government also has a part to play.

The study area is presented in Figure 1 - Study Area.

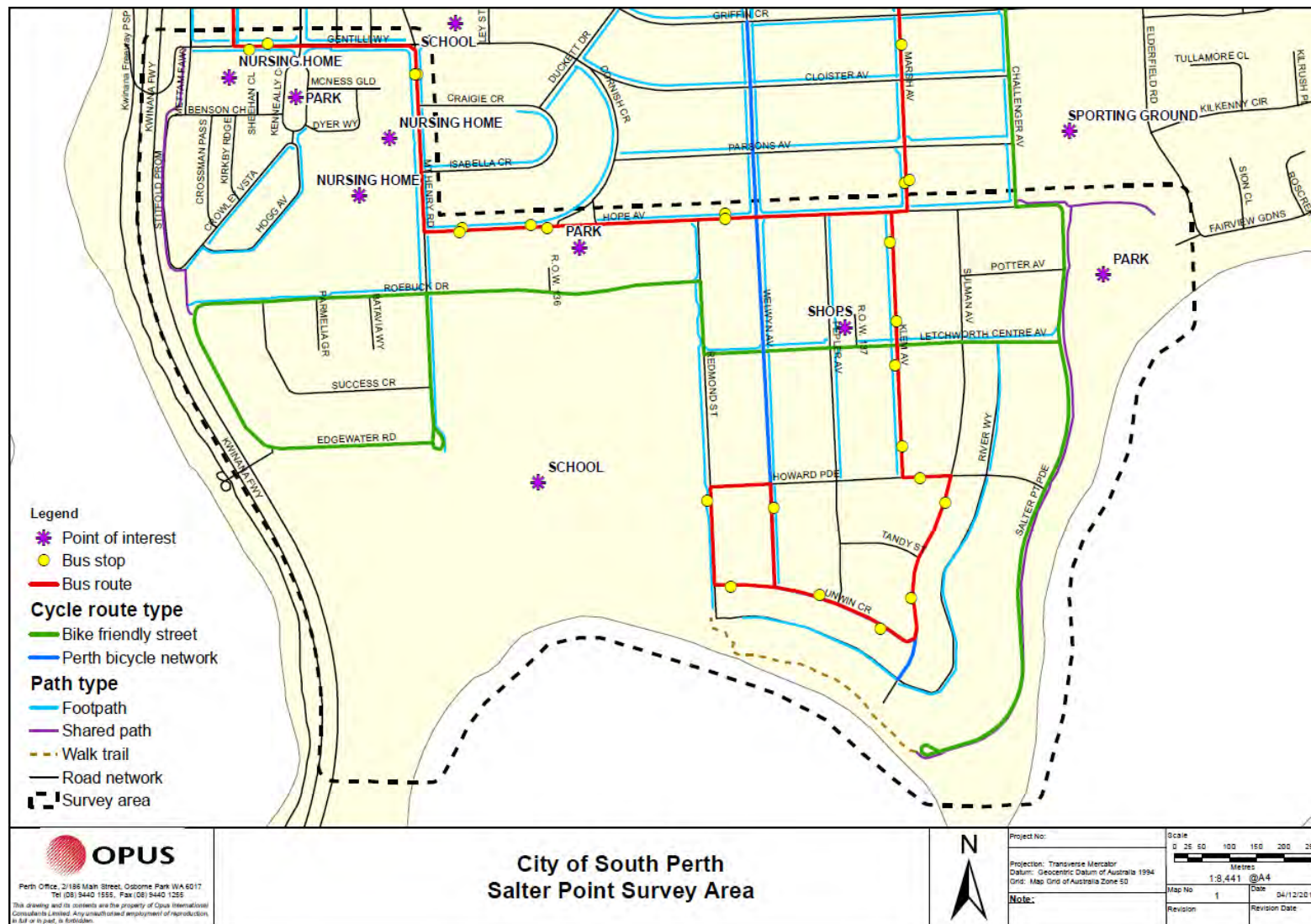


Figure 1 - Study Area

1.3 Project Scope

Within the scope of this project, the following has been undertaken:

- Site assessment of existing footpath network;
- Collation of traffic volume and crash data (specifically identifying pedestrian crashes);
- Mapping of local pedestrian generators and surrounding land use;
- Gap analysis of footpath provision; and
- Development of new footpath infrastructure required.

2 Background Documentation

There are numerous documents pertaining to pedestrian provision and footpath requirements and design guidelines. For this high level assessment of required footpath provision, the Department of Transport Walkability Audit Tool has been reviewed, along with the Department of Transport Planning and Designing for Pedestrians guidelines and the Public Transport Authority Bus Stop site layout guidelines.

Further guides are available such as Ausroads Guide to Road Design and Traffic Management as well as the Australian Standards for access and mobility etc and cross-sectoral government strategies (Directions 2031, Liveable Neighbourhoods, Walk WA) and have been referred to as required.

2.1 Walkability Audit Tool

It is stated within the Department of Transport Walkability Audit Tool (2011) that pedestrians have a wide range of characteristics and needs and their requirements differ significantly between pedestrian types. According to the Austroads Guide to Traffic Management (Austroads, 2009b) the pedestrian types that require special consideration are children, pedestrians with disabilities and elderly pedestrians. All users require consideration throughout the pedestrian network, but these three categories, especially people with disabilities suffering some form of functional loss or mobility impairment, need extra attention¹.

Further, the tool also notes that the vision of Walk WA: A Walking Strategy for Western Australia (2007-2020) is that by 2020, Western Australia will be a vibrant, safe, accessible place with a supportive walking environment. This is further emphasised with Livable Neighbourhoods (Western Australia Planning Commission 2007) through their aims to provide an urban structure of walkable neighbourhoods.

2.2 Planning and Designing for Pedestrians: Guidelines

The Planning and Designing for Pedestrians: Guidelines (2012) have been produced by the Department of Transport and cover all aspects from planning a network through to designing for the likely user (pedestrian type). With reference to the scope of this study, a few key points of note include:

- Principles of pedestrian network planning;
- Pedestrian networks should be planned in combination with land uses to provide residential access to mixed use centres and bus routes within a 400m walk, and access to train station within 800m of strategic and secondary activity centres;
- Pedestrian safety – networks should be designed with passive surveillance and good lighting to provide an attractive and safe walking environment;
- Pathway design – widths, clearances etc as well as design standards for pedestrian crossing facilities.

¹ Walkability Audit Tool, 2011, Department of Transport, WA.

2.3 Public Transport Bus Stop Site Layout Guidelines

The Public Transport Bus Stop site layout guidelines (2010) is essentially a collection of approved bus stop layout designs with the objective of the guidelines to improve bus to bus stop accessibility by making the general bus stop area free of impediments that can act as mobility barriers to people using bus services. However the guidelines note that the Public Transport Authority (PTA) is not responsible for items that improve the amenity of the area for local residents; this typically includes the provision of discretionary infrastructure and connections to local footpaths beyond one metre.

2.4 Disability, Access and Inclusion Plan

The Disability, Access and Inclusion Plan (DAIP) is a legislative requirement and the relevant outcome as set by the Disability Services **Commission is ‘People with disability have the same opportunities as other people to access building’s and other facilities’**. A person in a wheelchair would not have the same opportunity to access parks etc. if there is not an adequate footpath or kerb ramp. Therefore, the provision of footpath facilities within Salter point is a necessity to ensure DAIP compliance.

Specifically the DAIP implementation plan 2012 – 2016 notes 3 strategy targets relevant to this study including, ensuring all infrastructure related to transport facilities, i.e. footpaths and bus stops, is accessible and connected; work toward ensuring the accessibility of streetscapes and work towards ensuring that parks, reserves and foreshores are accessible.

2.5 Traffic Volumes and Pedestrian/Cycle Data

Average Weekday Traffic (AWT) data and speed data² for the following roads has been provided³:

- Howard Pde (2011 data) – daily traffic volume is 273 vehicles per day / average 85th percentile speed is 52.3km/h
- Sulman Ave (2011 data) – daily traffic volume is 485 vehicles per day average 85th percentile speed is 54.5km/h
- Hope Ave (2009 data) – daily traffic volume is 1,220 vehicles per day / average 85th percentile speed is 57.6km/h
- Mount Henry (2009 data) – daily traffic volume is 3,870 vehicles per day / average 85th percentile speed is 54.6km/h
- Redmond St (2009 data) – daily traffic volume is 785 vehicles per day / average 85th percentile speed is 59km/h

The daily traffic volumes for the these roads is relatively low, which indicate they are within the accepted traffic volume levels for their road classification, which is a local access road, with the exception of Mount Henry Road which is a Local Distributer Road as detailed within the Main Roads WA Road Information Mapping System.

The traffic count information notes that the posted speed limits for each road listed above are 60km/h. However, the Main Roads WA Road Information Mapping software and on site observations note that the roads are residential in nature and have a default, un-posted limit of 50km/h.

² The 85th percentile speed is the speed at which 85 percent of vehicles move at or below

³ Supplied by City of South Perth for varying roads between the periods 2009 and 2011

Based on 50km/h posted speed limits, it is noted that the 85th percentile speed for each road is above the posted limit, with Hope Avenue and Redmond Street experiencing the highest speeds. No speed complaints have been registered with the City of South Perth for the study area however.

No pedestrian count data for any of the roads within the study is available.

2.6 Crash Data

Crash data for all roads within the study area for the five year period between 2007 and 2011 indicates a total of 59 crashes have been recorded of which 2 involved a pedestrian; one on Salter Point Parade, collision with a motorcycle (2011) and one on Mt Henry Road, in a driveway (2008). Both of the crashes resulted in the pedestrian being hospitalised.

Of note, Hope Avenue (9 crashes), Roebuck Drive (8 crashes), Mount Henry Road (7 crashes) and Gentilli Way (6 crashes) have the highest number of total crashes recorded. None resulted in a fatality. Further crash details are presented in Appendix A.

2.7 Resident Issues

Over a number of years, the City has received a small number of issues raised by local residents regarding lack of footpath provision. The following comments have been received:

- Sulman Avenue – no footpaths for people accessing local parks;
- River Way – no footpaths connecting from River Way to the bus stops on Sulman Avenue or Unwin Crescent;
- Edgewater Road – no footpaths for people wishing to access Aquinas College;
- Howard Parade – no footpath to access bus stops or river foreshore; and
- Craigie Crescent – increased number of children walking in the area (note this is not within the study area, however has been taken into consideration).

2.8 Community Consultation

To understand the community requirement further, a questionnaire was devised (presented in Appendix B) to ascertain whether the community of Salter Point felt footpaths are required within the suburb and if so, which roads required new footpath provision.

A total of 1,127 questionnaires were distributed to the residents of Salter Point along with the availability of an on-line survey, should the residents require. 170 surveys were completed (either in full or in part). 10 of the surveys were completed using the on-line facility with the remaining completed by hand and posted back to the City, in total approximately 15% of residents responded.

1.3.1 Questionnaire Results

The following are the percentages of respondents to particular questions as well as a summary of the general comments provided.

- Question: Would you like to see more footpaths built in your local area?
Response: 156 people responded to this question; 77% responded yes / 23% responded no.

- Question: What is the purpose of your journey on these walking routes?

Response: 135 people responded to this question. 116 noted leisure/exercise/walking as the main purpose, 15 noted to catch the bus, 17 noted to walk to school, 19 noted to walk to work and 9 noted to access community amenities (such as local shops). In response to this question, a number of people responded with more than one answer.

- Question: Is any part of your walking journey along roads that do not have footpaths?

Response: 134 people responded to this question; 87% responded yes / 13% responded no.

Of the respondents that replied yes, to the above question a number of roads were noted, with the top 5 being Unwin Crescent, Howard Parade, Edgewater Road, Sulman Avenue, and Pepler Avenue.

- Question: Are the roads you walk along with existing footpaths adequate for your needs?

Response: 132 people responded to this question; 73% responded yes / 27% responded no.

Of the respondents that replied no, to the above question the main reasons provided were damaged paths, overgrown vegetation, inadequate lighting, narrow footpaths and the general feel of being unsafe.

- Question: Are there sufficient footpaths provided for you to access your nearest bus stop?

Response: 153 people responded to this question; 68% responded yes / 32% responded no.

For those that responded no to the above question, 69% said that the provision of new footpath infrastructure would encourage them to use public transport.

- Question: Any further comments about the Salter Point footpath network?

Response: a number of comments were made concerning the existing footpath network as well as the need for new footpath connections. Further, a number of streets were noted by respondents as requiring footpaths, with the main streets repeatedly mentioned being; Howard Parade, Sulman Avenue, Edgewater Road, Roebuck Drive, Hope Avenue, Unwin Crescent and Gentilli Way.

Other comments were noted as:

- Paths are not wide enough and are damaged;
- Overgrown vegetation is an issue;
- Riverway footpath is repeatedly block by parked vehicles;
- Paths are difficult to negotiate for people in gophers;
- More street lighting is required;
- Lack of seating and shelter along the river as well as a requirement to extend the path along the river to the Riverton Bridge;
- An accessible ramp to the river from the end of Redmond Street;

- There are adequate footpaths, no need for anymore;
- **Tandy Street doesn't require a footpath;**
- The gate installed at the end of Salter Point Parade is not very conducive to walking;
- Not enough buses in the area or serving Canning Bridge Station; and
- Traffic calming is required in Redmond Street.

1.3.2 Questionnaire Summary

The results from the questionnaire shows a vast majority of residents of Salter Point are in favour of new footpath provision, which would encourage more people to walk and utilise public transport. However, it is noted that there are maintenance and lighting issues for the existing footpath network.

Howard Parade, Sulman Avenue, Edgewater Road, Roebuck Drive, Hope Avenue, Unwin Crescent and Gentilli Way are the roads that were repeatedly noted as requiring new footpath provision, along with the need for an accessible ramp at the end of Redmond Street to access the river and enforcement of no parking on footpaths along Riverway.

3 Existing Footpath Provision and Identified Issues

A footpath audit was conducted on Thursday 6th December in order to identify existing footpath provision within Salter Point. Figure 2, shown overleaf, details the roads within the study area that do not currently have a footpath on either side of the road. The audit utilised the principles as set out in the Walkability Audit Tool looking at overall impression, pathway widths, pathway obstructions, available crossing areas and access to local amenities. Appendix C details the location of the identified issues.

3.1 Footpath Width

Throughout the study area the existing footpath widths were measured as being on average between approximately 1.5m to 2.0m. These recorded widths are within the recommended minimum widths for footpath provision where there is a likelihood of wheelchair use as stated in the Planning and Designing for pedestrians guidelines (2012).

However, as can be seen in Photograph 1, the footpath width along River Way (particularly toward its western end near to Redmond Street) was measured at 1.3m from wall to edge, reducing to 0.8m between the wall and the lighting column. This reduced width of 0.8m is below the desirable absolute minimum for a footpath width, with expected low pedestrian demand. The Planning and Designing for Pedestrians: Guidelines (2012) and the Austroads Guide to Road Design, Part 6A: pedestrian and cycle paths states that for low pedestrian demand a general footpath minimum of 1.2m is required for most roads and streets (clear width for one wheelchair) with an absolute minimum 1.0m.



Photograph 1 - River Way narrow path – appendix C ref 1

Recommendation:

It is recommended to widen the footpath along River Way between Redmond Street and Sulman Avenue to an absolute minimum of 1.2m to allow for a wheel chair user to pass by the lighting columns.

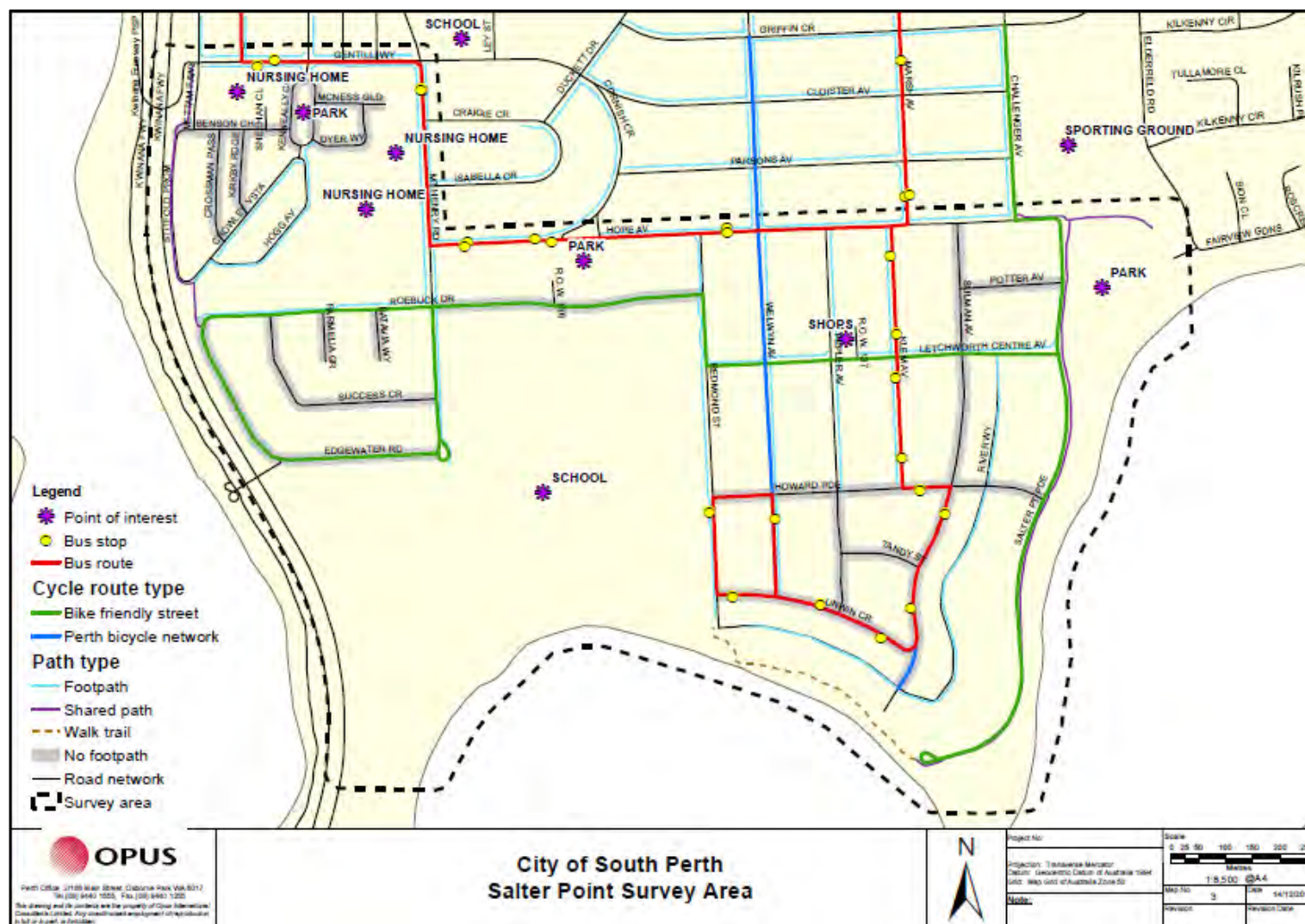


Figure 2 - Existing Footpath Provision

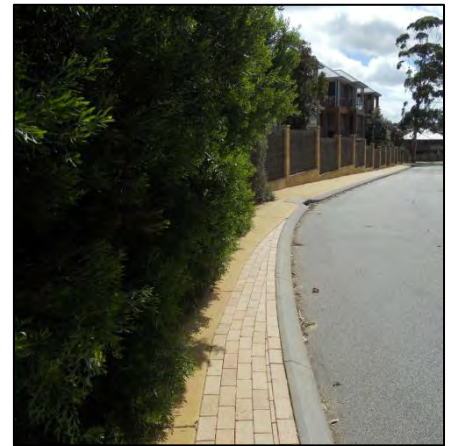
3.2 Footpath obstruction

There were generally no obstructions observed along the existing footpaths within the study area with the exception of the following identified area.

The footpath along Hogg Avenue has been measured at being on average 1.5m wide, however, as seen on Photograph 2 a section of the footpath is obscured by overgrown vegetation, reducing the useable width to less than 1.0m in places.

Recommendation:

It is recommended to speak to the relevant land owner and request the vegetation be cut back to behind the highway boundary.



**Photograph 2 - footpath obstruction
Hogg Avenue – appendix C ref 2**

3.3 Footpath connections

Within the existing footpath network, areas have been identified where by the footpath abruptly ends, with no provision made for connection through to the next footpath.

It was noted along River Way, at its intersection with Letchworth Centre Avenue that the footpath stops abruptly resulting in the pedestrian having to walk in the road at the intersection or crossing over to the grass verge without the aid of a drop down kerb.

Further along River Way, at its intersection with Howard Parade and with Sulman Avenue the footpath also stops prior to the end of the road, requiring pedestrians to walk in the road at the intersection if they wish to cross over the bisecting road.

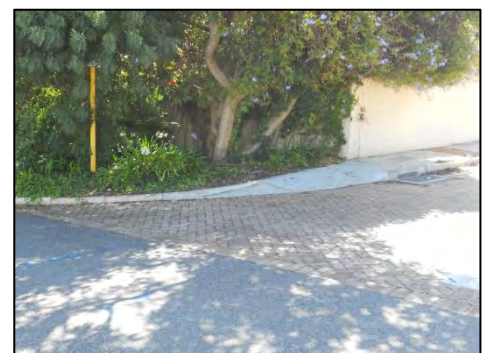
Recommendation:

It is recommended to extend the footpath through to the end of River Way to ensure improved visibility for the pedestrian and for passing traffic to see the pedestrian along with aligning a drop down kerb opposite River Way on Letchworth Centre Avenue to allow for a crossing in a wheelchair or with a pram to be made.

The footpath continues along River Way on the other side of the road at both the intersection with Howard Parade and the intersection with Sulman Avenue. Therefore it is recommended to extend the footpath through to the end of River Way at both locations to ensure improved visibility for the pedestrian and for passing traffic to see the pedestrian along with associated drop down kerb to allow for a crossing in a wheelchair or with a pram to be made.



**Photograph 3 - footpath end River
Way / Letchworth Centre Av –
appendix C ref 3**



**Photograph 4 - footpath end River Way
/ Sulman Avenue – appendix C ref 4**

3.4 Lighting

During a night audit, it was noted that the lighting along the majority of the roads were in working order, providing adequate light for pedestrians and also illuminated intersections and crossing points.

However, the lighting provided along Sulman Avenue, between Letchworth Centre Avenue and just north of its intersection with Tandy Street was not in working order, resulting in a very dark stretch of road. This was made even more apparent when a pedestrian was noted walking along the road (as there is no footpath on Sulman Avenue) and was very hard to observe. Lighting was also not in working order along Klem Avenue (between its intersection of Letchworth Centre Avenue and Howard Parade).

Recommendation:

Due to the length of road(s) where lighting was not working it is likely that there was a power outage for street lights in this area, however, it is recommended that an assessment of this area be undertaken URGENTLY to ensure that the lighting columns are in working order.

4 Gap Analysis

Within the suburb of Salter Point, there are a few potential pedestrian attractors, including, Aquinas College, accessed via Mount Henry Road and Redmond Street, a local shopping precinct accessed from Letchworth Centre Avenue and Pepler Avenue and a nursing home accessed from Roebuck Drive. These can be seen in Figure 2. Further to these areas, there are also local parks and bus stops that also require adequate access.

Based on the above known potential pedestrian attractors within the study area, the following gaps in footpath provision have been identified.

4.1 Footpath Connection

There is a footpath along Letchworth Centre Avenue, to the northern side, linking Salter Point Parade to Redmond Street. However, at the intersection with Pepler Avenue to the north-east corner is a local shopping precinct as seen in Figure 2. The car park for the shopping precinct borders the street front as can be seen in Photograph 5. Here, the footpath along Letchworth Centre Avenue stops, and does not start again until the other side of the car park, resulting in pedestrians having to walk through the car park.

It is also noted that the footpath along Pepler Avenue to the north of the shopping precinct leads to the car park and the footpath on Pepler Avenue to the south of Letchworth Centre Road leads pedestrians across the road directly into the car park.

There is a missing connecting footpath through Redmond Street Reserve area at the intersection of Redmond Street and River Way. As highlighted in Photograph 6 the footpath along River Way ends, where it meets the reserve and the footpath along Redmond Street carries through the western edge of the reserve linking to a path on the river foreshore.

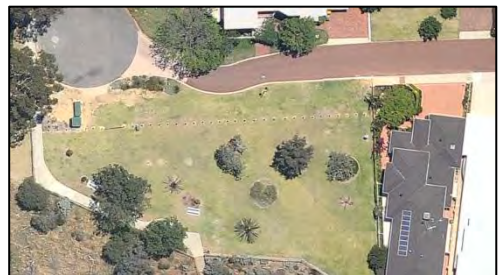
Recommendation:

It is recommended that a footpath connection is constructed to allow pedestrians to walk along the entire length of Letchworth Centre Avenue and Pepler Avenue without walking through the car park.

It is recommended that a footpath connection is constructed to allow pedestrians to safely and conveniently walk from River Way to Redmond Street. Further to this, creating this missing link will improve local access to nearby bus stops and the local school.



Photograph 5 - local shopping precinct source nearmap (2013) – appendix C ref 5



Photograph 6 - missing link through park source nearmap (2013) – appendix C ref 6

4.2 Bus Stop Assessment

An assessment of the existing bus stop infrastructure has also been undertaken. Bus route number 31 travels through the study area, along the roads of Klem Avenue, Sulman Avenue, Unwin Crescent, Redmond Street, Howard Parade and Welwyn Avenue before heading back along Unwin Crescent.

Bus Route number 30 travels through the study area along the roads of Mount Henry Road and Gentilli Way.

The Public Transport Authority (PTA) has supplied the bus stop boarding statistics as noted in Appendix D. **The data presented indicates generally low number of boarding's for the bus stops** with a stop on Klem Avenue (southbound), the one stop on Redmond St, the one stop on Howard Parade and a stop on Sulman Avenue (southbound) experiencing more than 10 **boarding's** on average per day. However, only the stop on Redmond Street could be classed as having a **consistently medium to high number of bordering's, and it is noted that this stop currently has** adequate infrastructure including a bench and shelter, as seen in Appendix E.

Figure 3 shows the existing bus stops within the study area with corresponding notes pertaining to required infrastructure upgrade (which is further detailed in Table 1) to ensure the bus stops comply with the minimum requirements of the Disability Standards for Accessible Public Transport 2002 and the Australian Standard AS 1428.2 and AS 1428.4 (see the preferred PTA designs in Appendix F).

Further to the recommendations provided in Table 1 as the usage of the stops is relatively low, the installation of seating has not been recommended. Seating at bus stops is the responsibility of local government and as such the City would need to undertake an assessment of the usage of stops before committing the funding to seating. Further, the stop would then have to be upgraded to comply with PTA standards.

The PTA provides funding assistance to councils for the provision of bus shelters based on a 50/50 cost share basis with the understanding that council owns and maintains the shelter. However, for the PTA to approve a location typically it must be shown that the bus stop has consistent passenger boardings of 15 or more. Obviously local government can also decide to install shelters at locations that do not comply with this criterion but must do so without PTA funding assistance. Due to the low patronage numbers for the identified bus stops, bus shelters have not been recommended.

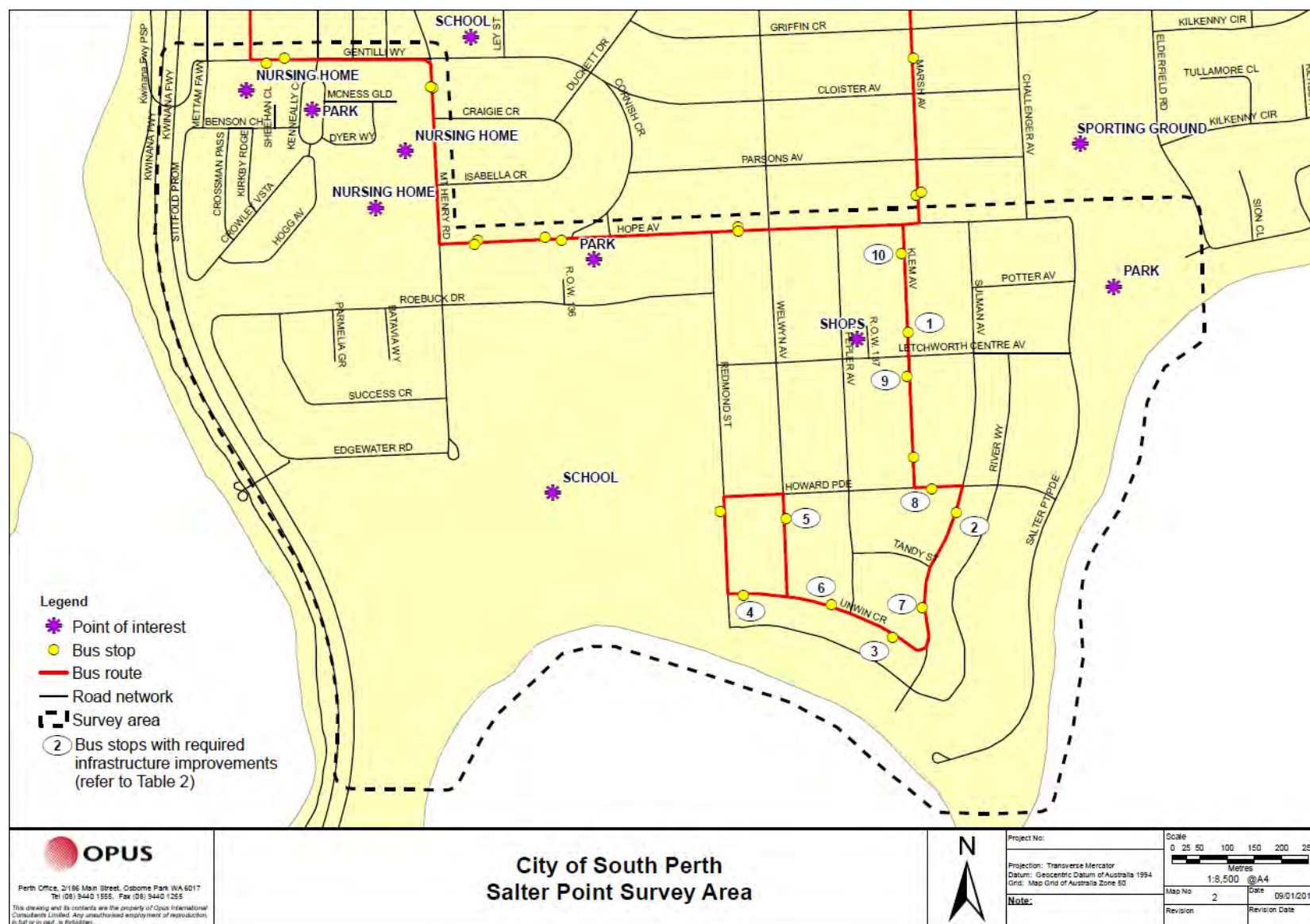


Figure 3 - Bus Stop Infrastructure

Table 1 - bus stop infrastructure requirement

Figure 3 - Bus Stop Infrastructure Plan corresponding reference	Location Description	Bus Stop number	Appendix E corresponding image	Infrastructure improvement required
1	Klem Avenue before Letchworth Centre Avenue	12065	Image 1	Tactile paving
2	Sulman Avenue after Howard Parade	12074	Image 3	Tactile paving and drop kerb to link to proposed footpath opposite <i>(connection into possible footpath adjacent to the stop may also be required in the long term)</i>
3	Unwin Crescent after Sulman Avenue	12075	Image 4	Hard standing area, tactile paving, drop kerb to link to proposed footpath opposite <i>(connection into possible footpath adjacent to the stop may also be required in the long term)</i>
4	Unwin Crescent before Redmond Street	12076	Image 5	Drop kerb on proposed footpath opposite <i>(connection into possible footpath adjacent to the stop may also be required in the long term)</i>
5	Welwyn Avenue after Howard Parade	-	Image 7	No bus stop infrastructure present except bus layby marking (refer to Appendix C for minimum requirements linking to existing footpath)
6	Unwin Crescent before Pepler Avenue	12072	Image 8	Link to proposed footpath
7	Sulman Avenue before Tandy Street	12073	Image 9	Hard standing area, tactile paving and link to proposed footpath
8	Howard Parade after Sulman Avenue	12070	Image 10	Link to proposed footpath
9	Klem Avenue before Letchworth Centre Avenue	12067	Image 11	Tactile paving
10	Klem Avenue before Hope Avenue	12068	Image 12	Tactile paving

4.3 New Footpath Infrastructure

New footpath infrastructure should be provided where there is an expectant pedestrian demand and where implementation of a footpath will improve accessibility to public amenities and improve safety for vulnerable road users (pedestrians, wheel chair users, cyclists under the age of 12 etc). Table 2 prioritises new footpath infrastructure that has been identified, along with its justification and indicative costing.

The order of priority within this table is based on the justification of required footpath infrastructure to link a number of public amenities, respond to public complaint and ensure an integrated footpath network can be implemented. It also links to the required bus stop infrastructure upgrades for each road or road section.

Implementing the recommendations in Table 2 **would work toward the City's aim to provide a** footpath on one side of all local access and distributor roads. The implementation of new footpath infrastructure should ensure pedestrian safety (networks should be designed with passive surveillance and good lighting).

It is recommended, that any new footpath infrastructure identified within this report be designed in accordance with design standards for pedestrian facilities⁴, such that minimum footpath widths are not less than 1.5m where possible and adequate clearance is provided.

Further to this, it is noted that the proposed new footpath infrastructure presented in Table 2 will have to utilise road reserve that local residents may consider part of their front garden. In this instance, it may be more amenable to the local residents if footpaths are proposed to be adjacent to the kerb instead of adjacent to property boundary. While footpaths adjacent to the kerb can incur hazards such as placement of bins for rubbish collection or verge side collection, it would provide a perceived reduced land take from local resident front gardens. To ascertain the local residents preferred approach, further consultation could be undertaken.

⁴ Planning and Designing for pedestrians guidelines (2012) Department of Transport

Table 2 - Prioritising New Footpath Infrastructure

Ref.	Proposed Footpath	Justification	Appendix G example image (please refer to)	Indicative Cost* (excl. GST)
1.	Unwin Crescent (connecting from Redmond Street to Sulman Avenue) North side of the road (short term) Both sides of the road (long term)	Main Bus route (No 31) and bus stops through the area, providing alternative transport options to the local school and local shopping precinct. There is also an existing on road cycle route being used by pedestrians.	Image 20, 21 and 22	\$62,000 (north side only) \$117,500 (both sides)
2.	Sulman Avenue (connecting from Howard Parade to River Way) Western side of the road (short term) Both sides of the road (long term)	Main Bus route (No 31) through the area, providing alternative transport options to the local school and local shopping precinct. Also a registered resident issue.	Image 18 and 19	\$63,300 (west side only) \$120,000 (both sides)
3.	Howard Parade (connecting from Salter Point Parade to Klem Avenue) Southern side of the road	Provide improved pedestrian links to the Riverside Park and bus stops on route No 31.	Image 17 and 29	\$44,500
4.	Edgewater Road (connecting Roebuck Drive and pedestrian link to Mt Henry Road) Western/Southern side of the road	Provide improved pedestrian links to the local school. Also a registered resident issue.	Image 25 and 26	\$86,500
5.	Success Crescent (connecting Roebuck Drive to Mt Henry Road) Western/Southern side of the road	Provide improved pedestrian links to the local school.	-	\$65,000
6.	Howard Parade (connecting Klem Avenue to Redmond Street) Southern side of the road	Provide improved access to local school, and local bus route. This will also complete the route along the entire length of Howard Parade.	-	\$56,000

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7.	Sulman Avenue (<i>connecting Hope Avenue to Howard Parade</i>) Western side of the road	Provide improved access to local shopping precinct, bus route and park. This will also complete the route along the entire length of Sulman Avenue.	-	\$73,000
8.	Potter Avenue (<i>connecting Sulman Avenue to Salter Point Parade</i>) Northern side of the road	Provide improved access to the riverside park	-	\$34,500
9.	Tandy Street (<i>connecting Pepler Avenue to Sulman Avenue</i>) Northern side of the road	Provide improved access to the local bus route	-	\$28,800
10.	Pepler Avenue (<i>connecting Howard Parade to Unwin Cresecent</i>) Eastern side of the road	Provide improved access to the local bus route and complete the route along the entire length of Pepler Avenue	-	\$40,000

*the cost estimate includes indicative costing's for preliminary work, earthworks, surfacing, drainage, footpath, but does not include traffic management or major infrastructure changes (such as significant service removals during construction)

No specific constraints have been identified through on-site assessment that would provide significant difficulty or issue to the implementation of the proposed routes.

4.4 Further Footpath Infrastructure

Further to the above table the remaining roads assessed as having no footpath include:

- Benson Chas – a route to the northern side of the road would improve access to the connection over the freeway and to a local park area.
- Roebuck Drive (Mt Henry Road to Redmond Street) Kenneally Close, Mcness Gld, Dyer Way, Crossman Pass and Kirkby Ridge – a route along these small roads would improve access to a local park area.

Due to potential low pedestrian demand with no significant community destination within their locality these additional roads should only be considered after the recommended routes in Table 2 have been completed.

The proposed footpath infrastructure is presented in Figure 4 and notes short term (solid pink line) and long term (dashed pink line) recommendations.

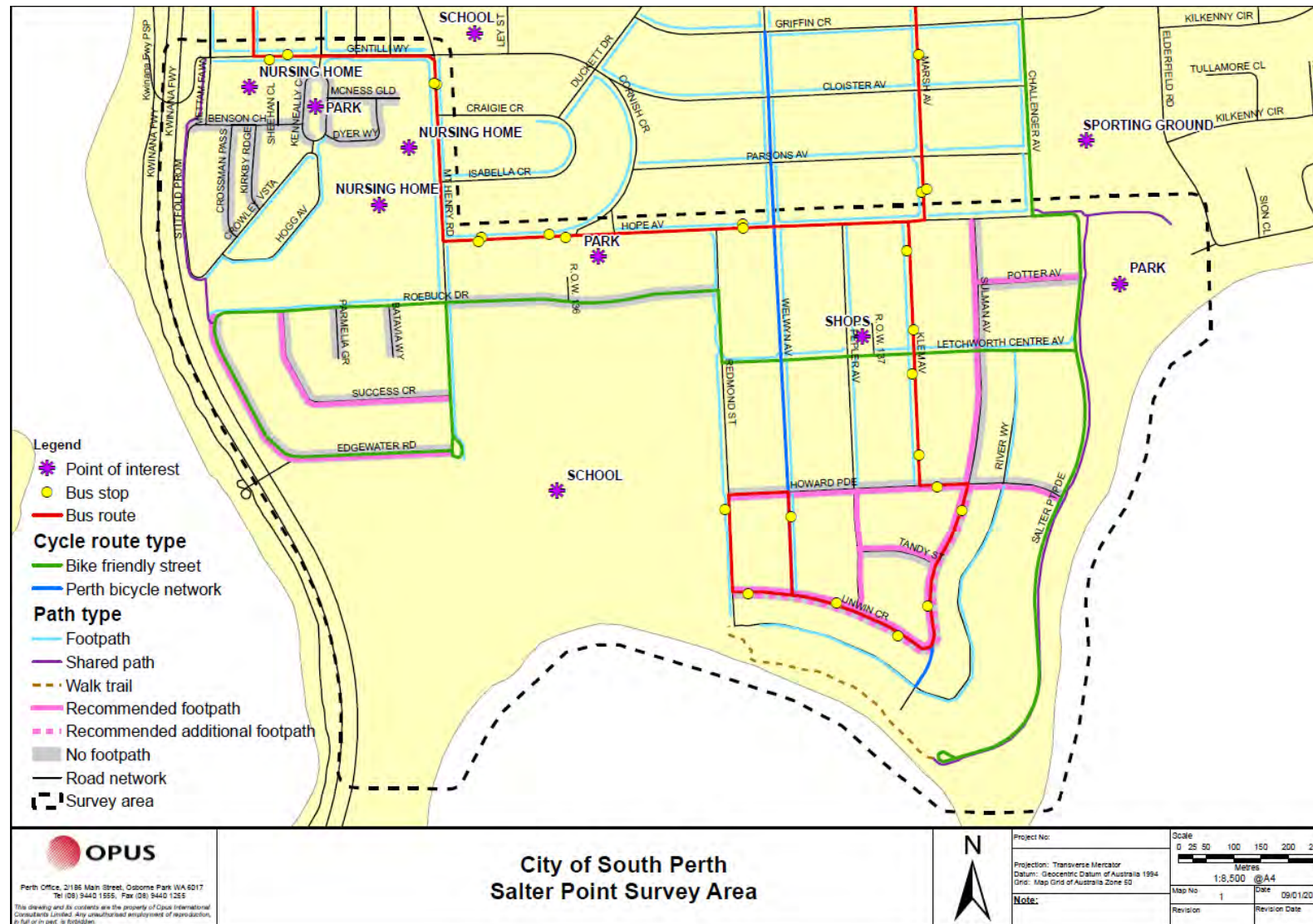


Figure 4 - Proposed Footpath Infrastructure

4.5 Additional Comments

During the site visit it was noted that on Roebuck Drive (between its intersection with Mt Henry Road and Redmond Street) there is lane narrowing traffic management measure due to the presence of two trees, see Image 27 in Appendix A. There is no sign to inform the road user who has right of way, through this lane narrowing. Main Roads WA design guidelines states that one end of a single lane slow point shall be under give way sign control, to assign right of way to a specific traffic direction.

Recommendation:

Consider implementing a give way sign control in accordance with Main Roads WA design guidelines.

Appendix A – Salter Point Crash Data

(01/01/2007 – 31/12/2011)

Road Name	Number of Crashes	Severity	Predominant Crash Type	Number of crashes involving pedestrians
Hope Avenue	9	2- Medical 4- PDO Major 3- PDO Minor	Off carriageway	0
Letchworth Centre Avenue	2	1- Hospital 1- PDO Major	Intersection Thru	0
Howard Parade	2	PDO Major	Intersection Thru	0
Unwin Crescent	No Data	-	-	-
River Way	No Data	-	-	-
Potter Avenue	No Data	-	-	-
Tandy Street	No Data	-	-	-
Salter Point Parade	1	Hospital	Pedestrian	1 (near side)
Sulman Avenue	2	1- PDO Major 1- PDO Minor	Intersection Thru	0
Klem Avenue	1	PDO Major	Thru Right	0
Pepler Avenue	3	2- PDO Major 1- PDO Minor	Manoeuvring (leaving drive way)	0
Welwyn Avenue	5	1- Hospital 1- Medical 3 – PDO Major	Off carriageway	0
Redmond Street	3	1- Medical 1- PDO Major 1- PDO Minor	Intersection	0
Roebuck Drive	8	1- Medical 5- PDO Major 2- PDO Minor	Manoeuvring (driveway)	0
Edgewater Road	1	PDO Minor	Off carriageway	0
Success Crescent	3	PDO Major	Off carriageway	0
Mount Henry Road	7	1- Hospital 1- Medical 3 – PDO Major 2- PDO Minor	Intersection	1 (in driveway)

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Gentilli Way	6	1- Medical 4- PDO Major 1- PDO Minor	Intersection	0
Benson Chase	1	PDO Minor	Miscellaneous	0
Stitfold Prom	No Data	-	-	-
Crowley Vista	1	PDO Major	Off carriageway	0
Hogg Avenue	1	PDO Major	Off carriageway	0
Crossman Pass	No Data	-	-	-
Kirkby Ridge	1	PDO Minor	Miscellaneous	0
Kenneally Court	1	PDO Major	Intersection	0
Dyer Way	No Data	-	-	-
McNess	No Data	-	-	-

Appendix B – Community Questionnaire

Have Your Say

Section A – Demographic

1. What are your contact details? (optional)

Name: _____ Contact No: _____

Address: _____ Email Address: _____

2. Would you like to see more footpaths built in your local area?

☐ Yes ☐ No

If yes please complete the questions 3 through to 10. If no, please complete question 8 and 9.

Section B – Walking Route

3. Please list the streets you walk along within the Salter Point area. Please refer to the map provided overleaf.

4. What is the purpose of your journey on these walking routes (commuting to work, school etc)?

5. At what times of the day do you utilise these walking routes?

☐ Morning ☐ Afternoon ☐ Evening

6. Is any part of your walking journey along roads that do not have footpaths?

☐ Yes ☐ No

If yes, which roads are these?

7. Are the roads you walk along with existing footpath adequate for your needs?

☐ Yes ☐ No

If no, please provide more details (e.g location of damaged paths, insufficient lighting)

8. Are there sufficient footpaths provided for you to access your nearest bus stop?

☐ Yes ☐ No

9. If no, would the provision of safer footpath facilities encourage you to use public transport?

☐ Yes ☐ No

10. Please provide any other comments you may have about the Salter Point footpath network.

Thank you for your assistance. If you have any questions please email them to enquiries@southperth.wa.gov.au

Appendix C – Issues Map



Source Nearmap 2013

Appendix D – bus stop boarding stats

(average weekday boarding's)

Stop	Weekday ON			Weekday OFF			Weekend ON			Weekend OFF		
	Nov	Dec	Jan	Nov	Dec	Jan	Nov	Dec	Jan	Nov	Dec	Jan
12065: Klem Av Before Letchworth Cent	0	0	0	11	9	8	0	0	0	3	3	2
12066: Klem Av Before Howard Pde	0	0	0	7	6	5	0	0	0	0	1	0
12067: Klem Av Before Letchworth Cent	12	10	8	0	0	0	4	2	1	0	0	0
12068: Klem Av Before Hope Av	9	8	7	0	0	0	3	2	1	0	0	0
12069: Redmond St Before Howard Pde	23	11	8	9	6	5	8	4	1	5	3	2
12070: Howard Pde Aftre Sulman Av	14	13	13	0	1	0	2	2	2	0	0	0
12071: Welwyn Av After Howard Pde	0	0	0	0	0	0	0	0	0	0	0	0
12072: Unwin Cr Before Pepler Av	5	4	5	0	1	0	1	2	1	0	0	0
12073: Sulman Av After Unwin Cr	6	4	3	0	0	0	4	1	0	0	0	0
12074: Sulman Av After Howard Pde	0	0	0	12	8	9	0	0	0	2	1	3
12075: Unwin Cr After Sulman Av	0	0	0	5	4	3	0	0	0	0	0	0
12076: Unwin Cr Before Redmond St	0	0	0	2	2	2	0	0	0	2	2	1

Information supplied by PTA, 18/2/13

Appendix E – bus stop site photos



Image 1 - Klem Av southbound bus stop



Image 2 - Klem Av southbound bus stop



Image 3 - Sulman Av southbound bus stop



Image 4 - Unwin Cr westbound bus stop



Image 5 - Unwin Cr westbound bus stop



Image 6 - Redmond St north bound bus stop



Image 7 - Welwyn Av southbound bus stop



Image 8 - Unwin Cr eastbound bus stop

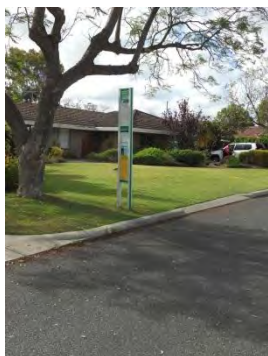


Image 9 - Sulman Av northbound bus stop



Image 10 - Howard Pde westbound bus stop



Image 11 - Klem Av northbound bus stop



Image 12 - Klem Av northbound bus stop



Image 13 - Hope Av westbound bus stop

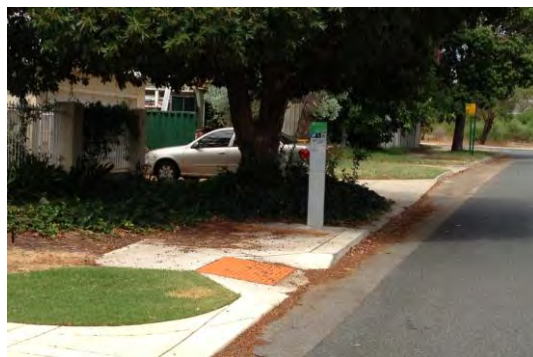


Image 14 - Hope Av westbound bus stop



Image 15 - Mount Henry southbound bus stop



Image 16 - Mount Henry northbound bus stop

Appendix F – PTA Bus Stop site layout guidelines

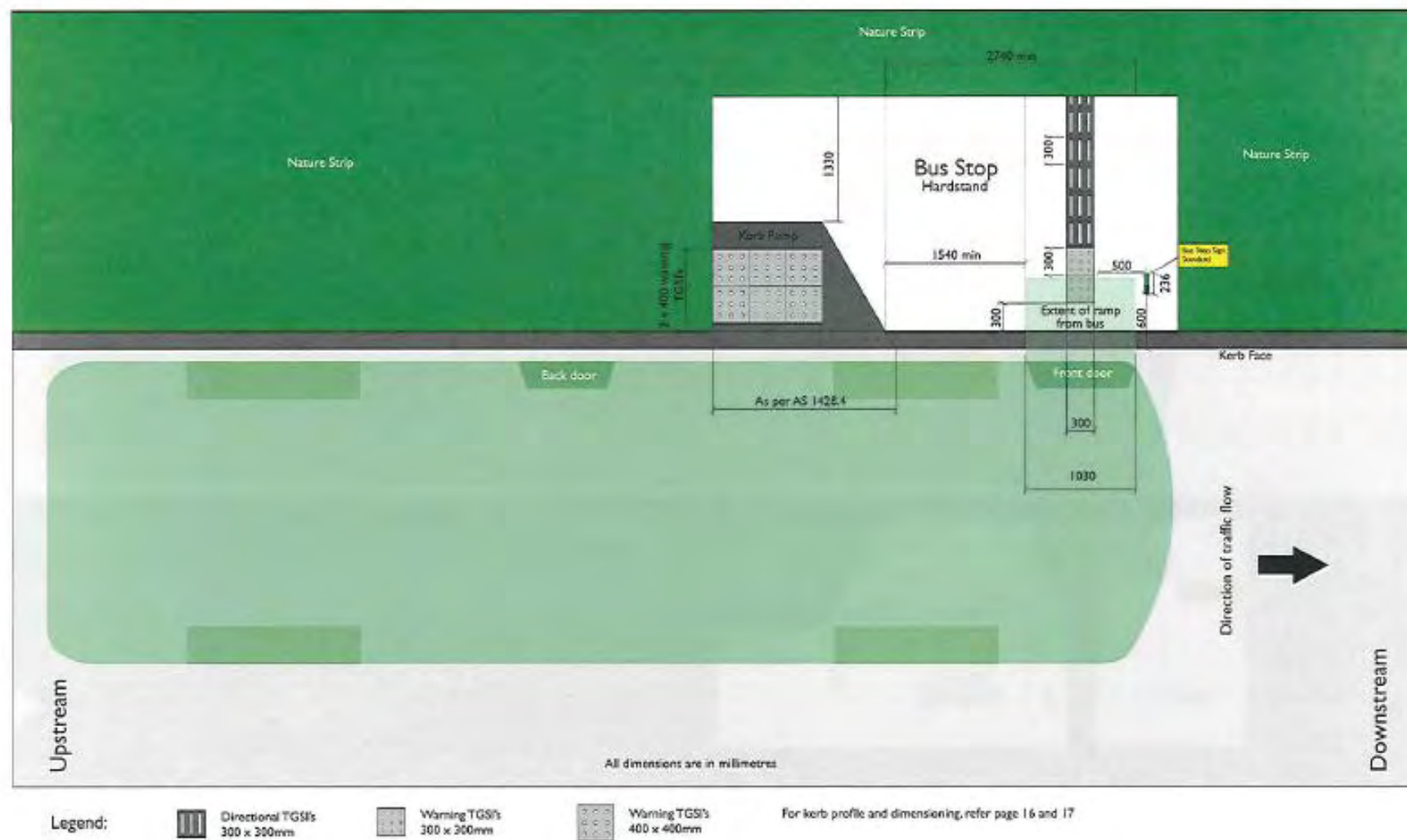


Figure 5 - Bus Stop Layout - no connecting footpath



Figure 6 - Bus Stop Layout - connecting footpath

Appendix G – site photos



Image 17 Howard Parade ped in road



Image 18 Sulman Av bus stop no access

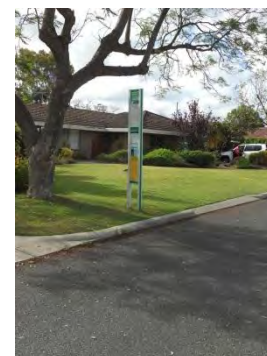


Image 19 Sulman Av bus stop no hard stand



Image 20 Unwin Cres recently upgraded bus stop

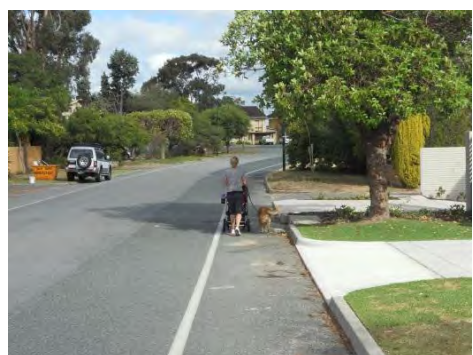


Image 21 Unwin Cres ped using cycle lane



Image 22 Unwin Cres bus stop no access



Image 23 River Way narrow footpath



Image 24 Redmond St space around bus stop sign



Image 25 Edgewater Rd pedestrian, no footpath



Image 26 Footpath link ends at Edgewater Rd



Image 27 Roebuck Dr Road narrowing measure, no sign

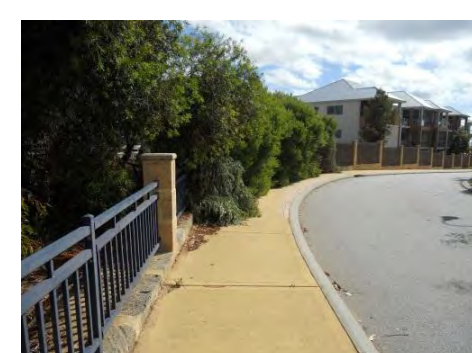


Image 28 Hogg Av obstruction



Image 29 Pepler Av/Howard Pde Footpath ends



Image 30 River Way footpath ends



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Attachment 10.5.2 (e) Construction of Footpaths on Howard Parade and Sulman Avenue, Salter Point

Submitters Comment	Officer Response
<p><u>General comments not supporting the Howard Parade proposal:</u></p> <p>Howard I</p> <p>The initial plan proposed that the path would be installed on the northern side of Howard. This was not unexpected since such a plan was in keeping with the north-side location of other footpaths on nearby parallel streets. In keeping with the positioning of these footpaths suggest that the footpath on Howard Parade also be installed on the northern side.</p> <p>There are almost twice as many properties on the south side than the north side of Howard Parade meaning many more households (people, their driveways and sets of reticulation) will be impacted upon by the construction and subsequent utilisation of a footpath if it were installed on the southern side.</p>	<p>A previous plan for a footpath on Howard Parade was proposed in 2010 that showed the path section on Howard Parade between Redmond Street and Pepler Avenue on the northern side before switching to the southern side between Pepler Avenue and Salter Point Parade. This concept was not taken into consideration on this occasion as the planning for the project was recommenced from scratch. A reason for this is the completion of the underground program in the area and the subsequent installation of new street lighting in the vicinity that in various sites will require relocating if a path is to be installed.</p> <p>The Salter Point Pedestrian Study completed by Opus International also recommend that the path be installed on the southern side in its entirety.</p> <p>The general location of other non-connecting paths in the immediate vicinity is not taken into consideration when planning footpath installations.</p> <p>For the entire length of Howard Parade the amount of crossings on both sides is approximately 20. In the section referred to above (Redmond Street to Pepler Avenue) there are approximately 10 crossings on the southern side as opposed to six on the northern side. While such a statistic is given some consideration within the planning stage other factors such as the following are granted a higher weighting in the decision making process;</p> <ol style="list-style-type: none"> 1. The need to move heavy infrastructure such as street lights/poles 2. Impact on existing and well established street trees 3. Level changes and other major cost implications 4. The minimisation of crossings from one side of a street to another 5. Road Safety considerations at proposed crossing points for pedestrians. 6. Direct connection to public transport 7. Connectivity to other paths within the vicinity

Attachment 10.5.2 (e) Construction of Footpaths on Howard Parade and Sulman Avenue, Salter Point

<p>The southern side has more established verge trees than the north therefore footpath will work will impact on more large verge trees and their root systems.</p> <p>The verges on the northern side cover a larger expanse of area than those on the southern side making them more suited for the installation of a footpath.</p>	<p>As above the amount of verge trees, their size and locations are all taken onto consideration when proposing a side for a footpath to be installed along with the other previously listed factors.</p> <p>While the northern verge is slightly wider than the southern both have more than adequate room to accommodate a footpath.</p>
<p><u>General comments not supporting the Howard Parade proposal:</u></p> <p>Howard 2</p> <p>Width of 1.8 metres will make the path wider than any other path in the suburb of Salter Point Request that the path be installed at approximately a width of 1.4 metres like all other paths in the suburb to minimise the impost on the residents in the street.</p> <p>Mains services such as sewer and telecommunications are located at various points on the South side of the street therefore making the North side a more practical location.</p>	<p>Historically it has been City practice to install paths on the property line as opposed to the kerb line. Even today in new subdivisions paths are located on the or nearer the property boundary than the kerb line for safety and operational reasons. With infill development on well-established street verges it has become the City's preference to construct paths on the kerb line. This practice has been adopted as it has been found to reduce the need to remove well established vegetation along with minimising the need to change levels and the subsequent costs associated with tying these new path levels into the existing properties. In response to paths now being located closer to the road the first three hundred millimetres is considered as a zone that separates pedestrians from the road surface thereby creating the need to increase the width from the previous standard of 1.5 metres to 1.8 metres.</p> <p>See previous responses.</p>
<p><u>General comments not supporting the Howard Parade proposal:</u></p> <p>Howard 3</p> <p>The renewing of existing assets should take priority over new infrastructure as many people walk along the street or verge when oncoming traffic approaches and it seems to work as common sense is used</p>	<p>The City is committed to both the upgrading of existing infrastructure and the construction of new infrastructure in line with the relevant City Policy. The idea of walking on the road/verge as an acceptable practice has been consistently conveyed by residents throughout the various consultations completed within Salter Point on this topic. This feedback does not take into consideration the commitment made to vulnerable road users such as parents</p>

Attachment 10.5.2 (e) Construction of Footpaths on Howard Parade and Sulman Avenue, Salter Point

<p>If the footpath is to progress then I question why it would be located on the southern side of the road when footpaths coming up Pepler Avenue and Klem Avenue would require people to cross the street to get to the new footpath.</p> <p>Strongly object to a 1.8m footpath as I have recently built my house on a narrow block and would be losing good portion of my turf area in the front, I value my verge for its amenity value and play space for my kids. If a footpath was to be installed it should be no larger than 1.2 metres.</p>	<p>with prams along with persons with impaired abilities and in no way should be endorsed.</p> <p>See previous responses.</p> <p>The minimum standard width for a footpath is defined as 1.5 metres and to accommodate this with it would need to be installed on the property line which would effectively segregate the property from the remaining verge area making the option of a 1.8 metre path on the road verge more practical for residents who wish to utilise the verge abutting their properties in the fashion described.</p>
<p><u>General comment not supporting the Howard Parade proposal:</u></p> <p>Howard 4</p> <p>The two crossovers on the north side are more to the centre of the block between Welwyn Avenue and Redmond Street thereby creating less of a safety risk as far as entering and exiting the street.</p> <p>The crossover at No 3 Howard is placed so close to Welwyn that often turning off Welwyn into Howard then turning immediately left into driveway with traffic behind creates stress and having pedestrians into the mix could create a dangerous situation.</p>	<p>.</p> <p>The installation of a footpath in the proposed location is not seen to have any safety concerns above and beyond the inherent risk/possibility of conflict between a vehicle and a pedestrian at any location within the City.</p> <p>The installation of a footpath in the proposed location is not seen to have any safety concerns above and beyond the inherent risk/possibility of conflict between a vehicle and a pedestrian at any location within the City.</p>
<p><u>General comments not supporting the Howard Parade proposal:</u></p> <p>Howard 5</p> <p>Like most adjacent properties I have installed reticulation which will be covered by the path, will the pipes and sprinklers be resited or replaced as part of the works.</p> <p>The street crossover provided to my property by the Council many years ago, could be lower than the proposed footpath, will this be attended to as part of the proposed works</p>	<p>As with all new path construction the City makes the commitment to cut back existing reticulation and relocate the sprinklers as required.</p> <p>The construction of any new footpath needs to take into consideration the existing levels and changes to crossings are made as required. If additional sections of a crossing need to be removed to ensure appropriate transition these sections will be replaced in grey concrete.</p>

Attachment 10.5.2 (e) Construction of Footpaths on Howard Parade and Sulman Avenue, Salter Point

<p><u>General comments not supporting the Howard Parade proposal:</u> Howard 6 South side owners already endure the burden of the bus stops being located on our verge.</p>	<p>No Comment</p>
<p><u>General comments not supporting the Howard Parade proposal:</u> Howard 7 Parking will be a problem on the south-side because three residents have teenagers who are who are in the process of obtaining their licenses.</p> <p>The bus coming up Howard Parade also means that parking on the street is going to be a hazard for buses, residents and pedestrians.</p>	<p>Circumstances such as the current parking requirements of individual households are not taken into consideration within the planning of new footpath infrastructure.</p> <p>Any inherent risk in relation to on street parking within this area is not considered to be any different from that encountered within the majority of streets within the City.</p>
<p><u>General comments not supporting the Sulman Parade proposal:</u> Sulman 1 My section of the street was reduced in width a number of years ago as a traffic calming mechanism meaning if a car is parked on the side of the road there is only room for one car to pass it at a time. To avoid this congestion a number of residents and visitors park with at least one set of wheels on the footpath, if not the whole car. Construction of a footpath along one side of the street will significantly impact on the ability to remove cars from the road and will result in more congestion with the potential for accidents.</p>	<p>The reduction of width referred to was completed as a traffic calming mechanism and therefore takes into account the parking of vehicles in the street that therefore require vehicles to slow down in the immediate vicinity to ensure they safely navigate the parked vehicles. Due to the low volumes utilising the road this treatment is not seen to promote congestion or in any way be unsafe if vehicles are travelling at an appropriate speed.</p>
<p><u>General comments supporting the Sulman Parade proposal:</u> Sulman 2 I have a mobility problem that will ultimately require my use of a gopher to get out and about.</p> <p>I am very much in favour of the proposed works and congratulate Council for its proactive response to the needs of its residents.</p>	



Government of Western Australia
Department of Sport and Recreation

DSR file 2010/884
Enquiries Kent Burton
Phone 9492 9759
Email kent.burton@dsr.wa.gov.au

CITY OF SOUTH PERTH		
22 SEP 2011		
Doc ID No:	AC/601	
File No:	CEO	
Original To:		
Action <input checked="" type="checkbox"/>	Info <input type="checkbox"/>	File <input type="checkbox"/>

Mr Cliff Frewing
Chief Executive Officer
City of South Perth
Cnr Sandgate St and South Terrace
SOUTH PERTH WA 6151

Dear Mr Frewing

CAMPAIGN FOR A KARAWARA AQUATIC CENTRE

It was recently brought to my attention that a campaign for an aquatic facility within the City of South Perth has begun. I understand that the campaign flyer indicates that a facility such as this attracts significant funding from the State Government.

State Government funding for such a facility would need to be applied for through the Community Sporting and Recreation Facilities Fund (CSRFF). Under CSRFF guidelines, the need and feasibility of such a facility would have to be adequately demonstrated for the department to recommend funding.

Due to the close proximity of existing aquatic facilities, it would be unlikely the department would recommend funding an additional aquatic facility in this area in the foreseeable future.

The department is currently finalising a metropolitan Aquatics Strategic Facilities Plan, which will soon be released to local government for comment. This plan may be used to guide future investment in aquatic facilities.

If you have any queries please contact me on 9492 9822.

Yours sincerely

R. Didcoe

Rob Didcoe
Director, Facilities and Camps

20 September 2011



Building stronger, healthier, happier and safer communities

246 Vincent Street Leederville Western Australia 6007
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Web www.dsr.wa.gov.au

CITY OF SOUTH PERTH
STATEMENT OF FINANCIAL POSITION AS AT 31 JAN 2014

	2014 YTD \$	2013 YTD \$	2013 \$
CURRENT ASSETS			
Cash	327,661	2,323,998	957,481
Investments	53,112,571	50,101,510	39,562,709
Receivables	6,315,883	6,571,031	3,729,944
Inventories	148,443	163,286	97,958
Inventories - Land Held for Resale	5,025,711	0	5,025,711
Other Current Assets	943,811	907,988	422,085
TOTAL CURRENT ASSETS	\$ 65,874,079	\$ 60,067,813	\$ 49,795,888
NON-CURRENT ASSETS			
Receivables	2,429,670	2,484,056	2,668,679
Inventories - Land Held for Resale	850,000	0	850,000
Investments	156,338	155,977	156,338
Property, Plant and Equipment	344,172,139	125,920,340	345,698,199
Infrastructure	161,535,257	153,580,969	166,305,388
Intangibles	408,929	0	434,953
TOTAL NON-CURRENT ASSETS	\$ 509,552,334	\$ 282,141,342	\$ 516,113,557
TOTAL ASSETS	\$ 575,426,413	\$ 342,209,155	\$ 565,909,446
CURRENT LIABILITIES			
Payables	5,244,297	4,674,762	3,404,705
Interest Bearing Loans and Borrowings	817,273	770,466	2,079,605
Provisions	3,359,314	3,159,860	3,207,832
TOTAL CURRENT LIABILITIES	\$ 9,420,885	\$ 8,605,088	\$ 8,692,142
NON-CURRENT LIABILITIES			
Payables	0	725,994	0
Interest Bearing Loans and Borrowings	10,763,944	12,279,632	10,686,826
CPV Leaseholder Liability	30,109,960	30,860,527	30,640,383
Provisions	292,097	243,055	292,097
TOTAL NON-CURRENT LIABILITIES	\$ 41,166,001	\$ 44,109,207	\$ 41,619,305
TOTAL LIABILITIES	\$ 50,586,885	\$ 52,714,295	\$ 50,311,448
NET ASSETS	\$ 524,839,528	\$ 289,494,860	\$ 515,597,998
EQUITY			
Retained Surplus	118,661,417	116,588,535	107,706,216
Reserves	406,178,111	172,906,326	407,891,781
TOTAL EQUITY	\$ 524,839,528	\$ 289,494,860	\$ 515,597,998

**CITY OF SOUTH PERTH
STATEMENT OF CHANGE IN EQUITY
AS AT 31 JAN 2014**

	2014 YTD \$	2013 YTD \$	2013 \$
RESERVES			
Cash Backed			
Balance at beginning of reporting period	35,842,020	33,047,253	33,047,253
Aggregate transfers to Retained Earnings	(6,414,850)	(1,954,924)	(5,544,993)
Aggregate transfers from Retained Earnings	4,701,179	4,029,621	8,339,760
Balance at end of reporting period	<u>\$ 34,128,349</u>	<u>\$ 35,121,950</u>	<u>\$ 35,842,020</u>
Non - Cash Backed			
Asset Revaluation Reserve	372,049,761	137,784,375	372,049,761
Balance at end of reporting period	<u>\$ 372,049,761</u>	<u>\$ 137,784,375</u>	<u>\$ 372,049,761</u>
TOTAL RESERVES	<u>\$ 406,178,111</u>	<u>\$ 172,906,326</u>	<u>\$ 407,891,781</u>
RETAINED EARNINGS			
Balance at beginning of reporting period	107,706,217	111,351,414	111,351,414
Initial adjustments to comply with accounting standards	-	-	(1,190,000)
Change in Net Assets from Operations	9,241,529	7,311,818	339,570
Aggregate transfers to Reserves	(4,701,179)	(4,029,621)	(8,339,760)
Aggregate transfers from Reserves	6,414,850	1,954,924	5,544,993
Balance at end of reporting period	<u>\$ 118,661,417</u>	<u>\$ 116,588,534</u>	<u>\$ 107,706,217</u>
TOTAL EQUITY	<u>\$ 524,839,528</u>	<u>\$ 289,494,860</u>	<u>\$ 515,597,998</u>

CITY OF SOUTH PERTH
2013/2014 - OPERATING REVENUE & EXPENDITURE
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
REVENUE											
Chief Executive's Office											
City Administration	0	0	0	U		0	0	0	U		25,000
Human Resources Admin Revenue	0	0	0	U		0	0	0	U		0
Governance Admin	0	0	0	U		0	0	0	U		41,000
Ranger Services											
Animal Control	1,100	8,452	7,352	F	668	53,550	113,554	60,004	F	112	61,100
Fire Prevention	0	928	928	F		1,500	3,428	1,928	F	129	1,500
Parking Management	172,250	202,569	30,319	F	18	829,750	921,133	91,383	F	11	1,392,000
District Rangers	0	36	36	F		2,000	4,245	2,245	F	112	2,000
Sub Total Revenue - Ranger Services	173,350	211,984	38,634	F	22	886,800	1,042,360	155,560	F	18	1,456,600
Total Revenue - Governance & Legal	173,350	211,984	38,634	F	22	886,800	1,042,360	155,560	F	18	1,497,600
Total Revenue - Chief Executive's Office	173,350	211,984	38,634	F	22	886,800	1,042,360	155,560	F	18	1,522,600
Directorate - Financial & Information Services											
Administration	0	0	0	U		0	0	0	U		25,000
Financial Services											
Administration	2,000	2,277	277	F	14	276,500	379,528	103,028	F	37	575,000
Investment Activities	304,235	241,416	62,819	U	21	1,532,095	1,346,255	185,840	U	12	2,910,564
Rating Activities	50,750	40,532	10,218	U	20	29,136,754	29,086,950	49,804	U	0	29,364,254
Property Management	64,300	73,453	9,153	F	14	272,165	279,321	7,156	F	3	432,676
Total Revenue - Financial Services	421,285	357,678	63,607	U	15	31,217,514	31,092,054	125,460	U	0	33,307,494
Information Services											
Information Technology	0	0	0	U		0	0	0	U		13,000
Total Revenue - Information Services	0	0	0	U		0	0	0	U		13,000
Library Services											
Administration	750	1,145	395	F	53	7,975	8,798	823	F	10	29,500
Civic Centre Library	950	1,383	433	F	46	7,250	8,950	1,700	F	23	12,500
Manning Library	275	0	275	U		2,300	1,095	1,205	U	52	4,000
Local Studies Collection	0	0	0	U		0	0	0	U		0
Old Mill	375	175	200	U	53	1,950	1,297	653	U	33	3,000
Total Revenue - Library Services	2,350	2,702	352	F	15	19,475	20,140	665	F	3	49,000
Total Revenue - Dir Financial & Info Services	423,635	360,381	63,254	U	15	31,236,989	31,112,194	124,795	U	0	33,369,494

CITY OF SOUTH PERTH
2013/2014 - OPERATING REVENUE & EXPENDITURE
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Directorate - Development & Community Services											
Administration	0	0	0	U		0	0	0	U		0
Planning	10,000	14,841	4,841	F	48	315,000	408,866	93,866	F	30	525,000
Building Services	28,380	26,944	1,436	U	5	253,150	250,156	2,994	U	1	396,000
Community, Culture & Recreation											
Administration	650	56	594	U	91	3,650	2,947	703	U	19	5,150
Major Events	400,000	405,000	5,000	F	1	403,000	407,227	4,227	F	1	403,000
Community Events	0	0	0	U		7,000	17,933	10,933	F	156	7,000
Fiesta	0	302	302	F		18,000	26,316	8,316	F	46	100,000
Recreation & Facility Bookings	8,000	11,529	3,529	F	44	122,750	124,706	1,956	F	2	232,000
Senior Citizens	0	0	0	U		0	0	0	U		30,000
Safer City Program	0	0	0	U		0	0	0	U		0
Halls & Public Buildings	6,450	(3,767)	10,217	U		135,250	127,319	7,931	U	6	235,000
Total Revenue - Community, Culture & Recreation	415,100	413,120	1,981	U	0	689,650	706,448	16,798	F	2	1,012,150
Collier Park Retirement Complex											
Collier Park Village	68,380	68,366	14	U	0	560,460	553,090	7,370	U	1	943,110
Collier Park Hostel	188,925	108,803	80,122	U	42	1,065,150	900,417	164,733	U	15	1,817,500
Collier Park Community Centre	460	455	5	U	1	3,200	3,182	18	U	1	5,500
Total Revenue - Collier Park Complex	257,765	177,623	80,142	U	31	1,628,810	1,456,689	172,121	U	11	2,766,110
Health & Regulatory Services											
Administration	100	27	73	U	73	750	2,086	1,336	F	178	1,250
Preventative Services	6,000	1,056	4,944	U	82	63,000	56,847	6,153	U	10	73,000
Other Sanitation	0	0	0	U		0	1,727	1,727	F		0
Total Revenue - Health Services	6,100	1,084	5,016	U	82	63,750	60,660	3,090	U	5	74,250
Total Revenue - Dir Development & Community	717,345	633,611	83,734	U	12	2,950,360	2,882,819	67,541	U	2	4,773,510
TOTAL REVENUE - ADMIN BUSINESS UNITS	1,314,330	1,205,976	108,354	U	8	35,074,149	35,037,373	36,776	U	0	39,665,604

CITY OF SOUTH PERTH
2013/2014 - OPERATING REVENUE & EXPENDITURE
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
EXPENDITURE											
Chief Executive's Office											
City Administration											
Corporate Support	46,420	67,951	21,531	U	46	487,185	462,711	24,474	F	5	854,692
Building Operating Costs	9,010	6,163	2,847	F	32	61,300	48,304	12,996	F	21	96,897
Human Resources Administration	2,920	14,299	11,379	U	390	102,985	108,470	5,485	U	5	187,837
Total Expense - City Administration	58,350	88,413	30,063	U	52	651,470	619,485	31,985	F	5	1,139,426
Governance Admin	47,725	36,621	11,104	F	23	338,270	322,594	15,676	F	5	576,659
Governance - Elected Members	90,170	89,923	247	F	0	860,100	830,652	29,448	F	3	1,395,164
City Communications											
Community Promotions	37,650	25,131	12,519	F	33	280,100	272,289	7,811	F	3	475,364
Publications	12,000	9,888	2,112	F	18	81,400	74,185	7,215	F	9	123,000
Ranger Services											
Animal Control	17,570	21,604	4,034	U	23	158,620	142,214	16,406	F	10	249,740
Fire Prevention	1,040	2,084	1,044	U	100	44,265	45,179	914	U	2	85,196
Parking Management	46,335	51,017	4,682	U	10	338,780	359,545	20,765	U	6	614,013
District Rangers	28,567	21,577	6,990	F	24	187,689	175,687	12,002	F	6	326,286
Other Law & Order	0	(586)	586	F		0	(586)	586	F		0
Total Expense - Ranger Services	93,512	95,696	2,184	U	2	729,354	722,039	7,315	F	1	1,275,235
Total Expense - Governance	281,057	257,260	23,797	F	8	2,289,224	2,221,759	67,465	F	3	3,845,422
Total Expense - Chief Executive's Office	339,407	345,673	6,266	U	2	2,940,694	2,841,245	99,449	F	3	4,984,848
Director Financial & Info Services											
Administration	18,300	14,831	3,469	F	19	130,010	112,768	17,242	F	13	239,377
Financial Services	0	0	0	F		0	0	0	F		0
Administration	33,765	21,993	11,772	F	35	257,450	270,904	13,454	U	5	380,177
Rating Activities	12,495	16,620	4,125	U	33	196,465	167,388	29,077	F	15	282,947
Investment Activities	79,950	72,583	7,367	F	9	254,700	254,814	114	U	0	466,305
Property Management	10,470	11,219	749	U	7	83,940	102,120	18,180	U	22	3,579,128
Total Expense - Financial Services	154,980	137,246	17,734	F	11	922,565	907,993	14,572	F	2	4,947,934
Information Technology	50,705	54,764	4,059	U	8	423,140	415,245	7,895	F	2	855,322
Customer Services Team	24,100	23,130	970	F	4	158,990	164,827	5,837	U	4	279,768

CITY OF SOUTH PERTH
2013/2014 - OPERATING REVENUE & EXPENDITURE
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Library Services											
Library Administration	14,850	26,623	11,773	U	79	144,635	106,764	37,871	F	26	246,525
Civic Centre Library	123,010	117,877	5,133	F	4	884,280	894,995	10,715	U	1	1,476,490
Manning Library	50,175	47,703	2,472	F	5	360,570	362,693	2,123	U	1	600,221
Local Studies Collection	4,435	4,531	96	U	2	35,495	30,344	5,151	F	15	60,750
Old Mill	8,780	5,470	3,310	F	38	32,940	32,068	872	F	3	58,389
Total Expense - Library Services	201,250	202,204	954	U	0	1,457,920	1,426,864	31,056	F	2	2,442,375
Total Expense - Dir Finance & Info Services	431,035	417,344	13,691	F	3	2,962,615	2,914,930	47,685	F	2	8,525,399
Directorate - Development & Community Services											
Administration	18,185	18,544	359	U	2	113,890	118,233	4,343	U	4	208,085
Planning	173,895	120,110	53,785	F	31	911,550	823,232	88,318	F	10	1,556,744
Building Services	41,115	36,966	4,149	F	10	286,215	231,326	54,889	F	19	484,807
Community, Culture & Recreation											
Administration	83,100	77,362	5,738	F	7	531,895	539,069	7,174	U	1	910,562
Major Events Expense	565,000	567,156	2,156	U	0	855,000	851,731	3,269	F	0	895,000
Community Events	35,585	47,214	11,629	U	33	125,725	128,490	2,765	U	2	205,950
Civic Functions	9,235	11,129	1,894	U	21	62,650	61,005	1,645	F	3	113,332
Donations	0	4,134	4,134	U		175,000	177,325	2,325	U	1	200,000
Fiesta	18,700	11,572	7,128	F	38	33,425	27,629	5,796	F	17	329,422
Safer City Program	3,200	2,480	720	F	22	25,465	23,605	1,860	F	7	43,219
Senior Citizens	33,960	35,656	1,696	U	5	231,325	265,620	34,295	U	15	457,153
Recreation & Facility Bookings	62,845	43,800	19,045	F	30	413,510	398,505	15,005	F	4	702,385
Halls & Public Buildings	41,045	51,388	10,343	U	25	281,545	299,071	17,526	U	6	474,257
Total Expense - Community, Culture & Recreation	852,670	851,892	778	F	0	2,735,540	2,772,051	36,511	U	1	4,331,280
Collier Park Retirement Complex											
Collier Park Village	125,965	133,857	7,892	U	6	928,320	961,262	32,942	U	4	1,557,823
Collier Park Hostel	196,220	197,948	1,728	U	1	1,317,140	1,309,814	7,326	F	1	2,211,181
Collier Park Community Centre	165	97	68	F	41	1,155	466	689	F	60	2,000
Total Expense - Collier Park Complex	322,350	331,902	9,552	U	3	2,246,615	2,271,543	24,928	U	1	3,771,004

CITY OF SOUTH PERTH
2013/2014 - OPERATING REVENUE & EXPENDITURE
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Health Services											
Administration	29,565	28,383	1,182	F	4	208,600	199,916	8,684	F	4	353,161
Infant Health Services	1,235	855	380	F	31	8,945	7,649	1,296	F	14	15,200
Preventative Services	17,815	6,021	11,794	F	66	69,835	48,867	20,968	F	30	113,384
Other Sanitation	470	1,960	1,490	U	317	12,440	14,275	1,835	U	15	20,596
Total Expense - Health Services	49,085	37,219	11,866	F	24	299,820	270,707	29,113	F	10	502,341
Total Expense - Health & Regulatory Services	49,085	37,219	11,866	F	24	299,820	270,707	29,113	F	10	502,341
Total Expense - Dir Develop & Community Service	1,457,300	1,396,632	60,668	F	4	6,593,630	6,487,092	106,538	F	2	10,854,261
TOTAL EXPENDITURE - ADMIN BUSINESS UNITS	2,227,742	2,159,650	68,092	F	3	12,496,939	12,243,267	253,672	F	2	24,364,508

DIRECTORATE - INFRASTRUCTURE SERVICES
2013/2014 - OPERATING REVENUE & EXPENDITURE
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
REVENUE											
Infrastructure Support											
Administration Revenue	0	0	0	U		0	0	0	U		22,000
Total Revenue - Infrastructure Support	0	0	0	U		0	0	0	U		22,000
City Environment											
Contributions	1,000	17,111	16,111	F	1,611	85,000	128,399	43,399	F	51	162,000
Nursery Revenue	0	34,683	34,683	F		75,000	72,810	2,190	U	3	160,000
Asset Control Revenue	0	19,796	19,796	F		46,030	52,778	6,748	F	15	46,030
Environmental Services Revenue	0	390	390	F		0	3,409	3,409	F		0
Total Revenue - City Environment	1,000	71,980	70,980	F	7,098	206,030	257,395	51,365	F	25	368,030
Engineering Infrastructure											
Construction & Maintenance											
Road Grants	0	0	0	U		107,500	94,355	13,145	U	12	233,000
Contributions to Works	0	0	0	U		22,500	7,082	15,418	U	69	100,000
Reinstatement Revenue	0	3,838	3,838	F		0	9,314	9,314	F		4,500
Crossover Revenue	1,250	14,040	12,790	F	1,023	8,750	29,292	20,542	F	235	15,000
Asset Control Revenue	0	19,155	19,155	F		35,620	61,922	26,302	F	74	48,620
Other Revenue	0	0	0	U		2,000	12,348	10,348	F	517	6,000
Sub Total - Construction & Maint	1,250	37,032	35,782	F	2,863	176,370	214,313	37,943	F	22	407,120
Total Revenue - Engineering Infrastructure	1,250	37,032	35,782	F	2,863	176,370	214,313	37,943	F	22	407,120
Waste Management											
Refuse Collection	21,920	38,665	16,745	F	76	4,537,144	4,478,601	58,543	U	1	4,664,224
Recycling	1,000	0	1,000	U		1,228,726	1,227,246	1,480	U	0	1,233,976
Total Revenue - Waste Management	22,920	38,665	15,745	F	69	5,765,870	5,705,847	60,023	U	1	5,898,200
Collier Park Golf Course											
Collier Park Golf Course - Revenue	200,500	200,934	434	F	0	1,348,000	1,407,590	59,590	F	4	2,412,540
Total Revenue - Collier Park Golf Course	200,500	200,934	434	F	0	1,348,000	1,407,590	59,590	F	4	2,412,540
TOTAL REV - INFRASTRUCTURE SERVICES	225,670	348,611	122,941	F	54	7,496,270	7,585,146	88,876	F	1	9,107,890

DIRECTORATE - INFRASTRUCTURE SERVICES
2013/2014 - OPERATING REVENUE & EXPENDITURE
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
EXPENDITURE											
Infrastructure Support & Administration											
Governance Cost	26,820	26,414	406	F	2	185,490	154,121	31,369	F	17	325,287
Total Expense - Infrastructure Support	26,820	26,414	406	F	2	185,490	154,121	31,369	F	17	325,287
City Environment											
Reserves & Parks Maintenance	209,485	328,209	118,724	U	57	2,016,875	2,010,909	5,966	F	0	3,614,800
Miscellaneous Parks Programmes	2,500	0	2,500	F		17,500	8,704	8,796	F	50	30,000
Grounds Maintenance	17,700	13,965	3,735	F	21	129,200	112,326	16,874	F	13	223,000
Streetscape Maintenance	136,250	104,162	32,088	F	24	1,003,750	1,084,745	80,995	U	8	1,760,000
Environmental Services	23,835	38,997	15,162	U	64	330,460	280,298	50,162	F	15	523,826
Plant Nursery	17,310	14,291	3,019	F	17	119,415	162,838	43,423	U	36	202,591
Overheads	63,250	65,090	1,840	U	3	436,530	518,759	82,229	U	19	716,872
Asset Holding Costs	98,335	104,474	6,139	U	6	688,345	730,876	42,531	U	6	1,180,000
Building Maintenance	25,505	34,274	8,769	U	34	309,785	243,924	65,862	F	21	569,049
Reserve Building Maintenance & Operations	8,065	9,535	1,470	U	18	57,185	46,766	10,419	F	18	97,500
Public Convenience Maintenance & Operations	16,180	13,783	2,397	F	15	113,500	96,916	16,584	F	15	195,000
Operations Centre Maintenance	10,620	7,263	3,357	F	32	74,320	70,273	4,047	F	5	127,500
Jetty Maintenance	0	5,096	5,096	U		10,000	5,498	4,502	F	45	20,000
Total Expense - City Environment	629,035	739,140	110,105	U	18	5,306,865	5,372,832	65,967	U	1	9,260,138
Engineering Infrastructure											
Design Office Overheads	25,270	35,079	9,809	U	39	190,380	203,697	13,317	U	7	309,860
Sub Total - Design Office	25,270	35,079	9,809	U	39	190,380	203,697	13,317	U	7	309,860
Construction & Maintenance											
Reinstatements	2,500	10,034	7,534	U	301	17,500	26,241	8,741	U	50	31,500
Crossovers	3,000	8,169	5,169	U	172	23,000	35,553	12,553	U	55	40,000
Asset Holding Costs	698,330	(964,170)	1,662,500	F		4,888,350	4,046,923	841,427	F	17	8,380,000
Roads, Paths & Drains	181,665	233,707	52,042	U	29	1,464,135	1,551,216	87,081	U	6	2,540,000
Fleet Operations	44,360	(3,494)	47,854	F		346,220	375,842	29,622	U	9	569,665
Overheads	74,005	41,901	32,104	F	43	515,060	419,074	95,986	F	19	876,234
Sub Total - Construction & Maintenance	1,003,860	(673,854)	1,677,714	F		7,254,265	6,454,847	799,418	F	11	12,437,399
Total Expense - Engineering Infrastructure	1,029,130	(638,774)	1,667,904	F		7,444,645	6,658,545	786,100	F	11	12,747,259

DIRECTORATE - INFRASTRUCTURE SERVICES
2013/2014 - OPERATING REVENUE & EXPENDITURE
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Waste Management											
Refuse Collection	374,620	349,770	24,850	F	7	2,695,035	2,574,329	120,706	F	4	4,515,541
Recycling	49,520	48,318	1,202	F	2	307,020	298,406	8,614	F	3	515,000
Transfer Station	64,510	51,490	13,020	F	20	446,635	385,232	61,403	F	14	757,177
Total Expense - Waste Management	488,650	449,578	39,072	F	8	3,448,690	3,257,967	190,723	F	6	5,787,718
Collier Park Golf Course											
Collier Park Golf Course - Expense	187,465	205,360	17,895	U	10	1,308,025	1,318,658	10,633	U	1	2,204,374
Total Expense - Collier Park Golf Course	187,465	205,360	17,895	U	10	1,308,025	1,318,658	10,633	U	1	2,204,374
TOTAL EXP - INFRASTRUCTURE SERVICES	2,361,100	781,718	1,579,382	F	67	17,693,715	16,762,123	931,592	F	5	30,324,776

CITY OF SOUTH PERTH
2013/2014 - CAPITAL SUMMARY
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
CAPITAL REVENUE											
Chief Executive's Office											
Land Sales	0	0	0	U		0	0	0	U		19,350,000
Major Community Building Grants	0	0	0	U		0	0	0	U		0
Total Revenue - Chief Executive's Office	0	0	0	U		0	0	0	U		19,350,000
Directorate - Financial & Info Services											
Building Grants	0	0	0	U		0	0	0	U		0
Total Revenue - Financial & Info Services	0	0	0	U		0	0	0	U		0
Directorate - Development & Community Services											
Collier Park Retirement Complex											
Collier Park Village	46,000	46,000	0	U	0	391,000	388,625	2,375	U	1	500,000
Collier Park Hostel	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Retirement Complex	46,000	46,000	0	U	0	391,000	388,625	2,375	U	1	500,000
Total Revenue - Dir Development & Community	46,000	46,000	0	U	0	391,000	388,625	2,375	U	1	500,000
Collier Park Golf Course											
Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Directorate - Infrastructure Services											
Roads, Paths & Drains	27,500	26,940	560	U	2	338,000	353,498	15,498	F	5	1,240,466
Traffic Management	0	0	0	U		0	0	0	U		0
City Environment	0	0	0	U		146,000	210,409	64,409	F	44	687,000
Building Management	120,000	3,636	116,364	U	97	120,000	3,636	116,364	U	97	550,090
Total Revenue - Dir Infrastructure Services	147,500	30,576	116,924	U	79	604,000	567,544	36,456	U	6	2,477,556
Underground Power											
Underground Power	0	(415)	415	U		0	(92)	92	U		0
Total Revenue - Underground Power	0	(415)	415	U		0	(92)	92	U		0
TOTAL CAPITAL REVENUE	193,500	76,162	117,338	U	61	995,000	956,077	38,923	U	4	22,327,556

CITY OF SOUTH PERTH
2013/2014 - CAPITAL SUMMARY

January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
CAPITAL EXPENDITURE											
Administration Projects											
Chief Executive's Office											
Administration	40,000	818	39,182	F	98	40,000	4,813	35,187	F	88	55,000
Ranger Services	0	3,500	3,500	U		70,000	45,876	24,124	F		500,000
Major Land & Building Initiatives	40,000	39,428	572	F		99,500	60,516	38,984	F		4,589,750
Total Expense - Chief Executive's Office	80,000	43,746	36,254	F	45	209,500	111,205	98,295	F	47	5,144,750
Directorate - Financial & Info Services											
Information Technology	102,500	38,103	64,397	F	63	321,250	160,859	160,391	F	50	745,000
Finance Capital Expense	0	0	0	F		0	0	0	F		0
Library Services											
General Capital Expense	0	0	0	F		15,000	5,608	9,392	F	63	15,000
Heritage Capital Expense	0	0	0	F		0	0	0	F		0
Total Expense - Library Services	0	0	0	F		15,000	5,608	9,392	F	63	15,000
Total Expense - Dir Financial Services	102,500	38,103	64,397	F	63	336,250	166,467	169,783	F	50	760,000
Unclassified Capital											
General Capital Expense	0	0	0	F		0	0	0	F		0
Total Expense - Unclassified Capital	0	0	0	F		0	0	0	F		0
Directorate - Development & Community Services											
Strategic Urban Planning	0	12,838	12,838	U		30,000	12,958	17,042	F	57	210,000
Community Culture & Recreation											
Community, Culture & Recreation	0	0	0	F		0	1,390	1,390	U		100,000
Total Expense - Community, Culture & Recreation	0	0	0	F		0	1,390	1,390	U		100,000
Collier Park Retirement Complex	35,000	37,229	2,229	U	6	290,000	271,263	18,737	F	6	368,400
Health & Regulatory Services											
Preventative Services	0	0	0	F		0	0	0	F		0
Total Expense - Health & Regulatory Services	0	0	0	F		0	0	0	F		0
Total Expense - Development & Community Services	35,000	50,067	15,067	U	43	320,000	285,611	34,389	F	11	678,400

CITY OF SOUTH PERTH
2013/2014 - CAPITAL SUMMARY
January-2014

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Collier Park Golf Course											
Collier Park Golf Course	19,960	19,161	799	F	4	288,010	286,327	1,683	F	1	389,060
Total Expense - Golf Course	19,960	19,161	799	F	4	288,010	286,327	1,683	F	1	389,060
Directorate - Infrastructure Services											
Roads, Paths & Drains											
Roadworks	49,500	971,295	921,795	U	1,862	2,283,500	1,469,018	814,482	F	36	3,046,000
Drainage	35,000	23,675	11,325	F	32	520,000	306,726	213,274	F	41	1,055,000
Water Management Initiatives	0	821	821	U		65,000	67,064	2,064	U	3	250,000
Paths	0	2,987	2,987	U		385,000	278,734	106,266	F	28	410,000
Other	0	1,192	1,192	U		91,500	47,170	44,330	F	48	399,000
Total - Roads, Paths & Drains	84,500	999,971	915,471	U	1,083	3,345,000	2,168,711	1,176,289	F	35	5,160,000
Traffic Management	10,000	8,347	1,653	F	17	200,000	97,066	102,934	F	51	405,000
Waste Management	6,250	5,551	699	F	11	63,750	115,412	51,662	U	81	415,000
City Environment											
Streetscape Projects	0	22,053	22,053	U		245,000	271,106	26,106	U	11	330,000
Park Development	38,000	54,064	16,064	U	42	327,500	287,209	40,291	F	12	695,000
Street & Reserve Lighting	0	0	0	F		0	0	0	F		0
Environmental Projects	0	3,763	3,763	U		125,000	69,428	55,572	F	44	371,000
Foreshore Asset Management	65,000	141,190	76,190	U	117	329,500	285,719	43,781	F	13	1,039,500
Total - City Environment	103,000	221,070	118,070	U	115	1,027,000	913,462	113,538	F	11	2,435,500
Recoverable Works	0	3,005	3,005	U		0	51,793	51,793	U		0
Building Management	77,500	24,420	53,080	F	68	673,000	540,589	132,411	F	20	1,213,195
Other Projects - Asset Management	0	55,517	55,517	U		135,000	126,998	8,002	F	6	220,000
Fleet Management	0	9,394	9,394	U		601,000	608,306	7,306	U	1	1,306,446
Sustainability	10,000	2,174	7,826	F	78	95,000	67,809	27,191	F	29	130,000
Total Expense - Dir Infrastructure Services	291,250	1,329,448	1,038,198	U	356	6,139,750	4,690,146	1,449,604	F	24	11,285,141
Underground Power											
Underground Power Project	0	0	0	F		0	0	0	F		0
Total - Underground Power	0	0	0	F		0	0	0	F		0
TOTAL CAPITAL EXPENDITURE	528,710	1,480,525	951,815	U	180	7,293,510	5,539,755	1,753,755	F	24	18,257,351

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Revenue									
Animal Control	1,100	8,452	-	F	53,550	113,554	112%	F	Higher than budgeted dog license revenue & much higher than budget cat license revenue - higher level of 'lifetime' registrations. This is addressed in the Q2 Budget Review.
Parking Management	172,250	202,569	18%	F	829,750	921,133	11%	F	Strong performance on infringement revenue (18% ahead YTD). Meter parking is also 8% ahead (YTD) of budget expectations. This is adjusted in the Q2 Budget Review.
Finance Admin	2,000	2,277	14%	F	276,500	379,528	37%	F	Unbudgeted LGIS Insurance Scheme Distribution and Fuel Rebate - this is addressed in the Q2 Budget Review.
Investment Revenue	304,235	241,416	21%	U	1,532,095	1,346,255	12%	U	Interest revenue from Reserves is 20% below budget expectations largely because anticipated cash inflows from land sales have not yet been received. Refer to Item 10.6.2 for more detailed comment.
Rating Activities	50,750	40,532	20%	U	29,136,754	29,086,950	0%	U	Interim rates are slightly behind budget and UGP financing interest is \$20K below budget due to more 'in full' payments being received. Refer to Item 10.6.2 for more detailed comment. These items are adjusted in the Q2 Budget Review.
Planning Revenue	10,000	14,841	48%	F	315,000	408,866	30%	F	Fee for development at 15-17 Eric St plus a higher than expected number of applications submitted ahead of the Christmas / New Year period. \$30K unbudgeted fee received for TPS 6 Amendment 34. This item is adjusted in the Q2 Budget Review.
Collier Park Hostel	188,925	108,803	42%	U	1,065,150	900,417	15%	U	Less than anticipated commonwealth subsidies received - this will continue to decline as residents are relocated.
City Env. Contributions	1,000	17,111		F	85,000	128,399	51%	F	Street tree and misc contributions - to be offset by additional costs. This item is adjusted in the Q2 Budget Review.
Nursery Revenue	0	34,683	-	F	75,000	72,810	3%	U	Reversal of earlier timing difference on revaluation of green-stock.
Asset Control Revenue	0	19,796	-	F	46,030	52,778	15%	F	Unplanned plant trade-in proceeds.
Road Grants Revenue	0	0	-	U	107,500	94,355	12%	U	Lesser WALGGC road revenue than budgeted. Adjusted in Q2 Review.
Crossover Revenue	1,250	14,040	-	F	8,750	29,292	-	F	Higher than expected revenue - offset by additional costs.
Asset Control Revenue	0	19,155	-	F	35,620	61,922	74%	F	Unplanned plant trade-in proceeds.

Legend: F = Favourable Variance U = Unfavourable Variance

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Waste Management Rev	22,920	38,665	69%	F	5,765,870	5,705,847	1%	U	Downwards adjustment in Q2 Budget Review for commercial services incorrectly billed.
Collier Park Golf Course	200,000	200,934	-	F	1,348,000	1,407,590	4%	F	Green fees are currently 7% ahead of budget but lease revenue is below budget due to new lease only recently being put in place.
<u>Expenditure</u>									
Corporate Support	46,420	67,951	46%	U	487,185	462,711	5%	F	Reversal of earlier timing differences on consultancy.
Building Operating Costs	9,010	6,163	32%	F	61,300	48,304	21%	F	Lower utilities costs offset by higher cleaning costs as a result of the new tender rates taking effect.
Governance	47,725	36,621	23%	F	338,270	322,594	5%	F	Timing difference in relation to consultants.
Council Members	90,170	89,923	0%	F	860,100	830,652	3%	F	Savings on estimated election costs plus timing difference on training.
City Comms / Publications	49,650	35,019	29%	F	361,500	346,474	4%	F	Reversal of earlier unfavourable timing differences.
Rangers	93,512	95,696	2%	U	729,354	722,039	1%	F	Several small favourable variances (not individually significant) on animal control but unfavourable variances on parking management (staff and meter repair / maintenance).
Financial Services (after allocations outwards)	154,980	137,246	11%	F	922,565	907,993	2%	F	Minor timing difference on loan interest, bank fees and allocations outward. Favourable variance on rates collection costs & title searches. Timing difference on utilities costs for some leased properties.
Information Services (after allocations outwards)	50,705	54,764	11%	U	423,140	415,245	2%	F	Timing difference on consultants and hardware maintenance costs offset by higher allocations outwards.
Customer Focus Team	24,100	23,130	4%	F	158,990	164,827	4%	U	Slightly less than anticipated allocations outwards.
Library Services	201,250	202,204	0%	U	1,457,920	1,426,864	2%	F	Favourable timing differences on purchase of book stock and online subscriptions - partly offset by higher than expected salary costs.
Planning Services	173,895	120,110	31%	F	911,550	823,232	10%	F	Savings on salaries, consultants and legal costs.
Building Services	41,115	36,966	10%	F	286,215	231,326	19%	F	Savings on salaries (YTD) due to vacant position for extended period.
Senior Citizen Centres	33,960	35,656	5%	U	231,325	265,620	15%	U	Cleaning & depreciation are all slightly higher than budget. This has been adjusted in the Q2 Budget Review.

Legend: F = Favourable Variance U = Unfavourable Variance

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Rec & Facility Bookings	62,845	43,800	30%	F	413,510	398,505	4%	F	Timing differences on staffing costs due to leave arrangements.
Halls & Public Buildings	41,045	51,388	25%	U	281,545	299,071	6%	U	Cleaning costs are higher than budgeted under the new tender. This item is adjusted in the Q2 Budget Review.
Collier Park Village	125,965	133,857	6%	U	928,320	961,262	4%	U	40% of the unfavourable variance relates to additional gas charges for hot water boilers. The remainder is due to higher than expected cleaning and garden maintenance costs - this is under investigation. Cleaning & gas cost increases are addressed in the Q2 Budget Review.
Collier Park Hostel	196,220	197,948	1%	U	1,317,140	1,309,814	1%	F	Savings on medical consultations is offset by higher costs for gas.
Infrastructure Admin	26,820	26,414	2%	F	185,490	154,121	17%	F	YTD variance was earlier salary savings from vacant senior position.
Reserve & Park Maint.	209,485	328,209	57%	U	2,016,875	2,010,909	0%	F	Correction of earlier under recovery of plant charge-out costs.
Grounds Maintenance	17,700	13,965	21%	F	129,200	112,326	13%	F	Several small favourable variances but none individually significant.
Streetscape Maintenance	136,250	104,162	24%	F	1,003,750	1,084,745	8%	U	Acceleration of the street tree and street verge maintenance program. This will be monitored to ensure that the annual budget is not exceeded.
Environmental Services	23,835	38,997	64%	U	330,460	280,298	15%	F	Perth Water Vision and Birdlife Revegetation projects have not progressed as expected. Timing difference on wetland maintenance.
Plant Nursery	17,310	14,291	17%	F	119,415	162,838	36%	U	Currently being investigated by manager - corrective action to follow.
Overheads - City Env.	63,250	65,090	3%	U	436,530	518,759	19%	U	Under -recovery of overheads against jobs. To be reviewed.
City Env - Asset Holding	98,335	104,474	6%	U	688,345	730,876	6%	U	Slightly higher than budgeted (non cash) depreciation costs.
Building Maint (Various)	60,370	69,952	16%	U	564,790	463,377	18%	F	Favourable variance on Civic Halls, rental housing & graffiti removal. Some of these variances are addressed in the Q2 Budget Review.
Crossovers	3,000	8,169	172%	U	23,000	35,553	55%	U	Higher than expected costs - offset by additional revenues.
Eng - Asset Holding Costs	698,330	(964,170)	-	F	4,888,350	4,046,923	17%	F	Useful lives of infrastructure assets have been revised to reflect IIA guidelines. As a result, depreciation has been adjusted downwards. This item is adjusted in the Q2 Budget Review.

Legend: F = Favourable Variance U = Unfavourable Variance

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Roads, Paths & Drains	181,665	233,707	29%	U	1,464,135	1,551,216	6%	U	Slightly accelerated progress relative to budget. Not expected to be anything other than a timing difference.
Fleet Operations	44,360	(3,494)	-	F	346,220	375,842	9%	U	Cash expenses are 4% unfavourable and recoveries against jobs lag budget expectations slightly following an adjustment to plant charge-out in Jan 2014.
Overheads - Eng Infra	74,005	41,901	43%	F	515,060	419,074	19%	F	Savings on salaries relative to expectations but better than anticipated allocations outwards to jobs.
Waste Management	488,650	449,578	8%	F	3,448,690	3,257,967	6%	F	Favourable variances on roadside collection, tipping site fees and transfer station wages which relates to an on-cost error that will be fixed in February.
Collier Park Golf Course	187,465	205,360	10%	U	1,308,025	1,318,658	1%	U	Salaries are over budget however this is offset by less than budgeted costs for power, depreciation and plant charge costs.
<u>Capital Revenue</u>									
City Environment	0	0	-	F	146,000	210,409	-	F	Receipt of grant funds ahead of related expenditure. This is adjusted in the Q2 Budget Review.
Building Revenue	120,000	3,636	97%	U	120,000	3,636	97%	U	Grant funds for Grayden Pavillion can not be claimed until invoices are paid and acquitted.
<u>Capital Expenditure</u>									
Admin Expenses	40,000	818	98%	F	40,000	4,813	88%	F	Minor Office Refurb costs not yet required.
Ranger Services	0	3,500	-	U	70,000	45,876	34%	F	Later commencement on Animal Care Facility project.
Major Land Transactions	40,000	39,428	1%	F	99,500	60,516	39%	F	Land sale costs associated with Ray St land - deferred settlement.
Information Technology	102,500	38,103	63%	F	321,250	160,859	50%	F	Acquisition of desktop PC and SAN was delayed to investigate an alternative deployment strategy (VDI) - which has now been dismissed. Variance should reverse in Feb as PC acquisitions are completed.
Strategic Urban Planning	0	12,838	-	U	30,000	12,958	57%	F	This item is adjusted in the Q2 Budget Review.
CPV Refurbishments	35,000	37,229	6%	U	290,000	271,263	6%	F	Additional cost to replace boilers. Refurbishment costs on budget.

Legend: F = Favourable Variance U = Unfavourable Variance

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Collier Park Golf Course	19,960	19,961	0%	U	290,000	271,263	6%	F	Budgeted loan repayment and mechanical plant replacement.
Roads, Paths & Drains	84,500	999,971	-	U	3,345,000	2,168,711	35%	F	A detailed report on the status of this category of projects will be included as Item 10.6.4 of the March agenda.
Traffic Management	10,000	8,347	17%	F	200,000	97,066	51%	F	A detailed report on the status of this category of projects will be included as Item 10.6.4 of the March agenda.
Waste Management	6,250	5,551	11%	F	63,750	115,412	81%	U	Costs incurred on Transfer Station feasibility ahead of budget phasing.
City Environment	103,000	221,070	115%	U	1,027,000	913,462	11%	F	A detailed report on the status of this category of projects will be included as Item 10.6.4 of the March agenda.
Building Management	77,500	24,420	68%	F	673,000	540,589	20%	F	The bulk of this expenditure relates to the Grayden Pavillion upgrade. A detailed report on the status of this category of projects will be included as Item 10.6.4 of the March agenda.
Fleet Management	0	9,394	-	U	601,000	608,306	1%	U	Plant replacement program on track at present.
Sustainability	10,000	2,174	78%	F	95,000	67,809	29%	F	Timing difference on the State of Environment component of website due to consultants not meeting timeframe.

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2013/2014

Attachment 10.6.1 (6) (A)

Key Responsibility Areas	2012/2013 Amended	2013/2014		Variance		Budget Adjustment Details	
		Adopted	Amended	F/U	%		
REVENUE							
Chief Executive's Office							
City Administration	0	25,000	25,000		0%	Reconciliation Schedule Items marked	R1
Human Resources Admin Revenue	0	0	0			Reconciliation Schedule Items marked	R2
Communication	0	0	0			Reconciliation Schedule Items marked	R3
Governance	20,000	41,000	41,000		0%	Reconciliation Schedule Items marked	R4
Ranger Services	1,429,100	1,444,100	1,456,600	✓	1%	Reconciliation Schedule Items marked	R18
Total Operating Revenue - Chief Executive's Office	1,449,100	1,510,100	1,522,600	✓	1%		
Directorate - Financial & Information Services							
Administration	0	25,000	25,000		0%	Reconciliation Schedule Items marked	R10
Financial Services	3,207,860	3,535,564	3,485,564	✖	(1%)	Reconciliation Schedule Items marked	R11
Rating Activities	27,698,380	29,196,254	29,364,254	✓	1%	Reconciliation Schedule Items marked	R33
Property Management	456,500	432,676	432,676		0%	Reconciliation Schedule Items marked	R12
Information Technology	0	13,000	13,000		0%	Reconciliation Schedule Items marked	R13
Customer Services Admin Revenue	0	0	0			Reconciliation Schedule Items marked	R14
Library Services	28,500	49,000	49,000		0%	Reconciliation Schedule Items marked	R6
Total Operating Revenue - Dir Financial Services	31,391,240	33,251,494	33,369,494	✓	0%		
Directorate - Development & Community Services							
Administration	33,000	0	0			Reconciliation Schedule Items marked	R15
Health	97,000	74,250	74,250		0%	Reconciliation Schedule Items marked	R16
Planning	470,000	495,000	525,000	✓	6%	Reconciliation Schedule Items marked	R19
Building Services	401,000	396,000	396,000		0%	Reconciliation Schedule Items marked	R20
Community Culture & Recreation	1,012,500	1,012,150	1,012,150		0%	Reconciliation Schedule Items marked	R5
Collier Park Village	893,760	948,610	948,610		0%	Reconciliation Schedule Items marked	R7
Collier Park Hostel	1,788,000	1,817,500	1,817,500		0%	Reconciliation Schedule Items marked	R8
Total Operating Revenue - Dir Develop & Comm	4,695,260	4,743,510	4,773,510	✓	1%		
TOTAL ADMINISTRATION OPERATING REVENUE	37,535,600	39,505,104	39,665,604	✓	0%		

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2013/2014

Attachment 10.6.1 (6) (A)

Key Responsibility Areas	2012/2013 Amended	2013/2014		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
REVENUE						
Infrastructure Support						
Administration Revenue	22,500	22,000	22,000		0%	Reconciliation Schedule Items marked R21
Total Operating Revenue - Infrastructure Support	22,500	22,000	22,000		0%	
City Environment						
Contributions	180,000	157,000	162,000	✓	3%	Reconciliation Schedule Items marked R22
Nursery Revenue	170,000	160,000	160,000		0%	Reconciliation Schedule Items marked R23
Asset Control Revenue	80,170	46,030	46,030		0%	Reconciliation Schedule Items marked R24
Environmental Services Revenue	0	0	0			Reconciliation Schedule Items marked R25
Total Operating Revenue - City Environment	430,170	363,030	368,030	✓	1%	
Golf Course						
Collier Park Golf Course	2,170,440	2,412,540	2,412,540		0%	Reconciliation Schedule Items marked R9
Total Operating Revenue - Golf Course	2,170,440	2,412,540	2,412,540		0%	
Engineering Infrastructure						
Design Office Revenue	0	0				Reconciliation Schedule Items marked R26
Construction & Maintenance						
Road Grants	178,000	233,000	233,000		0%	Reconciliation Schedule Items marked R27
Contributions to Works	99,500	95,000	100,000	✓	5%	Reconciliation Schedule Items marked R28
Reinstatement Revenue	8,000	4,500	4,500		0%	Reconciliation Schedule Items marked R29
Crossover Revenue	20,000	15,000	15,000		0%	Reconciliation Schedule Items marked R30
Asset Control Revenue	88,270	48,620	48,620		0%	Reconciliation Schedule Items marked R31
Other Revenue	10,500	0	6,000	✓		Reconciliation Schedule Items marked R32
Waste Management	5,583,082	5,898,200	5,898,200		0%	Reconciliation Schedule Items marked R17
Total Operating Revenue - Engineer Infrastructure	5,987,352	6,294,320	6,305,320	✓	0%	
TOTAL INFRASTRUCTURE SERVICES OP REVENUE	8,610,462	9,091,890	9,107,890	✓	0%	
TOTAL OPERATING REVENUE	46,146,062	48,596,994	48,773,494	✓	0%	

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2013/2014

Attachment 10.6.1 (6) (A)

Key Responsibility Areas	2012/2013 Amended	2013/2014		Variance		Budget Adjustment Details	
		Adopted	Amended	F/U	%		
EXPENDITURE							
Chief Executive's Office							
City Administration	750,628	867,989	1,002,989	x	16%	Reconciliation Schedule Items marked	E1
Human Resources Administration (after allocation)	171,782	187,837	187,837		0%	Reconciliation Schedule Items marked	E2
Governance Admin	552,264	576,659	576,659		0%	Reconciliation Schedule Items marked	E3
Elected Members	1,129,458	1,388,165	1,395,164	x	1%	Reconciliation Schedule Items marked	E4
City Communications	462,698	415,364	445,364	x	7%	Reconciliation Schedule Items marked	E5
Publications	113,000	123,000	123,000		0%	Reconciliation Schedule Items marked	E6
Ranger Services	1,219,753	1,275,236	1,275,236		0%	Reconciliation Schedule Items marked	E28
Total Operating Expense - Chief Executive's Office	4,399,583	4,834,250	5,006,249	x	4%		
Director Financial & Information Services							
Administration (after allocations out))	208,451	239,377	239,377		0%	Reconciliation Schedule Items marked	E18
Financial Services (after allocations outwards)	1,247,236	1,164,428	1,129,429	✓	(3%)	Reconciliation Schedule Items marked	E19
Property Management	596,945	5,579,128	3,579,128	✓	(36%)	Reconciliation Schedule Items marked	E20
Information Technology (after allocations out)	703,010	750,322	825,322	x	10%	Reconciliation Schedule Items marked	E21
Customer Services Team	214,290	235,159	279,769	x	19%	Reconciliation Schedule Items marked	E22
Library Services	2,365,949	2,387,376	2,397,375	x	0%	Reconciliation Schedule Items marked	E13
Total Operating Expense - Dir Financial Services	5,335,881	10,355,790	8,450,400	✓	(18%)		
Directorate - Development & Community Services							
Administration	189,558	208,085	208,085		0%	Reconciliation Schedule Items marked	E23
Planning	1,383,931	1,526,744	1,556,744	x	2%	Reconciliation Schedule Items marked	E24
Building Services	482,179	509,807	509,807		0%	Reconciliation Schedule Items marked	E25
Health	483,380	502,341	502,341		0%	Reconciliation Schedule Items marked	E26
Community Culture & Recreation Admin	850,038	859,162	859,162		0%	Reconciliation Schedule Items marked	E7
Cultural Activities	1,715,265	1,743,704	1,743,704		0%	Reconciliation Schedule Items marked	E8
Safer City Program	62,841	43,219	43,219		0%	Reconciliation Schedule Items marked	E9
Senior Citizens	379,471	457,153	457,153		0%	Reconciliation Schedule Items marked	E10
Recreation	665,668	699,385	702,385	x	0%	Reconciliation Schedule Items marked	E11
Halls & Public Buildings	501,334	498,257	474,257	✓	(5%)	Reconciliation Schedule Items marked	E12
Collier Park Village	1,389,998	1,471,823	1,557,823	x	6%	Reconciliation Schedule Items marked	E14
Collier Park Hostel	2,081,714	2,211,181	2,211,181		0%	Reconciliation Schedule Items marked	E15

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2013/2014

Attachment 10.6.1 (6) (A)

Key Responsibility Areas	2012/2013 Amended	2013/2014		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
Collier Park Community Centre	2,250	2,000	2,000		0%	Reconciliation Schedule Items marked E16
Total Operating Expense - Dir Develop & Comm	10,187,627	10,732,861	10,827,861	✖	1%	
TOTAL ADMINISTRATION OPERATING EXPENDITURE	19,923,091	25,922,901	24,284,510	✓	(6%)	
Infrastructure Support & Administration						
Governance Cost (after allocations outwards)	304,314	320,287	325,287	✖	2%	Reconciliation Schedule Items marked E29
Total Operating Expense - Infrastructure Support	304,314	320,287	325,287	✖	2%	
City Environment						
Reserves & Parks Maintenance	3,510,990	3,614,800	3,614,800		0%	Reconciliation Schedule Items marked E30
Miscellaneous Parks Programmes	40,000	30,000	30,000		0%	Reconciliation Schedule Items marked E31
Grounds Maintenance	231,500	223,000	223,000		0%	Reconciliation Schedule Items marked E32
Streetscape Maintenance	1,700,000	1,760,000	1,760,000		0%	Reconciliation Schedule Items marked E33
Environmental Services	405,006	488,326	523,826	✖	7%	Reconciliation Schedule Items marked E34
Plant Nursery	221,200	202,591	202,591		0%	Reconciliation Schedule Items marked E35
Overheads	668,870	716,872	716,872		0%	Reconciliation Schedule Items marked E36
Asset Holding Costs	1,180,000	1,180,000	1,180,000		0%	Reconciliation Schedule Items marked E37
Building Maintenance	551,849	569,049	569,049		0%	Reconciliation Schedule Items marked E38
Reserve Building Maintenance & Operations	105,000	97,500	97,500		0%	Reconciliation Schedule Items marked E39
Public Convenience Maintenance & Operations	179,000	195,000	195,000		0%	Reconciliation Schedule Items marked E40
Depot Maintenance	107,000	127,500	127,500		0%	Reconciliation Schedule Items marked E41
Jetty Maintenance	20,000	20,000	20,000		0%	Reconciliation Schedule Items marked E42
Total Operating Expense - City Environment	8,920,415	9,224,638	9,260,138	✖	0%	
Golf Course						
Collier Park Golf Course	2,117,668	2,199,374	2,204,374	✖	0%	Reconciliation Schedule Items marked E17
Total Operating Expense - CPGC	2,117,668	2,199,374	2,204,374			

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2013/2014

Attachment 10.6.1 (6) (A)

Key Responsibility Areas	2012/2013 Amended	2013/2014		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
Engineering Infrastructure						
Design Office Overheads (after allocations outwards)	287,912	309,861	309,861		0%	Reconciliation Schedule Items marked E43
Sub Total - Design Office	287,912	309,861	309,861		0%	
Construction & Maintenance						
Reinstatements	36,000	31,500	31,500		0%	Reconciliation Schedule Items marked E44
Crossovers	40,000	40,000	40,000		0%	Reconciliation Schedule Items marked E45
Asset Control	8,462,000	8,380,000	8,380,000		0%	Reconciliation Schedule Items marked E46
Roads Footpaths & Drains	2,435,000	2,540,000	2,540,000		0%	Reconciliation Schedule Items marked E47
Fleet Operations	590,969	569,665	569,665		0%	Reconciliation Schedule Items marked E48
Overheads	737,702	876,235	876,235		0%	Reconciliation Schedule Items marked E49
Waste Management	5,468,514	5,787,718	5,787,718		0%	Reconciliation Schedule Items marked E27
Total Operating Expense - Engineer Infrastructure	18,058,097	18,534,979	18,534,979		0%	
TOTAL OPERATING EXPENSE - INFRASTRUCTURE	29,400,494	30,279,278	30,324,778	×	0%	
TOTAL OPERATING EXPENDITURE	49,323,585	56,202,179	54,609,288	✓	(3%)	
CAPITAL REVENUE						
Directorate - CEO Office						
Capital Revenue	550,000	22,850,000	19,350,000	✓	(15%)	Reconciliation Schedule Items marked CR1
Total Revenue - CEO Office	550,000	22,850,000	19,350,000			
Directorate - Development & Community Services						
Capital Revenue	0	0	0			Reconciliation Schedule Items marked CR5
Collier Park Village	402,000	500,000	500,000		0%	Reconciliation Schedule Items marked CR3
Total Revenue - Dir Develop & Community Services	402,000	500,000	500,000			
Directorate - Infrastructure Services						
Roads, Drains & Streets	1,442,758	1,140,466	1,240,466	✓	9%	Reconciliation Schedule Items marked CR6
Traffic Management	0	0	0			Reconciliation Schedule Items marked CR7
City Environment	420,855	363,000	687,000	✓	89%	Reconciliation Schedule Items marked CR8
Building Management	409,000	430,090	550,090	✓	28%	Reconciliation Schedule Items marked CR9
Underground Power	0	0	0			Reconciliation Schedule Items marked CR10
Total Revenue - Dir Infrastructure Services	2,272,613	1,933,556	2,477,556	✓	28%	
TOTAL CAPITAL REVENUE	3,224,613	25,283,556	22,327,556	×	(12%)	

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2013/2014

Attachment 10.6.1 (6) (A)

Key Responsibility Areas	2012/2013 Amended	2013/2014		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
CAPITAL EXPENDITURE						
Chief Executive's Office						
Administration	96,000	15,000	55,000	x	267%	Reconciliation Schedule Items marked CX1
Rangers Services	90,000	500,000	500,000		0%	Reconciliation Schedule Items marked CX2
Major Land & Community Building Transactions	600,000	4,542,750	4,589,750	x	1%	Reconciliation Schedule Items marked CX30
Total Expense - Chief Executive's Office	786,000	5,057,750	5,144,750	x	2%	
Directorate - Financial & Information Services						
Information Technology	880,000	750,000	745,000		(1%)	Reconciliation Schedule Items marked CX3
Financial Services	0	0	0			Reconciliation Schedule Items marked CX4
Library Services	20,000	10,000	15,000	x	50%	Reconciliation Schedule Items marked CX6
Total Expense - Dir Financial & Info Services	900,000	760,000	760,000		0%	
Directorate - Development & Community Services						
Strategic Urban Planning	290,000	210,000	210,000		0%	Reconciliation Schedule Items marked CX27
Health & Building Regulatory	35,000	0	0			Reconciliation Schedule Items marked CX28
Community, Culture & Recreation	50,000	100,000	100,000		0%	Reconciliation Schedule Items marked CX5
Collier Park Retirement Complex	395,000	368,400	368,400		0%	Reconciliation Schedule Items marked CX8
Total Expense - Dir Develop & Comm Services	770,000	678,400	678,400		0%	
Unclassified Capital						
General Capital Expense	0	0	0			Reconciliation Schedule Items marked CX11
Total Expense - Unclassified Capital	0	0	0			
Directorate - Infrastructure Services						
Roads, Drains & Streets						
Roadworks	2,669,000	2,210,000	3,046,000	x	38%	Reconciliation Schedule Items marked CX12
Drainage	745,000	825,000	1,055,000	x	28%	Reconciliation Schedule Items marked CX13
Water Management Initiatives	263,000	250,000	250,000			Reconciliation Schedule Items marked CX29
Paths	565,000	410,000	410,000		0%	Reconciliation Schedule Items marked CX14
Other	340,000	350,000	399,000	x	14%	Reconciliation Schedule Items marked CX15
Total Exp - Roads, Drains & Streets	4,582,000	4,045,000	5,160,000	x		
Traffic Management	472,000	365,000	405,000	x	11%	Reconciliation Schedule Items marked CX16
Waste Management	165,000	415,000	415,000		0%	Reconciliation Schedule Items marked CX9

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2013/2014

Attachment 10.6.1 (6) (A)

Key Responsibility Areas	2012/2013 Amended	2013/2014		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
City Environment						
Streetscape Projects	685,000	320,000	330,000		3%	Reconciliation Schedule Items marked CX17
Park Development	1,119,000	640,000	695,000		9%	Reconciliation Schedule Items marked CX18
Street & Reserve Lighting	0	0	0			Reconciliation Schedule Items marked CX19
Environmental Projects	366,000	497,000	371,000		(25%)	Reconciliation Schedule Items marked CX20
Foreshore Asset Management	449,500	460,000	1,039,500		126%	Reconciliation Schedule Items marked CX26
Other Projects	0	0	0			Reconciliation Schedule Items marked CX21
Total Capital Expense - City Environment	2,619,500	1,917,000	2,435,500			
Collier Park Golf Course	236,014	389,060	389,060		0%	Reconciliation Schedule Items marked CX7
Recoverable Works	120,500	0	0			Reconciliation Schedule Items marked CX22
Building Management	586,000	1,275,195	1,213,195		(5%)	Reconciliation Schedule Items marked CX23
Fleet & Plant Management	1,010,512	1,226,446	1,306,446	x	7%	Reconciliation Schedule Items marked CX24
Asset Management	225,000	150,000	220,000			Reconciliation Schedule Items marked CX31
Sustainability	145,000	110,000	130,000			Reconciliation Schedule Items marked CX32
Underground Power Project	0	0	0			Reconciliation Schedule Items marked CX25
Total Expense - Dir Infrastructure Services	10,161,526	9,892,701	11,674,201	x	18%	
TOTAL CAPITAL EXPENDITURE	12,617,526	16,388,851	18,257,351	x	11%	

2013/2014 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.1 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
	Budget Closing Position - Est at Adoption						2,154,416
	(Including Carry Forward Funds)						
5519.1500.30	Centenary Ave (Duplicate North Lane)	Muni	Oct	10.6.1	650,000	CX12	(650,000)
5999.0104	Road Grant Revenue / Contribution	Muni	Oct	10.6.1	(100,000)	CR6	100,000
5994.0421	Building Grant Revenue	Muni	Oct	10.6.1	(120,000)	CR9	120,000
5522.1500.30	Walanna Drive (Lowan - Gillon)	Muni	Oct	10.6.1	64,000	CX12	(64,000)
5524.1500.30	Birdwood Ave (Murray - Bland)	Muni	Oct	10.6.1	122,000	CX12	(122,000)
5503.1500.30	Unwin Cres Drainage (Sulman - Welwyn)	Muni	Oct	10.6.1	67,000	CX13	(67,000)
5528.1500.30	Sulman Ave Drainage (Unwin - River Way)	Muni	Oct	10.6.1	125,000	CX13	(125,000)
5530.1500.30	Storm Drain Replacement - Catchment 86	Muni	Oct	10.6.1	38,000	CX13	(38,000)
5007.1500.30	Bike Plan Implementation / Signage	Muni	Oct	10.6.1	17,000	CX15	(17,000)
5541.1500.30	Upgrade to Cycling Infrastructure	Muni	Oct	10.6.1	32,000	CX15	(32,000)
7141.4719	Planning & Forward Design	Muni	Oct	10.6.1	40,000	CX16	(40,000)
8000.5831	Mobile Plant Acquisitions	Muni	Oct	10.6.1	80,000	CX24	(80,000)
8702.5831	Minor Office Refurbishment	Muni	Oct	10.6.1	40,000	CX1	(40,000)
8703.5831	IT Acquisitions	Muni	Oct	10.6.1	15,000	CX3	(15,000)
8844.5831	Digitise Heritage Images	Muni	Oct	10.6.1	5,000	CX6	(5,000)
6260.2500.30	Asset Management	Muni	Oct	10.6.1	70,000	CX31	(70,000)
6272.2500.30	Access to McDougall Park Community Garden	Muni	Oct	10.6.1	10,000	CX18	(10,000)
6277.2500.30	McDougall Lake Restoration	Muni	Oct	10.6.1	14,000	CX20	(14,000)
6278.2500.30	Salter Pt / Waterford Restoration	Muni	Oct	10.6.1	36,000	CX20	(36,000)
8131.4500.30	Roof & Gutter Replacement Program	Muni	Oct	10.6.1	10,000	CX23	(10,000)
8138.4500.30	Vista St Kindergarten Works	Muni	Oct	10.6.1	15,000	CX23	(15,000)
6190.5831	Sustainability Education	Muni	Oct	10.6.1	20,000	CX32	(20,000)
8704.5831	IT Network	Muni	Oct	10.6.1	55,000	CX3	(55,000)
8845.5831	Manning Hub Project	Muni	Oct	10.6.1	47,000	CX30	(47,000)
Various	Residual Projects	Muni	Oct	10.6.1	48,000	CX23	(48,000)
	Balance at Month End						754,416
	Correction to Estimated Opening Balance				252,066	-	(252,066)
	Balance at Month End						502,350

2013/2014 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.1 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
0207.2822	Local Government Reform	Muni	Nov	10.6.4	100,000	E1	(100,000)
2206.0108	Animal Control Revenue - Misc Grant	Muni	Nov	10.6.4	(7,500)	R18	7,500
2233.0415	Private Parking Arrangements	Muni	Nov	10.6.4	(3,000)	R18	3,000
2210.0499	District Rangers Revenue	Muni	Nov	10.6.4	(2,000)	R18	2,000
1046.0431	Investment Revenue	Muni	Nov	10.6.4	50,000	R11	(50,000)
1103.0001	Rates Revenue	Muni	Nov	10.6.4	(160,000)	R33	160,000
1103.0011	Rates Pre Interest	Muni	Nov	10.6.4	(8,000)	R33	8,000
3325.0499	Planning Misc Revenue	Muni	Nov	10.6.4	(30,000)	R19	30,000
4034.0425	Street Tree Contributions	Muni	Nov	10.6.4	(5,000)	R22	5,000
4038.0305	Reimbursement for Private Works	Muni	Nov	10.6.4	(5,000)	R28	5,000
4132.0457	Operations Centre Unspecified Sales	Muni	Nov	10.6.4	(6,000)	R32	6,000
5998.0108	Grant Revenue - River Walls	Muni	Nov	10.6.4	(500,000)	CR8	500,000
6290.2500.30	River Wall Remedial Works	Muni	Nov	10.6.4	500,000	CX33	(500,000)
5998.0108	Grant Revenue - River Walls	Muni	Nov	10.6.4	176,000	CR8	(176,000)
6187.2500.30	Clontarf Foreshore	Muni	Nov	10.6.4	(16,000)	CX20	16,000
6257.2500.30	Erosion Control - Western Foreshore	Muni	Nov	10.6.4	(80,000)	CX20	80,000
6279.2500.30	Mt Henry Peninsula Restoration Plan	Muni	Nov	10.6.4	(80,000)	CX20	80,000
6215.2500.30	Judd St Landscaping	Muni	Nov	10.6.4	10,000	CX17	(10,000)
6262.4719	Parks Design	Muni	Nov	10.6.4	30,000	CX18	(30,000)
6275.2500.30	Park Perimeter Asstes	Muni	Nov	10.6.4	15,000	CX18	(15,000)
6289.2500.30	Mends St Jetty / Wall Design	Muni	Nov	10.6.4	50,000	CX33	(50,000)
8116.4500.30	Asbestos Removal	Muni	Nov	10.6.4	65,000	CX23	(65,000)
8118.4500.30	Operations Centre Upgrade	Muni	Nov	10.6.4	(200,000)	CX23	200,000
0451.2843	Old Mill - Repairs to Sails	Muni	Nov	10.6.4	10,000	E13	(10,000)
3025.3919	Birdlife Revegetation Project	Muni	Nov	10.6.4	10,500	E34	(10,500)
6291.2500.30	Minor River Wall Remedial Works	Muni	Nov	10.6.4	29,500	CX33	(29,500)
3025.3920	Perth Water Vision	Muni	Nov	10.6.4	25,000	E34	(25,000)
0207.2820	CEO Office - Consultants	Muni	Nov	10.6.4	25,000	E1	(25,000)
0205.1710	Council Members - Communications	Muni	Nov	10.6.4	7,000	E4	(7,000)
3326.2820	Development Services - Process Review	Muni	Nov	10.6.4	30,000	E24	(30,000)
8839.0440	Land Disposal Proceeds	Muni	Nov	10.6.4	3,500,000	CR1	(3,500,000)
0339.5850	Asset Carrying Amount	Muni	Nov	10.6.4	(2,000,000)	E20	0

2013/2014 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.1 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
1044.9917	Transfer to Asset Enhancement Reserve	Muni	Nov	10.6.4	(3,500,000)	TRANS	3,500,000
9917.7801	Transfer from Muni Fund	Muni	Nov	10.6.4	3,500,000	TRANS	0
2420.3523	CPV - Gas	Muni	Nov	10.6.4	80,000	E14	(80,000)
9923.7802	Transfer to Muni Fund	Muni	Nov	10.6.4	80,000	TRANS	0
1045.9923	Transfer from CPV Reserve	Muni	Nov	10.6.4	(80,000)	TRANS	80,000
9910.7802	Transfer to Muni Fund	Muni	Nov	10.6.4	2,064,892	TRANS	0
1045.9910	Transfer from CPH Bonds Reserve	Muni	Nov	10.6.4	(2,064,892)	TRANS	0
2132.2820	Communications - Consultant Social Media	Muni	Nov	10.6.4	7,000	E5	(7,000)
2132.2840	Communications - Misc	Muni	Nov	10.6.4	(7,000)	E5	7,000
1306.2821	Technology Reviews	Muni	Nov	10.6.4	75,000	E21	(75,000)
8703.5831	IT Acquisitions	Muni	Nov	10.6.4	(75,000)	CX3	75,000
4028.1705	Infrastructure Admin - Postage	Muni	Nov	10.6.4	5,000	E29	(5,000)
2132.1705	Communications - Postage	Muni	Nov	10.6.4	30,000	E5	(30,000)
1006.1705	Financial Services - Postage	Muni	Nov	10.6.4	(35,000)	E19	35,000
0430.3622	Cleaning - CPGC	Muni	Nov	10.6.4	5,000	E17	(5,000)
1050.3622	Cleaning - Civic Centre	Muni	Nov	10.6.4	10,000	E1	(10,000)
2420.3622	Cleaning - CPV	Muni	Nov	10.6.4	6,000	E14	(6,000)
2612.3622	Cleaning - Hall	Muni	Nov	10.6.4	(25,000)	E12	25,000
2652.3622	Cleaning - Collins St Hall	Muni	Nov	10.6.4	1,000	E12	(1,000)
2692.3622	Cleaning - GBLC	Muni	Nov	10.6.4	3,000	E11	(3,000)
2006.5910	Amortisation Expense	Muni	Nov	10.6.4	44,610	E22	0
	Balance at Month End						471,850

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 31 DEC 2013**

Attachment 10.6.1(7)

	ORIGINAL BUDGET \$	2014 ACTUAL \$	2013 ACTUAL \$
REVENUE (Excluding Rates)			
General Purpose Funding	4,140,064	1,827,277	4,310,364
Governance	90,000	150,241	75,149
Law, Order & Public Safety	55,100	111,811	58,228
Education	0	0	0
Health	74,250	57,849	75,981
Welfare	0	0	0
Housing	3,317,300	1,657,479	3,307,015
Community Amenities	6,030,120	6,017,279	5,883,918
Recreation & Culture	4,358,500	2,004,416	4,144,246
Transport	1,671,500	857,814	1,904,138
Economic Services	556,000	261,339	506,670
Other Property & Services	134,676	19,430	3,286,199
Net Operating Revenue Excluding Rates	20,427,510	12,964,935	23,551,908

OPERATING EXPENDITURE

General Purpose Funding	(749,252)	(332,999)	(823,370)
Governance	(5,572,239)	(2,950,041)	(5,083,837)
Law, Order & Public Safety	(777,941)	(361,061)	(712,999)
Education	(47,000)	(41,118)	(68,044)
Health	(473,823)	(296,116)	(473,602)
Welfare	(446,453)	(258,452)	(485,833)
Housing	(4,095,164)	(2,190,040)	(4,080,700)
Community Amenities	(8,336,638)	(4,113,801)	(8,119,196)
Recreation & Culture	(15,593,752)	(7,625,179)	(15,794,788)
Transport	(15,419,204)	(8,641,127)	(15,399,913)
Economic Services	(712,398)	(342,906)	(626,193)
Other Property & Services	(308,599)	(173,452)	(517,837)
Net Operating Expense	(52,532,463)	(27,326,292)	(52,186,313)

Net Operating Result - Excluding Rates

(32,104,953)	(14,361,356)	(28,634,405)
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Adjust for Cash Budget Requirements

(Non Cash Items)

Depreciation of Assets	12,475,600	7,109,089	12,654,669
Amortisation Expense	0	22,306	11,153
Gain Realised on Disposal of Revalued Asset	(39,676)	0	0
Movement in Employee Benefit Provisions (N/C)	50,000	0	49,042
Movement in CPV / CPH Liability	500,000	(176,371)	278,027
Movement in Deferred Pensioner Rates Debtors	10,000	7,926	25,235
Movement in Other Accruals	(405,496)	294,076	673,150
Difference - Estimated v Actual Opening Position	0	(252,066)	0
Adjustment for Prior Year Error	0	0	(221,956)
Non Cash Initial Recognition of Land under Control	0	0	(3,000,000)
Non Cash Acquisition of Asset - Land under Control	0	0	3,000,000
Net Non Cash Items	12,590,428	7,004,960	13,469,320

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 31 DEC 2013**

Attachment 10.6.1(7)

	ORIGINAL BUDGET \$	2014 ACTUAL \$	2013 ACTUAL \$
CAPITAL EXPENDITURE			
Acquisition of Fixed Assets			
Purchase of Buildings & Land * ¹	(5,175,195)	(39,920)	(3,361,193)
Purchase of Furniture & Fittings	(15,000)	(3,995)	(27,900)
Purchase of Technology	(552,500)	(40,235)	(96,732)
Purchase of Plant & Equipment	(300,000)	(39,911)	(57,000)
Purchase of Mobile Plant	(1,376,446)	(599,272)	(915,152)
Construction of Infrastructure Assets	(6,797,000)	(1,924,355)	(5,370,949)
Purchase of Equipment	(50,000)	(149,118)	(1,400)
Acquisition of Software	(90,000)	0	(446,106)
Work in Progress / Carry Forwards	(1,763,535)	0	(504,358)
	(16,119,676)	(2,796,807)	(10,780,790)
Repayment of Loans			
Loan Principal Repayments	(1,849,303)	(947,307)	(1,993,100)
Self Supporting Loan Advanced	0	(80,000)	(500,000)
Total Capital Expenditure	(17,968,979)	(3,824,114)	(13,273,890)
Capital Revenues			
Proceeds from Asset Disposals	23,147,730	80,632	820,369
Grants for the Acquisition of Assets	1,803,556	351,290	1,511,686
Proceeds of New Loans	0	80,000	500,000
Self Supporting Loan Principal Recouped	230,303	114,301	253,156
Net Capital Revenues	25,181,589	626,223	3,085,211
Reserve Transfers			
Transfers to Reserves	(29,792,273)	(4,197,731)	(8,339,760)
Transfers from Reserves	12,009,466	5,743,598	5,544,993
Net Reserve Transfers	(17,782,807)	1,545,867	(2,794,767)
Add			
Opening Position Brought Forward	2,337,384	2,085,318	3,297,737
Less			
Closing Position to be Carried Forward	(754,416)	(21,627,888)	(2,085,318)
AMOUNT TO BE MADE UP FROM RATES	(28,501,754)	(28,550,990)	(26,936,112)

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 31 DEC 2013**

Attachment 10.6.1(7)

	ORIGINAL BUDGET \$	2014 ACTUAL \$	2013 ACTUAL \$
COMPOSITION OF CLOSING POSITION			
Current Assets			
Cash & Cash Equivalents	56,523,215	54,370,287	40,520,190
Trade & Other Receivables			
Rates	313,277	6,115,684	263,277
Sundry Debtors	1,552,207	836,593	1,278,990
Provision for Doubtful Debts	(150,000)	(180,966)	(183,589)
Infringement Debtors	285,000	279,424	277,087
GST Debtors	850,000	437,817	1,349,495
Pension Rebate Receivable	20,000	525,188	22,967
UGP Debtors	150,000	65,590	452,797
ESL Debtors	40,000	266,334	38,618
Self Supporting Loan Debtors	244,309	118,884	230,303
Inventories	92,958	138,074	97,958
Inventories - Land Held for Resale	5,025,711	5,025,711	5,025,711
Accrued Interest	263,007	363,564	211,687
Prepayments	215,188	617,682	210,398
Sub Total	65,424,872	68,979,866	49,795,889
Exclude:			
Inventories - Land Held for Resale	(5,025,711)	(5,025,711)	(5,025,711)
Self Supporting Loan Debtors	(244,309)	(118,884)	(230,303)
	60,154,852	63,835,271	44,539,875
Current Liabilities			
Trade & Other Payables			
Accounts Payable	(2,268,003)	(4,089,883)	(3,019,509)
Income in Advance	(154,809)	(60,776)	(152,809)
Accrued Wages	(69,460)	(321,394)	(189,965)
Accrued Interest Expense	(30,000)	0	(42,422)
Interest Bearing Liabilities	(1,629,006)	(1,055,180)	(2,079,605)
Employee Provisions - Annual Leave	(2,114,669)	(2,076,685)	(2,013,425)
Employee Provisions - Long Service Leave	(1,138,668)	(1,362,492)	(1,194,407)
Sub Total	(7,404,615)	(8,966,410)	(8,692,142)
Exclude			
Borrowings	1,629,006	1,055,180	2,079,605
	(5,775,609)	(7,911,230)	(6,612,537)
(Adjusted) Net Current Assets	54,379,243	55,924,041	37,927,338
Calculation of Net Current Assets			
(Adjusted) Net Current Assets	54,379,243	55,924,041	37,927,338
Less			
Restricted Cash - Reserves	(53,624,827)	(34,296,153)	(35,842,020)
Unexpended Grants	0	0	0
Rounding			
SURPLUS (DEFICIT)	754,416	21,627,888	2,085,318

Figures contained on this statement necessarily include accounting estimates and accruals

**STATEMENT of ALL COUNCIL FUNDS
AS AT 31 JAN 2014**

Attachment 10.6.2 (1)

Municipal Fund		\$ 19,545,262
	Investments	19,285,753
	Current Account at Bank	255,994
	Cash on Hand	3,515
	Transfers from Reserves	0
		<u>19,545,262</u>
Trust Fund	(Non Controlled Funds)	\$ 813,589
	Investments	600,000
	Current Account at Bank	213,589
		<u>813,589</u>
Cash Backed Reserves		\$ 34,128,350
	Plant Replacement Reserve	704,651
	Future Municipal Works Reserve	592,384
	CPV Residents Loan Offset Reserve	19,198,851
	CPH Capital Works Reserve	133,009
	CPH Accommodation Bonds Reserve	1,097,115
	Collier Park Golf Course Reserve	226,197
	Waste Management Reserve	2,643,022
	Reticulation and Pump Reserve	220,384
	Information Technology Reserve	505,145
	Insurance Risk Reserve	157,606
	Asset Enhancement Reserve	919,553
	Footpath Reserve	151,130
	Underground Power Reserve	98,755
	Parking Facilities Reserve	136,126
	Collier Park Village Reserve	1,726,892
	River Wall Reserve	1,059,259
	Railway Station Precincts Reserve	701,289
	Future Building Projects Reserve	2,088,249
	Future Transport Projects Reserve	489,175
	Future Streetscapes Reserve	95,334
	Future Parks Works Reserve	4,913
	Sustainable Infrastructure Reserve	1,179,312
Represented by:		
	Investments	33,826,818
	Accrued Interest	301,532
	Transfers to Muni to be funded	0
		<u>34,128,350</u>
TOTAL COUNCIL FUNDS		\$ 54,487,201

SUMMARY OF CASH INVESTMENTS AS AT 31 JAN 2014

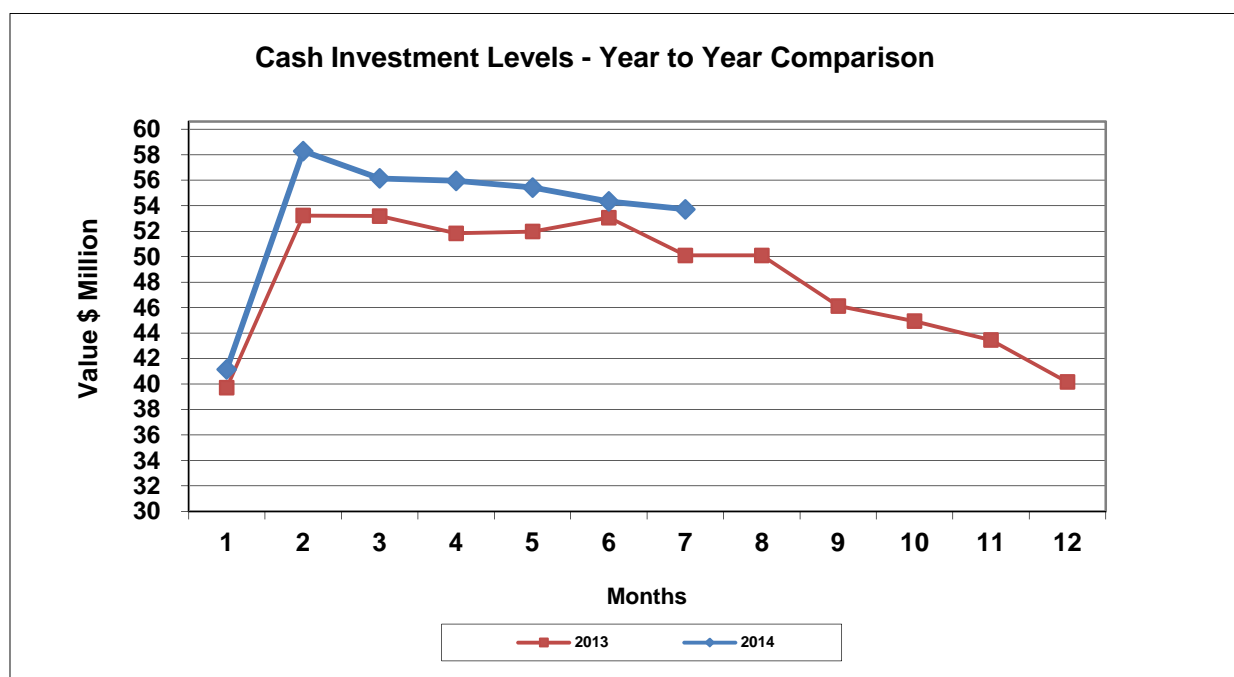
Investments - Disclosed by Fund	2014	%
Municipal	19,285,753	35.91%
Restricted - Trust	600,000	1.12%
Reserves	33,826,818	62.98%
	53,712,571	100.00%

Investments - Disclosed by Financial Institution	\$	%
Bankwest	4,056,853	7.55%
Commonwealth Bank	8,968,072	16.70%
ANZ Bank	600,000	1.12%
Westpac	8,661,216	16.13%
St George Bank	6,600,185	12.29%
Suncorp Metway Bank	12,675,179	23.60%
National Australia Bank	12,151,066	22.62%
Bank of Queensland	-	0.00%
	53,712,571	100.00%

Interest Earned on Investments for Year to Date	2014	2013
Municipal Fund	328,616	479,265
Reserves	726,288	905,105
	1,054,904	1,384,370

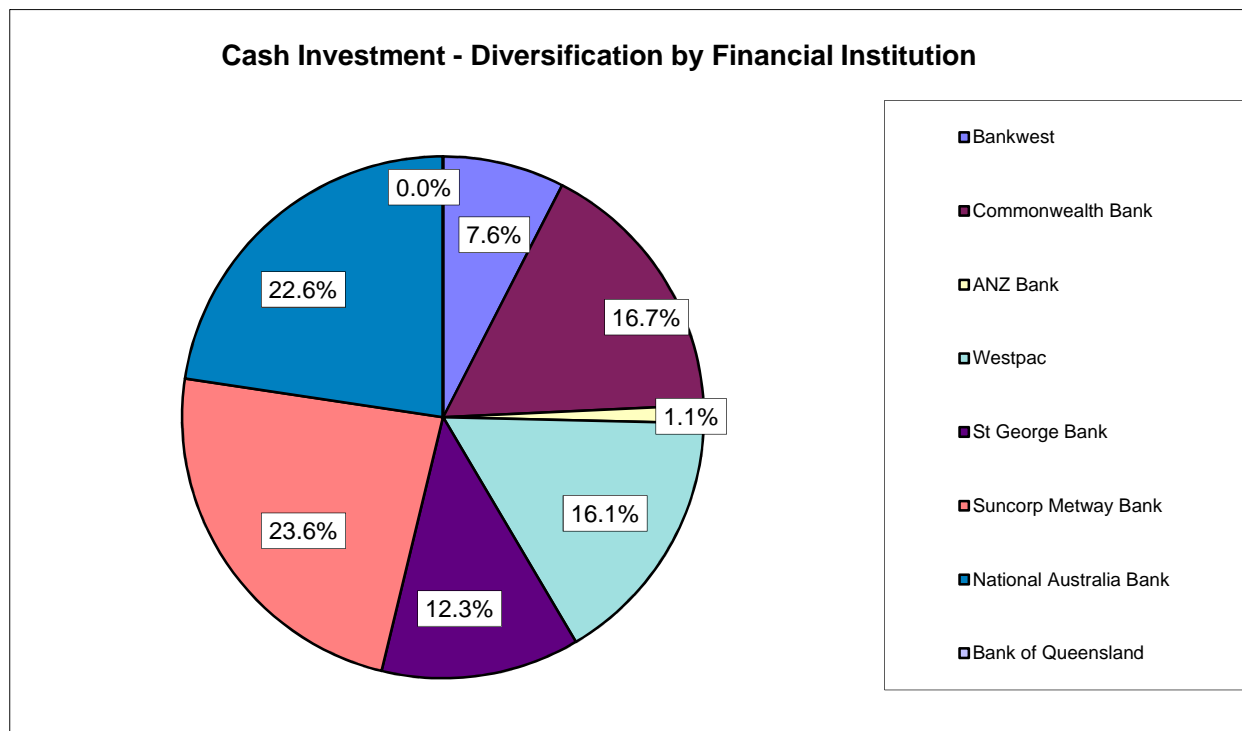
The anticipated weighted average yield on funds currently invested is 3.56%

Cash Investment Levels

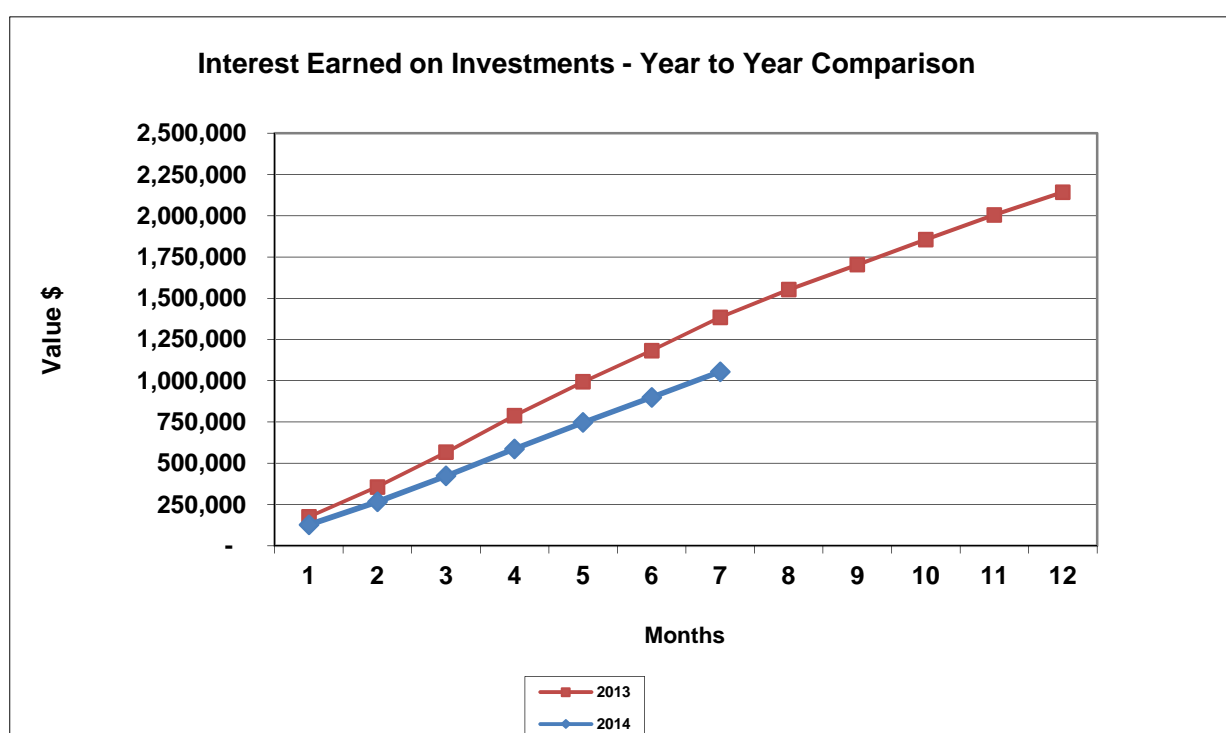


SUMMARY OF CASH INVESTMENTS AS AT 31 JAN 2014

Investments - Disclosed by Institution



Interest Earned on Investments



STATEMENT OF MAJOR DEBTOR CATEGORIES
AS AT 31 JAN 2014

Attachment 10.6.2 (3)

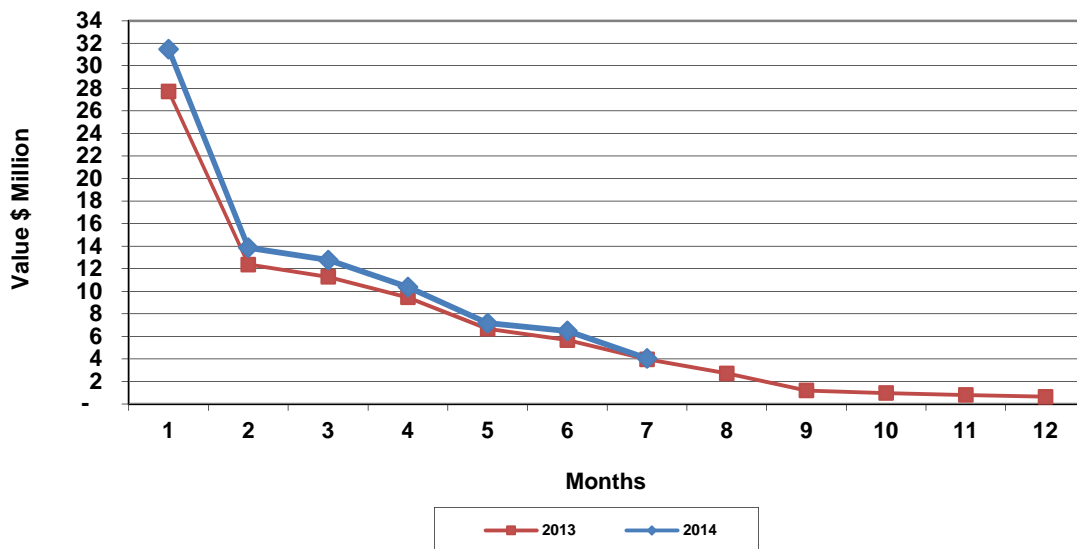
Rates Debtors Outstanding

	2014	2013
Outstanding - Current Year & Arrears	3,666,335	3,600,124
Pensioner Deferrals	369,310	365,557
	4,035,645	3,965,681

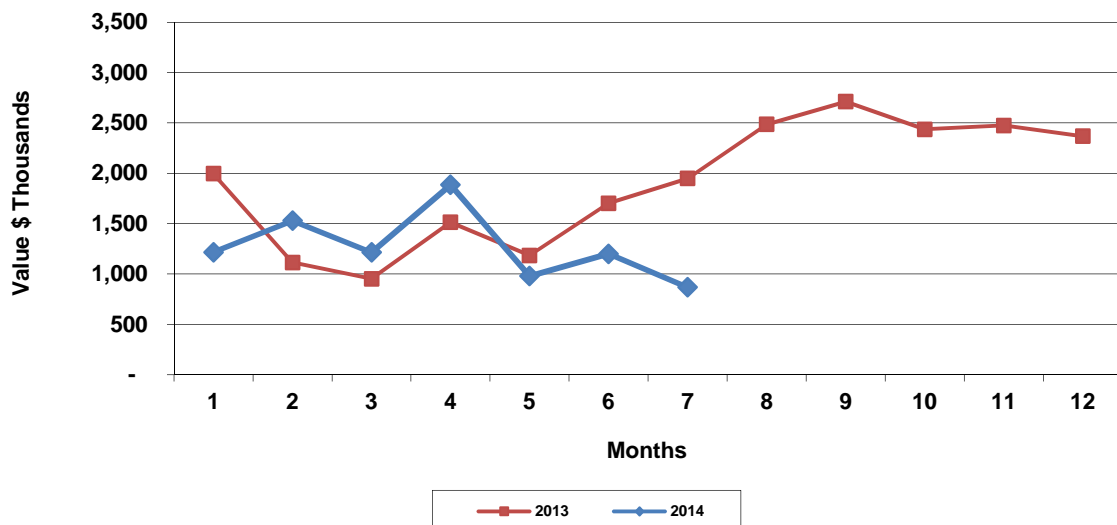
Rates Outstanding as a percentage of Rates Levied

	2014	2013
Percentage of Rates Uncollected at Month End	11.86%	13.16%
(Four Instalments yet to fall due)		

Rates Debtors Outstanding - Year to Year Comparison



Non Rates Debtors Outstanding - Year to Year Comparison



Warrant Listing



Warrants between

1/01/2014 to 31/01/2014

Authority LIVE

Program - ci_ap001 13/02/2014 7:06:42AM
 Minimum Amount: \$0.00

Cancelled

Cheque No.	Chq Date	Creditor Payee	Description	Amount
00100256	17/01/2014	207122Jeff Thierfelder	***** CANCELLED *****	\$220.00
00100370	24/01/2014	Mrs Kathleen Taylor C/- Mr John Tay	***** CANCELLED *****	\$129,648.00
1343.206432-01	16/01/2014	206432Subway South Perth	***** CANCELLED *****	\$129.80
Total: Cancelled				3 \$129,997.80

Warrant Listing



Warrants between

1/01/2014 to 31/01/2014

Authority LIVE

Program - ci_ap001 13/02/2014 7:08:28AM

Minimum Amount: \$0.00

Creditors

Cheque No.	Chq Date	Creditor Payee	Description	Amount
00100077	08/01/2014	204989Telstra	Mobile Phone Charges	\$4,879.06
00100078	14/01/2014	207117US2U Logistics	Furniture Removal - CPH Resident Tsfrs	\$1,210.00
00100175	08/01/2014	207112A Giumelli & Sons 1989 Pty Ltd	Supply of Silvan 200Ltr Water Tank	\$412.50
00100176	08/01/2014	84133Alinta	CPV & CPH, Civic Hall, Thelma St	\$6,094.25
00100177	08/01/2014	206976Atlantic Therapy Services	Temp - CPH	\$852.28
00100178	08/01/2014	205710C K Smith	CPV U99 & 60 - Cleaning Services	\$990.00
00100179	08/01/2014	201907Chris Rowett	Photography - Collier Park Golf Course	\$3,150.00
00100180	08/01/2014	206716Collector Of Public Monies	Analysis Fees - November 2013	\$3,079.90
00100181	08/01/2014	200949Collier Park Village Petty Cash	Petty Cash Reimbursement	\$147.50
00100182	08/01/2014	206625Danielle Cattalini	Expense Reimbursement	\$8.50
00100183	08/01/2014	203622Harvey Fresh	Milk Supplies	\$149.82
00100184	08/01/2014	204510Karalee Tavern	NHW Volunts/Committee: Thank-you Dinner	\$247.90
00100185	08/01/2014	205927Local Community Insurance Services	CPV Residents Committee Public Liab	\$769.02
00100186	08/01/2014	204859McGees Property	Coolidge Reserve Subdivision - Market Va	\$2,750.00
00100187	08/01/2014	207064Moorditj Keila Inc	Aust Day 2014 -Face Painting Supplies	\$200.00
00100188	08/01/2014	204255Neverfail Springwater Ltd	Annual Cooler Rental	\$198.00
00100189	08/01/2014	84403Operation Centre Petty Cash	Petty Cash Reimbursement	\$499.15
00100190	08/01/2014	200925Professional Towing	Towing Services	\$231.00
00100191	08/01/2014	203991Put On A Happy Face	Face Painting for SPF Consultation Day 2	\$252.00
00100192	08/01/2014	202947Sensis Pty Ltd	CPGC Yellow Pages - Instal 3/12	\$365.42
00100193	08/01/2014	204988Telstra	Land Line Usage, Service & Equip-Nov/Dec	\$4,309.92
00100194	08/01/2014	204990Telstra	CPV & CPH Phone Usage	\$13,992.64
00100198	08/01/2014	200691Water Corporation	Water Usage & Rates	\$18,916.04
00100199	08/01/2014	204903Zurich Insurance	Fleet Vehicle Insurance Claim	\$2,000.00
00100232	10/01/2014	204977AMP Life Limited - CustomSuper	Payroll Deduction PPE 23/12/2013	\$1,231.20
00100233	10/01/2014	205846AMP Life Ltd-Flexible Lifetime Supe	Payroll Deduction PPE 23/12/0013	\$1,598.96
00100234	10/01/2014	206723Asgard Capital Management Limited	Payroll Deduction PPE 23/12/2013	\$141.74
00100235	10/01/2014	73970Australian Services Union	Payroll Deduction PPE 23/12/2013	\$146.64
00100236	10/01/2014	206141Australian Super	Payroll Deduction PPE 23/12/2013	\$1,551.82
00100237	10/01/2014	205379BT Super For Life	Payroll Deduction PPE 23/12/2013	\$1,952.27
00100238	10/01/2014	205969Cbus	Payroll Deduction PPE 23/12/2013	\$679.24
00100239	10/01/2014	206824DA & MA Skinner Supperannuation Fun	Payroll Deduction PPE 23/12/2013	\$472.45
00100240	10/01/2014	76670Deputy Child Support Registrar	Payroll Deduction PPE 23/12/2013	\$287.40
00100241	10/01/2014	204798HESTA Super Fund	Payroll Deduction PPE 23/12/2013	\$3,185.17
00100242	10/01/2014	73636Hospital Benefit Fund	Payroll Deduction PPE 23/12/2013	\$700.55
00100243	10/01/2014	206338Larsen Superannuation Fund	Payroll Deduction PPE 23/12/2013	\$1,030.73
00100244	10/01/2014	202999Local Gov't Racecourses & Cemetary	Payroll Deduction PPE 23/12/2013	\$504.40
00100245	10/01/2014	205845MLC Nominees Pty Ltd	Payroll Deduction PPE 23/12/2013	\$676.62
00100246	10/01/2014	205977Recruitment Super	Payroll Deduction PPE 23/12/2013	\$427.82
00100247	10/01/2014	205662Sunsuper Superannuation Fund	Payroll Deduction PPE 23/12/2013	\$482.86
00100248	10/01/2014	206831SUPERWRAP - PERSONAL SUPER PLAN	Payroll Deduction PPE 23/12/2013	\$2,703.23
00100249	10/01/2014	21425United Voice	Payroll Deduction PPE 23/12/2013	\$25.10
00100250	10/01/2014	202589WA Local Govt Superannuation Plan	Payroll Deduction PPE 23/12/2013	\$40.00
00100251	17/01/2014	207123Mr R Anson	Design Advisory Consultants Meeting: 17/	\$220.00
00100252	17/01/2014	206336Cakes By Joan	40 x Christmas Cupcakes	\$160.00
00100253	17/01/2014	204167Como Bowling & Recreational Club	CCR Staff Team Building	\$236.50
00100254	17/01/2014	202285Mr C Frewing	Expense Reimbursement	\$720.00
00100255	17/01/2014	76259Mr W Hames	Design Advisory Consultants Meeting: 17/	\$220.00
00100257	17/01/2014	206964Ms F Kabbani	Expense Reimbursement	\$29.95
00100258	17/01/2014	203914Lions Club of South Perth	Refund of Park Restoration Bond: Neil Mc	\$1,080.00
00100259	17/01/2014	200340Mark Taylor	Expense Reimbursement	\$480.00
00100260	17/01/2014	206376Megan Sullivan	Expense Reimbursement	\$20.00
00100261	17/01/2014	207124Mr Todd Paterson	Design Advisory Consultants Meeting: 17/	\$220.00
00100262	17/01/2014	76261Peter Jodrell Architect	Design Advisory Consultants Meeting: 17/	\$220.00
00100263	17/01/2014	206664Public Transport Authority Of WA	50% Contribution of an Adshel Esplanade	\$5,255.80
00100264	17/01/2014	204988Telstra	Land Line Usage, Service & Equip	\$3,959.47
00100265	17/01/2014	21476Western Aust Treasury Corp	Loan P & I -220,224,218,226,225,227,222,22:	\$328,319.65
00100266	17/01/2014	207116Baptist Care	CPH Management Fee: 18/12/13-17/1/14	\$14,300.00
00100267	17/01/2014	207116Baptist Care	Refund to Departing Resident: Elsie Burn	\$87,623.70
00100302	22/01/2014	206215Ace Podiatry	Podiatry Service - CPH	\$360.00
00100303	22/01/2014	84133Alinta	CPV & CPH - Gas Supply 4/12/13-7/1/14	\$11,595.00
00100304	22/01/2014	207125Mrs K G Allan-Zinner	Expense Reimbursement	\$31.30
00100305	22/01/2014	205649Audi Centre Perth	Fleet Vehicle Service	\$1,557.90
00100306	22/01/2014	203577Aust Institute of Company Directors	WA Membership Renew - Mayor	\$510.00
00100307	22/01/2014	72842Australia Post	Postage & Billpay Trans Fees - Dec	\$3,886.69
00100308	22/01/2014	206296Avanteering Civil Engineers	Repairs to Queens St River Wall & Reno M	\$77,288.20
00100309	22/01/2014	200901Better Class Lawns & Gardens	Tricycle Station Garden Maintenance - De	\$253.00
00100310	22/01/2014	203410Brightwater Care Group	Drycleaning of Linen - December 2013	\$2,202.84
00100311	22/01/2014	205710C K Smith	CPV U65 & 33 - Cleaning Service	\$540.00

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Minimum Amount: \$0.00

Creditors

Cheque No.	Chq Date	Creditor Payee	Description	Amount
00100312	22/01/2014	200116Cancer Council WA	1 x Cowra Sunglasses	\$39.95
00100313	22/01/2014	201216Chemform	Chemical Cleaning Supplies	\$1,693.11
00100314	22/01/2014	201859Como IGA	Refreshments & Catering	\$373.50
00100315	22/01/2014	21449Curtain Drycleaners	CPV U105 - Cleaning of Curtains	\$176.00
00100316	22/01/2014	205986Department Of Transport	Vehicle Search Fees - November 2013	\$1,116.80
00100317	22/01/2014	200378Dept Of Transport	Annual Jetty Licence: Canning River Adja	\$36.31
00100318	22/01/2014	204813Ethiowest	Cleaning of Kitchen Canapy	\$872.35
00100319	22/01/2014	204279Funky Bunches	Arrangements from Mayor	\$150.00
00100320	22/01/2014	203622Harvey Fresh	Milk Supplies	\$330.30
00100321	22/01/2014	207127Mr M S Kempton	Expense Reimbursement	\$754.48
00100322	22/01/2014	200735Lawrence And Hanson	Light Globes for Library	\$57.38
00100323	22/01/2014	73849Main Roads Western Australia	Linemarking at Abjornson & Gillon St	\$3,266.07
00100324	22/01/2014	206376Megan Sullivan	Expense Reimbursement	\$54.00
00100325	22/01/2014	200473Millpoint Caffé Bookshop	2 x Gift Vouchers, Cups for Bookclub	\$68.82
00100326	22/01/2014	200870Mindarie Regional Council	General Refuse	\$3,957.70
00100327	22/01/2014	204975Moonlight & Roses Florist	Wreath for Remembrance Day 2013	\$145.00
00100328	22/01/2014	207126Mr C D Mosedale	Expense Reimbursement	\$200.92
00100329	22/01/2014	205833Quik Corp Pty Ltd	Supply 35m of Hose for Water Truck	\$875.60
00100330	22/01/2014	204410Skipper Truck Parts	Step Replacement	\$561.55
00100331	22/01/2014	206378Squire Saunders (AU)	Native Title Claims	\$107.71
00100332	22/01/2014	77033Toolmart	Riveter & Drill with Bits	\$530.45
00100333	22/01/2014	205134Vaucluse Newsagency	Periodical & Journals - Dec 2013	\$421.10
00100334	22/01/2014	206282Wadumbah Aboriginal Dance Group	Australia Day 2014 - Dance Performance	\$1,100.00
00100335	22/01/2014	204977AMP Life Limited - CustomSuper	Payroll Deduction PPE 6 & 20/1/2014	\$1,231.20
00100336	22/01/2014	205174AMP Life Limited - Flexible Super	Payroll Deduction PPE 6 & 20/1/2014	\$374.39
00100337	22/01/2014	205846AMP Life Ltd-Flexible Lifetime Supe	Payroll Deduction PPE 6 & 20/1/2014	\$1,423.73
00100338	22/01/2014	206723Asgard Capital Management Limited	Payroll Deduction PPE 6 & 20/1/2014	\$75.93
00100339	22/01/2014	73970Australian Services Union	Payroll Deduction PPE 6 & 20/1/2014	\$293.28
00100340	22/01/2014	206141Australian Super	Payroll Deduction PPE 6 & 20/1/2014	\$918.11
00100341	22/01/2014	204906AustralianSuper	Payroll Deduction PPE 6 & 20/1/2014	\$3,817.09
00100342	22/01/2014	205379BT Super For Life	Payroll Deduction PPE 6 & 20/1/2014	\$1,736.65
00100343	22/01/2014	207078BT Superannuation Investment Fund	Payroll Deduction PPE 6 & 20/1/2014	\$562.40
00100344	22/01/2014	205018Catholic Super	Payroll Deduction PPE 6 & 20/1/2014	\$3,726.80
00100345	22/01/2014	205969Cbus	Payroll Deduction PPE 6 & 20/1/2014	\$433.27
00100346	22/01/2014	204805Colonial First State FirstChoice	Payroll Deduction PPE 6 & 20/1/2014	\$1,972.12
00100347	22/01/2014	206824DA & MA Skinner Superannuation Fun	Payroll Deduction PPE 6 & 20/1/2014	\$420.58
00100348	22/01/2014	76670Deputy Child Support Registrar	Payroll Deduction PPE 6 & 20/1/2014	\$612.68
00100349	22/01/2014	204798HESTA Super Fund	Payroll Deduction PPE 6 & 20/1/2014	\$2,654.50
00100350	22/01/2014	73636Hospital Benefit Fund	Payroll Deduction PPE 6 & 20/1/2014	\$1,401.10
00100351	22/01/2014	205065Host Plus	Payroll Deduction PPE 6 & 20/1/2014	\$2,441.53
00100352	22/01/2014	206338Larsen Superannuation Fund	Payroll Deduction PPE 6 & 20/1/2014	\$1,030.74
00100353	22/01/2014	202999Local Gov't Racecourses & Cemetary	Payroll Deduction PPE 6 & 20/1/2014	\$1,014.62
00100354	22/01/2014	204890MIML Super Manager	Payroll Deduction PPE 6 & 20/1/2014	\$1,387.68
00100355	22/01/2014	205845MLC Nominees Pty Ltd	Payroll Deduction PPE 6 & 20/1/2014	\$676.62
00100356	22/01/2014	205977Recruitment Super	Payroll Deduction PPE 6 & 20/1/2014	\$427.82
00100357	22/01/2014	204984REST Superannuation	Payroll Deduction PPE 6 & 20/1/2014	\$1,278.72
00100358	22/01/2014	205662Sunsuper Superannuation Fund	Payroll Deduction PPE 6 & 20/1/2014	\$573.56
00100359	22/01/2014	206831SUPERWRAP - PERSONAL SUPER PLAN	Payroll Deduction PPE 6 & 20/1/2014	\$2,807.72
00100360	22/01/2014	21425United Voice	Payroll Deduction PPE 6 & 20/1/2014	\$50.20
00100361	22/01/2014	202589WA Local Govt Superannuation Plan	Payroll Deduction PPE 6 & 20/1/2014	\$80.00
00100362	22/01/2014	202947Sensis Pty Ltd	CPGC - Yellow Pages Installment 4 of 12	\$372.20
00100363	22/01/2014	204989Telstra	Mobile Phone Charges	\$9,435.23
00100364	22/01/2014	205511Elements Healthcare Pty Ltd	Charting Fee - Dec 2013	\$104.50
00100365	22/01/2014	205515Department Of Transport	Bus Registration	\$85.25
00100371	24/01/2014	202249Local Government Managers Australia	LGMA Finance Professionals Conference	\$2,820.00
00100372	24/01/2014	206430Motorola Solutions Australia P/L	Australia Day 2014: Walkie Talkies Via C	\$1,155.33
00100375	29/01/2014	200949Collier Park Village Petty Cash	Petty Cash Reimbursement	\$111.40
00100376	29/01/2014	83929Dowsing Concrete	Gardener, Hensman, Alston, Landsdowne	\$21,430.05
00100385	31/01/2014	22507BCITF	BCITF Levies - January 2014	\$21,392.85
00100386	31/01/2014	206450Building Commission	BS Levies - January 2014	\$10,905.89
00100387	31/01/2014	21545City of South Perth	BS Levy Retained - January 2014	\$668.25
1337.76357-01	06/01/2014	76357Deputy Commissioner Of Taxation	PAYG PPE 23/12/2013	\$120,278.00
1338.201999-01	06/01/2014	201999Health Insurance Fund of WA	Payroll Deduction PPE 9 & 23/12/2013	\$716.00
1338.76765-01	06/01/2014	76765WA Local Govt Superannuation Plan	Payroll Deduction PPE 9 & 23/12/2013	\$165,633.54
1339.76357-01	08/01/2014	76357Deputy Commissioner Of Taxation	PAYG PPE 6/1/2014	\$126,619.00
1340.206607-01	07/01/2014	206607The Brand Agency	Civic Triangle, Annual Rpt, Digital Research	\$60,785.87
1341.202938-01	08/01/2014	202938Mrs S D Doherty	Expense Reimbursement	\$2,846.94
1342.200866-01	09/01/2014	200866Besam Australia	New Track Wheels - Manning Library	\$797.50
1342.200974-01	09/01/2014	200974Hays Specialist Recruitment(Aust) P	Temp - Infrastructure Services	\$4,208.65

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Creditors

Cheque No.	Chq Date	Creditor Payee	Description	Amount
1342.201119-01	09/01/2014	201119Hoseco Welshpool	Gate Valves	\$36.35
1342.201403-01	09/01/2014	201403Parks & Leisure Australia	Corporate Memberships x 2	\$632.50
1342.201608-01	09/01/2014	201608Econo Sweep	Carpark Sweeping - November 2013	\$297.00
1342.201771-01	09/01/2014	201771Wood & Grieve Engineers	Animal Care Facility - Consulting Engine	\$3,850.00
1342.202330-01	09/01/2014	202330John's Motor Trimmers	Recovery Seat & Vinyl Roof	\$1,034.00
1342.202372-01	09/01/2014	202372Heatley Sales Pty Ltd	Personal Protection Equipment	\$2,170.24
1342.202404-01	09/01/2014	202404Nuturf Australia Pty Ltd	Wetting Agent - Stamina 90	\$2,090.00
1342.202410-01	09/01/2014	202410Specialised Security Shredding	Casual Bin Delivery & Collection - Novem	\$21.67
1342.202422-01	09/01/2014	202422Beeman	Remove Bee Hive From Verge Tree: 33 Carr	\$555.00
1342.202452-01	09/01/2014	202452Lock Stock & Farrell Locksmith	Repairs to Liberty Swing at SJMP	\$139.00
1342.202490-01	09/01/2014	202490McLeods Barristers & Solicitors	South Perth Foreshore - Financial Intere	\$9,472.10
1342.202612-01	09/01/2014	202612Fleetcare	Fuel - December 2013	\$9,707.42
1342.202644-01	09/01/2014	202644Harrison Electrics Pty Ltd	Electrical Works x 4	\$1,020.13
1342.202679-01	09/01/2014	202679MP Rogers & Associates Pty Ltd	Mends St River Wall - Design & Documenta	\$35,655.70
1342.202809-01	09/01/2014	202809Nicole Siemon and Associates	Weed Control/Gen Maint: Carnaby's Habita	\$3,212.00
1342.202840-01	09/01/2014	202840Kits for Cars	Supply & Fit Hands Free Kit	\$385.00
1342.202868-01	09/01/2014	202868Wellington Surplus Stores	Work Boots	\$105.00
1342.202872-01	09/01/2014	202872Cabcharge Australia Limited	Cab Charges & Service Fee Nov 2013	\$262.52
1342.203106-01	09/01/2014	203106State Library of WA	Lost or Damaged Books	\$378.40
1342.203116-01	09/01/2014	203116Wilson Technology Pty Ltd	Parking Ticket Machine Repairs	\$536.30
1342.203287-01	09/01/2014	203287Image Bollards Pty Ltd	Remove & Replace Bollards - Jackson Rd	\$1,001.00
1342.203306-01	09/01/2014	203306AGS Metalwork	Modify Tow Hitch for Plant	\$99.00
1342.203454-01	09/01/2014	203454Cobblestone Concrete	Pathway Anstey St: South Tce to Hensman	\$63,360.33
1342.203465-01	09/01/2014	203465High Performance Printer Repairs	Service & Repairs to HP Design Jet Print	\$396.00
1342.203505-01	09/01/2014	203505Repeat Plastics (WA)	Slimline Setting - 3 Supports & Free Sta	\$3,781.69
1342.203561-01	09/01/2014	203561Nindethana Seed Service	Seeds as Selected	\$1,343.82
1342.203611-01	09/01/2014	203611Flex Health Services	Temps - CPH Carers	\$3,301.99
1342.203752-01	09/01/2014	203752Hillarys Plumbing & Gas	Plumbing Works x 16	\$4,668.82
1342.203839-01	09/01/2014	203839Carringtons Traffic Services	Traffic Management - Manning Rd/Kent St	\$12,425.05
1342.204061-01	09/01/2014	204061Discus Digital Print	Aust Day 2014 - Banners	\$935.00
1342.204374-01	09/01/2014	204374Garmony Property Consultants	23 Welwyn Ave, & CPV U99, 60	\$3,210.00
1342.204415-01	09/01/2014	204415Mechanical Project Services Pty Ltd	Civic Centre Maintenance - December 2013	\$1,063.91
1342.204458-01	09/01/2014	204458Central Fire Services Pty Ltd	CPH - Quarterly Maint & Testing of Fire	\$426.25
1342.204459-01	09/01/2014	204459Greg Davies Architects	Documentation for Op Centre Renovations	\$3,253.25
1342.204468-01	09/01/2014	204468John Hughes Service	Fleet Vehicle Services	\$2,659.98
1342.204550-01	09/01/2014	204550Western Power	Connection of New Meter for Xmas Lights	\$450.00
1342.204595-01	09/01/2014	204595Affordable Pest Control	Manning Hall - Bait Kitchen & Toilets fo	\$880.00
1342.204653-01	09/01/2014	204653Ultimo Catering And Events	'Thank A Volunteer' Bfast, Council Mtgs	\$10,671.05
1342.204655-01	09/01/2014	204655Della's Group Pty Ltd	ADay Resident Flyers & Parking Permits	\$4,353.80
1342.204657-01	09/01/2014	204657MACRI Partners	2012/2013 Year End Audit, R2R Audit	\$21,890.00
1342.204681-01	09/01/2014	204681Urbis	SP Foreshore 2013 & Beyond - Landscape	\$4,615.42
1342.204745-01	09/01/2014	204745Rainscape Waterwise Solutions	Noro Nozzles for Garden	\$313.50
1342.204927-01	09/01/2014	204927Fluid Electrical Pty Ltd	Olives Reserve: Bypass Flow Switch & Con	\$409.75
1342.204987-01	09/01/2014	204987Neat Sweep	Sweeping of Street: Como Bch Ward & Lans	\$1,254.00
1342.205039-01	09/01/2014	205039ANL Lighting Australia Pty Ltd	LED Light for Testing	\$60.23
1342.205051-01	09/01/2014	205051CPE Group	Temp - CPH	\$225.52
1342.205155-01	09/01/2014	205155Ultraclean Carpet Cleaning	Carpet Cleaning - CPH	\$396.00
1342.205246-01	09/01/2014	205246Rytech Australia Pty Ltd	Consultancy Service - Sustainability F/E	\$3,300.00
1342.205499-01	09/01/2014	205499Design Farm (WA) Pty Ltd	Cupboard/Bcase, Shelves - Sustain	\$2,748.90
1342.205531-01	09/01/2014	205531Hutton Street Carpet Court	CPV U99 - Supply & Install Carpets	\$3,430.00
1342.205538-01	09/01/2014	205538Nextgen Networks Pty Ltd	Brightweb Business & Fibre Optic Links	\$6,634.10
1342.205741-01	09/01/2014	205741FE Technologies	10000 Racetrack Tags	\$2,255.00
1342.205745-01	09/01/2014	205745Keos Events Pty Ltd	Secret Event & A Day Event Management	\$40,420.16
1342.205785-01	09/01/2014	205785Peoplebank Australia Ltd	Temp - IT	\$1,240.23
1342.205822-01	09/01/2014	205822Visual Lighting	100 Down Light Globes	\$423.50
1342.205856-01	09/01/2014	205856WA Composts Pty Ltd T/as C-Wise &	Supply of Bulk Compost	\$1,287.00
1342.205985-01	09/01/2014	205985C & T Reticulation	Reticulation Repairs: Alston & Brandon S	\$2,500.00
1342.206079-01	09/01/2014	206079Kinetic Health Group Pty Ltd	Pre-Employment Medical x 1	\$249.70
1342.206266-01	09/01/2014	206266Spotless Facility Services Pty Ltd	Resident Meals Catering	\$912.00
1342.206658-01	09/01/2014	206658Fish Doctor	Aquarium Service - Library	\$550.00
1342.206671-01	09/01/2014	206671Talentpath Pty Ltd	Temp - Infrastructure Services Admin	\$1,508.67
1342.206793-01	09/01/2014	206793Beta Pest Management	CPV U153, 107 - White Ant Treatment	\$3,245.00
1342.206833-01	09/01/2014	206833MULTICLEAN WA PTY LTD	Cleaning Bldgs, BBQs, Toilets	\$46,748.15
1342.206835-01	09/01/2014	206835Roads 2000	Road Rehabilitation Works - Seventh Ave	\$151,092.06
1342.206849-01	09/01/2014	206849Air & Power	Air Compressor Service	\$261.58
1342.206937-01	09/01/2014	206937Sentia Pty Ltd	Media Monitoring - November 2013	\$1,634.31
1342.206971-01	09/01/2014	206971Inclusion WA	Inclusion Training Workshop	\$1,650.00
1342.207000-01	09/01/2014	207000Karen Gregory Community &	Strategic Comms Input SP Foreshore	\$2,310.00
1342.207026-01	09/01/2014	207026Peninsular Como Newsround	West Australian Delivery 25/11/13-22/12/	\$44.80

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Minimum Amount: \$0.00

Creditors

Cheque No.	Chq Date	Creditor Payee	Description	Amount
1342.207073-01	09/01/2014	207073Fremantle Asbestos Removal	Asbestos Removal - 47 Todd St	\$660.00
1342.21416-01	09/01/2014	21416Parker Black & Forrest Pty Ltd	20 Sump Keys	\$564.30
1342.21521-01	09/01/2014	21521Williams Electrical Service Pty Ltd	CPV - Rep to BBQ Light, Powerpoints	\$981.94
1342.24182-01	09/01/2014	24182Trees Need Tree Surgeons	Pruning, Grinding, Removal	\$38,299.75
1342.24269-01	09/01/2014	24269Wall To Wall Carpets	Supply & Install Vinyl to New Sick Room	\$750.00
1342.25544-01	09/01/2014	25544Vertel Telecoms Pty Ltd	Rental of Two Way Equipment & Network Fe	\$4,424.20
1342.73229-01	09/01/2014	73229Como Plumbing Services	CPV U163, 1,104, Sewer	\$1,291.73
1342.73342-01	09/01/2014	73342Landgate	Interim Valuation Schedules	\$824.00
1342.74187-01	09/01/2014	74187Fuji Xerox	Fuji Xerox DocuPrint, Copier Charges, Paper	\$14,784.41
1342.74233-01	09/01/2014	74233Rosetta Holdings Pty Ltd	CPGC Green Fees Commission - Nov 2013	\$20,019.28
1342.76231-01	09/01/2014	76231Crommelins Australia	4 x Rubber Engine Mounts	\$100.19
1342.76267-01	09/01/2014	76267Daytone Printing	Envelopes, Dogs & Cats Books	\$5,485.27
1342.76356-01	09/01/2014	76356Southcare Inc	Verge Maintenance	\$101.20
1342.76420-01	09/01/2014	76420Forpark Australia	Plastic Caps & Climbing Ropes	\$327.80
1342.76423-01	09/01/2014	76423Baileys Fertilisers	2 Pallets of Fertilizer for TMM Feed	\$1,511.40
1342.76491-01	09/01/2014	76491Supa Pest & Weed Control	Weed Spraying of Verge & Median Strips F	\$3,245.00
1342.76492-01	09/01/2014	76492Budget Rent A Car - LOC 20008	Hire Sedan for Street & Park Trees	\$1,224.40
1342.77031-01	09/01/2014	77031Tudor House	Australian Flag x 3	\$1,138.00
1342.80788-01	09/01/2014	80788McIntosh & Son WA	4 x Flat Rollers, Grooved Rollers	\$9,440.68
1342.83878-01	09/01/2014	83878BOC Gases	Medical Oxygen Supplies	\$152.36
1342.84059-01	09/01/2014	84059Synergy	Streetlights, Usage	\$143,028.73
1342.84833-01	09/01/2014	84833Eastern Metropolitan Regional Counc	Mattress Disposal - December 2013	\$808.50
1342.85086-01	09/01/2014	85086St John Ambulance Aust (WA) Inc.	First Aid Cover, Training	\$336.40
1343.200284-01	16/01/2014	200284Manning Memorial Bowling Club	Corporate Bowls Day - Infrastructure	\$1,093.30
1343.200974-01	16/01/2014	200974Hays Specialist Recruitment(Aust) P	Temps - Infrastructure Services	\$6,545.11
1343.201343-01	16/01/2014	201343Sledgehammer Concrete Cutting Servi	Grinding of Crossovers & Footpaths: 56 B	\$744.18
1343.201825-01	16/01/2014	201825Kelyn Training Services	Registration in Traffic Control: 4 Atten	\$1,208.00
1343.202367-01	16/01/2014	202367Flexi Staff Pty Ltd	Temp - Infrastructure Services	\$5,682.62
1343.202792-01	16/01/2014	202792Award Contracting	SJMP - Locate Services and Cable Install	\$19,431.50
1343.202918-01	16/01/2014	202918Environmental Industries Pty Ltd	Monthly Landscape Maint of Mill Pt Rd Of	\$12,749.00
1343.202959-01	16/01/2014	202959Playright Australia Pty Ltd	Quarterly Playground Inspections	\$2,964.50
1343.203688-01	16/01/2014	203688Glenn Swift Entertainment	Santa Appearance & Xmas Stories 4/12/13	\$385.00
1343.204459-01	16/01/2014	204459Greg Davies Architects	Phase 5 - Bill Grayden Pavillion Buildin	\$6,120.40
1343.204586-01	16/01/2014	204586Integrity Industrial	Temps - Infrastructure Services	\$25,621.03
1343.204683-01	16/01/2014	204683Ross Human Directions Ltd	Temp - Infrastructure Services Admin	\$2,227.47
1343.205166-01	16/01/2014	205166Andreotta Cardenosa Consulting	3 Downey Drive - Documentation Drawings	\$2,475.00
1343.205257-01	16/01/2014	205257Austral Mercantile Collections Pty	External Debt Collection Costs - Rates	\$708.75
1343.205324-01	16/01/2014	205324ISS Security Pty Limited	Alarm Responses for November 2013	\$92.40
1343.205420-01	16/01/2014	205420Tiletastic	CPV U60 & 99 - Tiles	\$3,025.00
1343.205531-01	16/01/2014	205531Hutton Street Carpet Court	CPV U60 - Supply & Install Floorcovering	\$3,950.00
1343.205572-01	16/01/2014	205572ECC Print	Australia Day 2014 - T-Shirts for Staff	\$3,773.00
1343.205806-01	16/01/2014	205806Pitney Bowes Software Pty Ltd	Confirm Consultancy Services as Per Mile	\$23,571.63
1343.205945-01	16/01/2014	205945Carroll & Richardson-Flagworld P/L	Australia Day - Citizenship Banners	\$671.00
1343.206646-01	16/01/2014	206646Department Of Planning	DAP Application Fee - 15 & 17 Eric Stree	\$5,409.00
1343.206736-01	16/01/2014	206736Garland Cycleworks	Nights Alive Evening Tech Attendance	\$250.00
1343.206775-01	16/01/2014	206775NS Projects	Sth Pth Foreshore 2013 & Beyond - Profes	\$3,932.50
1343.206996-01	16/01/2014	206996Enviro Sweep	Sweeping for November 2013	\$23,817.44
1343.207010-01	16/01/2014	207010Genuine Turf Lawn & Landcare	Apply Biagra & Stamina 90	\$3,388.00
1343.207011-01	16/01/2014	207011Ansell Strategic Pty Ltd	CPH Decommission Strategy & Execution	\$34,094.50
1343.207024-01	16/01/2014	207024SEM Distribution	Newspaper Delivery to Ops 18/11/13-15/12	\$34.00
1343.207090-01	16/01/2014	207090Solo Resource Recovery	Drain Clearing	\$4,072.75
1343.207128-01	16/01/2014	207128Blake Shopland Carpentry	Refurbishment of Pergola	\$1,000.00
1343.207129-01	16/01/2014	207129AO Lets Go Poster Distribution	Art Installation of Peoples Choice Award	\$660.00
1343.207130-01	16/01/2014	207130Preferred Catering	Catering for Infrastructure Team Buildin	\$1,290.00
1343.207132-01	16/01/2014	207132The Crothers Family Trust	Thank a Volunteer Entertainment	\$550.00
1343.207133-01	16/01/2014	207133WA Brick Society Inc	Lego Building Workshop & Display - 7/12/	\$300.00
1343.207134-01	16/01/2014	207134Redman Solutions Pty Ltd	Trapeze Desktop Software - 10 x Full Ver	\$14,121.80
1343.24280-01	16/01/2014	24280AAA Production Services	Morning Melodies Sound Production - Dece	\$1,073.71
1343.73342-01	16/01/2014	73342Landgate	Geospatial Products & Services - Aerial	\$1,526.99
1343.73806-01	16/01/2014	73806WA Local Government Association	LG Emerg Mgt, Effect Comm LShip	\$1,308.00
1343.83433-01	16/01/2014	83433Angelo Street Gallery & Picture Fra	CEO Awards Certificate Framing x 3	\$165.00
1343.83929-01	16/01/2014	83929Dowsing Concrete	7th Ave Rehab: Crossovers & Access Ramps	\$17,241.18
1343.85086-01	16/01/2014	85086St John Ambulance Aust (WA) Inc.	First Aid Cover Events, Training	\$705.00
1344.205192-01	20/01/2014	205192Caltex Energy WA	Bulk Diesel	\$16,129.55
1345.201999-01	22/01/2014	201999Health Insurance Fund of WA	Payroll Deduction PPE 6 & 20/1/2014	\$716.00
1345.76765-01	22/01/2014	76765WA Local Govt Superannuation Plan	Payroll Deduction PPE 6 & 20/1/2014	\$164,986.24
1346.200124-01	23/01/2014	200124Surgical House	Medical Supplies - CPH	\$139.26
1346.200260-01	23/01/2014	200260Manning Veterinary Clinic	Cat Sterilisation Subsidy Voucher 4 & 5	\$160.00
1346.200275-01	23/01/2014	200275Kleenit	Line Marking at Morris Mundy Baseball/Ne	\$467.50

Warrant Listing



Warrants between

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 Minimum Amount: \$0.00

Creditors

Cheque No.	Chq Date	Creditor Payee	Description	Amount
1346.200298-01	23/01/2014	200298Civica Pty Limited	Managed Services - February 2014 (Author	\$15,306.50
1346.200510-01	23/01/2014	200510Totally Workwear - Victoria Park	Work Wear, Insect Repellant, Boots	\$4,511.05
1346.200544-01	23/01/2014	200544TJ & J Sheppard	Heritage Repairs to Old Mill, Heritage H	\$6,820.00
1346.200606-01	23/01/2014	200606WA Library Supplies	Versa-Tile Peel & Stick	\$225.00
1346.200730-01	23/01/2014	200730Century Air Conditioning	CPV U32 - Air Con Maintenance	\$350.00
1346.200780-01	23/01/2014	200780Nashtec Auto Electrics	Repairs to Sweeper Air Con Plant	\$2,153.50
1346.200816-01	23/01/2014	200816Park Motor Body Builders (WA) Pty L	Tipper Plant Service	\$4,073.30
1346.200866-01	23/01/2014	200866Besam Australia	Sth Pth Seniors - Repair Auto Door Jammi	\$1,300.75
1346.200874-01	23/01/2014	200874BBC Entertainment	Australia Day 2014 - MC Main Stage	\$1,430.00
1346.200993-01	23/01/2014	200993CY O'Connor Institute	Implant Microchip in Cats & Dogs x 1 Attend	\$331.12
1346.201100-01	23/01/2014	201100HydroQuip Pumps	Repair & Reinstall Floating Aerator Unit	\$5,772.80
1346.201391-01	23/01/2014	201391Refresh Pure Water	15 Litre Water Bottle Refills	\$475.00
1346.201414-01	23/01/2014	201414Globe Australia Pty Ltd	200Ltrs Aquaforce	\$2,216.50
1346.201590-01	23/01/2014	201590The Pressure King	Metal Bins, Bus Shelters, Civic Centre	\$3,971.00
1346.201608-01	23/01/2014	201608Econo Sweep	CPGC, CPV & CPH	\$935.00
1346.201651-01	23/01/2014	201651Tree Surgeons of WA	Prune Melaleuca at Point St	\$1,914.00
1346.201712-01	23/01/2014	201712Qualcon Lab	Centenary Ave - Core Samples x 18	\$2,827.00
1346.201800-01	23/01/2014	201800Eighty Nine Enterprises	CPV U153 - Supply to New Remote Controls	\$170.00
1346.201815-01	23/01/2014	201815Quick Corporate Aust Pty Ltd	Stationery & Catering Consumables	\$1,560.63
1346.201823-01	23/01/2014	201823Boral Construction Materials Group	7mm Dense Grade Asphalt	\$1,522.57
1346.201876-01	23/01/2014	201876David Gray & Co Pty Ltd	5 x 240Ltr Bins	\$1,529.00
1346.202172-01	23/01/2014	202172Bin Bath Australia Pty Ltd	Bin Cleaning - December 2013	\$217.58
1346.202328-01	23/01/2014	202328SecurePay Pty Ltd	City Website Payments Trans Fees	\$351.18
1346.202359-01	23/01/2014	202359Plant & Soil Management	Turf Maintenance - December 2013	\$21,001.96
1346.202372-01	23/01/2014	202372Heatley Sales Pty Ltd	Personal Protective Supplies	\$878.16
1346.202404-01	23/01/2014	202404Nuturf Australia Pty Ltd	Slow Release Turf Fertiliser	\$8,442.50
1346.202422-01	23/01/2014	202422Beeman	Comer & Melville, WCG Pav, Dyson	\$515.00
1346.202452-01	23/01/2014	202452Lock Stock & Farrell Locksmith	CPV U153 - Supply New Lock & Keys	\$118.95
1346.202593-01	23/01/2014	202593Amazing Clean Blinds	CPV U60, 105 - Cleaning of Blinds	\$560.00
1346.202644-01	23/01/2014	202644Harrison Electrics Pty Ltd	SJMP Bike Path Lighting, BBQ Maint	\$18,578.96
1346.202679-01	23/01/2014	202679MP Rogers & Associates Pty Ltd	Development of the Kwinana Freeway Fores	\$85,156.86
1346.202681-01	23/01/2014	202681Ecojobs	Bodkin Living Stream - Mulching, Handweedir	\$4,158.00
1346.202832-01	23/01/2014	202832Wanneroo Plant Farm	35 x 200ml Red Fountain Grasses	\$308.00
1346.202872-01	23/01/2014	202872Cabcharge Australia Limited	Cabcharges & Service Fee - December 2013	\$55.55
1346.202888-01	23/01/2014	202888PLE Computers	Microsoft Windows 8 Professional for IT	\$525.00
1346.202918-01	23/01/2014	202918Environmental Industries Pty Ltd	Maint Freeway Ramp: Judd/Mill Point Rd	\$1,375.00
1346.203106-01	23/01/2014	203106State Library of WA	Better Beginnings Books	\$2,530.00
1346.203116-01	23/01/2014	203116Wilson Technology Pty Ltd	Ticket Machine Repairs & Maintenance	\$661.51
1346.203306-01	23/01/2014	203306AGS Metalwork	Repairs to Bins - New Hinges	\$313.50
1346.203328-01	23/01/2014	203328Greenway Enterprises	Earplugs, Sprayers, Hand Towels	\$524.99
1346.203366-01	23/01/2014	203366T-Quip	Locking Nuts	\$834.85
1346.203407-01	23/01/2014	203407Natural Areas Management Services	Redmond Reserve Slope-Project Stage 2	\$1,199.55
1346.203423-01	23/01/2014	203423Termguard Inspection Services	Annual Termite Inspection - GBLC	\$297.00
1346.203445-01	23/01/2014	203445Arbor Logic	5 x Tree Inspections & Reports - Salter	\$1,138.50
1346.203505-01	23/01/2014	203505Repeat Plastics (WA)	4 x Repeat Plaque RN-16	\$66.00
1346.203561-01	23/01/2014	203561Nindethana Seed Service	Supply of Various Seeds	\$146.30
1346.203611-01	23/01/2014	203611Flex Health Services	Temps - CPH	\$7,527.33
1346.203632-01	23/01/2014	203632Reino International	Autotrax - Annual Licence Access Fee 1/1	\$3,046.03
1346.203692-01	23/01/2014	203692ZD Constructions Pty Ltd	Repairs to Stairs @ Redmond Reserve	\$5,566.00
1346.203752-01	23/01/2014	203752Hillarys Plumbing & Gas	Gas Line & Plumbing Works x 13	\$10,222.50
1346.203756-01	23/01/2014	203756Bale Data Services	48 Rolls of Thermal Paper - Cashier	\$114.40
1346.203839-01	23/01/2014	203839Carringtons Traffic Services	Lansdowne, Ferry, Alston, Seventh	\$39,041.21
1346.203917-01	23/01/2014	203917JBA Surveys	ROW 124 Woollana, Manning, Stormwater	\$47,718.00
1346.20395-01	23/01/2014	20395Symonds Seed	10 x 20kg Wheat Birdseed	\$146.52
1346.203962-01	23/01/2014	203962Chair Guru	Repairs to Chair	\$66.00
1346.203968-01	23/01/2014	203968Our Community	Subscription to Easygrants & Newsletter	\$400.00
1346.203975-01	23/01/2014	203975Syrinx Environmental Pty Ltd	Salter Pt Restoration, Acid Sulfate	\$27,054.38
1346.204064-01	23/01/2014	204064MMM WA Pty Ltd	Replenishing of Coode St Beach In Constr	\$1,509.75
1346.204260-01	23/01/2014	204260Beaver Tree Services	Prune Tree at GBLC Blocking CCTV Camera	\$33,706.75
1346.204291-01	23/01/2014	204291Recall Information Management Pty L	Archive Storage	\$332.82
1346.204320-01	23/01/2014	204320Banyan Creative	Australia Day 2014: Bouncy Castle & Maze	\$3,085.50
1346.204337-01	23/01/2014	204337Kerb Doctor	Mountable Kerb & SM5 Kerbing-Lansdowne F	\$2,244.00
1346.204344-01	23/01/2014	204344Envirocare Systems	Specialised Cleaning of Waterless Urinal	\$1,491.60
1346.204373-01	23/01/2014	204373Complete Portables	Portaloo Hire - Disability Awareness Wee	\$221.65
1346.204379-01	23/01/2014	204379Gel Group	Temp - Building Admin Officer	\$7,566.08
1346.204458-01	23/01/2014	204458Central Fire Services Pty Ltd	Civic Centre Callout	\$407.00
1346.204468-01	23/01/2014	204468John Hughes Service	Fleet Ranger Vehicle Service	\$1,086.37
1346.204550-01	23/01/2014	204550Western Power	Relocate St Light in Roberts Street - De	\$1,500.00
1346.204556-01	23/01/2014	204556City Subaru	Fleet Vehicle Service	\$401.45

Warrant Listing

Warrants between

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Minimum Amount: \$0.00

Creditors

Cheque No.	Chq Date	Creditor Payee	Description	Amount
1346.204560-01	23/01/2014	204560Sound Pack Solutions	Multi Disc Ring Binder Folders	\$881.90
1346.204586-01	23/01/2014	204586Integrity Industrial	Temps - CPGC	\$12,648.40
1346.204588-01	23/01/2014	204588Western Resource Recovery Pty Ltd	Cleaning of Grease Trap	\$291.50
1346.204595-01	23/01/2014	204595Affordable Pest Control	3 Monthly Roof Baiting for Rats, Mice	\$330.00
1346.204609-01	23/01/2014	204609West Coast Shade	Install Shade Sails in Playgrounds for S	\$10,560.00
1346.204610-01	23/01/2014	204610Fixit Maintenance and Roofing	Roof - J Miller Pav, Skylight W/Shop	\$3,264.80
1346.204653-01	23/01/2014	204653Ultimo Catering And Events	Staff Christmas Party, JP Funct	\$10,724.60
1346.204655-01	23/01/2014	204655Della's Group Pty Ltd	CPGC Score Cards, Christmas Cards	\$3,765.30
1346.204672-01	23/01/2014	204672Bullivants Pty Ltd	Reader Glasses, Chains & Load Binders	\$416.99
1346.204675-01	23/01/2014	204675Insight Call Centre Services	After Hours Call Service - Nov & Dec	\$2,487.80
1346.204678-01	23/01/2014	204678Downer EDI Works Pty Ltd	140Ltrs Cationic Rapid Set	\$961.33
1346.204683-01	23/01/2014	204683Ross Human Directions Ltd	Temp - Infrastructure Admin	\$3,136.91
1346.204708-01	23/01/2014	204708Cash & Carry	Thank a Volunteer, Morning Melodies Events	\$821.51
1346.204713-01	23/01/2014	204713Manning / Salter Point Delivery Rou	Newspaper Deliveries	\$380.10
1346.204745-01	23/01/2014	204745Rainscape Waterwise Solutions	Garden Sprinklers	\$96.56
1346.204981-01	23/01/2014	204981Westrac Pty Ltd	New Set of Forks for Catapillar	\$7,457.26
1346.204987-01	23/01/2014	204987Neat Sweep	Sweeper Hire, Sweeping	\$5,346.00
1346.205039-01	23/01/2014	205039ANL Lighting Australia Pty Ltd	LED Lights, Osram Globes & Starters	\$1,317.15
1346.205051-01	23/01/2014	205051CPE Group	Temp - CPH	\$764.46
1346.205054-01	23/01/2014	205054J Gourdis Landscapes	Garden & Turf Maintenance @ Kindergarden	\$1,529.00
1346.205097-01	23/01/2014	205097Perth Bin Hire	3 Metre Bin Hire	\$235.00
1346.205140-01	23/01/2014	205140Direct Trades Supply Pty Ltd	Deck Spikes & Barrier Mesh	\$298.80
1346.205155-01	23/01/2014	205155Ultraclean Carpet Cleaning	Monthly Carpet Cleaning: A7, B4, B6 & E3	\$198.00
1346.205180-01	23/01/2014	205180Perth Security Services	Mobile Patrol, Lockup, Staff Escorts	\$8,390.17
1346.205257-01	23/01/2014	205257Austral Mercantile Collections Pty	External Debt Collection	\$433.13
1346.205272-01	23/01/2014	205272Tyre Hero	Tyres	\$13,934.80
1346.205289-01	23/01/2014	205289WATM Crane Sales and Services WA	Annual Svce - Multilift Hooklift	\$1,127.26
1346.205368-01	23/01/2014	205368Mi Club Services	Website Support Program 1/1/14-30/6/14	\$684.09
1346.205421-01	23/01/2014	205421WA Landfill Services	Domestic Waste - December 2013	\$203,144.22
1346.205473-01	23/01/2014	205473JB Hi-Fi	CD's/DVD's As Selected	\$1,400.60
1346.205498-01	23/01/2014	205498Lesmurdie Sand,Soil,Stockfeed & Bob	4 x 10m Filling Sand for Centenary Ave R	\$2,150.00
1346.205531-01	23/01/2014	205531Hutton Street Carpet Court	CPV U105 - Supply & Install Floorcover	\$3,430.00
1346.205534-01	23/01/2014	205534Superclean	Laundry Expenses	\$112.90
1346.205542-01	23/01/2014	205542Advam Pty Ltd	Ticket Machines CCard Payments Trans Fee:	\$1,236.51
1346.205582-01	23/01/2014	205582ALS Library Services Pty Ltd	Books as Selected	\$2,652.50
1346.205744-01	23/01/2014	205744Road Signs Australia	6 Bay Parking Signs & 2 Hr Parking Signs	\$838.64
1346.205745-01	23/01/2014	205745Keos Events Pty Ltd	Australia Day 2014 Events	\$5,469.17
1346.205754-01	23/01/2014	205754AV Custom Engineering	Custom Cooling Fans - Libraries	\$319.00
1346.205762-01	23/01/2014	205762Action Glass Pty Ltd	CPV U60 - Install New Showerscreen	\$600.00
1346.205866-01	23/01/2014	205866Roy Gripske & Sons Pty Ltd	Mey Edger Blades	\$968.00
1346.205884-01	23/01/2014	205884Ampac Debt Recovery WA Pty Ltd	External Debt Collection Costs for Rates & UC	\$1,680.07
1346.205890-01	23/01/2014	205890Tovey Shearwood Pty Ltd	Australia Day 2014: Graphic Design News	\$382.25
1346.205945-01	23/01/2014	205945Carroll & Richardson-Flagworld P/L	Australia Day Flag Handwavers	\$862.40
1346.205955-01	23/01/2014	205955Beacon Equipment	Starter Ropes, Mirror	\$594.00
1346.205985-01	23/01/2014	205985C & T Reticulation	Repairs to Retic - 53 Birdwood Ave	\$130.00
1346.206055-01	23/01/2014	206055Computer Badge Embroidery	Polo Shirts for Rangers	\$812.90
1346.206067-01	23/01/2014	206067Kmart Tyre & Auto Service	2 New Tyres for Rangers Fleet Vehicle	\$477.60
1346.206079-01	23/01/2014	206079Kinetic Health Group Pty Ltd	Pre Employ Medical & Non Attend x 4	\$936.39
1346.206104-01	23/01/2014	206104Coolmate Pty Ltd	CPGC - Air Conditioner Repairs	\$176.00
1346.206123-01	23/01/2014	206123COVS Parts Pty Ltd	Kerosene 20Lt, Workshop Consumables	\$1,580.61
1346.206190-01	23/01/2014	206190Assist Occupational Therapy	Occupational Therapy Service - 19/12-2/1	\$390.00
1346.206266-01	23/01/2014	206266Spotless Facility Services Pty Ltd	CPH Resident Catering	\$32,289.18
1346.206432-01	23/01/2014	206432Subway South Perth	CCR - Team Building Day	\$129.80
1346.206609-01	23/01/2014	206609Datacom Systems WA Pty Ltd	Development Review: Process Mapping, Pla	\$8,684.52
1346.206639-01	23/01/2014	206639Redimed Pty Ltd	Pre-Employment Medical x 1	\$473.00
1346.206656-01	23/01/2014	206656Pivotal Technologies	Portal Chgs:1/1- 31/3/14; SMS Chgs 1/10-	\$124.14
1346.206658-01	23/01/2014	206658Fish Doctor	Aquarium Service - January 2014	\$225.50
1346.206671-01	23/01/2014	206671Talentpath Pty Ltd	Temp - Infrastructure Admin	\$1,767.98
1346.206706-01	23/01/2014	206706Holcim (Australia) Pty Ltd	Forrest & South Tce - Footpath Repair	\$276.27
1346.206734-01	23/01/2014	206734WA Mechanical Services	Gas Leak & Air-Cond Repairs	\$7,986.00
1346.206775-01	23/01/2014	206775NS Projects	Project Admin - Sth Pth Foreshore Dev	\$5,637.50
1346.206782-01	23/01/2014	206782Staples Australia Pty Ltd	Stationary & Catering/Kitchen Consumables	\$1,523.20
1346.206934-01	23/01/2014	206934IT Cooling Solutions Pty Ltd	Generator Preventative Maintenance Cover	\$3,569.50
1346.206989-01	23/01/2014	206989Slimline Warehouse Displays Shops	A4 & A3 Clipframes	\$796.84
1346.206998-01	23/01/2014	206998Peter Schifferli	Prepare Land Asset Mgmt Plan & Land Asse	\$1,800.00
1346.207024-01	23/01/2014	207024SEM Distribution	Newspaper Deliveries	\$532.20
1346.207030-01	23/01/2014	207030GAF Traffic	Centenary Ave TMP RTM Review	\$10,425.25
1346.207086-01	23/01/2014	207086Tyre Equipment Australia	Adaptor M/cycle Set BP800 & Tyre Changer	\$2,200.00
1346.207092-01	23/01/2014	207092Rosmech Environmental Cleansing	6 Front Brooms for Small Sweeper	\$594.00

Warrant Listing



Warrants between

1/01/2014 to 31/01/2014

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Minimum Amount: \$0.00

Creditors

Cheque No.	Chq Date	Creditor Payee	Description	Amount
1346.207093-01	23/01/2014	207093Borrello Legal Pty Ltd	Sale of Ray Street - Legal Advice	\$1,980.00
1346.207118-01	23/01/2014	207118Securitech Consultancy Solutions Pt	Temp - Information Services	\$5,946.60
1346.207128-01	23/01/2014	207128Blake Shopland Carpentry	Refurbish Pergola	\$700.00
1346.207131-01	23/01/2014	207131PC's on a Budget	Computer Maintenance	\$665.00
1346.207136-01	23/01/2014	207136Merchantwise Pty Ltd	Permission To Use 'May Gibbs' Image	\$550.00
1346.207137-01	23/01/2014	207137Colourfest	DVD, USB & Booklet Screener & Promotiona	\$450.00
1346.207139-01	23/01/2014	207139Jonny Taylor Music	Australia Day 2014: Main Stage Band	\$1,150.00
1346.21392-01	23/01/2014	21392Carramar Coastal Nursery	70 X Agonis Flexvosa	\$369.60
1346.21521-01	23/01/2014	21521Williams Electrical Service Pty Ltd	CPH - 6 Monthly Emergency & Exit Lights	\$4,248.73
1346.21655-01	23/01/2014	21655Digital Telecommunication System	CPV U85 & U27 - Alarm Maintenance	\$709.50
1346.21689-01	23/01/2014	21689Charter Plumbing & Gas	Gas Leak to Main Line CPV	\$2,370.50
1346.23590-01	23/01/2014	23590Samson Horizontal Boring	Sth Pth Foreshore - Install Electrical P	\$1,210.00
1346.24182-01	23/01/2014	24182Trees Need Tree Surgeons	Pruning, Watering, WP Line Clearance	\$93,053.90
1346.25522-01	23/01/2014	25522Mercury Messengers Pty Ltd	Courier Service - December 2013	\$136.40
1346.72834-01	23/01/2014	72834Blackwoods	Flexovit 400A Drop Saw	\$2,232.43
1346.72966-01	23/01/2014	72966Benara Nurseries	32 Trays Mixed Petunias for Entry Statem	\$791.14
1346.72990-01	23/01/2014	72990Bunnings Building Supplies P/L	Building Supplies	\$2,853.71
1346.73148-01	23/01/2014	73148Cleanaway	Bin Collections & Replacements	\$162,057.84
1346.73229-01	23/01/2014	73229Como Plumbing Services	Repairs to Taps & Cistern C2 Wisteria	\$122.54
1346.74187-01	23/01/2014	74187Fuji Xerox	Lease & Copier Charges, Paper Supplies	\$6,129.75
1346.74233-01	23/01/2014	74233Rosetta Holdings Pty Ltd	Commission on Green Fees Takings	\$17,755.76
1346.74357-01	23/01/2014	74357RA Shopland	CPV Refurb - U153, 105, 151 and 134	\$8,266.50
1346.74446-01	23/01/2014	74446Richgro Garden Products	Native Potting Mix	\$1,985.50
1346.74748-01	23/01/2014	74748Wembley Cement Industry	Soakwells x 4	\$1,395.24
1346.76431-01	23/01/2014	76431Statewide Line Marking	Moresby St & Mends St Line Marking	\$618.42
1346.76586-01	23/01/2014	76586CJD Equipment Pty Ltd	Plant Service & Air Cond	\$2,288.25
1346.76599-01	23/01/2014	76599New Town Toyota	Toyota Coaster Bus - SP Snr Citizens Centre	\$128,607.50
1346.76773-01	23/01/2014	76773Total Eden	Reticulation Parts, Wire & Valve Locator	\$2,355.79
1346.76787-01	23/01/2014	76787Zipform Pty Ltd	Print & Issue 3rd Instalment & Final Rates No	\$6,027.81
1346.80251-01	23/01/2014	80251Canning Vale Rural & Urban Services	Installing of Firebreaks as Requested	\$1,089.00
1346.80788-01	23/01/2014	80788McIntosh & Son WA	Repairs to Commander 3520	\$451.00
1346.83241-01	23/01/2014	83241Hobart Food Equipment Pty Ltd	Dishwasher Repair	\$1,643.86
1346.83878-01	23/01/2014	83878BOC Gases	Parts, Oxygen, Container Service	\$955.83
1346.84059-01	23/01/2014	84059Synergy	Electricity Charges	\$68,369.27
1346.84314-01	23/01/2014	84314Work Clobber	Safety Boots	\$121.50
1346.84680-01	23/01/2014	84680Officeworks	iPhone Cables	\$403.76
1346.84741-01	23/01/2014	84741All Creatures Great & Small	Pound Euthanasia 7/11/13	\$171.50
1346.84833-01	23/01/2014	84833Eastern Metropolitan Regional Counc	Mattress Disposal - 11/12/13-17/12/13	\$561.00
1346.85086-01	23/01/2014	85086St John Ambulance Aust (WA) Inc.	Apply First Aid x 1 Attend	\$199.00
1346.85222-01	23/01/2014	85222Westbooks	Books as Selected	\$2,219.23
1347.202663-01	24/01/2014	202663Agelink Theatre Inc	"Some Enchanted Evening" Performance	\$650.00
1347.205696-01	24/01/2014	205696Greenspan Technology P/L (MCE)	Replace Radio Modem at Richardson Reserv	\$2,182.40
1347.205843-01	24/01/2014	205843Circus Joseph Ashton	Aust Day 2014 - 8 Pole Tent	\$40,700.00
1347.205985-01	24/01/2014	205985C & T Reticulation	Remove & Reinstate Retic - Landsowne Rd	\$2,200.00
1347.206432-01	24/01/2014	206432Subway South Perth	Australia Day 2014: Staff Catering	\$270.00
1347.206771-01	24/01/2014	206771Truck Freezer Rentals	Australia Day 2014: Freezer Truck Hire	\$2,189.00
1347.206996-01	24/01/2014	206996Enviro Sweep	Sweeping	\$23,685.44
1347.207143-01	24/01/2014	207143Castles WA	Australia Day 2014: Giant Bouncy Castle	\$4,850.00
1347.207144-01	24/01/2014	207144Dee Ducrow Consulting	"How to Stay Sane in the Crazy Season"	\$350.00
1347.207145-01	24/01/2014	207145Pakme Pty Ltd	Fiesta 2014: Colour Wrap Ribbon Deposit	\$1,201.20
1349.201664-01	29/01/2014	201664Aged Care Standards & Accred Agency	CPH Accreditation Application Fee	\$8,891.00
1350.76357-01	30/01/2014	76357Deputy Commissioner Of Taxation	PAYG PPE 20/1/2014	\$134,004.00
1351.206637-01	31/01/2014	206637Portalit	Nimble CS220G Storage & 1 Year Support 1	\$41,271.25

Total: Creditors 467 \$3,990,362.56

Warrant Listing



Warrants between

1/01/2014 to 31/01/2014

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Minimum Amount: \$0.00

Non Creditors

Cheque No.	Chq Date	Payee	Description	Amount
00016634	14/01/2014	Tropical Pools	RefundRdResAccBond-2 Cygnus Pde	\$700.00
00016635	14/01/2014	APG Homes Pty Ltd	RefundRdResAccBond-25 Dyson	\$500.00
00016636	14/01/2014	APG Homes Pty Ltd	RefundRdResAccBond-3 Kelsall Cres	\$500.00
00016637	14/01/2014	P Jackson	RefundRdResAccBond-1A Glyde	\$500.00
00016638	15/01/2014	Highbury Homes (WA) Pty Ltd	RefundRdResAccBond-28 Victoria St	\$500.00
00016639	21/01/2014	Ms C Jarvis	RefundParkRestBond-SJMP Zone 12	\$540.00
00016640	29/01/2014	Mr Green	RefundRdResAccBond-46 South Tce	\$500.00
00100079	29/01/2014	City of South Perth C/- Ms B A O'Co	Payment to UGP, Tsfr to Rates	\$325.25
00100174	08/01/2014	Mrs Linda Allen C/- Mrs Beryl Allen	Refund to Departing Resident: CPH Room C5	\$109,937.40
00100200	08/01/2014	Pentecostal Revival Ministries 31 B	Rfnd of Hall & Swipe Card Bond: Community	\$470.00
00100201	08/01/2014	Ms Melika Shahid 18 McGillivray Gar	Rfnd of Hire Fees: Moresby Hall Cancelled	\$76.00
00100202	08/01/2014	New Covenant Pentecostal Church Inc	Rfnd of Overpaid Hire Fees: Manning Hall	\$69.75
00100203	08/01/2014	Potters House Christian Fellowship	Rfnd of Hire Fees: Moresby Hall Cancellation	\$54.25
00100204	08/01/2014	R M Hodgson 10 Turtle Point Cove	Rfnd of Park Restoration Bond: SJMP Zone 9	\$540.00
00100205	08/01/2014	Independent Market Operator PO Box	Rfnd of Park Restoration Bond: SJMP Zone 8	\$1,620.00
00100206	08/01/2014	Comesibles PO Box 6764	Rfnd of Park Restoration Bond: SJMP Zone 7	\$2,700.00
00100207	08/01/2014	Matthew Scott 10 Woodland Street	Rfnd of Park Restoration Bond: SJMP Zone 5	\$540.00
00100208	08/01/2014	Rowe Group 3/369 Newcastle Street	Rfnd of Park Restoration Bond: SJMP Zone 1	\$540.00
00100209	08/01/2014	Mrs Deborah Ambrosini 9A Norfolk St	Rfnd of Park Restoration Bond: SJMP Zone 1	\$540.00
00100210	08/01/2014	JP Kenny Pty Ltd PO Box 7336	Rfnd of Park Restoration Bond: SJMP Zone 5	\$1,500.00
00100211	08/01/2014	Western Power 500 Abernethy Road	Rfnd of Park Restoration Bond: SJMP Zone 6	\$750.00
00100212	08/01/2014	Richmond Fellowship of WA PO Box 68	Rfnd of Hall & Key Bond: Collin St Centre	\$452.00
00100213	08/01/2014	Mrs Caterina O'Loughlin 12 Egina St	Rfnd of Hall & Key Bond: Collins St Centre	\$452.00
00100214	08/01/2014	The Burmese Association of WA Inc 4	Rfnd of Hall & Swipe Card Bond: Community	\$880.00
00100215	08/01/2014	Mr Parshotam Gera 53 Balboa Loop	Rfnd of Hall & Swipe Card Bond: Community	\$470.00
00100216	08/01/2014	Ceroc Perth Dancing 19 Dale Drive	Rfnd of Hall & Swipe Card Bond: Community	\$1,600.00
00100217	08/01/2014	Hope of God Perth 32A Riseley Stree	Rfnd of Hall & Swipe Card Bond: Community	\$470.00
00100218	08/01/2014	Cutlers Dance Club 1/30 Stockdale R	Rfnd of Hall & Swipe Card Bond: Community	\$1,600.00
00100219	08/01/2014	WA Motor Industry Foundation Locked	Rfnd of Park Bond Restoration: SJMP Zone 8	\$5,000.00
00100220	08/01/2014	Mr PA & Mrs JL May C/- Midland Sett	Rfnd of Overpaid Rates: 52/34 Mill Pt Rd	\$606.00
00100221	08/01/2014	Rex Parsons 22 Brandon Street	Ind Devlp Grnt: Powerlifting Champs	\$300.00
00100222	08/01/2014	Jaimee Nobbs 17A Sulman Avenue	Ind Devlp Grnt: Figure Skating Champs	\$200.00
00100223	08/01/2014	Caleb McDonald C/- Ben Lewis - Indi	Ind Devlp Grnt: Moorditj Mob Cultural Group-I	\$300.00
00100224	08/01/2014	Shai Bolton C/- Ben Lewis - Indigen	Ind Devlp Grnt: Moorditj Mob Cultural Group-I	\$300.00
00100225	08/01/2014	Caalen Bennell C/- Ben Lewis - Indi	Ind Devlp Grnt: Moorditj Mob Cultural Group-I	\$300.00
00100226	08/01/2014	Quinton Narkle C/- Ben Lewis - Indi	Ind Devlp Grnt: Moorditj Mob Cultural Group-I	\$300.00
00100227	08/01/2014	YHA WA Inc 300 Wellington St	Rfnd of Hall & Key Bond + Part Hall Hire: Mor	\$1,682.00
00100228	08/01/2014	Miss Amber Rey 56A Hobbs Avenue	Refund for 2 Found Library Items	\$23.85
00100229	09/01/2014	Mums With Bubs 187 Herbert Street	Refund of Overpayment, Debtor	\$81.00
00100230	09/01/2014	City of South Perth Miss K Lukehurs	Paid to UGP in error instead of Rates	\$341.94
00100231	09/01/2014	City of South Perth Ms T E Watson &	Paid to UGP in error, should be Rates	\$330.00
00100268	17/01/2014	Redrover Corporation Pty Ltd C/- Pe	Rfnd of Overpaid Rates: 8/75 Mill Pt Rd	\$2,890.00
00100269	17/01/2014	Southern Crossfit 1/10 Whyalla Way	Rfnd of Park Restoration Bond: SJMP Zone 1	\$540.00
00100270	17/01/2014	CSIRO Attn: Cheryl Harris	Rfnd of Park Restoration Bond: SJMP Zone 5	\$1,080.00
00100271	17/01/2014	Kindy Dance Time Pty Ltd PO Box 265	Rfnd of Park Restoration Bond: SJMP Zone 5	\$540.00
00100272	17/01/2014	Apache Energy Ltd PO Box 477	Rfnd of Park Restoration Bond: SJMP Zone 5	\$540.00
00100273	17/01/2014	PR & SM Beresford-Long 53 Gwentyfred	Streets Alive Event - Kids Gifts	\$124.00
00100274	17/01/2014	Karri Somerville 11 First Avenue	Ind Devl Grnt: U15 State Hockey Champs	\$200.00
00100275	17/01/2014	Tyzon Tan 32 Oxford Street	Ind Devl Grnt: Badminton-Singapore Youth In	\$300.00
00100276	17/01/2014	Zareth Roe C/- Ben Lewis - Indigeno	Ind Devlp Grnt: Aboriginal & Islander Basketb	\$200.00
00100277	17/01/2014	Benjamin Manifold 12 Gladstone Aven	Ind Devlp Grnt: United Nations Youth Aust	\$300.00
00100278	17/01/2014	Perth Zoological Authority PO Box 4	Rfnd of Park Restoration Bond: Windsor Park	\$540.00
00100279	17/01/2014	Mr P de Rosario 3 Kanella Road	Rfnd of Hall & Key Bond: Collins St Centre	\$1,582.00
00100280	17/01/2014	Jonny Wan 29 Wellard Street	Crossover Subsidy: 2 Lyall Street	\$809.76
00100281	17/01/2014	John Arcaro 34 Deverall Way	Crossover Subsidy: 2A Hill Street	\$628.32
00100282	17/01/2014	Jonny Wan 29 Wellard Street	Crossover Subsidy: 2 Lyall Street	\$653.52
00100283	17/01/2014	Shaun Tubic 31 Monk Street	Crossover Subsidy: 31 Monk Street	\$551.04
00100284	17/01/2014	Yvette Manolas 30 Victoria Street	Crossover Subsidy: 30 Victoria Street	\$356.16
00100285	17/01/2014	Intuitious Pty Ltd PO Box 1929	Rfnd of Park Bond Restoration: SJMP Zone 5	\$800.00
00100286	17/01/2014	Intuitious Pty Ltd PO Box 1929	Rfnd of Part Site Fee & Bin Fee: SJMP Zone :	\$338.00
00100287	17/01/2014	Daniel Ballard 61 Leonora Street	Rfnd of Park Restoration Bond: Neil McDoug	\$540.00
00100288	17/01/2014	Richards Mining 2/10 Franklin Lane	Rfnd of Park Restoration Bond: SJMP Zone 3	\$800.00
00100289	17/01/2014	Scott Park Group 9 Sangiorgio Court	Rfnd of Park Restoration Bond: SJMP	\$2,175.00
00100290	17/01/2014	Mr Kim Barrett 51 Ottawa Crescent	Rfnd of Hall & Swipe Card Bond: Community	\$880.00
00100291	17/01/2014	WA Medieval Alliance 7 Knox Court	Rfnd of Hall & Swipe Card Bond: Community	\$1,600.00
00100292	17/01/2014	Mrs Monica O'Shea 48A Victoria Stre	Rfnd of Hall & Key Bond: Moresby St Hall	\$1,582.00
00100293	17/01/2014	Monadelphous Social Club PO Box 600	Rfnd of Park Restoration Bond: Neil McDoug	\$1,620.00
00100294	17/01/2014	Mrs Cosima De Domenico C/- Mrs Livi	Refund to Departing Resident: Room A6	\$15,553.46
00100295	22/01/2014	Ayeesha Thevar 2/14 Norton Street	Ted Maslen Award	\$1,000.00



Warrant Listing

Warrants between

1/01/2014 to 31/01/2014

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Minimum Amount: \$0.00

Non Creditors

<i>Cheque No.</i>	<i>Chq Date</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
00100296	22/01/2014	Wilson Yen Han Ng 32 Letchworth Cen	Ted Maslen Award	\$1,000.00
00100297	22/01/2014	Paul Jackson 1A Glyde Street	Crossover Subsidy: 1A Glyde Street	\$870.00
00100298	22/01/2014	Lorraine Sniffen 21 Pepler Avenue	Crossover Subsidy: 21 Pepler Avenue	\$860.16
00100299	22/01/2014	Penrhos College Locked Bag 690	Rfnd of Park Restoration Bond: Ryrie Reserve	\$1,000.00
00100300	22/01/2014	Ms J E Bramley & Mrs J A Lance 53 W	Rfnd of Rates Credit After Refuse Adj: 95 Sth	\$113.10
00100301	22/01/2014	Alex Au Yong 5 Hogg Avenue	Ted Maslen Award	\$1,000.00
00100366	24/01/2014	Mr P A & Mrs L A Jackson 1A Glyde S	Rfnd of Overpaid Rates: 1A Glyde St	\$1,290.81
00100367	24/01/2014	Mrs Kathleen Taylor	Rfnd Maint paid to 28/1/14: Room B4 Rose	\$273.78
00100368	24/01/2014	Mrs Eleanor Porter C/- Ms L Porter	Refund to Departing Resident: CPV U79	\$313,987.50
00100369	24/01/2014	Ms Annie Gibbs 11 Limerick Place	Ind Devlp Grnt: Indoor Hockey Champs U/15	\$200.00
00100373	29/01/2014	Maureen Taylor 95 Victorian Road	Refund to Departing Resident: Room B5 CPH	\$106,000.00
00100374	29/01/2014	Mrs Kathleen Taylor 95 Victorian Ro	Refund to Departing Resident: Room B5 CPH	\$23,648.00
00100381	31/01/2014	Mr M P & Mrs K J Arnold 44B Cale St	Refund of Overpaid Rates: 44 Cale St	\$257.52
00100382	31/01/2014	PLAY Communications Level 1/91 Camp	Rfnd of Park Restoration Bond: SJMP Zone 7	\$540.00
00100383	31/01/2014	Ms Courtney Aylett 35 Howard Parade	Ind Devlp Grant: Aust Surf Rowers League	\$200.00
00100384	31/01/2014	JMG Building Surveyors 1/85 The Pro	Rfnd of Park Restoration Bond: SJMP Zone 9	\$540.00
Total: Non-Creditors				85 \$629,595.57

Grand Total: 555 \$4,749,955.93

BUDGET REVIEW AFTER 31 DEC 2013 MANAGEMENT ACCOUNTS**Amendments identified in the Quarterly Budget Review from normal operations**

Ledger Account	Account Description	Item Type		Current Budget	Amended Budget	Increase Surplus	Decrease Surplus	Justification for the Amendment
1206.1980	Recruitment Advertising	Exp	↓	65,000	50,000	15,000		Lesser budget will be required.
0205.4705	Election Expenses	Exp	↓	80,000	68,000	12,000		Lesser budget will be required.
2206.0413	Dog Licences	Rev	↑	22,500	47,500	25,000		One off increase due to high number of 3 Yr registrations.
2206.0422	Cat Licences	Rev	↑	12,500	42,500	30,000		More lifetime registrations than was expected.
2206.0417	Recoup Infringement Court Costs	Rev	↑	1,000	5,000	4,000		Additional costs recovered.
2233.0409	Meter Parking	Rev	↑	920,000	950,000	30,000		Better than anticipated collections.
1004.0102	General Grant Revenue	Rev	↓	485,000	455,000		30,000	Smaller funding pool from WALGGC.
1005.0499	Finance Miscellaneous Revenue	Rev	↑	90,000	150,000	60,000		Diesel fuel rebate & insurance bonus.
1103.0016	UGP Financing Interest	Rev	↓	70,000	40,000		30,000	More accounts settled in full - so less interest.
1103.0012	Recouped Collection Costs	Rev	↓	60,000	40,000		20,000	Effective in-house collections have reduced the reliance on external agencies.
1106.4730	Debt Collection Costs	Exp	↓	50,000	30,000	20,000		Project work relating to SCCM & Win 7 SOE.
1306.2820	IT Consultants	Exp	↑	80,000	130,000		50,000	Better than anticipated revenue generation.
3325.0468	Planning Fees	Rev	↑	475,000	500,000	25,000		Unbudgeted fee for TPS Amendment 34.
3325.0499	Planning Misc Revenue	Rev	↑	50,000	80,000	30,000		Contribution from Dept Health has reduced the amount of funding from City sources.
3224.3901	Mosquito Control	Exp	↓	70,000	50,000	20,000		Unbudgeted contribution towards Secret Event.
2135.0499	Community Projects Revenue	Rev	↑	7,000	17,000	10,000		Payment for tree removals - offset by extra costs in street verge maintenance.
4034.0425	Street Tree Contributions	Rev	↑	15,000	45,000	30,000		101 Mill Pt Rd building will be vacated by 30 June
4341.4500.30	Building Maint - Council Housing	Exp	↓	20,000	0	20,000		Additional scope of works.
4980.1500.30	Sump Maintenance	Exp	↑	75,000	95,000		20,000	Costs related to additional revenue.
4767.2500.30	Street Verge Maintenance	Exp	↑	390,000	410,000		20,000	2011/2012 claims settled > deposit premium.
4039.1930	Workers Comp - Eng Infra	Exp	↑	30,000	62,000		32,000	2011/2012 claims settled > deposit premium.
0207.1930	Workers Comp - CEO Directorate	Exp	↑	12,000	20,000		8,000	2011/2012 claims settled > deposit premium.
1206.1930	Workers Comp - HR	Exp	↑	6,500	10,500		4,000	Funding for TPS Review & Canning Bridge is not required in this financial year.
8930.5831	Precinct Studies	Exp	↓	210,000	150,000	60,000		Recognising additional legal costs relating to the Civic Triangle transaction.
8508.5831	Land Sale Costs	Exp	↑	392,750	425,000		32,250	Vehicle replacement deferred until next year.
0206.0440	Proceeds on Disposal	Rev	↓	25,000	0		25,000	Vehicle replacement deferred until next year.
0499.0440	Proceeds on Disposal	Rev	↓	25,000	0		25,000	

BUDGET REVIEW AFTER 31 DEC 2013 MANAGEMENT ACCOUNTS**Amendments identified in the Quarterly Budget Review from normal operations**

Ledger Account	Account Description	Item Type		Current Budget	Amended Budget	Increase Surplus	Decrease Surplus	Justification for the Amendment
8853.0421	Contribution - Animal Care Facility	Rev	↑	0	200,000	200,000		Contribution from the Town of Vic Park.
8852.5831	Animal Care Facility	Exp	↑	500,000	760,000		260,000	Additional budget required to create regional facility that meets conditions of \$256K grant.
1050.3622	Civic Centre Cleaning	Exp	↑	50,000	60,000		10,000	New tender rates are higher than budgeted.
2612.3622	Civic Hall Cleaning	Exp	↓	65,000	60,000	5,000		Lesser use of special cleans for facility.
2652.3622	Collins St Hall Cleaning	Exp	↑	26,000	32,000		6,000	New tender rates are higher than budgeted.
2692.3622	G Burnett Leisure Centre Cleaning	Exp	↑	45,000	57,000		12,000	New tender rates are higher than budgeted.
3516.3622	S Perth Senior Citz Centre - Cleaning	Exp	↑	16,000	20,000		4,000	New tender rates are higher than budgeted.
3518.3622	Manning Senior Citz Centre - Cleaning	Exp	↑	25,000	30,000		5,000	New tender rates are higher than budgeted.
4503.4500.30	Hazel McDougall Park Building Maint	Exp	↑	5,410	35,410		30,000	Fully funded additional works.
4034.0427	Parks Contributions	Rev	↑	5,000	35,000	30,000		Third party contribution to additional works.
4776.2500.30	Turf Wicket Maintenance	Exp	↑	103,000	108,100		5,100	Fully funded additional works.
4034.0427	Parks Contributions	Rev	↑	35,000	40,100	5,100		Third party contribution to additional works.
5999.0104	Specific Purpose Road Grants	Rev	↑	982,966	1,246,366	263,400		Grant funding awarded after budget adoption.
7149.1500.30	Manning Rd - Ley St Intersection	Exp	↑	0	263,400		263,400	Costs associated with 100% grant funded work.
4000.0103	General Road Grants	Rev	↓	215,000	185,000		30,000	Smaller funding pool from WALGGC.
4905.0440	Plant Trade In	Rev	↑	35,620	60,620	25,000		Unbudgeted trade-in procceds.
0207.2820	CEO Office Consultants	Exp	↑	75,000	115,000		40,000	Specialist consultants for CPV / CPH.
	Independent Building Valuation	Exp	↑	0	30,000		30,000	To meet Fair Value Accounting requirement.
8916.5831	Heritage Tram House	Exp	↓	250,000	-	250,000		Deferred to future year.
5506.1500.30	Queen St (near SP Esplanade)	Exp	↓	150,000	20,000	130,000		Deferred to future year.
5507.1500.30	Melville Pde near Lyall St Pump Stn	Exp	↓	100,000	10,000	90,000		Deferred to future year.
5515.1500.30	Water Mgt Initiatives	Exp	↓	70,000	-	70,000		Deferred to future year.
6270.5831	EMS for Parks Operations	Exp	↓	40,000	20,000	20,000		Deferred to future year.
7145.1500.30	Area 9A & 9B Traffic Treatments	Exp	↓	70,000	5,000	65,000		Deferred to future year.
7148.5831	Mends St Project Planning	Exp	↓	100,000	75,000	25,000		Deferred to future year.
TBA	Facility Closure Costs	Exp	↑	-	287,500		287,500	Operating costs up to date of closure of the Collier Park Hostel that can not be met from the CPH Capital Reserve as funds are fully drawn down. This also includes consultancy management arrangements with BaptistCare.
						1,569,500	1,279,250	
	Net Increase (Decrease) to Muni Surplus						290,250	

BUDGET REVIEW AFTER 31 DEC 2013 MANAGEMENT ACCOUNTS*Amendments identified in the Quarterly Budget Review involving transfers of funds to or from quarantined in Reserves*

Ledger Account	Account Description	Item Type		Current Budget	Amended Budget	Increase Surplus	Decrease Surplus	Justification for the Amendment
0429.0455	CPGC Green Fees	Rev	↑	2,200,000	2,250,000	50,000		Better attendances at course.
0430.3622	CPGC - Cleaning	Exp	↑	25,000	30,000		5,000	Higher costs under the new contract.
1044.9911	Transfer to CPGC Reserve	Trans	-	908,995	953,995		45,000	Increased profit transfer to CPGC Reserve.
9911.7801	Transfer from Muni Fund	Trans	-	(908,995)	(953,995)		-	Increased profit transfer to CPGC Reserve.
3421.0251	Rubbish Service Levies	Rev	↓	4,414,144	4,344,144		70,000	Commercial bin services over estimated in budget.
3422.3931	Rubbish Site Charges	Exp	↓	2,236,000	2,200,000	36,000		Reduced tonnages compared to budget.
3422.3932	Rubbish Removal	Exp	↓	1,196,000	1,156,000	40,000		Reduced tonnages compared to budget.
4222.3934.01	Transfer Station Wages	Exp	↓	438,927	338,927	100,000		Overhead applied to direct labour was overstated.
1044.9912	Transfer to Waste Mgt Reserve	C	-	378,336	484,336		106,000	Related transfers from Reserve Fund.
9912.7801	Transfer from Muni Fund	Trans	-	(210,747)	(316,747)		-	Related transfers from Reserve Fund.
2419.0435	CPV Reserve Interest Reinvested	Rev	↓	80,000	60,000		20,000	Lower interest rates for entire year.
2420.3622	CPV Cleaning	Exp	↑	30,000	35,000		5,000	Higher costs under the new contract.
1045.9923	Transfer from CPV Reserve	Trans	-	(513,893)	(538,893)	25,000		Related transfers from Reserve Fund.
9923.7802	Transfer to Muni Fund	Trans	-	513,893	538,893			Related transfers from Reserve Fund.
8839.0440	Proceeds of Land Disposals	Rev	↓	19,350,000	2,850,000		16,500,000	Transaction will not settle before Sept 2014
0339.5850	Land Sales - Carrying Amount	Exp	↓	3,247,278	401,915	-		Non cash item so no impact on Surplus
1044.9917	Trans to Asset Enhance Reserve	Trans	-	19,587,682	3,087,682	16,500,000		Related transfers from Reserve Fund.
9917.7801	Transfer from Muni Fund	Trans	-	(19,350,000)			-	Related transfers from Reserve Fund.
8845.5831	Manning Hub Project - Stage 1	Exp	↓	2,897,000	47,000	2,850,000		Manning Hub construction costs will not be
9917.7802	Transfer to Muni Fund	Trans	-	5,080,000	2,230,000	-		incurred before financial year end.
1045.9917	Transfer from Asset Enhance Res	Trans	-	(5,080,000)	(2,230,000)		2,850,000	Related transfers from Reserve Fund.
8914.5831	Old Mill Precinct - Millers Pool	Exp	↓	700,000	50,000	650,000		Work will not be proceeding in current year.
8916.5831	Heritage Tram House	Exp	↓	550,000	250,000	300,000		Work will not be proceeding in current year.
9917.7802	Transfer to Muni Fund	Trans	-	2,230,000	1,280,000	-		Related transfers from Reserve Fund.
1045.9917	Transfer from Asset Enhance Res	Trans	-	(2,230,000)	(1,280,000)		950,000	Related transfers from Reserve Fund.

BUDGET REVIEW AFTER 31 DEC 2013 MANAGEMENT ACCOUNTS

Amendments identified in the Quarterly Budget Review involving transfers of funds to or from quarantined in Reserves

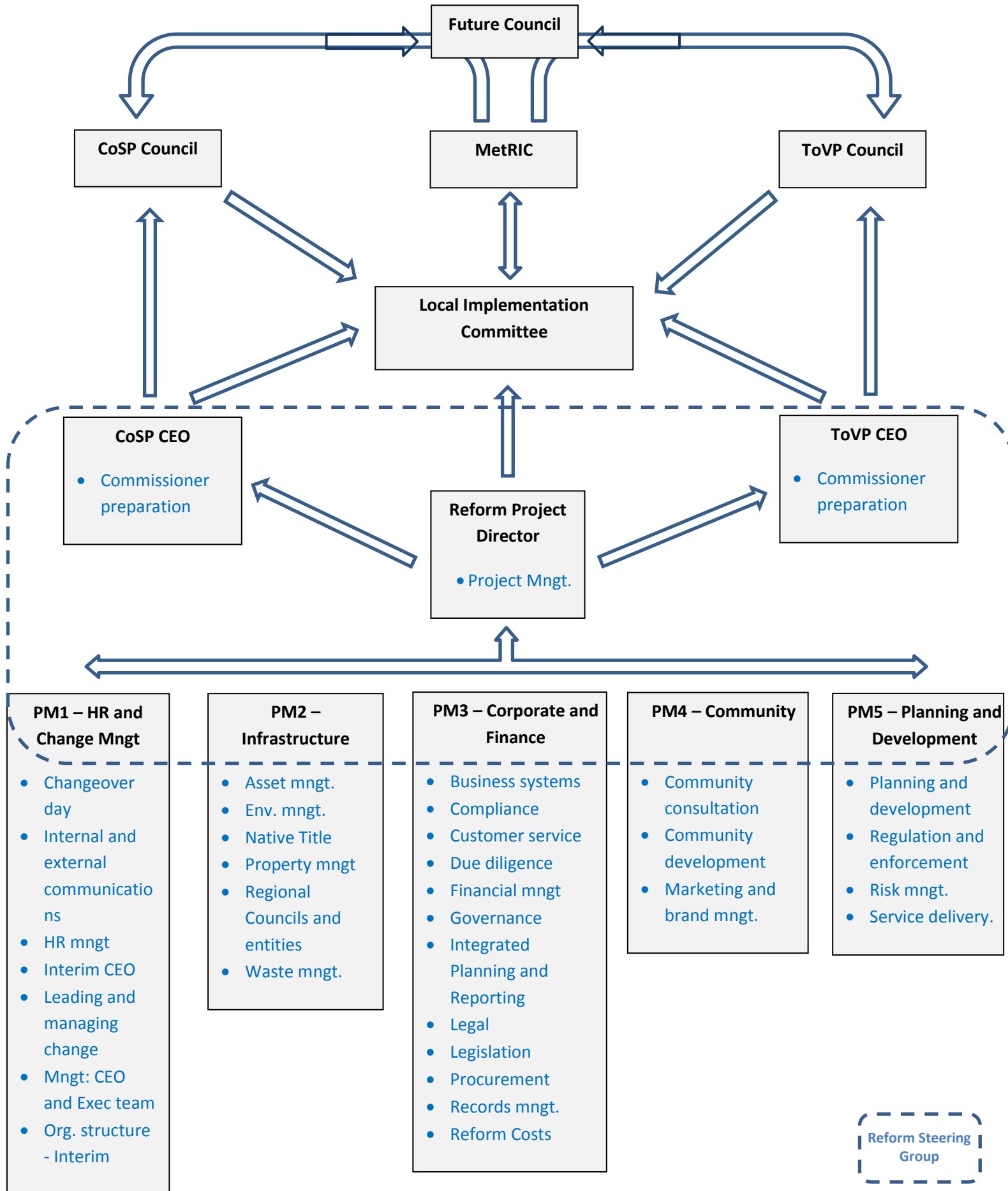
Ledger Account	Account Description	Item Type		Current Budget	Amended Budget	Increase Surplus	Decrease Surplus	Justification for the Amendment
1046.0435	Reserve Fund Interest	Rev	↓	1,870,000	1,385,000		485,000	Prevailing interest rates have been much lower
1044.9901	Transfer to Reserve	Trans	-	385,519	375,519	10,000		than expected when budget was developed.
1044.9907	Transfer to Reserve	Trans	-	3,427,133	3,327,133	100,000		Delays in concluding significant land sale
1044.9908	Transfer to Reserve	Trans	-	168,684	68,684	100,000		transactions have meant much lower levels of
1044.9912	Transfer to Reserve	Trans	-	378,336	358,336	20,000		cash in Reserves.
1044.9915	Transfer to Reserve	Trans	-	125,489	120,489	5,000		As noted above.
1044.9917	Transfer to Reserve	Trans	-	3,087,865	2,907,865	180,000		As noted above.
1044.9924	Transfer to Reserve	Trans	-	53,220	43,220	10,000		As noted above.
1044.9925	Transfer to Reserve	Trans	-	35,286	30,286	5,000		As noted above.
1044.9926	Transfer to Reserve	Trans	-	105,176	75,176	30,000		As noted above.
1044.9927	Transfer to Reserve	Trans	-	24,589	19,589	5,000		As noted above.
1044.9930	Transfer to Reserve	Trans	-	59,352	39,352	20,000		As noted above.
9901.0435	Int Rev Trans - FMW Reserve	Trans	-	(35,519)	(25,519)		-	Related reserve transfers.
9907.0435	Int Rev Trans - CPV Offset Reserve	Trans	-	(927,133)	(827,133)		-	Related reserve transfers.
9908.0435	Int Rev Trans - CPH Capital Reserve	Trans	-	(168,684)	(68,684)		-	Related reserve transfers.
9912.0435	Int Rev Trans - Waste Mgt Reserve	Trans	-	(167,589)	(147,589)		-	Related reserve transfers.
9915.0435	Int Rev Trans - Info Tech Reserve	Trans	-	(25,489)	(20,489)		-	Related reserve transfers.
9917.0435	Int Rev Trans - Asset Enhance Res	Trans	-	(237,682)	(57,682)		-	Related reserve transfers.
9924.0435	Int Rev Trans - River Wall Reserve	Trans	-	(53,220)	(43,220)		-	Related reserve transfers.
9925.0435	Int Rev Trans - Rail Stn Reserve	Trans	-	(35,286)	(30,286)		-	Related reserve transfers.
9926.0435	Int Rev Trans - Future Building Res	Trans	-	(105,176)	(75,176)		-	Related reserve transfers.
9927.0435	Int Rev Trans - Future Trans Res	Trans	-	(24,589)	(19,589)		-	Related reserve transfers.
9930.0435	Int Rev Trans - Sustain Asset Res	Trans	-	(59,352)	(39,352)		-	Related reserve transfers.
						21,036,000	21,036,000	
	Net Increase to Muni Surplus						0	

BUDGET REVIEW AFTER 31 DEC 2013 MANAGEMENT ACCOUNTS

Amendments identified in the Quarterly Budget Review involving cost neutral re-allocations and non cash items not affecting the Surplus

Ledger Account	Account Description	Type		Current Budget	Amended Budget	Increase Surplus	Decrease Surplus	Justification for the Amendment
5999.0109	Grants - Cycling Infrastructure	Rev	↓	160,000	14,900		145,100	Grant funded works can not be undertaken or
5541.1500.30	Cycling Infrastructure	Exp	↓	352,000	61,800	290,200		recouped in the current year.
5554.1500.30	Seventh Ave	Exp	↑	145,000	173,000		28,000	Overspend being offset by savings elsewhere.
5548.1500.30	Landsdowne St	Exp	↑	135,000	160,000		25,000	Overspend being offset by savings elsewhere.
5391.1500.30	Stormwater Pit Replacement	Exp	↑	0	17,000		17,000	Unbudgeted but required remedial works.
5005.1500.30	Footpath Replacement	Exp	↑	150,000	170,000		20,000	Overspend being offset by savings elsewhere.
5483.1500.30	Salter Pt Path Infill	Exp	↓	150,000	130,000	20,000		Lesser budget required for programmed works.
5508.1500.30	Milson St Drainage	Exp	↑	0	35,000		35,000	Unbudgeted but required remedial works.
5562.1500.30	Drainage Infra - Catchment 51	Exp	↑	45,000	73,000		28,000	Remediation costs exceed budget allocation.
5515.1500.30	Water Management Initiatives	Exp	↑	150,000	70,000	80,000		Scope reduction to fund overspends.
5518.1500.30	Mary St (Cale - Alston)	Exp	↑	0	70,000		70,000	2013/14 invoice submitted after account close.
5547.1500.30	Richardson St (Labouchere - Melville)	Exp	↓	120,000	4,000	116,000		Project to be re-budgeted in 2014/15.
5519.1500.30	Centenary Ave Roadworks	Exp	↑	650,000	710,000		60,000	Expansion of scope on grant funded works.
5565.1500.30	Ferry St Reconstruction	Exp	↑	0	78,100		78,100	Project originally was a minor road re-skin but
								when work commenced the need for a full
								reconstruction was identified.
1306.2821	Technology Reviews - Reform	Exp	↑	0	75,000		75,000	Re-allocation to facilitate correct accounting
8703.5831	Technology Acquisitions	Exp	↓	195,000	120,000	75,000		disclosure.
2134.6970	Fiesta	Exp	↑	155,000	170,000		15,000	Additional funding 21 Anniversary Event
2130.4979	Volunteer Event	Exp	↓	8,750	5,750	3,000		Savings redeployed to Fiesta Event.
2008.4790	Special Projects - CCR	Exp	↓	10,000	4,000	6,000		Savings redeployed to Fiesta Event.
2692.1815	GBLC Advertising	Exp	↓	6,000	4,000	2,000		Savings redeployed to Fiesta Event.
2692.2840	GBLC - Miscellaneous Programs	Exp	↓	20,000	18,000	2,000		Savings redeployed to Fiesta Event.
2136.4942	Art Awards	Exp	↓	25,000	24,000	1,000		Savings redeployed to Fiesta Event.
2138.4973	Major Event Costs	Exp	↓	65,000	64,000	1,000		Savings redeployed to Fiesta Event.

Local Government Reform: Governance Framework



City of South Perth

Attachment 10.6.6(a)

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/11/2013 to 30/11/2013

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2013.00000298.001	CA2/21	18/11/2013	21 Cale ST COMO	Anglican Parish of Como/Manning	Approved	Religious Activities
011.2013.00000348.001	LO1/14	8/11/2013	148A Lockhart ST COMO	Switch Homes For Living	Approved	Single House (Two-Storeys)
011.2013.00000355.001	LO1/L1	4/11/2013	Lockhart ST COMO	Averna Homes	Approved	Single House (Two-Storeys)
011.2013.00000356.001	LO1/L1	4/11/2013	Lockhart ST COMO	Averna Homes	Approved	Single House (Two-Storeys)
011.2013.00000422.001	RY1/10	12/11/2013	104 Ryrie AVE COMO	The Plunkett Group	Approved	Grouped Dwelling (Two-Storeys)
011.2013.00000425.001	VI3/30	8/11/2013	30 Vista ST KENSINGTON	Bellissimo Homes	Approved	Single House (Two-Storeys)
011.2013.00000438.001	RY1/86	15/11/2013	Ryrie AVE COMO	Arcforms	Approved	2 Two-Storey Grouped Dwellings
011.2013.00000439.001	AP1/12	5/11/2013	12 Apus LP WATERFORD	Residential Building WA Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000445.001	AN1/52	12/11/2013	52 Angelo ST SOUTH PERTH	Mr C C Kneen	Approved	Carport Addition to Single House
011.2013.00000466.001	AN6/17	5/11/2013	17 Anthus CNR WATERFORD	APG Homes Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000478.001	DO4/31	15/11/2013	31 Downey DR MANNING	Mr R P Reeves	Approved	Amended Approval
011.2013.00000490.001	CR3/5	14/11/2013	5 Crawshaw CRES MANNING	One Stop Patio Shop	Approved	Patio Addition to Grouped Dwelling
011.2013.00000496.001	LA1/22	13/11/2013	225B Labouchere RD COMO	Domination Homes	Approved	Single House (Single-Storey)
011.2013.00000497.001	LA6/6	14/11/2013	6 Lawler ST SOUTH PERTH	Abel Roofing	Approved	Patio Addition to Single House
011.2013.00000498.001	GW1/L	25/11/2013	136 Gwentyfred RD KENSINGTON	Ms J L Douglas	Approved	Single House (Single-Storey)
011.2013.00000500.001	GW1/L	5/11/2013	136 Gwentyfred RD KENSINGTON	Ms J L Douglas	Approved	Outbuilding Addition to Single House
011.2013.00000503.001	LE5/91	27/11/2013	91 Ley ST COMO	St Pius X Primary School	Approved	Additions to Educational Establishment
011.2013.00000507.001	LA1/76	4/11/2013	76 Labouchere RD SOUTH PERTH	Patio Living	Approved	Patio Addition to Grouped Dwelling
011.2013.00000511.001	DA9/13	21/11/2013	13 Dacelo VS WATERFORD	Jascot Enterprises Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000514.001	HO1/90	25/11/2013	90 Hobbs AVE COMO	Ms L R Carroll	Approved	Front Fence to Grouped Dwelling
011.2013.00000516.001	CA6/35	1/11/2013	357 Canning HWY COMO	Westral Outdoor Centre	Approved	Patio Addition to Grouped Dwelling
011.2013.00000521.001	EL3/27	15/11/2013	27 Elizabeth ST SOUTH PERTH	Mrs J N Willinge	Approved	Front Fence to Single House

Attachment 10.6.6(a)
List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/11/2013 to 30/11/2013

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2013.00000526.001	SE2/18	25/11/2013	18 Seventh AVE KENSINGTON	By-Design Carports & Patios	Approved	Carport Addition to Single House
011.2013.00000529.001	RO1/62	14/11/2013	62 Robert ST COMO	Great Aussie Patios	Approved	Patio Addition to Grouped Dwelling
011.2013.00000531.001	HO2/68	1/11/2013	68B Hope AVE MANNING	Mr K G Wagland	Approved	Outbuilding Addition to Single House
011.2013.00000532.001	RI3/78	18/11/2013	78 River WY SALTER POINT	Mr J L Winspear	Approved	Front Fence to Single House
011.2013.00000533.001	CO2/14	8/11/2013	14 Collins ST KENSINGTON	Mr P A Preedy	Approved	Front Fence to Single House
011.2013.00000535.001	CA14/3	7/11/2013	31 Cashel WY WATERFORD	Patio Perfect	Approved	Patio Addition to Grouped Dwelling
011.2013.00000537.001	WA4/18	15/11/2013	18 Warner CT MANNING	Mr J F Markwart	Approved	Additions to Single House
011.2013.00000539.001	RA1/44	8/11/2013	44 Ranelagh CRES SOUTH PERTH	Patio Living	Approved	Patio Addition to Grouped Dwelling
011.2013.00000543.001	HA1/14	14/11/2013	14 Hampden ST SOUTH PERTH	Factory Direct	Approved	Patio Addition to Grouped Dwelling
011.2013.00000545.001	GR2/52	8/11/2013	52A Griffin CRES MANNING	Patio Perfect	Approved	Patio Addition to Single House
011.2013.00000549.001	SA3/38	21/11/2013	38 Sandgate ST SOUTH PERTH	Day Designs & Associates	Approved	Front Fence to Single House
011.2013.00000551.001	CL3/48	21/11/2013	48 Cloister AVE MANNING	Mr D R Nelson	Approved	Patio Addition to Grouped Dwelling
011.2013.00000553.001	CH1/2	26/11/2013	2 Challenger AVE MANNING	Prospec Home Inspections	Approved	Outbuilding Addition to Single House
011.2013.00000554.001	DY1/12	14/11/2013	122 Dyson ST KENSINGTON	Mr P Rushton	Approved	Front Fence to Single House
011.2013.00000557.001	KE4/20	11/11/2013	207 Kent ST KENSINGTON	Zuideveld Marchant Hur Pty Ltd	Approved	Additions to Educational Establishment
011.2013.00000558.001	GR2/23	14/11/2013	23 Griffin CRES MANNING	Mr B Yuan	Approved	Front Fence to Single House
011.2013.00000560.001	LA1/22	22/11/2013	224 Labouchere RD COMO	Great Aussie Patios	Approved	Patio Addition to Grouped Dwelling
011.2013.00000561.001	SA4/25	27/11/2013	25B Saunders ST COMO	Mr I N Lunt	Approved	Patio Addition to Single House
011.2013.00000571.001	OX1/6	28/11/2013	6 Oxford ST KENSINGTON	Cottage Creation	Approved	Outbuilding Addition to Single House
011.2013.00000577.001	MC1/36	13/11/2013	36 McDonald ST COMO	Summit Homes Group	Approved	Additions to Single House
011.2013.00000582.001	KI1/12	22/11/2013	12 Kilbride CL WATERFORD	Eden Outdoor Living Pty Ltd	Approved	Patio Addition to Single House
011.2013.00000596.001	PI2/1	27/11/2013	1 Pitt ST KENSINGTON	Mr J M Veitch	Approved	Additions to Single House

City of South Perth

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/12/2013 to 31/12/2013

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2013.00000257.001	LA5/10	16/12/2013	105 Lansdowne RD KENSINGTON	Mr R Dresen	Approved	Garage Addition to Single House
011.2013.00000301.001	MA8/92	18/12/2013	92 Mary ST COMO	Form & Function Building Design & Drafti	Approved	4 Two-Storey Grouped Dwellings
011.2013.00000345.001	SW1/L1	2/12/2013	10 Swan ST SOUTH PERTH	Residential Attitudes	Approved	Single House (Two-Storeys)
011.2013.00000361.001	GR1/30	18/12/2013	30 Greenock AVE COMO	Mr G Orlando	Approved	Additions to Single House
011.2013.00000369.001	BA2/23	13/12/2013	23 Banksia TCE SOUTH PERTH	New Home Building Brokers	Approved	Single House (Two-Storeys)
011.2013.00000373.001	LO1/14	5/12/2013	148B Lockhart ST COMO	Switch Homes For Living	Approved	Single House (Two-Storeys)
011.2013.00000407.001	LA1/22	19/12/2013	225A Labouchere RD COMO	Cityside Design	Approved	Single House (Two-Storeys)
011.2013.00000409.001	GW1/11	9/12/2013	119 Gwenyfred RD KENSINGTON	Atrium Homes (WA) Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000416.001	AP1/19	6/12/2013	19 Apus LP WATERFORD	Peter Stannard Homes Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000417.001	CA6/31	12/12/2013	311 Canning HWY COMO	Aveling Homes Pty Ltd	Approved	Grouped Dwelling (Two-Storeys)
011.2013.00000431.001	HI3/6	13/12/2013	6 Hirundo PL WATERFORD	Ultimate Homes	Approved	Single House (Two-Storeys)
011.2013.00000437.001	GA3/10	3/12/2013	109 Gardner ST COMO	Jason Burns Homes	Approved	Single House (Two-Storeys)
011.2013.00000443.001	KA1/32	12/12/2013	32 Karoo ST SOUTH PERTH	Mr N J Sworder	Approved	Additions to Single House
011.2013.00000449.001	RO1/44	10/12/2013	44 Robert ST COMO	Highline Ltd	Approved	Garage Addition to Single House
011.2013.00000460.001	HA1/41	23/12/2013	41 Hampden ST SOUTH PERTH	APG Homes Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000461.001	CO2/39	19/12/2013	39 Collins ST KENSINGTON	Ross North Homes	Approved	Single House (Two-Storeys)
011.2013.00000480.001	AN6/11	17/12/2013	11 Anthus CNR WATERFORD	Averna Homes	Approved	Single House (Two-Storeys)
011.2013.00000484.001	AP1/8	16/12/2013	8 Apus LP WATERFORD	Ben Trager Homes	Approved	Single House (Two-Storeys)
011.2013.00000485.001	CA4/41	10/12/2013	41 Campbell ST KENSINGTON	Carla Karsakis	Approved	Additions to Single House
011.2013.00000486.001	GR2/16	5/12/2013	16 Griffin CRES MANNING	Mr A Payne	Approved	Additions to Single House
011.2013.00000488.001	AP1/11	24/12/2013	11 Apus LP WATERFORD	Prima Homes Nominees Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000493.001	ED1/9	4/12/2013	9 Edgecumbe ST COMO	Nexus Home Improvements	Approved	Additions to Single House

Attachment 10.6.6(b)
List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/12/2013 to 31/12/2013

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2013.00000494.001	AN6/28	13/12/2013	28 Anthus CNR WATERFORD	Platinum Homes	Approved	Single House (Two-Storeys)
011.2013.00000495.001	CR3/6	17/12/2013	6 Crawshaw CRES MANNING	Roberto Santella Design	Approved	Single House (Two-Storeys)
011.2013.00000499.001	DO4/L1	11/12/2013	27 Downey DR MANNING	Linkway Enterprises Pty Ltd	Approved	Single House (Single-Storey)
011.2013.00000502.001	AP1/3	20/12/2013	3 Apus LP WATERFORD	Next Residential	Approved	Single House (Two-Storeys)
011.2013.00000505.001	ED5/3	9/12/2013	3 Ednah ST COMO	Mr C Meyer	Approved	Additions to Grouped Dwelling
011.2013.00000510.001	DA9/6	13/12/2013	6 Dacelo VS WATERFORD	The Plunkett Group	Approved	Single House (Two-Storeys)
011.2013.00000518.001	LA6/19	4/12/2013	19 Lawler ST SOUTH PERTH	Chessington Homes	Approved	Single House (Two-Storeys)
011.2013.00000525.001	SA4/37	6/12/2013	37 Saunders ST COMO	PERTH BETTER HOMES	Approved	Patio Addition to Grouped Dwelling
011.2013.00000527.001	AP1/2	10/12/2013	2 Apus LP WATERFORD	Select Living	Approved	Single House (Two-Storeys)
011.2013.00000528.001	AR1/72	4/12/2013	72 Arlington AVE SOUTH PERTH	Trendsetter Homes	Approved	Single House (Two-Storeys)
011.2013.00000530.001	DA9/14	17/12/2013	14 Dacelo VS WATERFORD	Residential Attitudes	Approved	Single House (Two-Storeys)
011.2013.00000536.001	KE2/28	9/12/2013	28 Kelsall CRES MANNING	Westral Outdoor Centre	Approved	Patio Addition to Single House
011.2013.00000541.001	KE2/13	16/12/2013	13 Kelsall CRES MANNING	Dale Alcock Homes Pty Ltd	Approved	Single House (Single-Storey)
011.2013.00000555.001	AR3/17	19/12/2013	17 Arundel ST KENSINGTON	Green-Shore Builders Pty Ltd	Approved	Additions to Single House
011.2013.00000567.001	MI6/39	4/12/2013	39 Milson ST SOUTH PERTH	Factory Direct	Approved	Patio Addition to Grouped Dwelling
011.2013.00000568.001	KE3/49	2/12/2013	44 Kennard ST KENSINGTON	Oasis Patios	Approved	Patio Addition to Single House
011.2013.00000569.001	DA5/36	2/12/2013	36 David ST KENSINGTON	Oasis Patios	Approved	Patio Addition to Single House
011.2013.00000570.001	BE2/20	11/12/2013	20 Bessell AVE COMO	Dunkeld Construction	Approved	Outbuilding Addition to Single House
011.2013.00000572.001	CR3/49	17/12/2013	49 Crawshaw CRES MANNING	Patio Living	Approved	Patio Addition to Single House
011.2013.00000574.001	AN6/4	5/12/2013	4 Anthus CNR WATERFORD	APG Homes Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000576.001	MC5/17	12/12/2013	17 McNess GL SALTER POINT	One Stop Patio Shop	Approved	Patio Addition to Single House
011.2013.00000579.001	AP1/5	24/12/2013	5 Apus LP WATERFORD	Novus Homes	Approved	Single House (Two-Storeys)
011.2013.00000581.001	CO2/35	6/12/2013	35 Collins ST KENSINGTON	Mrs C A Birkbeck	Approved	Front Fence to Single House
011.2013.00000583.001	HE1/34	12/12/2013	34 Henley ST COMO	Great Aussie Patios	Approved	Carport Addition to Grouped Dwelling

Attachment 10.6.6(b)

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/12/2013 to 31/12/2013

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2013.00000586.001	KI6/16	30/12/2013	16 King Edward ST SOUTH PERTH	Mr R Hearne	Approved	Additions to Single House
011.2013.00000588.001	MA3/38	9/12/2013	38B Manning RD COMO	Wanneroo Patios	Approved	Patio Addition to Single House
011.2013.00000593.001	CO3/56	16/12/2013	56 Comer ST COMO	Independent Settlement Services	Approved	Home Occupation
011.2013.00000595.001	CA6/11	19/12/2013	117 Canning HWY SOUTH PERTH	Mr G G C Skipworth	Approved	Front Fence to Single House
011.2013.00000600.001	RO2/10	3/12/2013	10 Roebuck DR SALTER POINT	Survey and Construction	Approved	Additions to Aged or Dependent Persons'
011.2013.00000605.001	GW1/15	20/12/2013	153 Gwenyfred RD KENSINGTON	Australian Renovation Group Pty Ltd	Approved	Carport Addition to Single House
011.2013.00000606.001	SO2/17	20/12/2013	179 South TCE COMO	Quality Outdoor Designs	Approved	Patio Addition to Single House
011.2013.00000607.001	BR2/12	23/12/2013	122 Brandon ST KENSINGTON	Tascone Design Team	Approved	Single House (Single-Storey)
011.2013.00000608.001	BR9/13	16/12/2013	13 Bruning RD MANNING	APG Homes Pty Ltd	Approved	Additions to Single House
011.2013.00000612.001	YA1/8	5/12/2013	8 Yallambee PL KARAWARA	Westral Outdoor Centre	Approved	Patio Addition to Grouped Dwelling
011.2013.00000613.001	TH1/38	24/12/2013	38 Thelma ST COMO	Factory Direct	Approved	Patio Addition to Single House
011.2013.00000614.001	BR2/12	17/12/2013	125 Brandon ST KENSINGTON	Highline Ltd	Approved	Outbuilding Addition to Single House
011.2013.00000615.001	BL2/10	30/12/2013	10 Bland ST KENSINGTON	TJ Bennett Builders	Approved	Garage Addition to Single House
011.2013.00000630.001	CL4/27	11/12/2013	27 Clydesdale ST COMO	Sunset Outdoor	Approved	Patio Addition to Grouped Dwelling
011.2013.00000635.001	PA4/48	18/12/2013	48 Parsons AVE MANNING	Mr J D Cook	Approved	Carport Addition to Single House
011.2013.00000636.001	SO2/28	20/12/2013	28 South TCE SOUTH PERTH	Building Consultancy & Inspections	Approved	Outbuilding Addition to Single House
011.2013.00000639.001	MI3/73	19/12/2013	D 73 Mill Point RD SOUTH PERTH	Mr L L Biru	Approved	Additions to Multiple Dwelling
011.2013.00000643.001	AN1/12	19/12/2013	123 Angelo ST SOUTH PERTH	Mr P J Cassidy	Approved	Patio Addition to Single House
011.2013.00000644.001	CA4/47	19/12/2013	47 Campbell ST KENSINGTON	Ms A C Steedman	Approved	Patio Addition to Single House
011.2013.00000646.001	GR2/38	20/12/2013	38 Griffin CRES MANNING	Mr E L Deutsch	Approved	Patio Addition to Single House
011.2013.00000648.001	CA5/7	20/12/2013	7 Canavan CRES MANNING	Outdoor World	Approved	Patio Addition to Grouped Dwelling
011.2013.00000652.001	CO3/52	24/12/2013	52 Comer ST COMO	Mr G P Sole	Approved	Patio Addition to Grouped Dwelling

City of South Perth

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/01/2014 to 31/01/2014

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2013.00000006.001	MO5/7	22/01/2014	7 Mt Henry RD COMO	Norman Brooks Architectural Drafting & D	Refused	Additions to Grouped Dwelling
011.2013.00000256.001	WA8/36	22/01/2014	36 Waverley ST SOUTH PERTH	Domestic Drafting Service	Approved	Carport Addition to Single House
011.2013.00000414.001	CA6/10	17/01/2014	Canning HWY SOUTH PERTH	Inspired Homes Pty Ltd	Approved	2 Two-Storey Grouped Dwellings
011.2013.00000444.001	MA3/83	15/01/2014	83 Manning RD MANNING	Great Aussie Patios	Approved	Carport Addition to Single House
011.2013.00000446.001	CO6/13	16/01/2014	139 Coode ST COMO	Residential Building WA Pty Ltd	Approved	Grouped Dwelling (Two-Storeys)
011.2013.00000459.001	PA1/66	15/01/2014	66 Park ST COMO	Robert Biagioni Constructions	Approved	Additions to Grouped Dwelling
011.2013.00000475.001	CY1/2	14/01/2014	2 Cygnus PDE WATERFORD	Summit Homes Group	Approved	Single House (Two-Storeys)
011.2013.00000508.001	BI1/30	24/01/2014	18 Godwin AVE MANNING	Impressions the Home Builder	Approved	Single House (Single-Storey)
011.2013.00000540.001	AP1/23	23/01/2014	23 Apus LP WATERFORD	APG Homes Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000547.001	MA3/29	14/01/2014	295 Manning RD WATERFORD	Indigenous Land Corporation	Approved	Additions to Educational Establishment
011.2013.00000556.001	RE2/32	14/01/2014	32 Redmond ST SALTER POINT	Green-Shore Builders Pty Ltd	Approved	Garage Addition to Single House
011.2013.00000559.001	SW3/18	31/01/2014	18 Swanview TCE SOUTH PERTH	Mr R Joyner	Approved	Single Bedroom Dwelling
011.2013.00000565.001	RO1/78	16/01/2014	78 Robert ST COMO	W M Keong	Approved	Single House (Single-Storey)
011.2013.00000566.001	NO2/4	2/01/2014	4 Norton ST SOUTH PERTH	Outdoor World	Approved	Carport Addition to Grouped Dwelling
011.2013.00000580.001	NO2/18	10/01/2014	18 Norton ST SOUTH PERTH	Motivo Design Studio	Approved	Carport Addition to Single House
011.2013.00000589.001	BA6/45	2/01/2014	45 Barang CC KARAWARA	Austin Developments	Approved	Additions to Single House
011.2013.00000598.001	CA14/2	2/01/2014	24 Cashel WY WATERFORD	Ms J B Randle	Approved	Front Fence to Single House
011.2013.00000601.001	CO6/16	14/01/2014	166 Coode ST COMO	Motus Architecture	Approved	Additions to Single House
011.2013.00000602.001	HE2/9	29/01/2014	9 Henning CRES MANNING	APG Homes Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000610.001	ER1/57	10/01/2014	57 Eric ST COMO	Patio Perfect	Approved	Patio Addition to Grouped Dwelling
011.2013.00000616.001	RO1/72	22/01/2014	72 Robert ST COMO	Westral Outdoor Centre	Approved	Patio Addition to Grouped Dwelling
011.2013.00000620.001	AN6/15	20/01/2014	15 Anthus CNR WATERFORD	Aspireon Homes	Approved	Single House (Two-Storeys)

Attachment 10.6.6(c)

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/01/2014 to 31/01/2014

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2013.00000621.001	BR8/50	8/01/2014	50 Bruce ST MANNING	Anderson Sheds	Approved	Outbuilding Addition to Single House
011.2013.00000622.001	RI3/51	2/01/2014	51 River WY SALTER POINT	Mr S N Hazeldine	Approved	Patio Addition to Single House
011.2013.00000628.001	RI2/46	22/01/2014	46 Ridge ST SOUTH PERTH	Mr M Healy	Approved	Additions to Single House
011.2013.00000629.001	FO4/31	13/01/2014	31 Fourth AVE KENSINGTON	Great Aussie Patios	Approved	Carport Addition to Single House
011.2013.00000633.001	AP1/14	30/01/2014	14 Apus LP WATERFORD	APG Homes Pty Ltd	Approved	Single House (Two-Storeys)
011.2013.00000634.001	MA8/8	8/01/2014	8 Mary ST COMO	Aussie Patio Designs	Approved	Patio Addition to Grouped Dwelling
011.2013.00000637.001	DY1/4	14/01/2014	4 Dyson ST SOUTH PERTH	Mr F C Williams	Approved	Carport Addition to Single House
011.2013.00000642.001	ER1/37	15/01/2014	37 Eric ST COMO	Baran Roofing & Patio	Approved	Patio Addition to Grouped Dwelling
011.2013.00000645.001	SO1/81-	16/01/2014	81 South Perth ESPL SOUTH PERTH	Westpac Banking Corporation	Approved	Sign (Non-Residential)
011.2013.00000647.001	NO2/10	10/01/2014	10 Norton ST SOUTH PERTH	Great Aussie Patios	Approved	Patio Addition to Grouped Dwelling
011.2013.00000653.001	DA6/20	20/01/2014	20B Davilak CRES MANNING	Next Generation Patios & Pergolas	Approved	Patio Addition to Grouped Dwelling
011.2013.00000654.001	RE3/44	20/01/2014	44 Renwick ST SOUTH PERTH	Ian Harris Architect	Approved	Carport Addition to Single House
011.2013.00000656.001	GI1/26	20/01/2014	26 Gillon ST KARAWARA	Aussie Patio Designs	Approved	Patio Addition to Grouped Dwelling
011.2014.00000001.001	CO10/2	22/01/2014	20 Cornish CRES MANNING	Classic Home & Garage Innovations Pty Ltd	Approved	Patio Addition to Single House
011.2014.00000004.001	DY1/12	24/01/2014	121 Dyson ST KENSINGTON	Mrs V Taylor	Approved	Single House (Single-Storey)
011.2014.00000006.001	BE1/22	21/01/2014	22A Beenan CL KARAWARA	Ms K E Fulwood	Approved	Patio Addition to Grouped Dwelling
011.2014.00000008.001	AN1/10	20/01/2014	107 Angelo ST SOUTH PERTH	Mr I F Prendergast	Approved	Carport Addition to Single House
011.2014.00000010.001	DA7/2	31/01/2014	2B Davilak ST COMO	Modern Ark Layout Design	Approved	Additions to Grouped Dwelling
011.2014.00000011.001	SU1/32	15/01/2014	32 Success CRES SALTER POINT	Outdoor World	Approved	Patio Addition to Single House
011.2014.00000012.001	HE2/70	20/01/2014	70 Henning CRES MANNING	Great Aussie Patios	Approved	Patio Addition to Grouped Dwelling
011.2014.00000013.001	MI2/16	20/01/2014	160 Mill Point RD SOUTH PERTH	Westral Outdoor Centre	Approved	Additions to Multiple Dwelling
011.2014.00000020.001	HE1/80	24/01/2014	80 Henley ST COMO	Ms B Schrugin	Approved	Patio Addition to Grouped Dwelling
011.2014.00000038.001	LA5/68	29/01/2014	68 Lansdowne RD KENSINGTON	Highline Ltd	Approved	Patio Addition to Single House