appendices

TOWN OF VICTORIA PARK

Ordinary Meeting of Council
10 July 2018

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11.1 No. 877 (Lot 10) Albany Highway, East Victoria Park – Retrospective Additions and Alterations to Existing Restaurant (Increased Dining Floor Area, External Coolroom & Signage)

Appendix 1 – Site Photos - No. 877 (Lot 10) Albany Highway, East Victoria Park – Retrospective Additons and Alterations to Existing Restaurant (Increased Dining Floor Area, External Coolroom & Signage)

1. Front of premises, as viewed from Albany Highway.



2. Northern street view facing the subject lot.



3. Existing signage of Restaurant.



4. Unauthorised Cool Room, as viewed from Canterbury Terrace.



5. Existing two (2) car bays under carport.



6. Location of 2 additional car parking bays, relocated due to placement of cool room



7. Photo of unauthorised cool room within subject lot



8. Existing free-trade dining area at the intersection of Albany Highway and Canterbury Terrace



9. ‘Alfresco’ dining area located wholly within subject lots boundaries.



10. Compliance photos taken of unauthorised signage – September 2017



Appendix 2 – Historical Streetview Photos - No. 877 (Lot 10) Albany Highway, East Victoria Park – Retrospective Additons and Alterations to Existing Restaurant (Increased Dining Floor Area, External Coolroom & Signage)

1. Front of premises (Takeaway), as viewed from Albany Highway – November 2009



2. Front of premises (Restaurant), as viewed from Albany Highway – March 2017

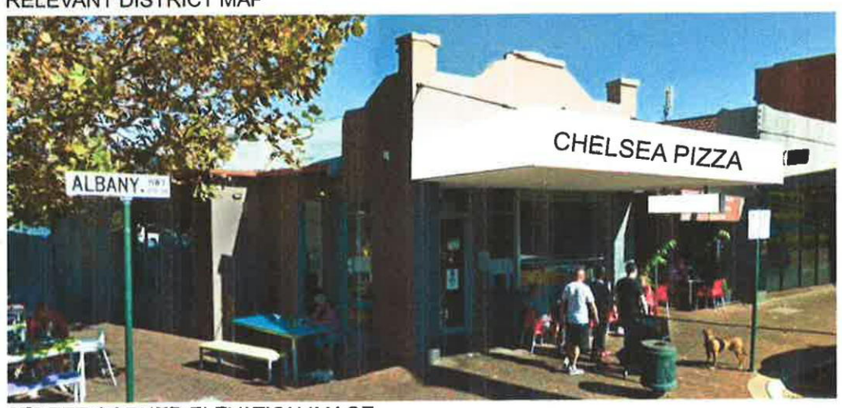


3. Front of premises (Restaurant), as viewed from Albany Highway – November 2017





RELEVANT DISTRICT MAP



STREET CORNER ELEVATION IMAGE



FRONT ELEVATION IMAGE



SIDE ELEVATION IMAGE



SIDE ELEVATION IMAGE

TOWN OF VICTORIA PARK
Received: 08/05/2018

Chris Brook BUILDER
ed@chrisbrookbuilder.com.au
0418 920 696
9359 1553

30/04/2018

SCALE: @ A3

Edward Brook

Chelsea Pizza

REVISION	DATE	DESCRIPTION

Drawing No. 103

PROPOSED LIQUOR LICENSED AREA SHOWN DASHED 297.5 m²

TOWN OF VICTORIA PARK
Received: 08/05/2018

37,600
BOUNDARY

5,880 | 10,070 | 7,630 | 8,000 | 5,648

11,800
BOUNDARY
EXISTING COLORBOND FENCE ALONG BOUNDARY

445 | 880 | 295 | 4,800 | 615 | 4,765

EXISITNG 2 PARKING BAYS

STORE ROOM

MALE TOILET

FEMALE TOILET

PASSAGE

COOL ROOM

KITCHEN PREP AREA

BENCH

KITCHEN

BENCH

F

STORE ROOM

UNISEX DISABLED TOILET

STORE

PASSAGE

ALFRESCO DINING
23.60 m²

EXISTING PERMIABLE FENCE

F

PROPOSED BEER TAP LOCATION

DINING
6.30 m²

WALKWAY

FRONT SERVERY -PROPOSED BAR

COFFEE MACHINE

F

F

TILL

COOL ROOM

PIZZA KITCHEN

PIZZA OVEN

BENCH

DINING
32.24 m²

1,500

ENTRANCE / WAITING AREA

5,085 | 2,940 | 2,360 | 1,185

11,800
BOUNDARY

EXISTING 2 PARKING BAYS

LOADING AREA

EXISTING COLORBOND GATE

EXISTING COLORBOND FENCE

ON STREET DINING
67.00 m²

5,810

6,000

EXISTING ON STREET PARKING

11,279 | 12,320 | 4,095 | 910 | 1,305

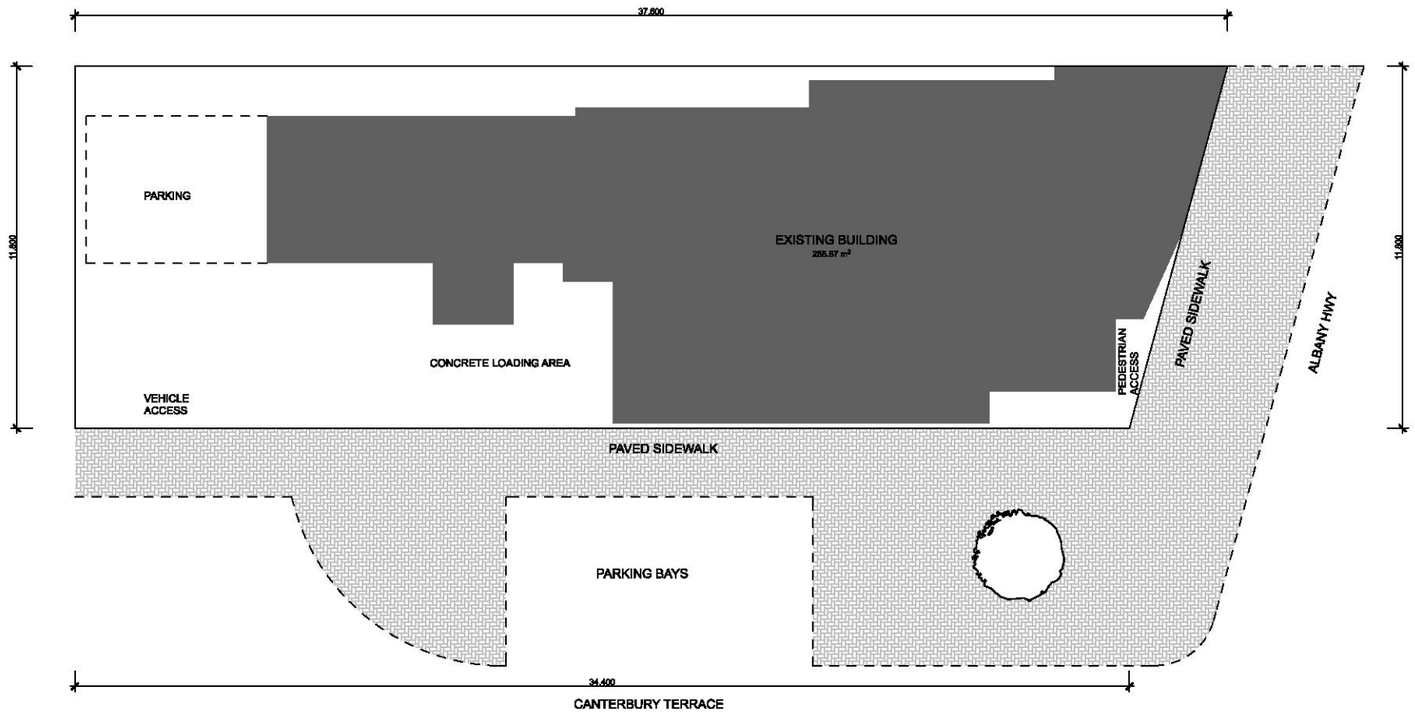
34,400

BOUNDARY

EXISTING FLOOR PLAN
1:100

Chris Brook BUILDER ed@chrisbrookbuilder.com.au 0418 920 696 9359 1553	26/04/2018 SCALE: 1:100 @ A3 Edward Brook	Chelsea Pizza	REVISION / DATE / DESCRIPTION	Drawing No. 102

TOWN OF VICTORIA PARK
Received: 08/05/2018



SITE PLAN
1:200

N

Chris Brook BUILDER
ed@chrisbrookbuilder.com.au
0418 920 696
9359 1553

26/04/2018

SCALE:
1:200 @ A3

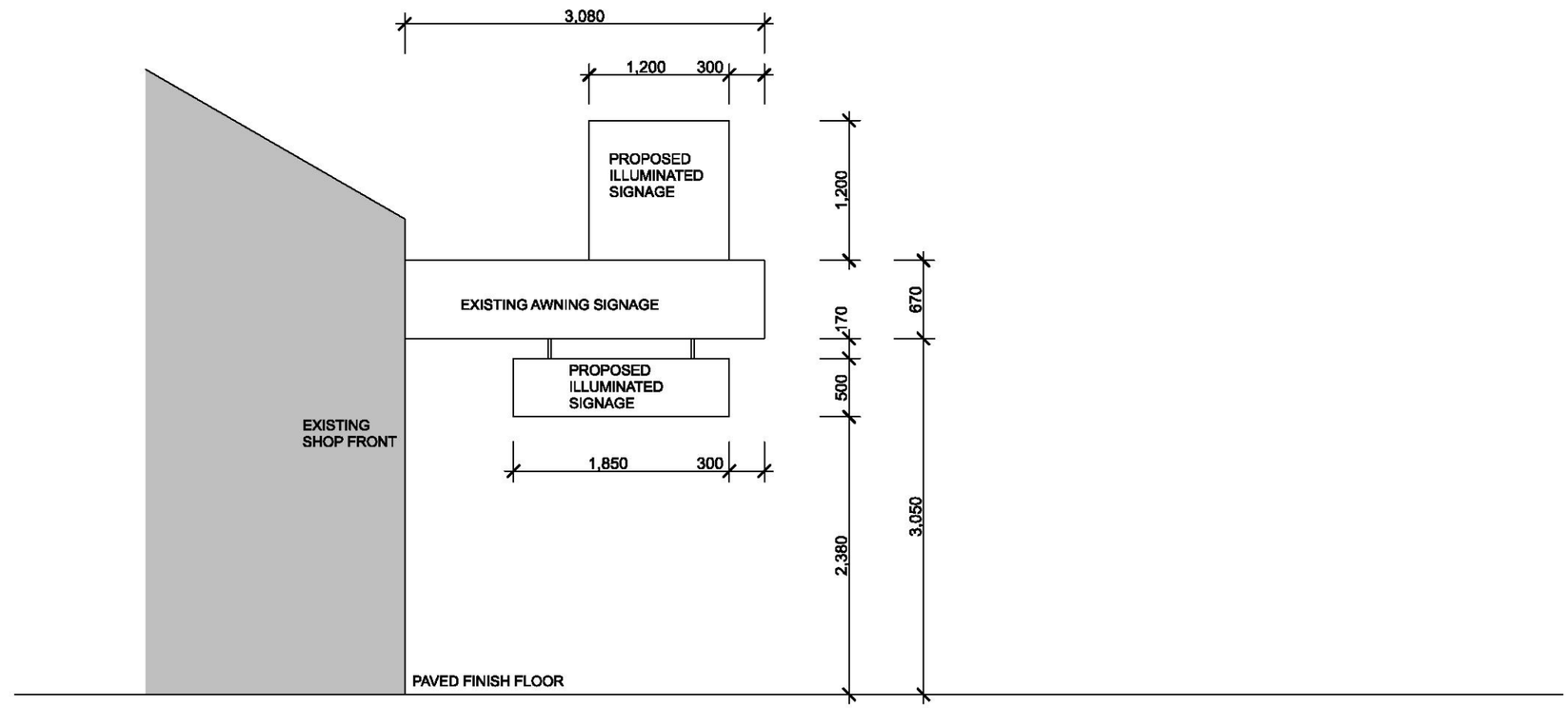
Edward Brook

Chelsea Pizza

REVISION	DATE	DESCRIPTION

Drawing No.
101

TOWN OF VICTORIA PARK
Received: 08/05/2018



SIGNAGE HEIGHTS
1:50

Chris Brook
BUILDER
ed@chrisbrookbuilder.com.au
0418 920 696
9359 1553

26/04/2018

SCALE:
1:50 @ A3

Edward Brook

Chelsea Pizza

REVISION	DATE	DESCRIPTION

Drawing No.
301

When the restaurant was purchased in August 2017 from Vicky O'Neil she informed me it had already been trading under that lay out from before she purchased it over 5 years ago. I understand the need to label it as a proposed plan if it differs from information you have from 2008 however I would like to make it clear we haven't been making any major changes to the layout or plans since I purchased the premise.

TOWN OF VICTORIA PARK
Received: 08/05/2018

Please find below the details requested as per your email:

- Our proposed business activities is a café/restaurant serving breakfast, lunch and dinner
- We open at 6am for breakfast and close late (between 10-12pm) depending on the trading of that day
- We currently employee 15 staff members
- Our expected customer numbers are hard to predict given estimates are effected heavily by weather, customer trends etc. as well as the fact we offer dine in, pick-up and delivery services however throughout the course of the day we could expect between 50-100 clients
- In regards to on-site parking the premise has 4 car parking bays for staff and customers however many of our staff use public transport or bicycles to get to work; there is also plenty of street parking along Canterbury Tce and another car park attached to IGA
- We have no major machinery required to run our restaurant apart from the pizza oven and other kitchen equipment that is all located inside the premise and a fixed feature
- We expect between 1-2 deliveries a day between Monday-Friday
- There is a loading bay located across the road of the premise on Canterbury Tce or alternatively delivery services can pull into one of our on-site car parks

I hope this information is sufficient in assisting with our application to return the layout to the way it was presented to us upon purchase. If there is any further information you require please do not hesitate to ask.

NOTES

BUILDER TO CLARIFY AND VERIFY WITH METAMORPHICA FOR UNCLEAR OR INSUFFICIENT DETAILS. UNDER NO CIRCUMSTANCES WILL THIS OFFICE TAKE RESPONSIBILITY FOR ASSUMPTIONS.

SHOULD THE DOCUMENTS CONTAIN ANY DISCREPANY OR INCONSISTENCY, THEN THE DETAILED DRAWINGS AND DRAWINGS TO TAKE PRECEDENCE OVER THE SPECIFICATION.

USE WRITTEN DIMENSIONS ONLY. DO NOT SCALE THESE DRAWINGS. CHECK FOR DISCREPANCIES ALL FIGURED DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS.

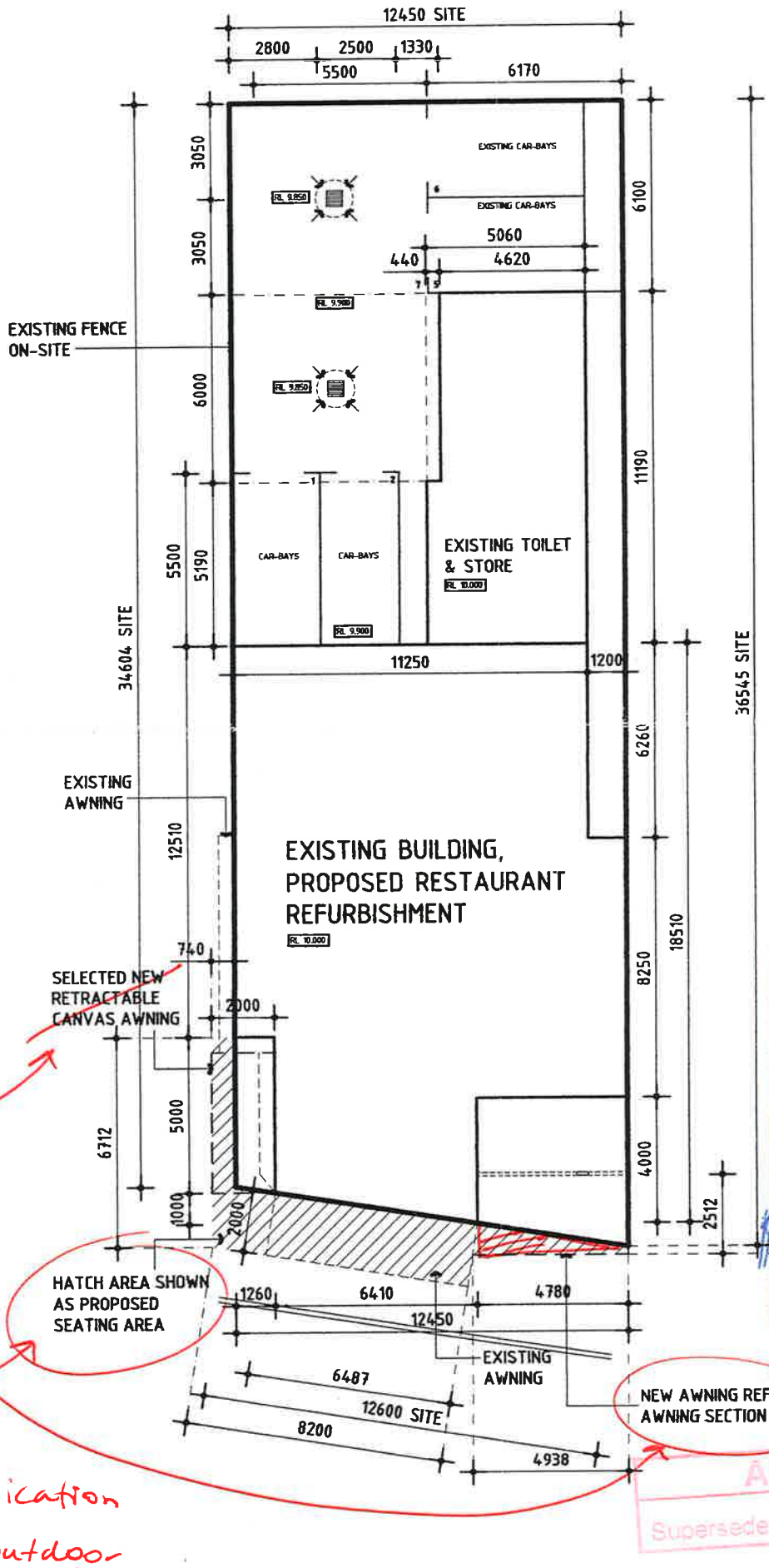
BUILDER AND ALL SUBCONTRACTORS TO VERIFY ALL EXISTING CONDITIONS, RELEVANT LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS OR PREFABRICATION.

ALL MATERIALS & METHODS OF CONSTRUCTIONS SHALL COMPLY WITH RELEVANT A.S., B.C.A. CODES AND LOCAL COUNCIL BY-LAWS.

FLOOR & WALL JUNCTION IN ALL WET AREAS TO HAVE MINIMUM 40MM DIA. COVING.

AREA CALCULATION

SEATING AREA	= 30.0m²
QUEUING AREA	= 6.3m²
EXISTING BUILDING AREA	
RESTAURANT AREA	= 193.1m²
TOILET & STORE AREA	= 37.9m²
TOTAL BUILDING AREA	= 231m²
LAND AREA	= 442.9m²



New Awning not part of this application

Seperate application required for new awnings

Seperate application required (outdoor eating licence)

PLANNING APPROVAL
GRANTED SUBJECT TO
Conditions 1 - 13
On form serial number 32/07788
Dated 18/7/2008
Executive Manager
Sustainable Development
TOWN OF VICTORIA PARK
THIS APPROVAL IS NOT A BUILDING PERMIT

AMENDED PLANS
Supersede plans dated 13/6/08

RECEIVED
16 JUL 2008

metamorphica
Level 2, 202-218 Pier St
Perth WA 6000
Tel +618 9228 2288
Fax +618 9221 3457
architecture + interiors

PROJECT:
PROPOSED REFURBISHMENT IN NO 877 ALBANY HIGHWAY, VICTORIA PARK, WA

DRAWING TITLE: EXISTING SITE PLAN

DATE	REV	REVISION NOTES
~~10-07-08~~ BY	~~01~~	~~CAR-PARKING BAYS AMENDED~~

DATE: JAN 08
SCALE: 1:200
DRAWN: SUJ
JOB NO: 1179
DWG NO: 01

NOTES

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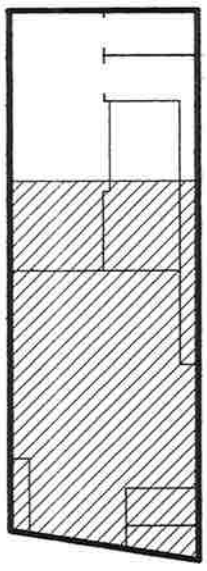
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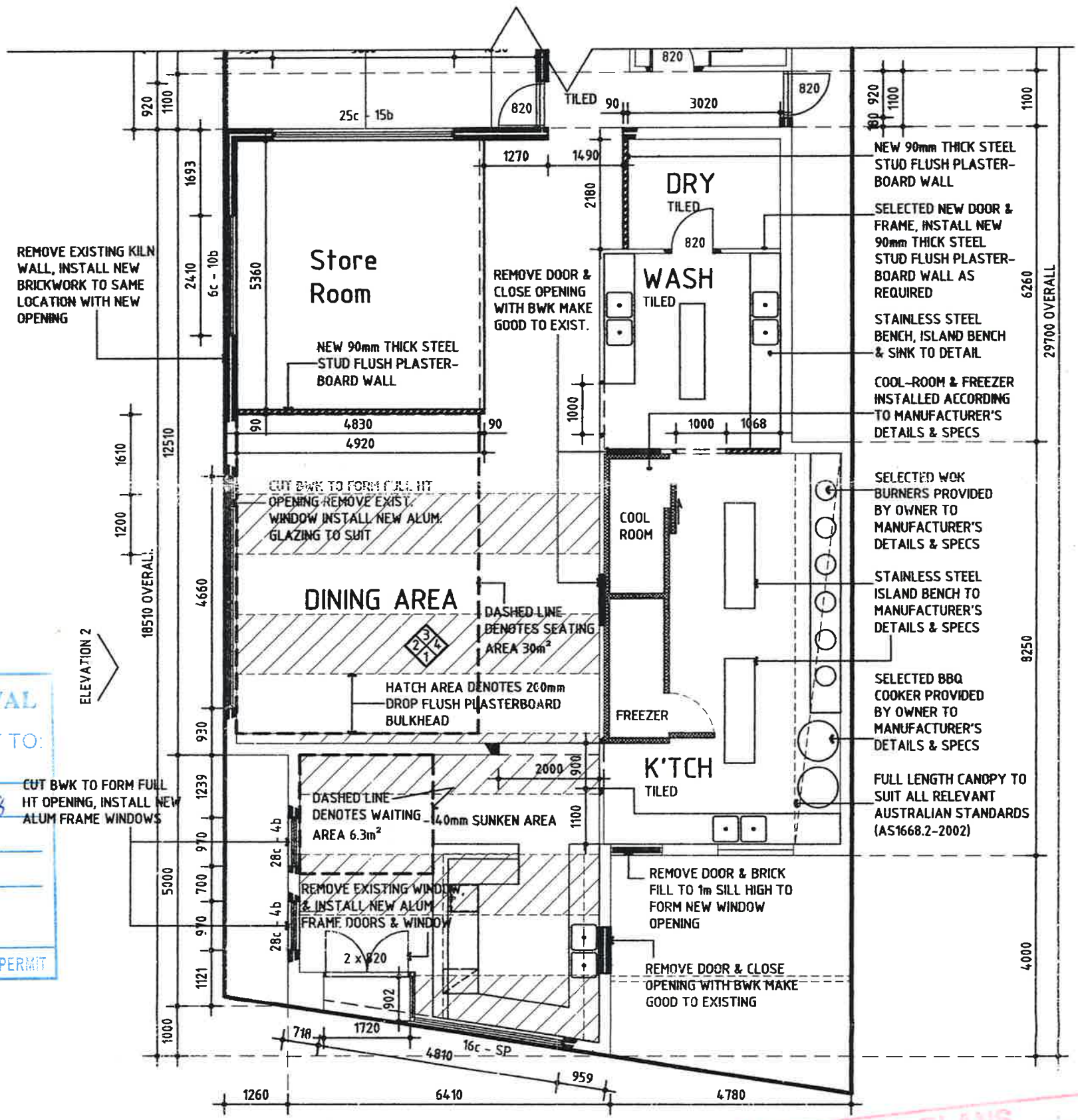
BUILDER AND ALL SUBCONTRACTORS TO VERIFY ALL EXISTING CONDITIONS, RELEVANT LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS OR PREFABRICATION.

ALL MATERIALS & METHODS OF CONSTRUCTIONS SHALL COMPLY WITH RELEVANT A.S., B.C.A. CODES AND LOCAL COUNCIL BY-LAWS.

FLOOR & WALL JUNCTION IN ALL WET AREAS TO HAVE MINIMUM 40MM DIA. COVING.



DRAWING LEGEND



PLANNING APPROVAL
GRANTED SUBJECT TO:
Conditions 1 - 13
On form serial number 32/07188
Dated 18/7/2008
Executive Manager
Sustainable Development
TOWN OF VICTORIA PARK
THIS APPROVAL IS NOT A BUILDING PERMIT

RECEIVED
16 JUL 2008
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AMENDED PLANS
Supersede plans dated 13/6/08

metamorphica
Level 2, 202-218 Pier St
Perth WA 6000
Tel +618 9228 2288
Fax +618 9221 3457
architecture + interiors

PROJECT:
PROPOSED REFURBISHMENT IN NO 877 ALBANY HIGHWAY, VICTORIA PARK, WA

DRAWING TITLE: SEATING FLOOR PLAN

DATE	REV	REVISION NOTES
05-03-08	01	AMENDMENTS TO OVERALL LAYOUT
11-03-08	02	NEW PAGOLA IN OUTDOOR SEATING AREA
12-03-08	03	ANOTHER CABINET BENCH IN DINING AREA
21-04-08	04	OVERALL LAYOUT AMENDMENTS
12-05-08	05	AMENDMENTS TO COUNTER BENCH
21-05-08	06	OVERALL AMENDMENTS
10-07-08	07	SEATING, WAITING AREA AMENDED & ETC

DATE: JAN 08
SCALE: 1:100
DRAWN: SUJ
JOB NO: 1179
DWG NO: 02

NOTES

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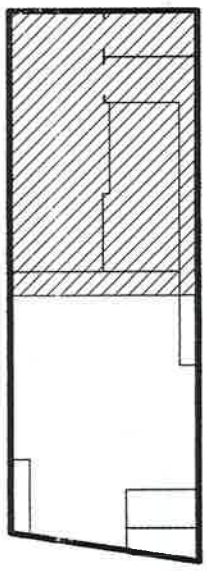
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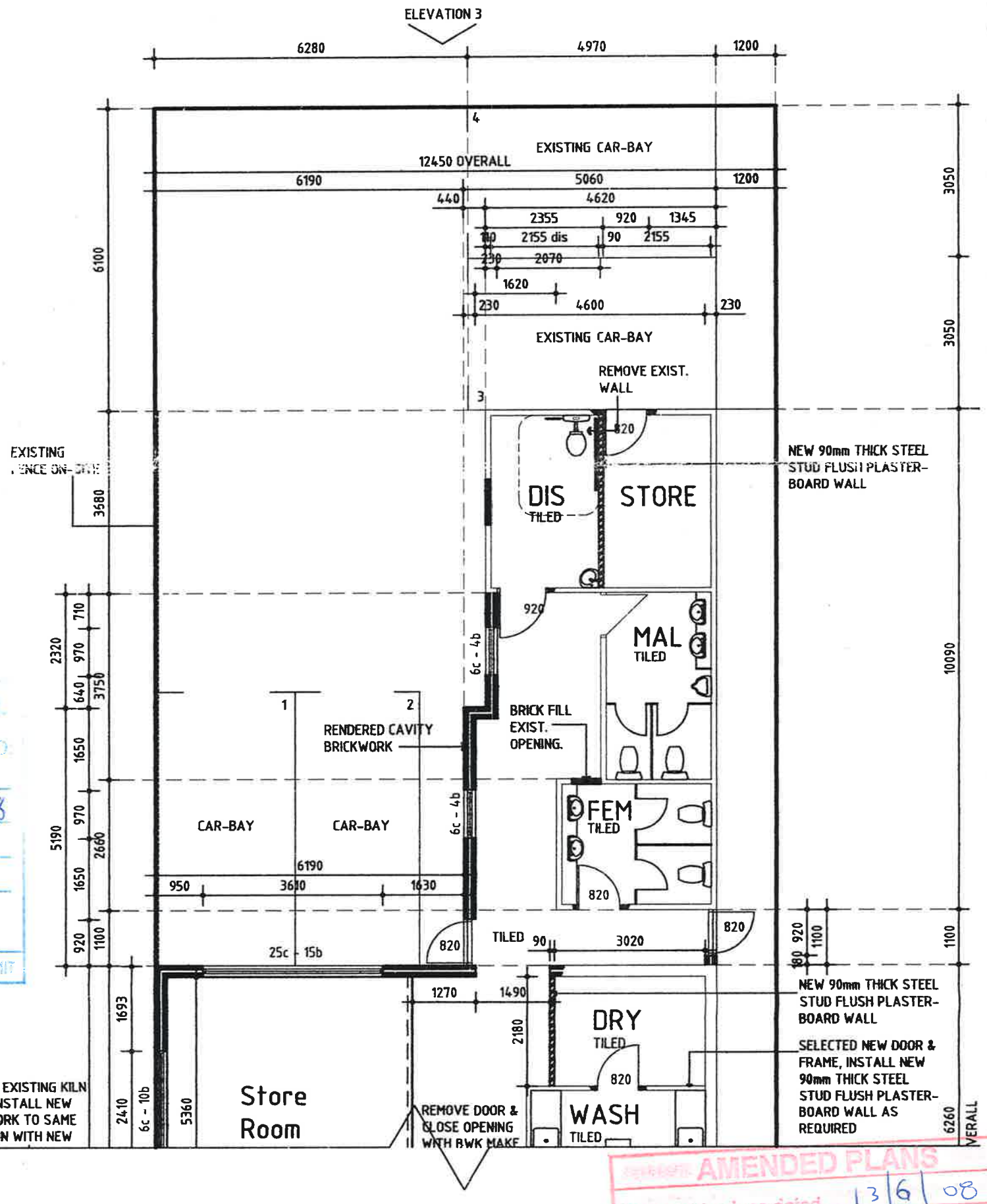
BUILDER AND ALL SUBCONTRACTORS TO VERIFY ALL EXISTING CONDITIONS, RELEVANT LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS OR PREFABRICATION.

ALL MATERIALS & METHODS OF CONSTRUCTIONS SHALL COMPLY WITH RELEVANT A.S., B.C.A. CODES AND LOCAL COUNCIL BY-LAWS.

FLOOR & WALL JUNCTION IN ALL WET AREAS TO HAVE MINIMUM 40MM DIA. COVING.



DRAWING LEGEND



PLANNING APPROVAL
GRANTED SUBJECT TO:
Conditions 1 - 13
On form serial number 32/07788
Dated 18/7/2008
Executive Manager
Sustainable Development
TOWN OF VICTORIA PARK
THIS APPROVAL IS NOT A BUILDING PERMIT

RECEIVED
16 JUL 2008
BY:

AMENDED PLANS
Supersede plans dated 13/6/08

metamorphica
Level 2, 202-218 Pier St
Perth WA 6000
Tel +618 9228 2288
Fax +618 9221 3457
architecture + interiors

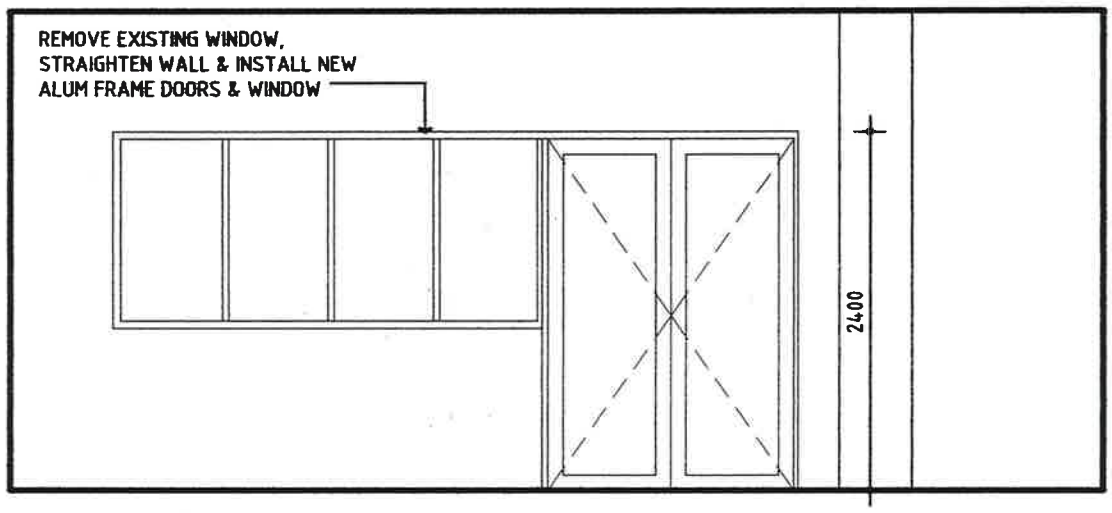
PROJECT:
PROPOSED REFURBISHMENT IN NO 877 ALBANY HIGHWAY, VICTORIA PARK, WA

DRAWING TITLE: FLOOR PLAN (CONT'D)

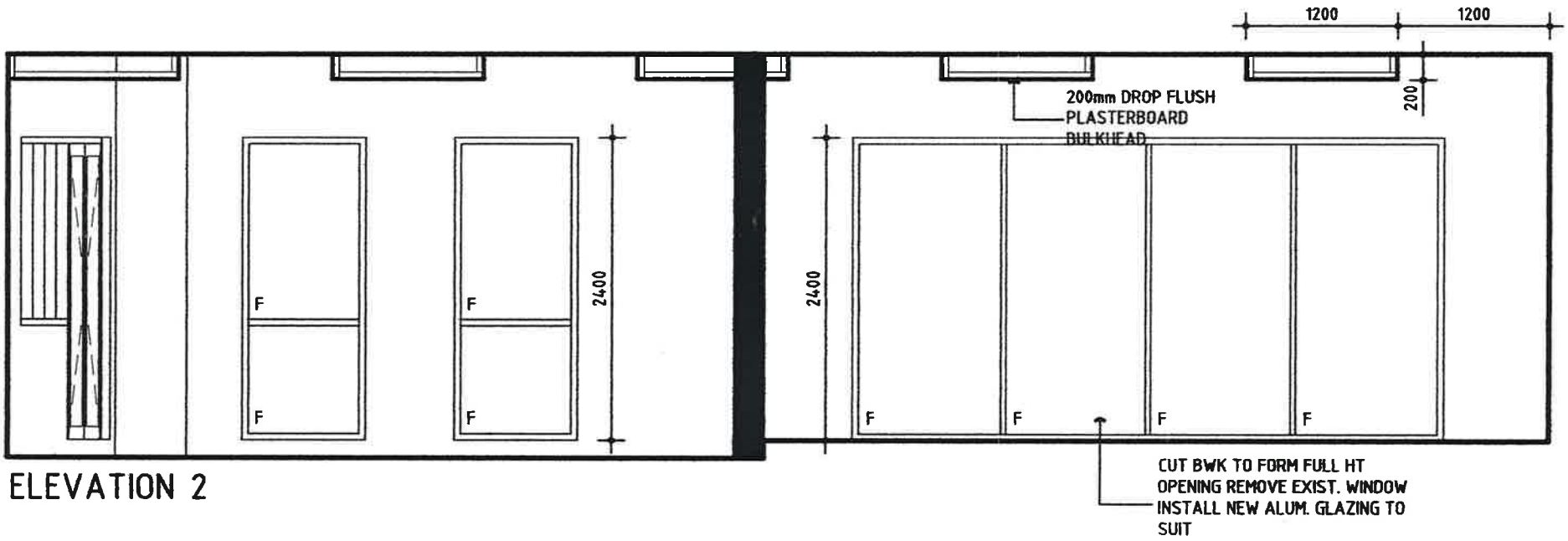
DATE	REV	REVISION NOTES
05-03-08	01	AMENDMENTS TO OVERALL LAYOUT
21-05-08	02	OVERALL AMENDMENTS
10-7-08	03	CAR-PARKING AMENDMENTS & ETC

DATE: JAN 08
SCALE: 1:100
DRAWN: SUJ
JOB NO: 1179
DWG NO: 03

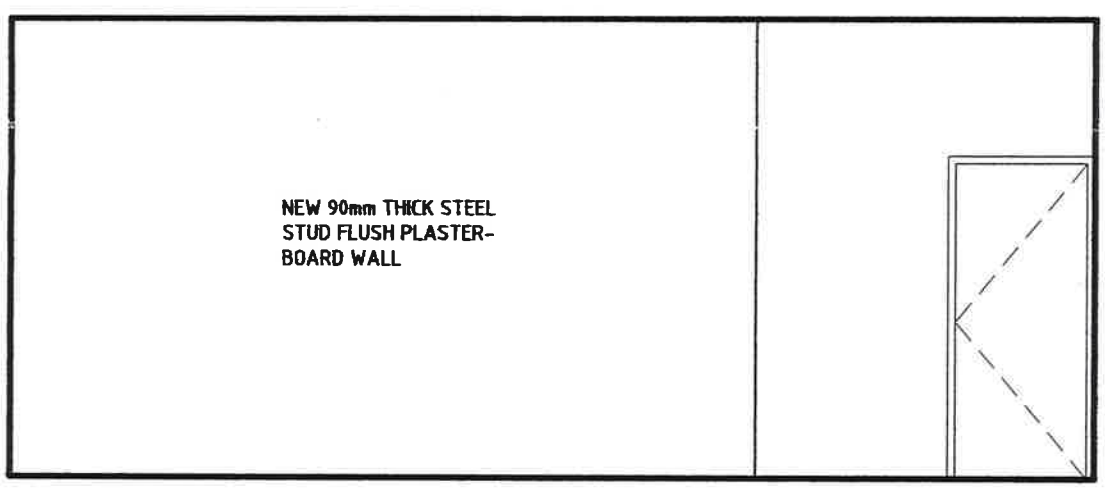
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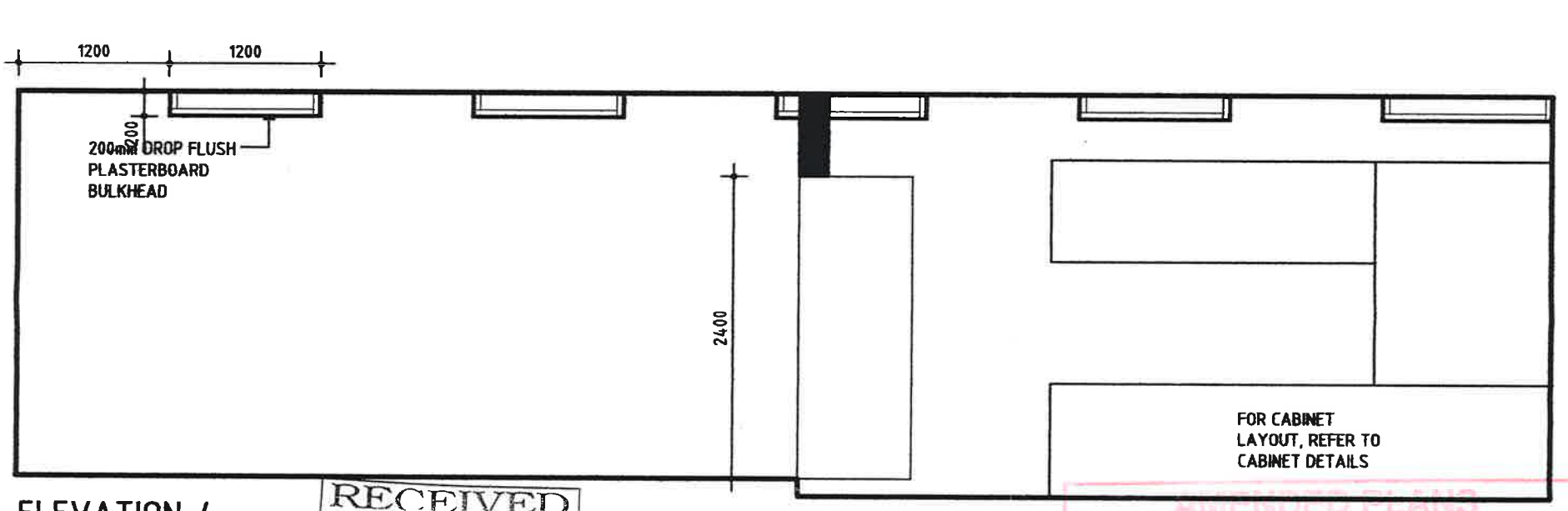
ELEVATION 1



ELEVATION 2



ELEVATION 3



ELEVATION 4

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Supersede plans dated 13/6/08

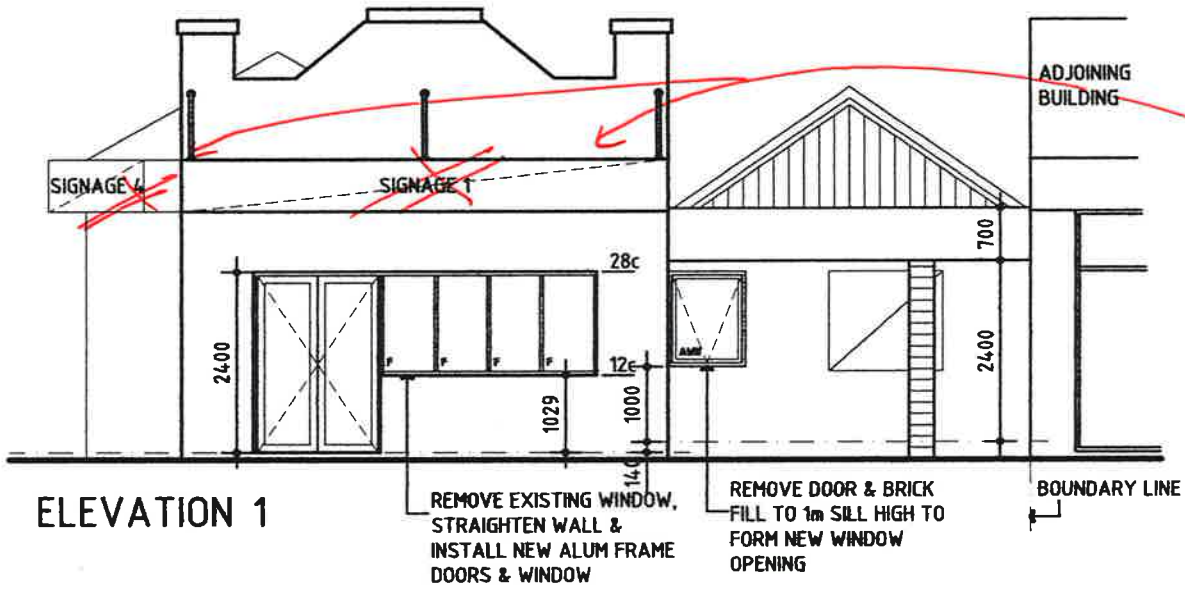
metamorphica
Level 2, 202-218 Pier St
Perth WA 6000
Tel +618 9228 2288
Fax +618 9221 3457
architecture + interiors

PROJECT:
PROPOSED REFURBISHMENT IN NO 877 ALBANY HIGHWAY, VICTORIA PARK, WA

DRAWING TITLE: SEATING AREA ELEVATIONS

DATE	REV	REVISION NOTES
21-04-08	01	OVERALL LAYOUT AMENDMENTS
21-05-08	02	OVERALL LAYOUT AMENDMENTS

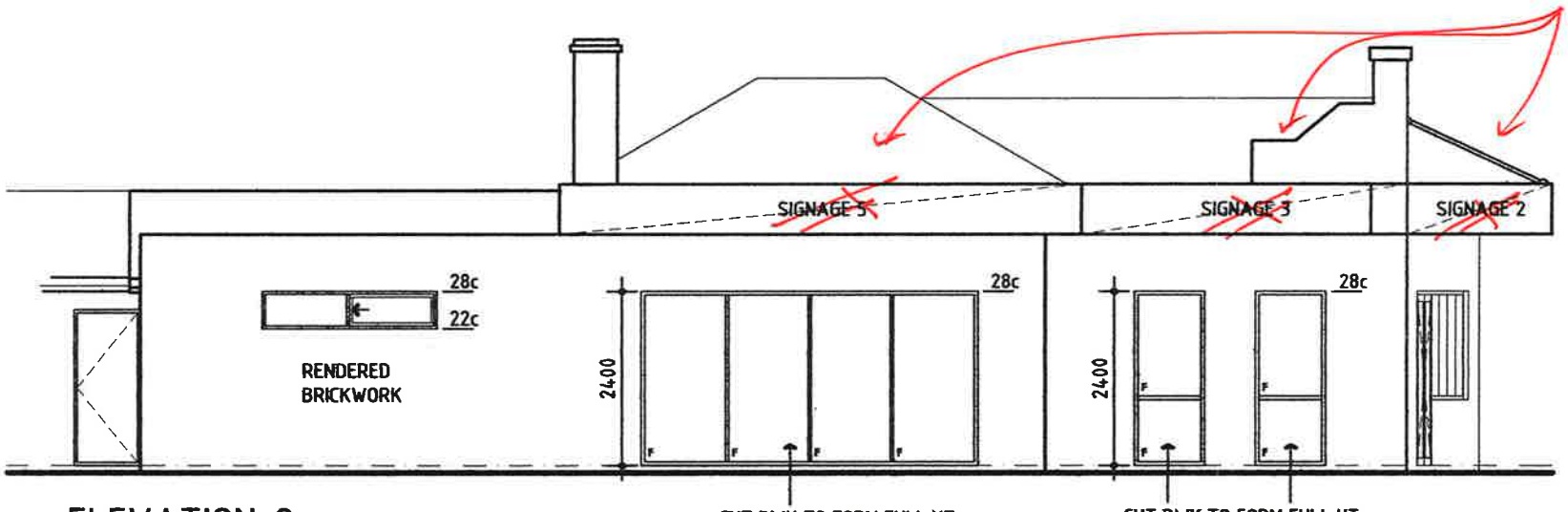
DATE: JAN 08
SCALE: 1:50
DRAWN: SUJ
JOB NO: 1179
DWG NO: 04



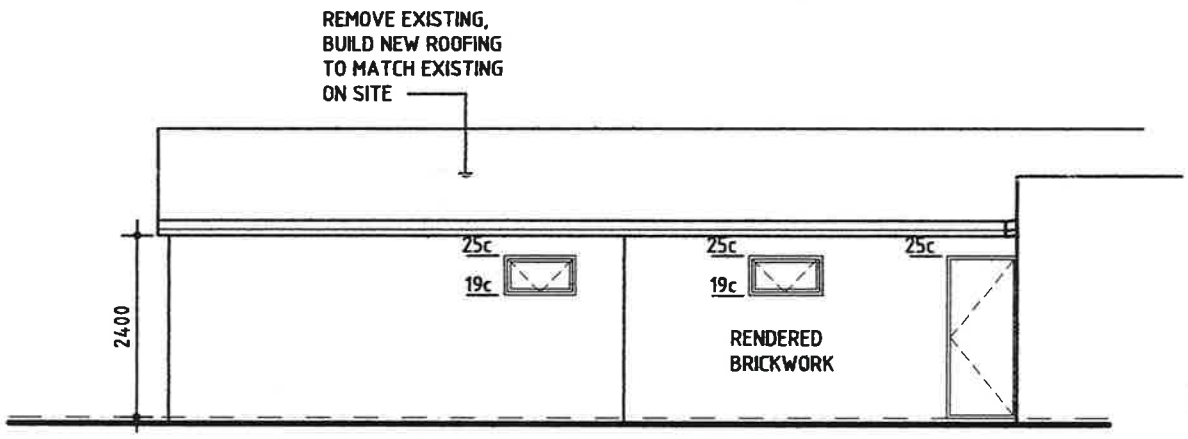
ELEVATION 1

Signage not approved as part of this application

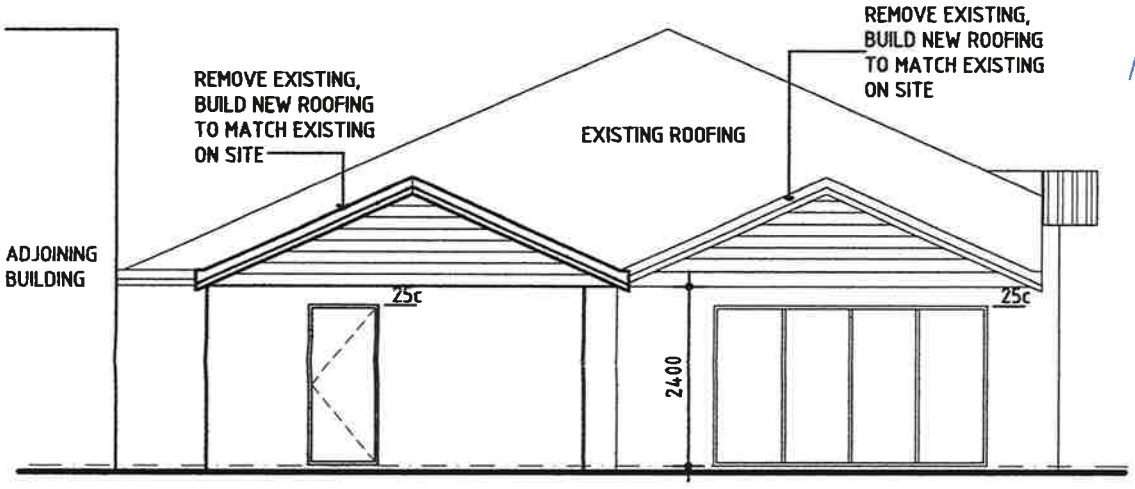
Seperate sign application required



ELEVATION 2



ELEVATION 2 (cont'd)



ELEVATION 3

RECEIVED
16 JUL 2008
BY:

PLANNING APPROVAL GRANTED SUBJECT TO: conditions 1 - 13
form serial number 32/07788
dated 18/7/2008
Executive Manager Sustainable Development
TOWN OF VICTORIA PARK
THIS APPROVAL IS NOT A BUILDING PERMIT

AMENDED PLANS
Supersede plans dated 13/6/08

NOTES

BUILDER TO CLARIFY AND VERIFY WITH METAMORPHICA FOR UNCLEAR OR INSUFFICIENT DETAILS. UNDER NO CIRCUMSTANCES WILL THIS OFFICE TAKE RESPONSIBILITY FOR ASSUMPTIONS.

SHOULD THE DOCUMENTS CONTAIN ANY DISCREPANY OR INCONSISTENCY, THEN THE DETAILED DRAWINGS AND DRAWINGS TO TAKE PRECEDENCE OVER THE SPECIFICATION.

USE WRITTEN DIMENSIONS ONLY. DO NOT SCALE THESE DRAWINGS. CHECK FOR DISCREPANCIES ALL FIGURED DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS.

BUILDER AND ALL SUBCONTRACTORS TO VERIFY ALL EXISTING CONDITIONS, RELEVANT LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS OR PREFABRICATION.

ALL MATERIALS & METHODS OF CONSTRUCTIONS SHALL COMPLY WITH RELEVANT A.S., B.C.A. CODES AND LOCAL COUNCIL BY-LAWS.

FLOOR & WALL JUNCTION IN ALL WET AREAS TO HAVE MINIMUM 40MM DIA. COVING.

metamorphica
Level 2, 202-218 Pier St
Perth WA 6000
Tel +618 9228 2288
Fax +618 9221 3457
architecture + interiors

PROJECT:
PROPOSED REFURBISHMENT IN NO 877 ALBANY HIGHWAY, VICTORIA PARK, WA

DRAWING TITLE: EXTERNAL ELEVATIONS

DATE	REV	REVISION NOTES
11-03-08	01	NEW PAGOLA IN OUTDOOR SEATING AREA
21-05-08	02	ADDITION OF NEW ELEVATIONS

DATE: JAN 08
SCALE: 1:100
DRAWN: SUJ
JOB NO: 1179
DWG NO: 09

NOTES

BUILDER TO CLARIFY AND VERIFY WITH METAMORPHICA FOR UNCLEAR OR INSUFFICIENT DETAILS. UNDER NO CIRCUMSTANCES WILL THIS OFFICE TAKE RESPONSIBILITY FOR ASSUMPTIONS.

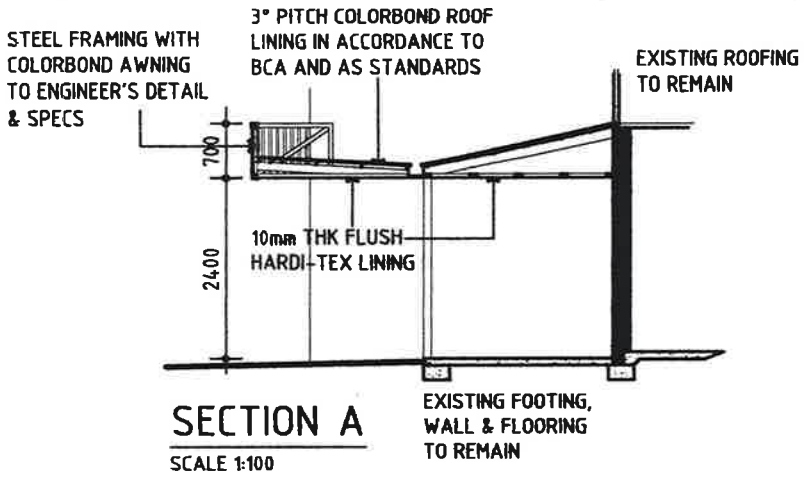
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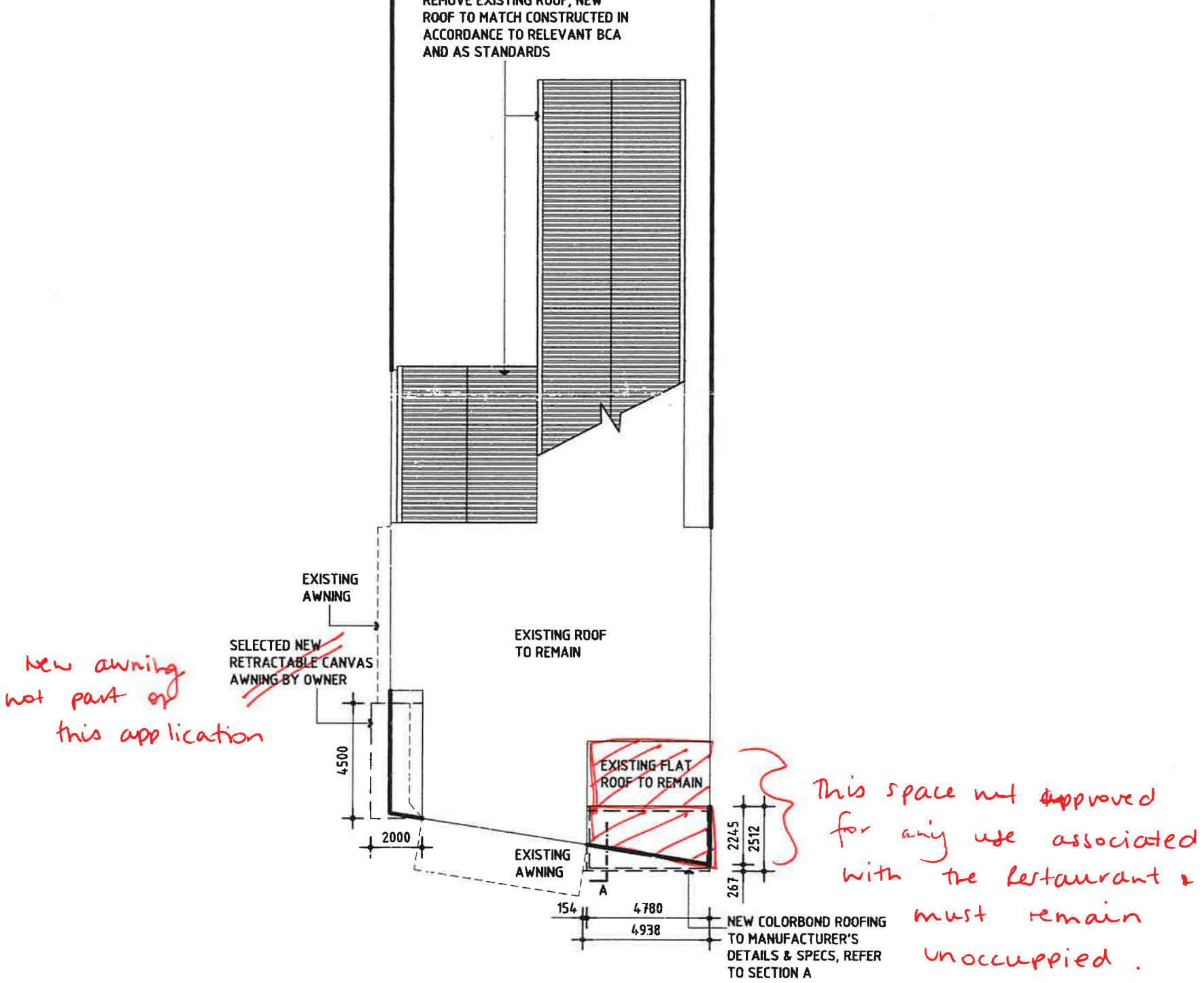
ALL MATERIALS & METHODS OF CONSTRUCTIONS SHALL COMPLY WITH RELEVANT A.S., B.C.A. CODES AND LOCAL COUNCIL BY-LAWS.

FLOOR & WALL JUNCTION IN ALL WET AREAS TO HAVE MINIMUM 40MM DIA. COVING.



SECTION A

SCALE 1:100



new awning not part of this application

This space not approved for any use associated with the Restaurant & must remain unoccupied.

RECEIVED
16 JUL 2008
BY:

AMENDED PLANS
Supersede plans dated 13/6/08

metamorphica
Level 2, 202-218 Pier St
Perth WA 6000
Tel +618 9228 2288
Fax +618 9221 3457
architecture + interiors

PROJECT:
PROPOSED REFURBISHMENT IN NO 877 ALBANY HIGHWAY, VICTORIA PARK, WA

DRAWING TITLE: NEW & EXISTING ROOF PLAN

DATE	REV	REVISION NOTES

DATE: JAN 08
SCALE: 1:100
DRAWN: SUJ
JOB NO: 1179
DWG NO: 10

11.2 No. 67 (Strata Lot: 1, Strata Plan: 72688) Hubert Street, East Victoria Park - Change of Use to Unlisted Use (Yoga Studio) and Consulting Rooms

Appendix 1 – Site Photos - No. 67 (Strata lot: 1, Strata Plan: 72688) Hubert Street, East Victoria Park - Change of Use to Unlisted Use (Yoga Studio) and Consulting Rooms

1. Photograph showing subject site as viewed from Hubert Street, with a public carpark directly abutting the subject site

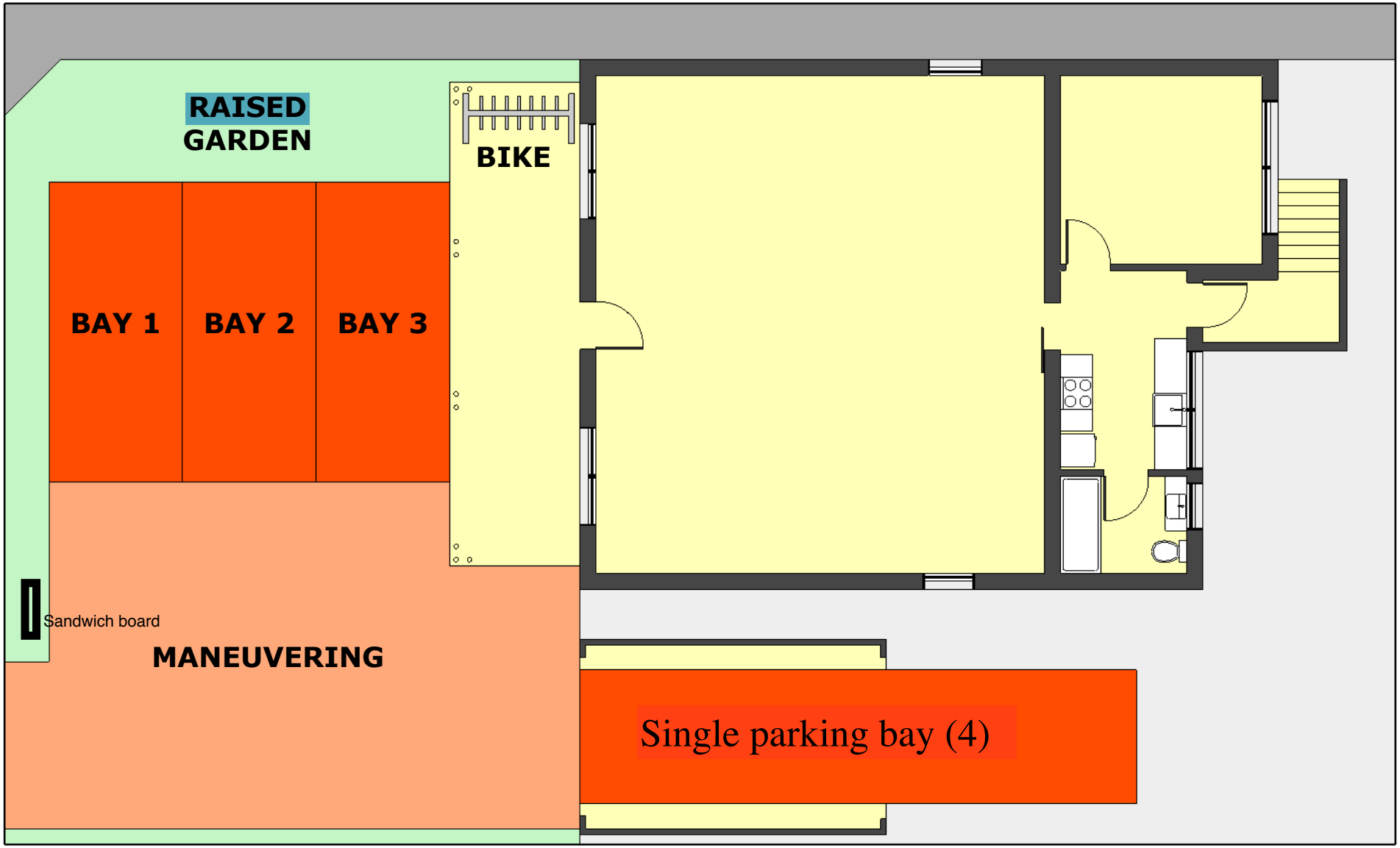


2. Photograph showing poured limestone hardstand (installed in mid-2016). Refer to the comments section of the report, for further information.

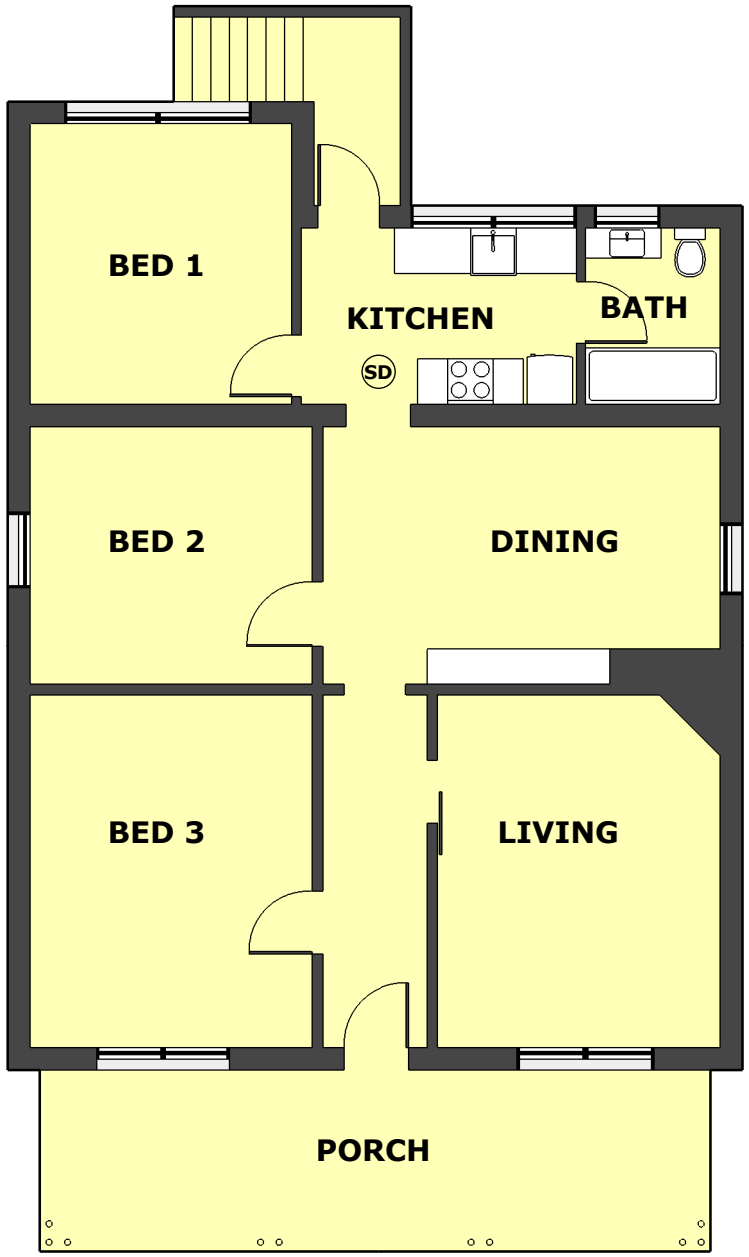


3. Photograph showing subject site as viewed from Hubert Street, and vehicle access point

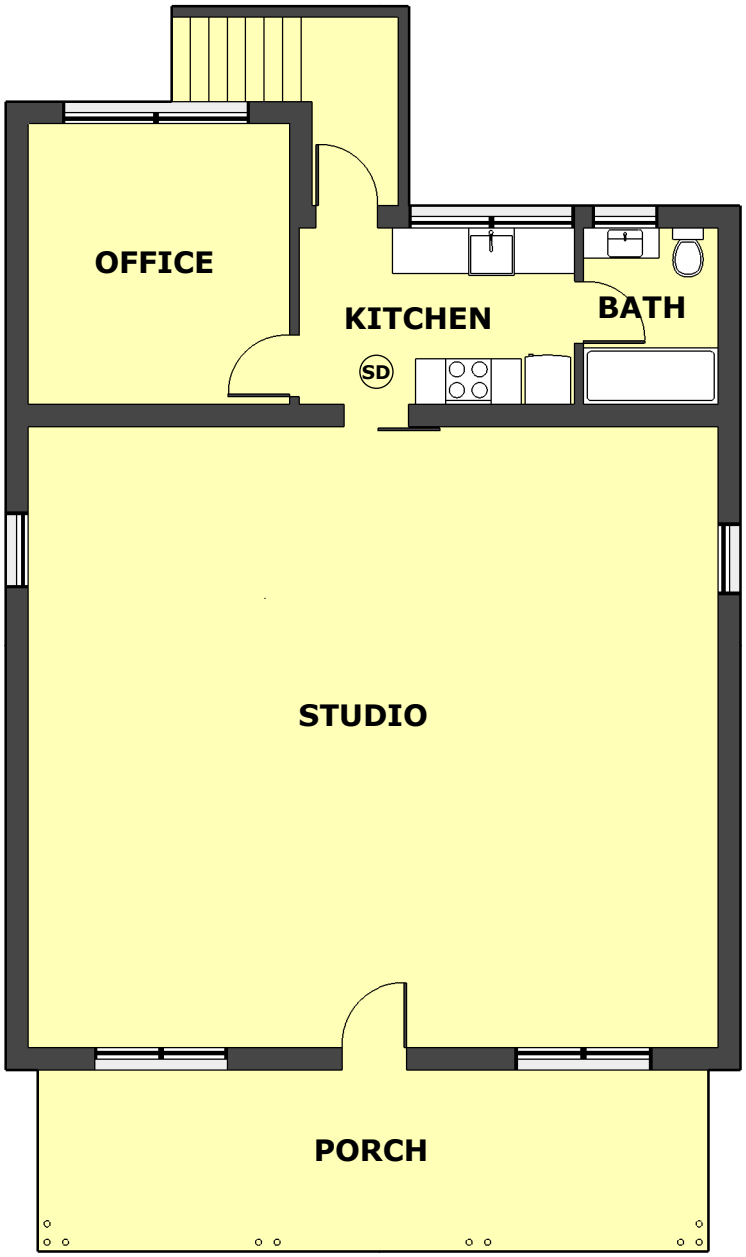



RAISED
GARDEN
BIKE
BAY 1
BAY 2
BAY 3
Sandwich board
MANEUVERING
Single parking bay (4)

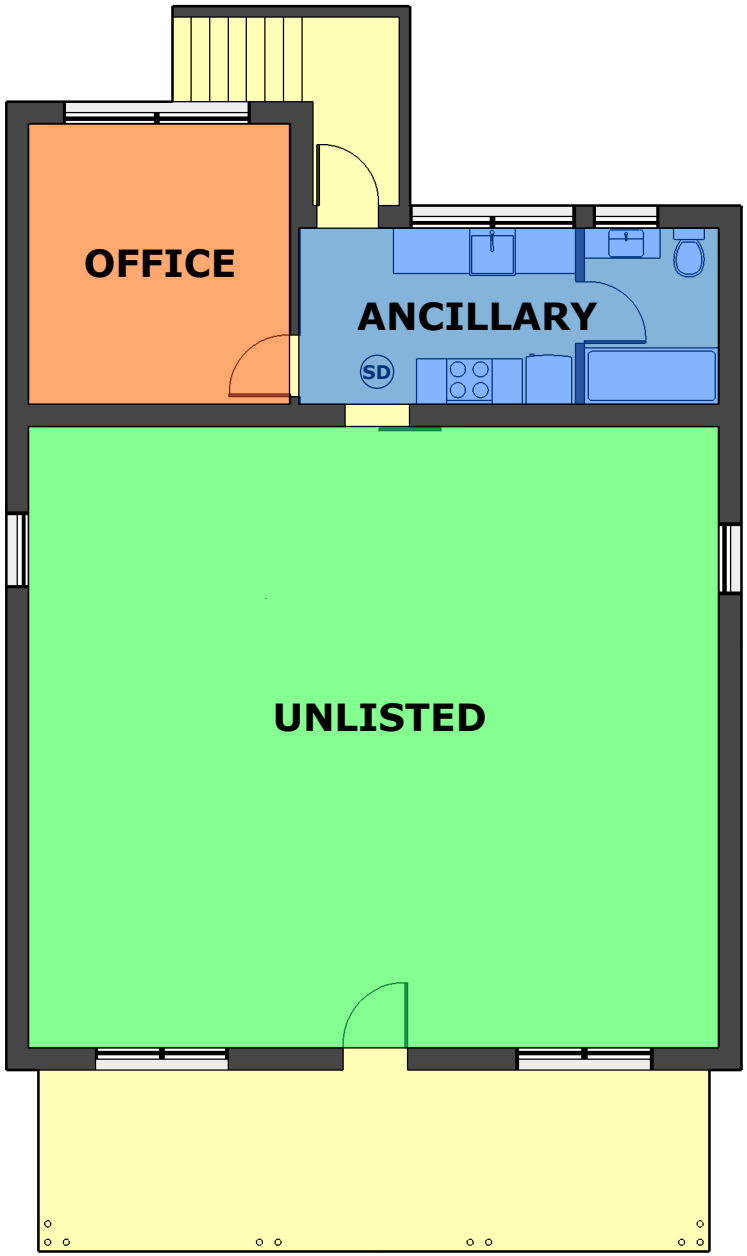
PARKING



EXISTING

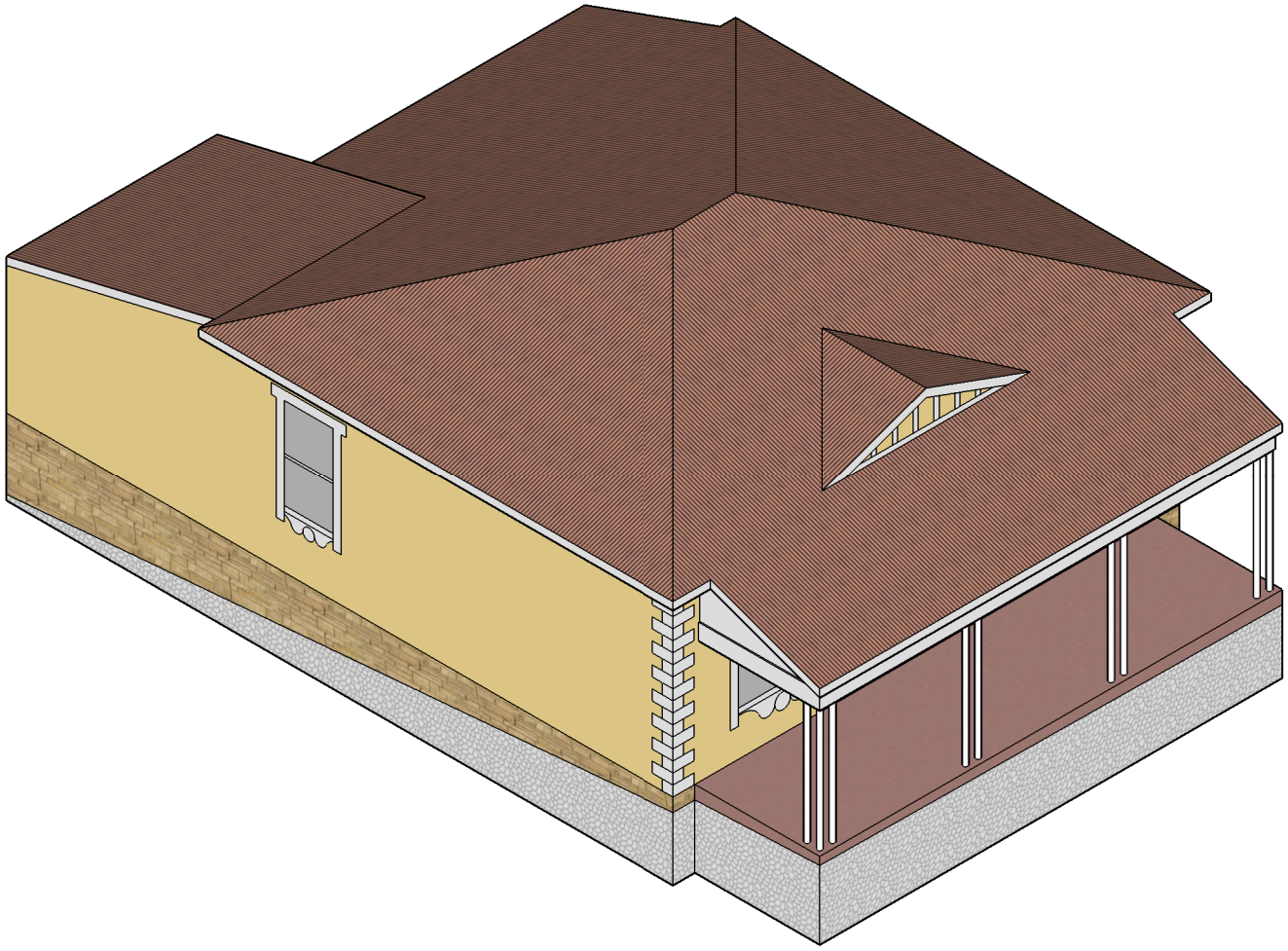


PROPOSED



USE	AREA	RATE	PARKING
OFFICE	12	PER 40 M2	0.30
UNLISTED	72	PER 30 M2	2.40
ANCILLARY	12	N/A	0.00

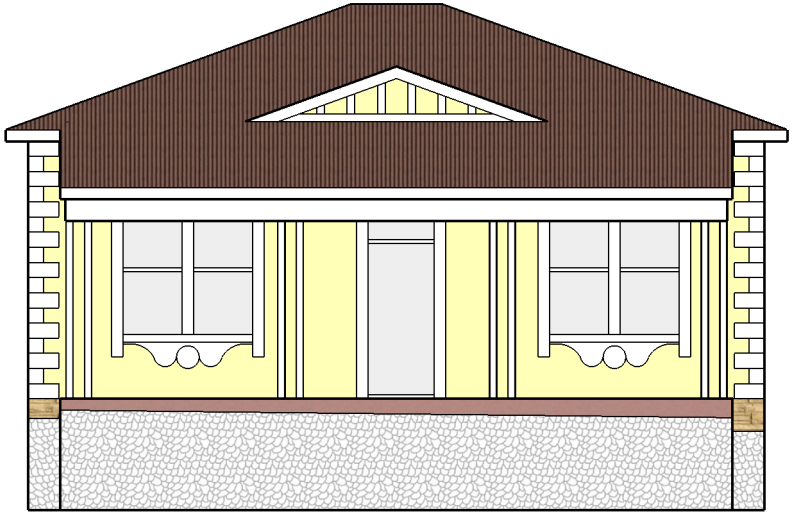
PROPOSED USAGE



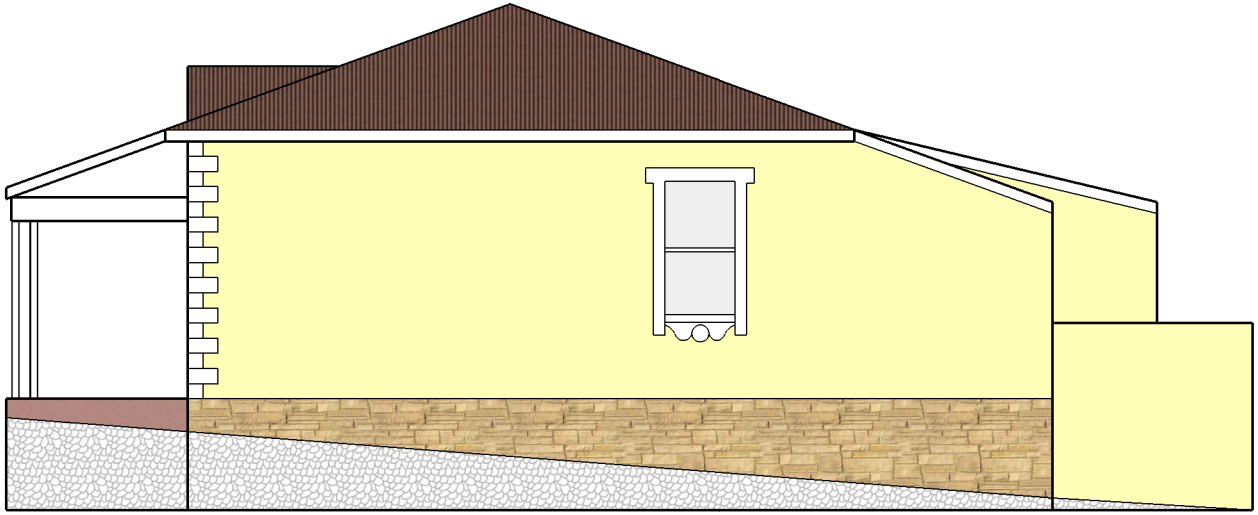
MC INTOSH DESIGN

JAMES MCINTOSH
1/13 ROBERTS ROAD
LATHLAIN WA 6100
0407.448.052
james.irwin.mcintosh@gmail.com

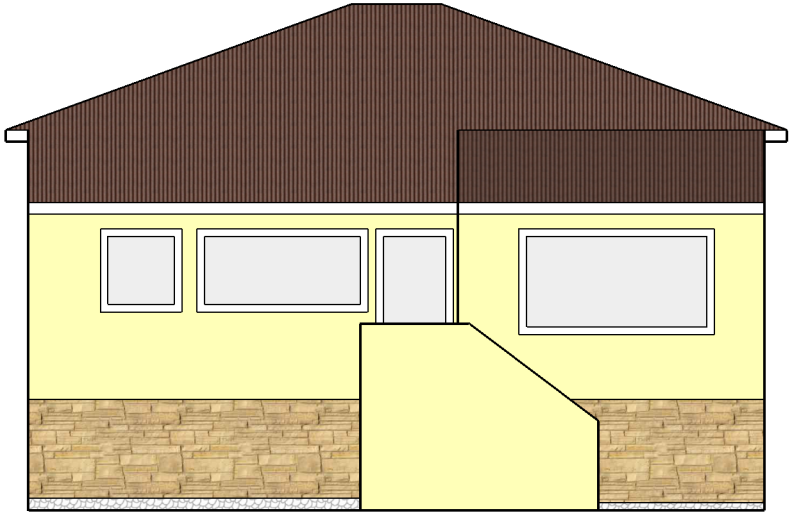
67 HUBERT STREET EAST VICTORIA PARK



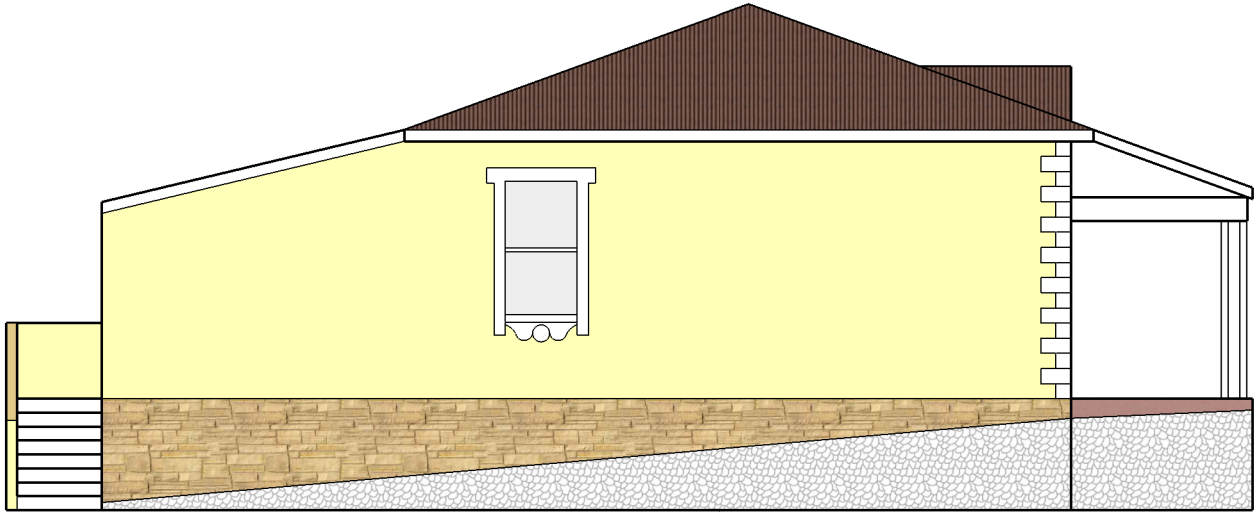
NORTH-EAST



NORTH-WEST



SOUTH-WEST



SOUTH-EAST

Yoga

Meditation

Relaxation

STILLNESS IN MOTION YOGA

Stillness in Motion Yoga
Judith Milan
9 Ruby St North Perth
T 0406 260 857
ACN 612 113 014
judepmilan@gmail.co,

No. 67 (Lot 393 and Lot 500) Hubert Street, East Victoria Park
Extension Change of Use to Unlisted Use (Health Studio/Yoga Wellness Centre)
and Change to Conditions

To Whom It May Concern

The change of use for 67 Hubert St was approved on 8 March 2016 for use as a Health Studio/ Yoga Wellness Centre. Subsequent approval for use as a shop and one on one yoga classes was given on 30 August 2016.

After this time I ceased involvement in the property and the owners of the premise have advised they have been operating under approved conditions since April 2017.

The original approval was for 12 months and I am now involved in leasing the premise conditional to the extension of the use in perpetuity, to allow for business investment and planning, and the amendment of a number of conditions.

As previously discussed with TVP I would like to further amend the use to include non-medical consulting (one practitioner, one client). This would have the same impact (in terms of parking and noise - which is minimal) as one on one yoga classes. The consulting is proposed to operate a separate times (not concurrently) with the group classes so as to comply with parking requirements.

The type of consulting proposed includes but is not limited to:

- One on one yoga sessions
- Massage
- Craniosacral therapy
- Bowen therapy
- Myofascial release
- Reflexology
- Ayurveda
- Feldenkrais method
- Counselling
- Aromatherapy
- Acupuncture
- Myotherapy
- Muscular skeletal therapy
- Nutrition
- Cupping and moxibustion
- Trigger point therapy

Additionally, I request that the conditions be amended to allow for class sizes of 15 people, change the hours of operation to 6:00am to 9:30pm and remove limitations for the number of classes allowed per day.

These changes would allow the business to be viable and competitive with other business in the area, so the benefits of the this health and yoga studio can continue to offered to the community.

To date the owners have advised that no complaints have been received, demonstrating that there is no adverse impact to the surrounding community. The minimal changes to the conditions, as proposed above, are not anticipated to have any negative impact.

Additionally, I would like to apply for non-illuminating signage on the site, under the awning of the veranda (1 x 1.5 m) and a sandwich board out the front of the property.

Kind regards

Jude Milan

Stillness in Motion Yoga

Modified 15 May 2018

[redacted]

Community Consultant - No.67 Hubert Street, East Victoria Park.

Development Application 5.2018.260.1

[redacted]

1) Allow for increase in class sizes.

2) Number of classes.

3) Hours of operation to be increased.

4) Advertising signage to be allowed.

We strongly object to these changes.

Parking and noise is one of the biggest issues, it is unfair to people who have brought houses in a residential street, to have this commercial operation forced upon them. Clients do not use the car parks on site, and if approval is given to increase class sizes, times and hours this would only introduce additional traffic and further inconvenience local residents.

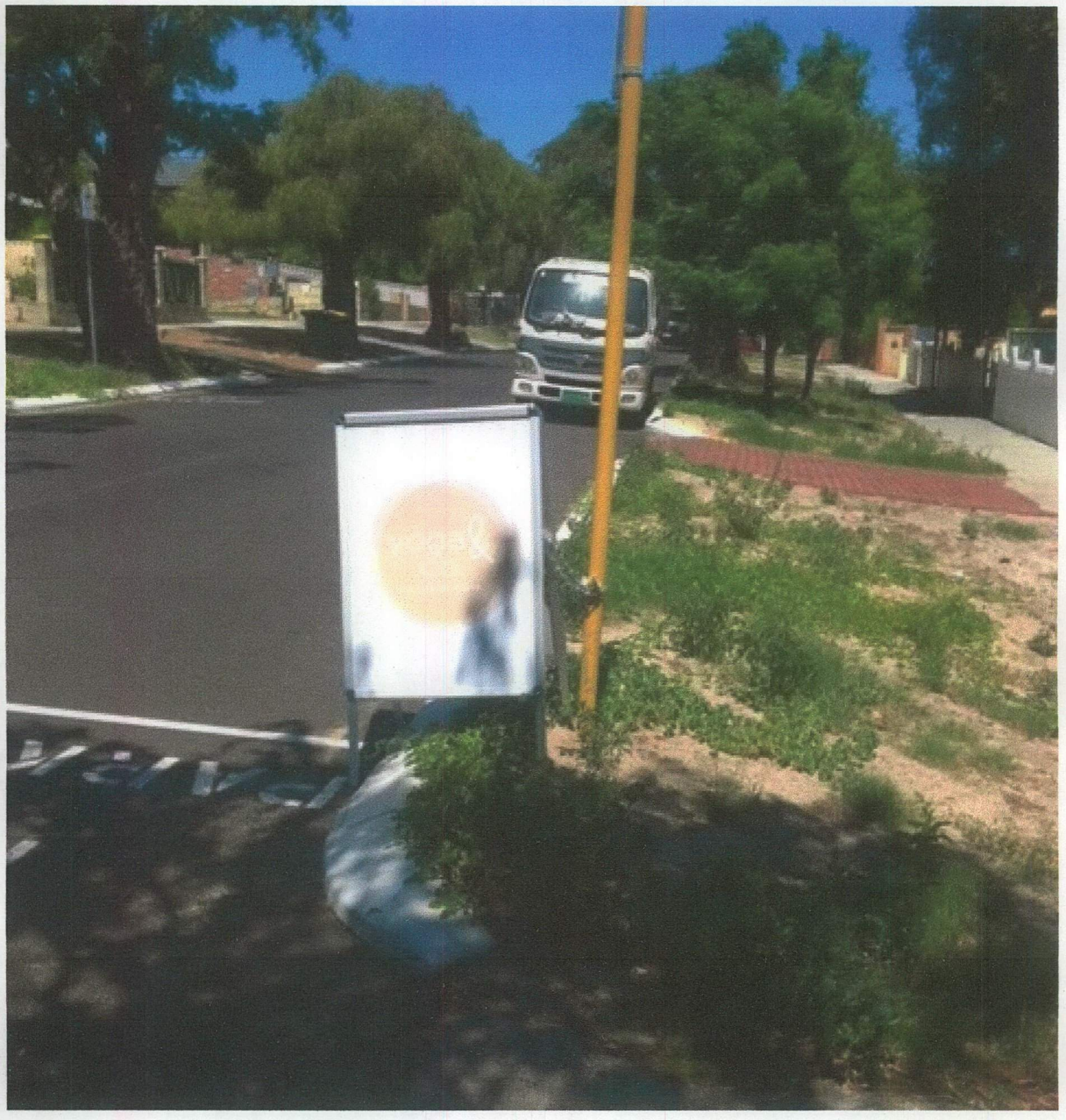
Hubert Street is a residential Street, which is already disadvantaged by the large amount of vehicles entering and exiting the Hubert Street car park.

When 67 Hubert was approved for unlisted use, Councillor Keith Hayes said, every person had the right to park outside their property. Hubert Street however is restricted to parking on the western side only between Mint and Dane Streets, so not all residences have that right and this creates an even bigger street parking problem.

Ms J Milan in her application states no complaints have been received with no impact to the surrounding community. Most people we have spoken are not happy with the commercial operation being located in a residential street, they are very unhappy with clients parking in no standing zones creating traffic hazards and noise level from doors slamming and people conversing. Neither were we advised to the subsequent approval for the studio to operate as a retail shop and to operate one on one yoga classes.

Council rules it appears do not seem to apply to this applicant, prior to approval from a residential home to unlisted use, the owner's illegally commenced construction in renovating the premises from a house to the current studio, work ceased when the council was advised and a building inspector from Town of Victoria Park visited the site.

When the Studio first opened, illegal signs advertising the studio were placed on the corner of Mint and Hubert Streets. An A frame sign was chained to a traffic p[redacted] Hubert Street, the sign was partially on the road and the verge thus b[redacted] parking in our limited area. I believe a ranger from the council cut the chain and removed the sign. (Photo attached)



The proposed extended hours of operation, class sizes and number of classes is totally opposed to. This can only create increased levels of noise and disturbances that will adversely affect the amenity of the local residences. The change of hours are strongly opposed to, 6:00am to 9:30pm is totally unacceptable, this is a residential street, to increase the hours and volume of people using the studio will directly impact us and other residents lives.

The letter received from the Town of Victoria Park dated 21 May 201[redacted]

"The application seeks to extend the temporary approval granted by Council in 2016 for a Health Studio (yoga wellness centre) at the subject site. The application also proposes a consulting room (one practitioner, one client), which is proposed to operate at separate times to the health studio."

NO MENTION OF:

(1) Extending the hours to 6:00am to 9:30pm

(2) Class sizes of 15 people

(3) Remove the limitation to the number of classes

(4) Signage on the site and outside the premises.

We are disappointed that these four points were not included in the letter for community consultation, as they will have the greatest impact on the residents.

We are long term residents in the Victoria park area. This commercial proposal (and any other) would not be for the betterment of our residential community. We fear that if this commercial venture proceeds it would set a precedent for other commercial businesses in our residential street.

[redacted]

From: Jude Milan [mailto:judepmilan@gmail.com]
Sent: Thursday, 21 June 2018 2:09 PM
To: Laura Sabitzer <LSabitzer@vicpark.wa.gov.au>
Subject: Re: No. 67 Hubert St, East Victoria Park - Community Consultation Submissions received

Hi Laura

Thank you for the opportunity to respond to this submission.

The owners of the property have advised that the local residents that they have spoken to have had no complaints with the property whilst it has been in operation. Additionally, no formal complaints have been received.

With respect to parking, the application satisfies the councils parking requirements. The layout of the street parking and the Hubert Street carpark is out of our hands and, with respect, would presumably have been known factor to residents prior to moving into the area.

To our knowledge the users of the facility have not parked in no standing zones, prevented people from parking outside their property, or caused noise that disturbed residents.

67 Hubert Street and the properties on the opposite side of the road going north are directly adjacent to a busy exisiting commercial area.

It is difficult to address these general concerns. It would have been helpful for this resident to bring these concerns to attention at the time they happen so we could have tried to determined if it was as a result of 67 Hubert Street or from the adjacent commercial area.

If this submission is from a non resident (or an owner not occupying the premise) to the proximity of 67 Hubert Street then it is purely speculative and no actual impact has occurred.

Although I have been involved in both applications, I have had no role in the building or operation of the studio to date and will be taking over in a sole proprietor role. The owners have advised that they have not placed the sign on the verge since it was brought to their attention that this is not permitted.

Please note the point regarding 'the description of the proposal by the Town in the consultation letter sent by the surrounding owners and occupiers' is best addressed by ToVP.

Yoga is a quiet, peaceful and meditative way of being and we aim to continue to operate in harmony with the surrounding community.

Kind regards
Jude Milan

11.3 No. 33 (Lot 73) & No. 35 (Lot 74) Stiles Avenue, Burswood – Change of Use from General Industry to Light Industry

Appendix 1 – Site Photos - No. 33 (Lot 73) & No. 35 (Lot 74) Stiles Avenue, Burswood – Change of Use from General Industry to Light Industry



1. Front of premises, as viewed from Stiles Avenue



2. Same location – Google streetview, February 2015



3. Bitumen surface installed, landscaping removed



4. Bitumen surface installed, landscaping removed



5. Bitumen surface installed, landscaping removed



6. Rear of subject site viewed from Right-Of-Way



7. Real Estate photo depicting unauthorized opening between No.33 and No.35 Stiles Avenue

https://www.commercialrealestate.com.au/property/33-35-stiles-avenue-burswood-wa-6100-11824496 (Accessed 19/06/2018)



8. Real Estate photo depicting unauthorized opening between No.33 and No.35 Stiles Avenue

https://www.realcommercial.com.au/property-Industrial+warehouse-wa-burswood-501401427 (Accessed 19/06/2018)

Appendix 2 – Application as submitted - No. 33 (Lot 73) & No. 35 (Lot 74) Stiles Avenue, Burswood – Change of Use from General Industry to Light Industry

PSA ref: 5631

TOWN OF VICTORIA PARK
Received: 20/03/2018

19 March 2018

Chief Executive Officer
Town of Victoria Park
Locked Bag 437
Victoria Park WA 6979

Dear Sir,

LOT 73 (33) AND LOT 74 (35) STILES AVENUE, BURSWOOD
DEVELOPMENT APPLICATION – CHANGE OF USE
PROPOSED BAKERY (LIGHT INDUSTRY)

Planning Solutions acts on behalf of Loafers Artisan, the prospective tenant of Lots 73 and 74 (33 and 35) Stiles Avenue, Burswood (**subject site**). Planning Solutions has prepared the following letter in support of an Application for Development Approval for a change of use on the subject site.

In support of this application we provide the following documents:

1. Town of Victoria Park Application for Development Approval Form signed by the applicant and landowner.
2. Copies of the Certificates of Title applicable to the subject site.
3. Development plans, including a site and ground floor plan depicting the proposed use.

This letter will discuss various matters pertinent to the proposal, including

- Background.
- Site details.
- Proposal.
- Town planning considerations.

As further detailed below, the application seeks approval for a change of use to allow for the use of a bakery on the subject site. We respectfully request the Town grant approval to the application.

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URBAN & REGIONAL PLANNING
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www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

1 BACKGROUND

Planning Solutions submitted an archival search with the Town of Victoria Park (**Town**) on 8 January 2018 to obtain copies of previous planning and building approvals to determine the existing approved use for the subject site. The search produced several building plans which depicted the existing approved, and built, factory units on the subject site.

Refer **Appendix 1** Archived Building Plans.

In the absence of any formal planning approval documents, Planning Solutions sought clarification from the Town to confirm the archived building plans were sufficient to determine the existing approved use on the subject site.

In correspondence dated 23 January 2018, the Town advised it was satisfied the archived building plans are a sufficient indication of the previously approved Industrial use on the subject site. Previous tenants at the site have utilised the property for industrial purposes, including warehousing and storage. Given the site has continued to operate for industrial purposes, which has not been discontinued for a period of six months or more, it is concluded that non-conforming use rights exist for the subject site

The Town has advised that it interprets the existing 'Factory' use (as indicated on the approved building plans) as most closely translating to the 'General Industry' land use as defined under the Town's current Local Planning Scheme No. 1 (**LPS1**). This change of use application has therefore been lodged to obtain approval for the proposed bakery (Light Industry) non-conforming use on the subject site.

2 SITE DETAILS

2.1 Legal Description

Refer to **Table 1** below for a description of the land subject to this development application.

Table 1 – Lot details

Lot	Plan/Diagram	Volume	Folio	Area (m²)
73	2619	1559	812	491
74	2619	1276	965	486
			Total	**977**

2.2 Regional context

The subject site is located in the suburb of Burswood, approximately 4km east of the Perth Central Business District. The site is within an established commercial and light industrial area.

The subject site has frontage to Stiles Avenue and rear access from a right-of-way (**ROW**) (Lane 94). The site is in close proximity to Great Eastern Highway and Graham Farmer Freeway which provides connections from the subject site to the Perth city centre and to the wider metropolitan region.

The subject site is within the municipality of the Town of Victoria Park (**Town**).

2.4 Local context

The subject site is situated within the transitioning Burswood locality and is in close proximity to a diverse and varied range of land uses. The subject site is immediately surrounded by one to two storey light industrial/commercial buildings and single storey residential cottages. Stiles Griffiths Reserve is located at the end of Stiles Avenue, approximately 80 metres south west of the site.

The Crown Entertainment Complex is located approximately 500 metres west of the subject site. High density residential development as part of The Springs, Rivervale redevelopment project is progressing approximately 200 metres east of the subject site. A mix of commercial and service industrial uses are located along Great Eastern Highway to the south of the subject site.

The subject site is located approximately 250 metres north east of the Burswood Railway Station and approximately 360 metres from westbound and eastbound bus stops along Great Eastern Highway which provide high frequency bus services to the Perth city centre and surrounding local area. The Graham Farmer Freeway principal shared path is located approximately 200 metres east of the site.

Photographs 1 to 5 depict the subject site and surrounds.



Photograph 1 – Subject site as viewed from Stiles Avenue.



Photograph 2 – Subject site as viewed from rear ROW.



Photograph 3 – Development opposite the subject site on Stiles Avenue.



Photograph 4 – Stiles Avenue looking east, demonstrating neighbouring development.



Photograph 5 – Stiles Avenue looking west, showing existing commercial and light industrial uses along the southern side of Stiles Avenue.

3 PROPOSED CHANGE OF USE

The proposal involves utilising the existing warehouse buildings on the subject site for the operation of a local, independent, artisan bakery. The proposed development will allow the prospective tenant to expand their growing business which has operated from 38 Stiles Avenue, Burswood (opposite the subject site) since 2011. The business owner has secured a positive relationship with neighbouring residential properties, with no issues or concerns having been raised with the operation of the existing bakery. Refer **Appendix 2** for a letter of support from the resident of 36 Stiles Avenue, Burswood.

The proposal relates to the use of the land only, and as such, no modifications or alterations to the existing buildings or structures are proposed as part of this application.

The proposal incorporates fitting out of the rear of the ground floor of the buildings to accommodate the bakery operations. The front area comprising of the existing offices, toilets and storage will be retained. The mezzanine level will be utilised for storage associated with the business.

The bakery is proposed to operate 24 hours, 7 days a week, operating in a similar manner to the tenant's existing bakery. There will be no more than six staff working on site at any given time.

Delivery vehicles will access the subject site from Stiles Avenue. Deliveries will leave between 03.00 and 05.00 daily, returning between 07.00 and 09.00. While no shop front is proposed at this stage, it is expected that customers and retailers will occasionally visit the proposed bakery.

Waste will be collected by a private contractor. Four bins will be collected from the rear ROW two-three times a week. Through the use of efficient exhaust systems, no significant or adverse noise or odour impacts are expected from the proposed bakery.

The existing parking and access arrangements for subject site are proposed to be retained.

4 TOWN PLANNING CONSIDERATIONS

4.1 Town of Victoria Park Local Planning Scheme No.1

Zoning and Land Use

The subject site is zoned Office/Residential under the provisions of the Town of Victoria Park Local Planning Scheme No. 1 (**LPS1**).

Clause 18 of LPS1 relates to non-conforming uses, with clause 18(1)(a) stating:

> *(1) Except as otherwise provided in this Scheme, no provision of the Scheme shall be deemed to prevent:*
>
> *(a) the continued use of any land or building for the purpose for which it was being lawfully used at the Gazettal date of the Scheme;*

As outlined in Section 1 of this letter, it has been demonstrated that the subject site was approved as a Factory by the City of Perth in 1988, prior to the gazettal of LPS1 on 30 September 1998. The use of the property for industrial purposes has continued since the original approvals. In accordance with the provisions of Clause 18 of LPS1, the subject site is found to benefit from a non-conforming use right to operate for 'General Industry' purposes.

The use of 'General Industry' is defined under LPS1 as:

> ***"general industry"*** *means an industry other than a cottage, extractive, hazardous, light or noxious industry.*

TOWN OF VICTORIA PARK
Received: 20/03/2018

It is considered that the use of a Bakery best falls under the definition of 'Light Industry' which is defined under LPS1 as:

> ***"light industry"*** *means an industry;*
>
> *(a) in which the processes carried on, the machinery used, and the goods and commodities carried to and from the premises, will not cause any injury to, or will adversely affect the amenity of the locality by reason of the emission of light, noise, electrical interference, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water or other waste products; and*
>
> *(b) the establishment of which will not, or the conduct of which does not, impose an undue load on any existing or proposed service for the supply or provision of water, gas, electricity, sewerage facilities, or any other like services;*

Through its nature, the operation and processes of a bakery are considered to meet the definition of a 'Light Industry' use. The proposed bakery utilises light machinery including ovens, mixing bowls, retarders and proovers. This machinery, and the goods and commodities carried to and from the subject site would not cause injury, nor affect the amenity of the locality through emission.

Further, it is considered that the proposed bakery will not impose undue load on existing and future service infrastructure.

Whilst a Light Industry use is an 'X' (prohibited use) within the Office/Residential zone, clause 18 of LPS1 allows for the alteration or extension to a non-conforming use.

Specifically, clause 18(3) states:

> *Notwithstanding anything contained in the Zoning Table, the Council may grant its Development Approval to the change of use of any land from a non-conforming use to another non-conforming use if the proposed use is, in the opinion of the Council, less detrimental to the amenity of the locality than the original non-conforming use and is, in the opinion of the Council, closer to the intended purpose of the Zone or Reserve.*

It is considered that a Light Industry (Bakery) use is less detrimental to the amenity of the locality as the use does not adversely affect the amenity by reason of processes, machinery or emission. As explored above, only light machinery will be utilised on the subject site. From this, no significant odour or noise emissions are expected. Further, the proposed development is considered to be more in line with the Town's vision for the locality as outlined in the Precinct Plan section below.

The proposed change of use is therefore capable of being approved under clause 18(3) of LPS1.

Amendment No. 77 to LPS1

Amendment No. 77 (**A77**) seeks to amend LPS1 to modify the 'Industry' and 'Light Industry' definitions and insert a new 'Service Industry' land use. We understand A77 is currently with the Minister for approval and subsequent gazettal.

A77 will have implications for the proposed development, specifically the addition of a 'Service Industry' land use which is proposed to be defined as:

TOWN OF VICTORIA PARK
Received: 20/03/2018

> ***"service industry"*** *means –*
>
> *(a) an industry – light carried out from premises which may have a retail shopfront and from which goods manufactured on the premises may be sold by wholesale or retail; or*
>
> *(b) premises which may have a retail front uses for the laundering, dry cleaning, servicing or repair of goods either on the premises or elsewhere.*

It is considered the proposed bakery is most appropriately classed as a 'Service Industry' use, as the use involves a light industry use from which goods are manufactured on the premises and sold by wholesale or retail. At this stage, there is no proposal for a retail shop front, however, this aspect may be revisited in the future.

As the 'Service Industry' use is proposed to be an 'AA' (discretionary use) in the Office/Residential zone, the proposed development is capable of approval, subject to Council exercising its discretion.

It is understood that if A77 is gazetted during the assessment of this application, the proposed use will be classed as 'Service Industry' and determined accordingly.

Precinct Plan

The subject site is located within Precinct 2 – Burswood Precinct (**P2**). The statement of intent of P2 is:

> *The Burswood Precinct should be redeveloped primarily as an area of mixed office and residential uses east of the railway and for residential uses with integrated mixed use development west of the railway.*
>
> *Redevelopment in the Precinct should acknowledge the prominence of Burswood Peninsula. In keeping with the location of the Precinct, buildings and surrounding landscaping should be of a high visual standard to complement a key entry route to the city, and contribute to reducing the visual impact of the Graham Farmer Freeway.*
>
> *Development adjacent to the Burswood Resort Complex should have regard for the proximity of this area to the complex, and acknowledge the importance of the Precinct as a backdrop to the river setting and views of the Peninsula from various vantage points. New development of a well integrated pedestrian network, through site layout and building design, which would encompass links to the adjoining Burswood Peninsula Precinct.*
>
> *Public places such as parks, reserves and streets will be used, maintained and enhanced so they contribute to a pleasant environment in the Precinct.*

Under the P2 Precinct Plan, the subject site is identified as being within the Office/Residential zone. This area is envisaged for redevelopment from industrial use to an area with a mix of compatible office and residential uses, as well as ancillary uses that serve the residents and work force.

Whilst this area is planned for redevelopment and regeneration under the Town's planning framework, the area is still in a transitional state and will remain as such until development occurs in accordance with the future planning direction.

The proposed bakery, whilst not an office or residential use, is considered to be closer to the intent of the zone than the existing 'General Industry' factory use. Importantly, A77 will introduce the use of 'Service Industry' as a use capable of approval within the Office/Residential zone.

Given no works are proposed, it is considered that the proposed change of use does not undermine the ultimate intent for the area as envisaged under P2.

TOWN OF VICTORIA PARK
Received 28/03/2019

The proposed bakery will provide an interim service to the surrounding community and is considered a suitable transitional use for an area as it undergoes regeneration in accordance with the vision established under P2. The ongoing utilisation of the warehouse provides continuous local economic activity and employment by an expanding local business. The property, rather than lay vacant, is utilised, providing stimulus to the local area.

4.2 Local Planning Policy 35 – Policy Relating to Development in Burswood Station East

Local Planning Policy 35 – Policy Relating to Development in Burswood Station East (**LPP35**) states that in the absence of an adopted Local Structure Plan, no development within the Burswood Station East will be approved unless the Town is satisfied that the development will not prejudice future planning for the precinct.

It is considered that the proposed bakery use at the subject site will not prejudice the long term objectives and future planning for the Burswood Station East precinct. The proposal relates to the use of the subject site only with no modifications, alterations, additions or demolition proposed for the site.

The proposed use continues the existing light/service industrial use of the subject site and surrounding locality. The proposed use will not have an adverse effect to the surrounding character and amenity.

4.3 PLNG10 – Transitional Use Policy

PLNG10 – Transitional Use Policy (**PLNG10**) promotes the consideration of temporary uses in an area undergoing redevelopment or regeneration. It is considered that the proposal meets the criteria as set out in the policy.

The proposed bakery use provides employment and services to the local community benefiting the local economy and providing economic stimulus. The proposed bakery utilises an existing warehouse which may otherwise be vacant. This use is appropriate for the area given its light industry nature and low intensity operations, which are compatible with the existing uses and development in the local area.

5 DEVELOPMENT REQUIREMENTS

As the development proposes no external works component, an assessment against the development standards of LPS1, P2 and the Town's suit of local planning policies is not warranted. As this application simply seeks to change the use of an existing approved General Industry building to Bakery (Light Industry), an assessment of the car parking implications is provided below.

5.1 Car parking

Local Planning Policy No. 23 – Parking Policy (**LPP23**) outlines the car parking requirements applicable to the subject site. The existing use of General Industry and proposed use of Light Industry are considered to fall under the 'Warehouse/Industry' activity/use for the purposes of car parking. The car parking requirement for Warehouse/Industry is set out under LPP23 as:

> *3 bays for the first 150m² of net floor area (NLA), and thereafter, 1 bay for every 75m² of NLA.*

The subject site contains 10 car parking bays, comprising four bays at the front of the site (accessed from Stiles Avenue) and six covered bays within the rear of the site (accessed from the ROW).

Given there are no changes to the floor area of the building, and the car parking requirement for the proposed Light Industry use is the same as the existing General Industry use, the existing approved car parking provision for the subject site is considered acceptable.

TOWN OF VICTORIA PARK
Received: 20/03/2018

The existing number of bays is adequate to cater to the parking demand for the proposed bakery. The subject site also benefits from convenient access via alternative forms of transportation, including bicycle and public transport.

6 CONCLUSION

This application seeks the Town's approval for a change of use on the subject site. The proposal would allow for the utilisation of the existing warehouse for the operation of a Bakery. The proposal is consistent with the statutory planning framework and warrants approval for the following reasons:

1. The proposed use is consistent with the provisions of the Metropolitan Region Scheme and the non-conforming use provisions of the Town of Victoria Park's Local Planning Scheme No. 1.
2. The proposed bakery use is less detrimental to the locality than the existing approved General Industry use.
3. The proposed bakery will allow for the property to be used for a suitable, low-intensity and low-impact use in the interim, whilst the locality undergoes transition towards a mixed office and residential precinct.
4. The proposed bakery will expand an existing local business, improving the local economy.

Having regard to the above, the proposal clearly demonstrates the suitability of the proposed bakery use for the subject site.

Accordingly, we respectfully request the Application for Development Approval is approved by the Council.

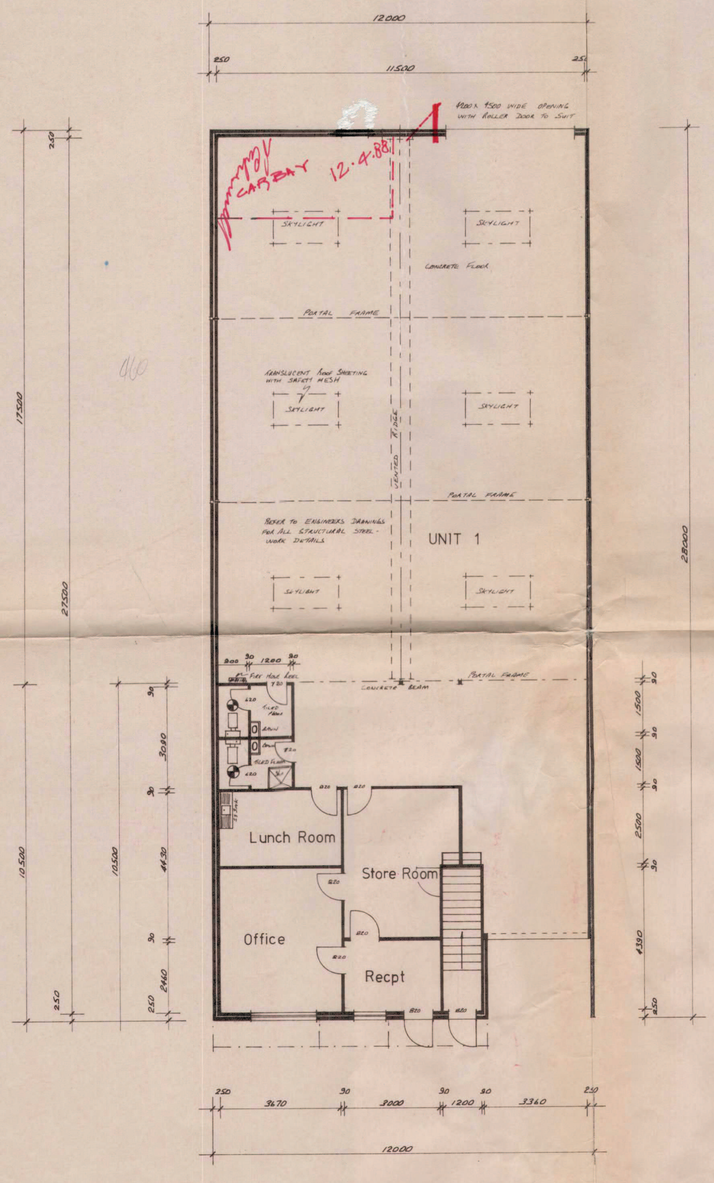
Should you have any queries or require clarification in regard to the proposal, please do not hesitate to contact the undersigned.

Yours faithfully,

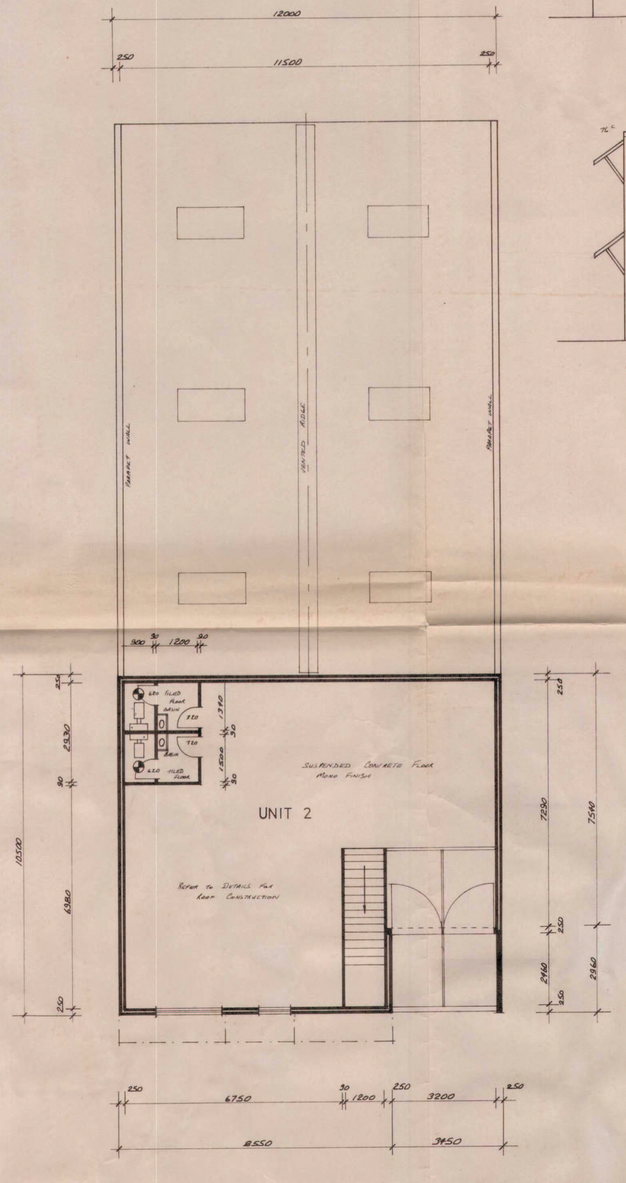
JESSE DUNBAR
SENIOR PLANNER

180319 5631 Development Application

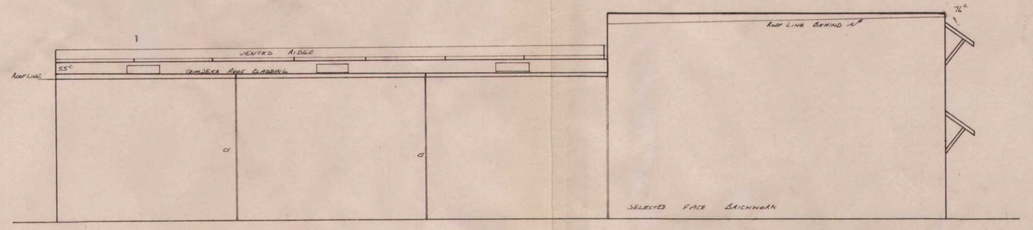
TOWN OF VICTORIA PARK
Received: 20/03/2018

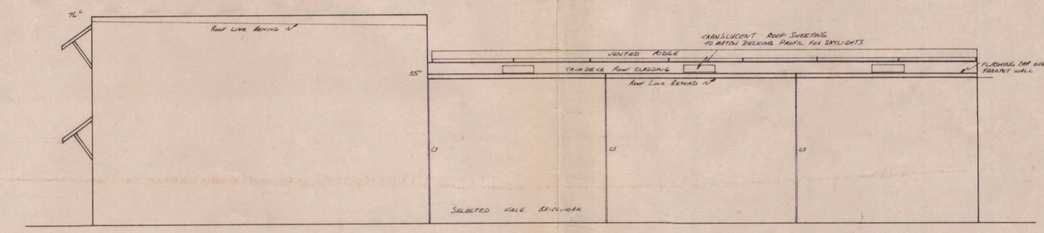


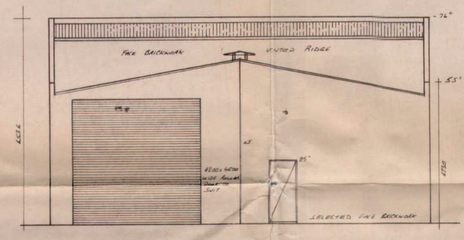
GROUND FLOOR PLAN



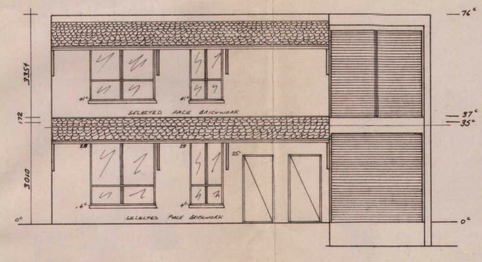
FIRST FLOOR PLAN







NOTE ALL DIMENSIONS ARE TO CHECK AND VERIFIED BY BUILDER PRIOR TO THE COMMENCEMENT OF ANY WORKS



29 FEB 1988

SCALE 1:100

PROPOSED UNIT DEVELOPMENT
Lot 74 STILES Ave RIVERVALE

IN THE ABSENCE OF THE APPROVED SIGNATURE THIS DRAWING SHALL BE TREATED AS PRELIMINARY

TOWN OF VICTORIA PARK
Received: 20/03/2018

CONDITIONS OF APPROVAL

1. Comply with the requirements of the Water Authority of Western Australia.
2. Comply with the requirements of the Chief Inspector of Shops and Factories.
3. Comply with the requirements of the W.A. Fire Brigades Board.
4. Comply with the requirements of the Council's Health Department, as attached to back of plan.
5. Comply with the requirements of the Council's Engineering Department.
6. This building, or any part thereof, shall not be occupied until a Certificate of Classification has been issued to the owner by this Council.
7. 24 hours notice to be given to City Building Surveyor for inspection and approval of work prior to placement of all structural concrete.
8. A temporary cross-over to be provided to the satisfaction of the Council before work commences.
9. Section 314 of the Local Government Act requires the owner or occupier of a building to paint or affix the street numbers upon a conspicuous place on the front of the building, or upon the fence or gate adjoining the street, or upon a notice on the lot.
10. In the event that the City of Perth Engineer certifies in writing
    (a) that damage has been caused by you or your agents to a street, footpath or kerb; and
    (b) the cost of repairing the damage,
    you shall forthwith upon demand in writing being made by the City for the amount of the cost of the said repairs, pay such sum to the City of Perth. The Engineer's Certificate shall be conclusive proof of the cost of the repairs.
11. Please advise Council's Building Department when work commences and for final inspection when work is complete.
12. The door of every fully enclosed water closet shall open outwards or be readily removable from the outside.
13. **Comply with notations in red on plan.**
14. **The builder is to ensure that dust from the site is kept to a minimum, especially during site works.**
15. **Personnel escape door to be provided, as indicated in red on approved plan.**

I.....GERRARD.....have read the above conditions imposed under Section 374 (1a) of the Local Government Act, and agree to comply therewith.

Signed ..... Date 22.7.88

Please give the State Energy Commission at least 6 weeks notice of your need for a connection to Electricity and Gas supplier.

You are hereby notified that this plan must be submitted to the Water Authority of Western Australia at 629 Newcastle Street before work is commenced.

THE "BUILDER" AS DEFINED IN THE UNIFORM BUILDING BY-LAWS IS RESPONSIBLE FOR THE ACCURATE DETERMINATION OF THE LOT BOUNDARIES.

CITY OF PERTH
BUILDINGS DEPARTMENT

Items Checked	Officer	Date	Remarks
Site Inspection			
Plans	K.A.	9/5/88	
Specifications			
Calculations			

20-5-88

CITY OF PERTH
BUILDING LICENCE No. 91/88
DATE OF ISSUE 23.7.88
APPROVED 11 MAY 1988
SIGNED ..... City Building Surveyor
Subject to compliance in all respects with the Western Australian Uniform Building By-laws.

City of Perth
NOTICE TO BUILDERS

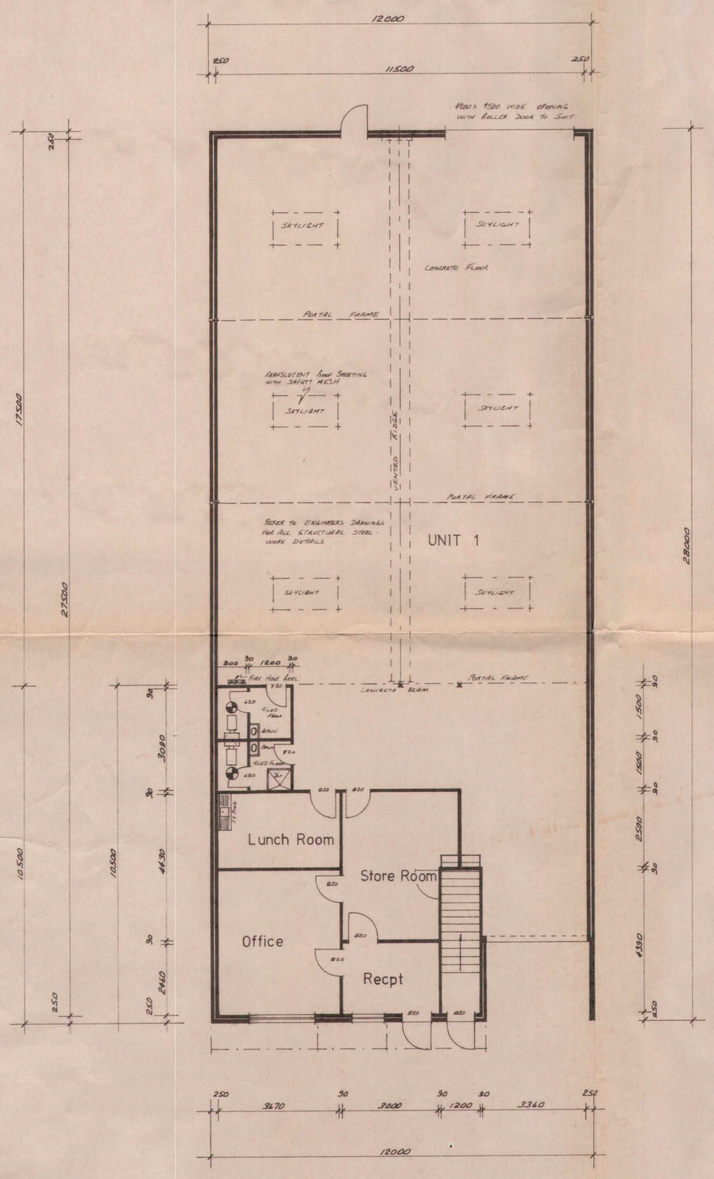
The Builder's attention is hereby directed to the general unsatisfactory erection and condition of the Temporary E.C.'s erected for builder's use.

As soon as work is commenced on any Building not provided with Sanitary accommodation approved by the Health Department the builder shall erect a privy properly framed in timber not less than 75 mm by 50 mm with wall of Weatherboard or Galvanized iron, fitted with a door and roof. Such privy shall be properly screened from public view and shall be constructed and erected to the approval of the Chief Health Surveyor.

This plan must be strictly adhered to and any departure from same, unless Council approval is first obtained, constitutes a breach of the building by-law rendering the offender liable to prosecution.

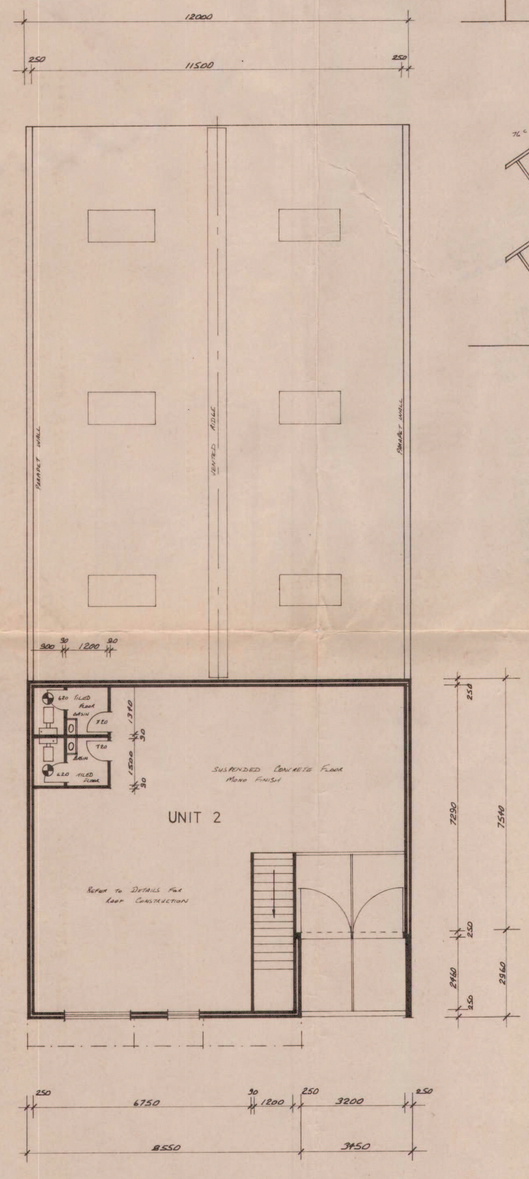
CITY OF PERTH
ALL SOAKWELLS MUST BE AT LEAST 1.8 METRES FROM ANY BUILDING, SEPTIC TANK, OR BOUNDARY OF THE LOT.

TOWN OF VICTORIA PARK
Received: 20/03/2018

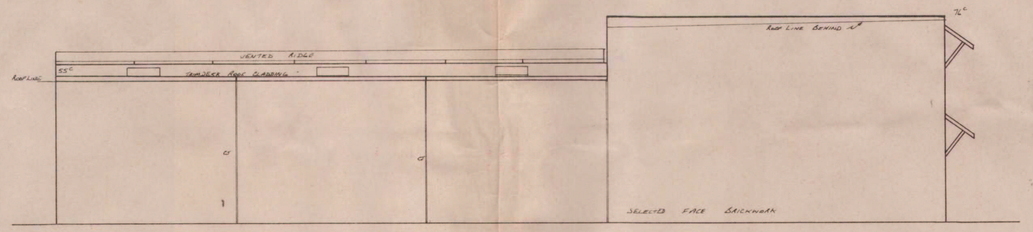


GROUND FLOOR PLAN

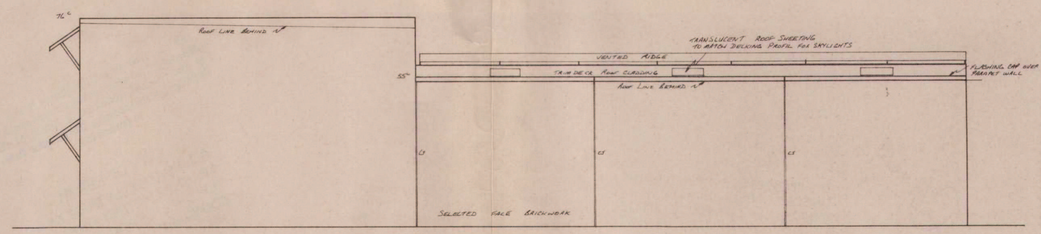
— REVERSE PLAN —



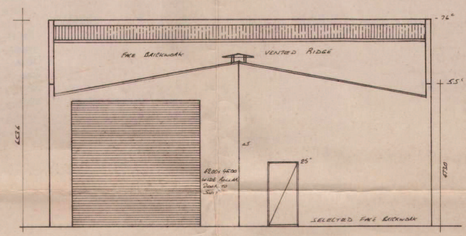
FIRST FLOOR PLAN



SIDE ELEVATION

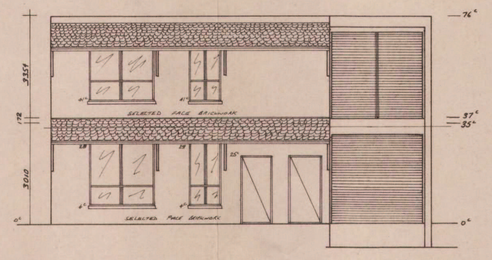


SIDE ELEVATION



REAR ELEVATION

NOTE: ALL DIMENSIONS ARE TO CHECK AND VERIFIED BY BUILDER PRIOR TO THE COMMENCEMENT OF ANY WORKS.



FRONT ELEVATION

ENGINEERING DEPT
RECEIVED
18 MAY 1988

18 MAY 1988

SCALE 1:100

NO STORMWATER IS TO DISCHARGE FROM THIS PROPERTY ONTO ANY ADJACENT PROPERTY, ROADWAY, FOOTPATH OR R.O.W.

WORK RELATED TO ENTRIES, CROSSOVERS OR ANY OTHER WORKS IN THIS ROAD RESERVE ARE SUBJECT TO SEPARATE APPROVAL FROM THE CITY ENGINEER.

IN THE ABSENCE OF THE APPROVED SIGNATURE THIS DRAWING SHALL BE TREATED AS PRELIMINARY

PROPOSED UNIT DEVELOPMENT
Lot 73 STILES Ave RIVERVALE

CONDITIONS OF APPROVAL

1. Comply with the requirements of the Water Authority of Western Australia.
2. Comply with the requirements of the Chief Inspector of Shops and Factories.
3. Comply with the requirements of the W.A. Fire Brigades Board.
4. Comply with the requirements of the Council's Health Department, as attached to back of plan.
5. Comply with the requirements of the Council's Engineering Department.
6. This building, or any part thereof, shall not be occupied until a Certificate of Classification has been issued to the owner by this Council.
7. 24 hours notice to be given to City Building Surveyor for inspection and approval of work prior to placement of all structural concrete.
8. A temporary cross-over to be provided to the satisfaction of the Council before work commences.
9. Section 314 of the Local Government Act requires the owner or occupier of a building to paint or affix the street number of such building upon the front or other part of such building, so as to be visible from the street, or upon a notice on the lot.
10. In the event that the City of Perth Engineer certifies in writing
    (a) that damage has been caused by you or your agents to a street, footpath or kerb; and
    (b) the cost of repairing the damage,
    you shall forthwith upon demand in writing being made by the City for the amount to pay to the City of Perth the amount of the said cost. Such certificate of the City of Perth Engineer's certificate shall be conclusive proof of the cost of the repairs.
11. Please advise Council's Building Department when work commences and for final inspection when work is complete.
12. The door of every fully enclosed water closet shall open outwards or be readily removable from the outside.
13. The builder is to ensure that dust from the site is kept to a minimum, especially during site works.
14. Comply with notations in red on plan.

I.....have read the above conditions imposed under Section 374 (1a) of the Local Government Act, and agree to comply therewith.

Signed ..... Date .....

28.7.88

THE "BUILDER" AS DEFINED IN THE UNIFORM BUILDING BY-LAWS IS RESPONSIBLE FOR THE ACCURATE DETERMINATION OF THE LOT BOUNDARIES.

Please give the State Energy Commission at least 6 weeks notice of your need for a connection to Electricity and Gas supplier.

You are hereby notified that this plan must be submitted to the Water Authority of Western Australia at 629 Newcastle Street before work is commenced.

This plan must be strictly adhered to and any departure from same, unless Council approval is first obtained, constitutes a breach of the Building by-law rendering the offender liable to prosecution.

CITY OF PERTH
ALL SOAKWELLS MUST BE AT LEAST 1.8 METRES FROM ANY BUILDING, SEPTIC TANK, OR BOUNDARY OF THE LOT.

CITY OF PERTH
BUILDING LICENCE No. 910/88
DATE OF ISSUE 28.7.88
APPROVED 13 JUN 1988
SIGNED .....
City Building Surveyor
Subject to compliance in all respects with the Western Australian Uniform Building By-laws.

City of Perth
NOTICE TO BUILDERS

The Builder's attention is hereby directed to the general unsatisfactory erection and condition of the Temporary W.C's erected for builder's use.

As soon as work is commenced on any Building not provided with Sanitary accommodation approved by the Health Department the builder shall erect a pdwy properly framed in timber not less than 75 mm by 50 mm with wall of Weatherboard or Galvanised Iron, fitted with a door and roof. Such privy shall be properly screened from public view and shall be constructed and erected to the approval of the Chief Health Surveyor.

Plans Checked | Officer | Date | Remarks
Site Inspection
Plans

CITY OF PERTH
BUILDINGS DEPARTMENT

Levels Vary. b.l.n.

TOWN OF VICTORIA PARK
Received: 20/03/2018

City of Perth

TO: CITY BUILDING SURVEYOR

FROM: CONTROLLER OF HEALTH SERVICES

SUBJECT: BUILDING PLAN - PROPOSED UNIT DEVELOPMENT LOT 73 (NO. 33) STILES AVENUE, RIVERVALE

DATE: 23 MAY 1988 **FILE:** H/STILES JB:rp

The attached plan dated 16 May 1988 is satisfactory to the Health Department, subject to compliance with the following (as amended):

1. a) Health Act 1911
   b) Sewerage (Lighting, Ventilation and Construction) Regulations
   c) Factories and Shops Act Regulations
   d) Metropolitan Water Supply, Sewerage and Drainage Board By-Laws
   e) City of Perth Health By-Law
   f) Environmental Protection Act (Noise Emissions)

2. With particular attention to:

   2.1 Toilets

   Mechanical ventilation - fans to expel to the open air at not less than 10 air changes per hour.

   2.2 Lunch Room

   Provide .015m² of outlet ventilation for 10m² of floor area.

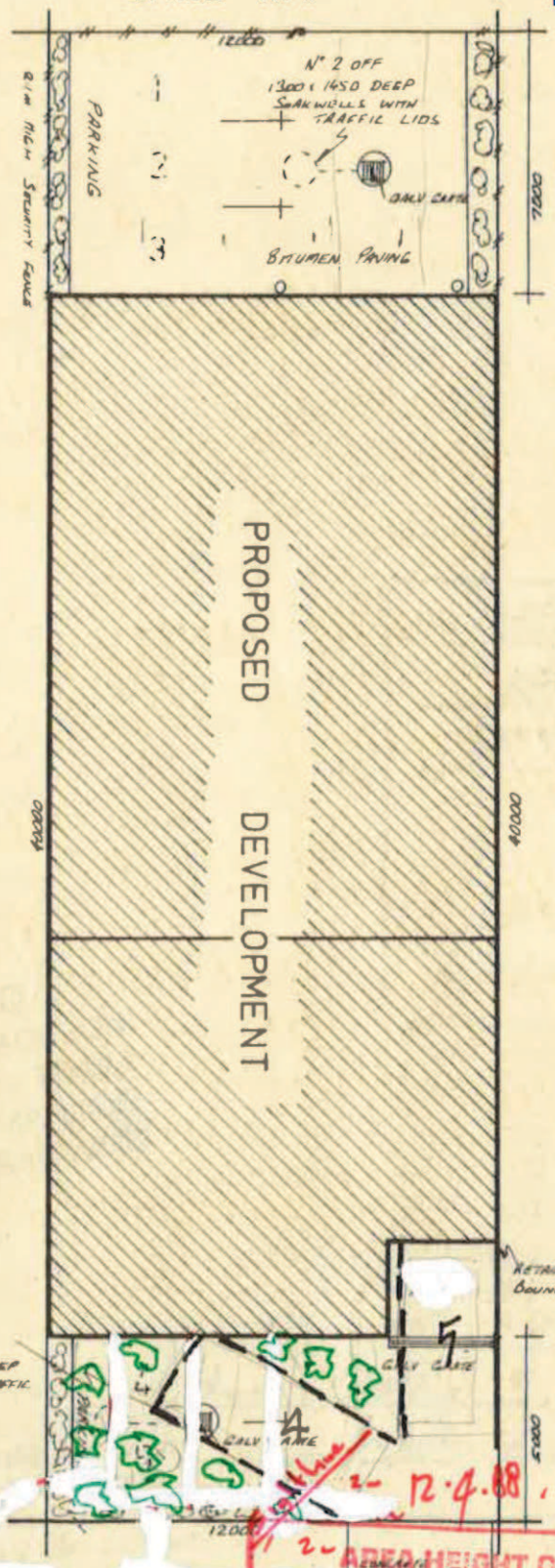
   2.3 Bin Enclosure

   Provide a suitable enclosure of sufficient size to accommodate all containers used on the premises. Minimum size of 5m², screened by a wall of 1.8 metres high and a tap is to be provided.

J. Giorgi

J. GIORGI
CONTROLLER OF HEALTH SERVICES

TOWN OF VICTORIA PARK
Received: 20/03/2018



NOTE : BUILDER MUST CHECK AND VERIFY ALL DIMENSIONS PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORKS

LANDSCAPE

CALYSTEMON RINGS PARK SPECIAL (BOTTLEBRUSH)

AGONIS FLOCUOSA

FELICIA ECHINATA

Site Plan

SCALE : 1 200

STILES AVE

2 - 12.4.18.

2 - AREA HEIGHT OF OBSTRUCTION 0.75 METRES

AVIDE T.P. and D. ACT SECTION 31(1)

NO STORMWATER IS TO DISCHARGE FROM THIS PROPERTY ONTO ANY ADJACENT PROPERTY, ROADWAY, FOOTPATH OR R.O.W.

WORK RELATED TO ENTRIES, CROSSOVERS OR ANY OTHER WORKS IN THE ROAD RESERVE ARE SUBJECT TO SEPARATE APPROVAL FROM THE CITY ENGINEER

Prop's Development Lot 74 STILES AVE RIVERVALE

TOWN OF VICTORIA PARK
Received: 20/03/2018

CITY OF PERTH

BUILDING LICENCE No. 911/88

DATE OF ISSUE 25-7-88

APPROVED 11 MAY 1988

SIGNED .....
City Building Surveyor

Subject to compliance in all respects with the Australian Uniform Building By-laws.

CITY OF PERTH
ALL SOAKWELLS MUST BE AT LEAST 1.8 METRES FROM ANY BUILDING, SEPTIC TANK, OR BOUNDARY OF THE LOT.

CITY OF PERTH
BUILDINGS DEPARTMENT

Items Checked	Officer	Date	Remarks
Site Inspection	R.L.	6/9/88	Vent
Plans	R.L.	9/9/88	
Specifications			

NOTICE TO BUILDERS

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This plan must be strictly adhered to and any departure from same, unless Council approval is first obtained, constitutes a breach of the building by-law rendering the offender liable to prosecution.

Town of Victoria Park

Locked Bag 437

Victoria Park WA 6979

TOWN OF VICTORIA PARK
Received: 20/03/2018

March 15, 2018

To whom it may concern,

RE: LOAFERS ARTISAN

I, John, Slehofer, of 36 Stiles Avenue Burswood, wish to state that I have been a resident at this address for the entire duration of Loafers Artisan's occupancy at 38 Stiles road Burswood.

During this time, I have received no disruptions at all, even with their 24-hour operations. I have consistently maintained a positive relationship over this time and I am confident that the nature of this relationship shall remain unchanged in the future.

Should you have any further queries regarding this statement, please do not hesitate to contact me.

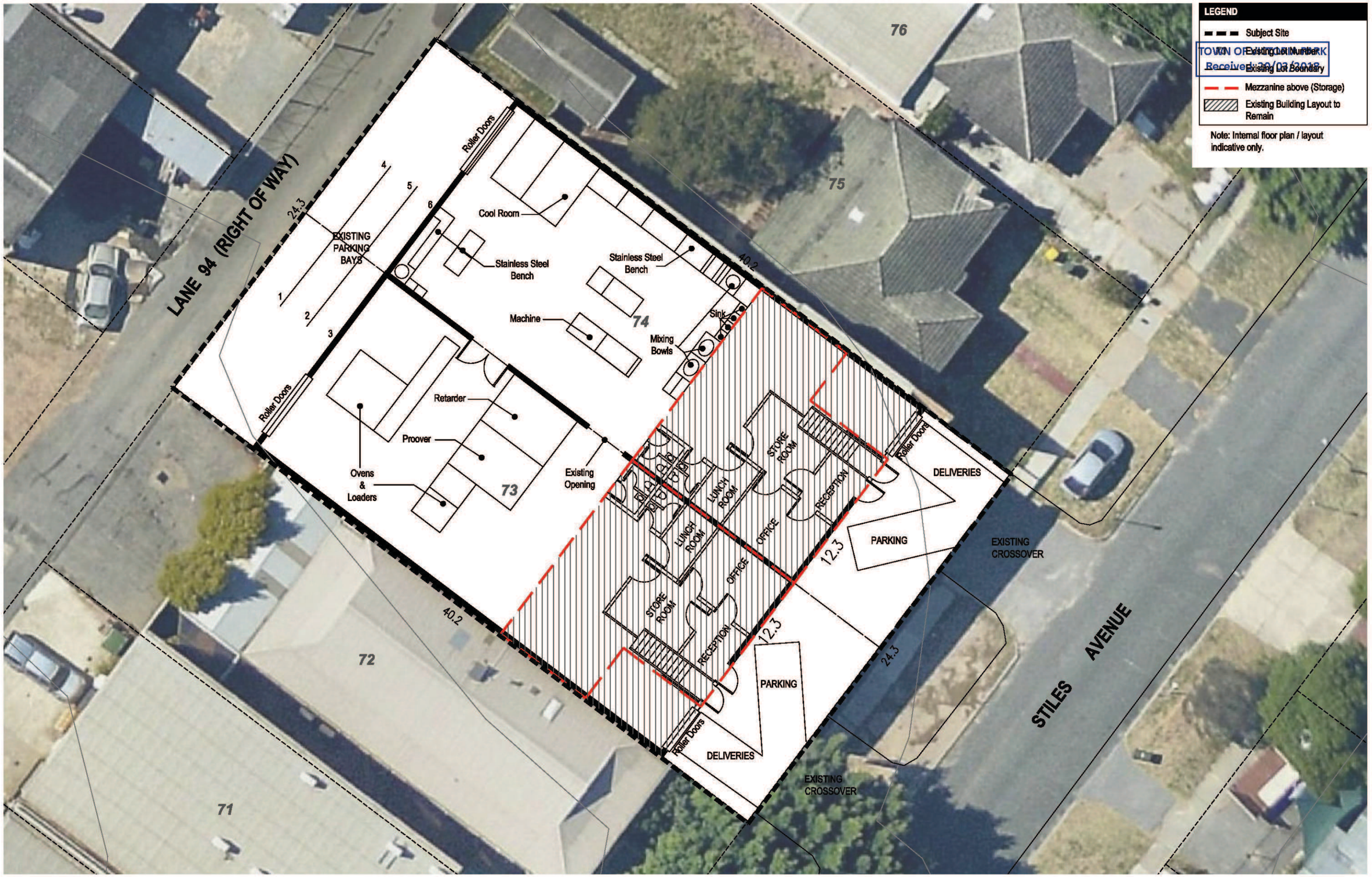
Sincerely,

John Slehofer

p| 08 9472 1326

e| info@jcsmotorcycles.com.au

a| 36 Stiles Avenue Burswood WA 6100



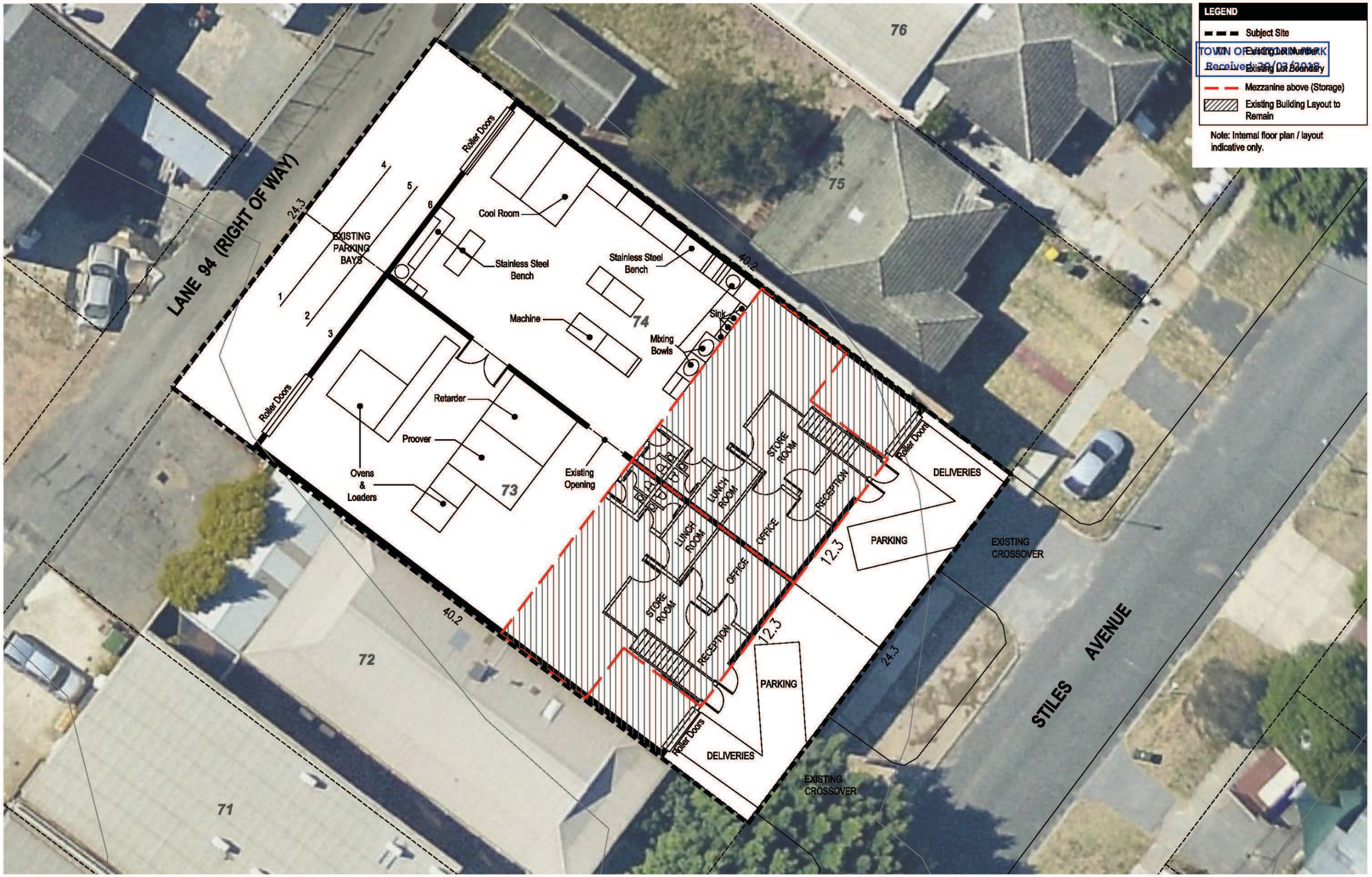
PLANNING SOLUTIONS | PS
URBAN & REGIONAL PLANNING

SCALE	1: 200 @ A3
DATE	15 March 2018
FILE	180315 5831 Site Plan.dwg
REVISION	1/DR/First Draft/09.03.2018

Scale Bar (m) 0 6

SITE / GROUND FLOOR PLAN
PROPOSED BAKERY
LOTS 73 (33) AND 74 (35) STILES AVENUE
BURSWOOD, WA

DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY. BASEPLAN SOURCE: WATERCORP, NEARMAP



PLANNING SOLUTIONS | PS
URBAN & REGIONAL PLANNING

SCALE	1: 200 @ A3
DATE	15 March 2018
FILE	180315 5831 Site Plan.dwg
REVISION	1/DR/First Draft/09.03.2018

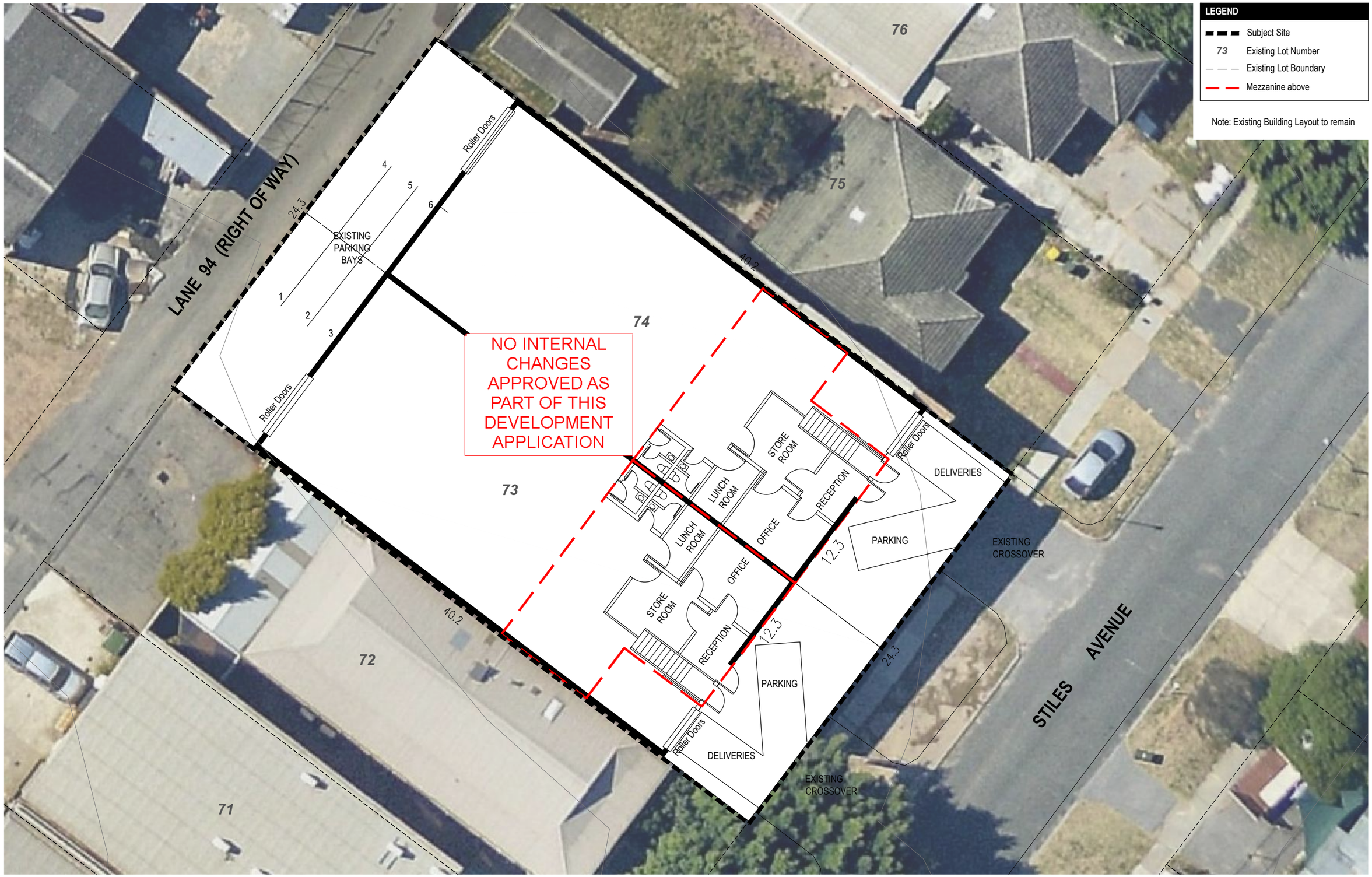
Scale Bar (m) 0 6

SITE / GROUND FLOOR PLAN
PROPOSED BAKERY
LOTS 73 (33) AND 74 (35) STILES AVENUE
BURSWOOD, WA

DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY. BASEPLAN SOURCE: WATERCORP, NEARMAP

Appendix 3 – Plan set for determination - No. 33 (Lot 73) & No. 35 (Lot 74) Stiles Avenue, Burswood – Change of Use from General Industry to Light Industry

TOWN OF VICTORIA PARK
Received: 02/05/2018



PLANNING SOLUTIONS | PS
URBAN & REGIONAL PLANNING

SCALE	1: 200 @ A3
DATE	1 May 2018
FILE	180501 5742 Site Plan.dwg
REVISION	1/DR/First Draft/01.05.2018

Scale Bar (m) 0 5

SITE / GROUND FLOOR PLAN
PROPOSED INDUSTRY - LIGHT CHANGE OF USE

LOTS 73 (33) AND 74 (35) STILES AVENUE
BURSWOOD, WA

DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY. BASEPLAN SOURCE: WATERCORP, NEARMAP

11.4 No. 37 - 39 (Lot 20) & No. 41 (Lot 194) Cohn Street, Carlisle - Proposed Local Development Plan No.2

Appendix 1 – Site Photos - No. 37 - 39 (Lot 20) & No. 41 (Lot 194) Cohn street, Carlisle - Proposed Local Development Plan No. 2









Appendix 2 – Application as submitted - No.37 - 39 (Lot 20) & No.41 (Lot 194) Cohn street, Carlisle - Proposed Local Development Plan No.2

DYNAMIC PLANNING
AND DEVELOPMENTS

TOWN OF VICTORIA PARK
Received: 17/04/2018

Our Ref: 823

6 April 2018

The Chief Executive Officer
Town of Victoria Park
Locked Bag 437
VICTORIA PARK WA 6979

Dear Sir/Madam,

LOTS 20 (NO. 37-39) & 194 (NO. 41) COHN STREET, CARLISLE
LOCAL DEVELOPMENT PLAN (LDP)

Dynamic Planning and Developments Pty Ltd (DPD) act on behalf of the registered proprietor of Lots 20 (No. 37-39) & 194 (No. 41) Cohn Street, Carlisle (herein referred to as the 'subject site'). DPD has prepared the following submission of a Local Development Plan (LDP) in order to support the WAPC required condition (4) of approved subdivision WAPC Ref: 554-17.

The LDP report will discuss specifically related issues pertinent of Condition 4, providing the evidential variations to the *Residential Design Codes* (R-Codes); *Town of Victoria Park Town Planning Scheme No. 1* (TPS1); and *LPP 25 – Local Planning Policy – Streetscape* with required justification. The issues include:

- Vehicular access;
- Location and setback of garages;
- Access for waste collection;
- Landscaping;
- Internal Fencing; and
- Primary street setbacks.

The proposed LDP is included in Attachment 1. We also provide the following attachments for reference of the previously approved subdivision application:

- Attachment 2: WAPC Approval Letter
- Attachment 3: Approved Subdivision Plan

TOWN OF VICTORIA PARK
Received: 17/04/2018

Background Information:

WAPC Subdivision Approval (WAPC Ref: 554-17)

By way of background, subdivision approval was granted by the WAPC on the 26 October 2017.

1.0 LOCAL DEVELOPMENT PLAN (LDP)

Compliance with the R-Codes and LPP provisions: (presentation of variations and justification)

1.1 Vehicular Access and Location and Setback of Garages

The LDP includes designated crossover and garage locations to ensure that safe and effective vehicular access is provided to the subject lots from the proposed communal street.

The proposed garage locations for Lots 1-11 will be setback 2.5m from the communal street and the garage locations for lot 12-19 will be setback 2.0m from the communal street. These garage locations and proposed setbacks have been carefully considered against the setback requirements in *LPP 25 – Local Planning Policy- Streetscape* to ensure that they will not protrude forward of the building line for any future dwellings that will be located on each of these lots.

It is noted that in accordance with the R-Codes 'Deemed to Comply' provisions garages and carports can be '*built up to the boundary abutting a private street or right-of-way which is not the primary or secondary street boundary for the dwelling, where there is a manoeuvring space of at least 6m, located immediately in front of the opening to the garage or carport and permanently available*'. As such the proposed garage setbacks are considered to demonstrate the desire to create a visually appealing internal access way for the future residents to enjoy.

1.2 Areas for Waste Collection

Due to layout of the approved lots and the communal access way, waste collection will occur from Cohn Street. The location of the proposed waste collection areas has been illustrated on the LDP and is consistent with what was approved through the subdivision process. The designated bin pads will be paved and grouped together to ensure ease of collection for the Town's waste services.

To facilitate effective waste collection it is envisaged that the future residents will store bins on their property, screened from the communal street until the designated collection day when they will move their bins to the street for collection and promptly remove them once emptied.

TOWN OF VICTORIA PARK
Received: 17/04/2018

1.3 Landscaping

Condition (4) of the approved subdivision also requires the LDP to address the provision of landscaping. As such the LDP designates a location for landscaping along Cohn Street, in accordance with the landscaping plan (contained in Attachment 4) that has been prepared and submitted to the Town. It is noted that the Town has also indicated support for the proposed landscaping plan.

The internal landscaping will be in accordance with the provisions of LPP25 - Local Planning Policy – Streetscape.

1.4 Internal Fencing

In order to ensure that lots have an appropriate level of privacy a provision has been included in the LDP that addresses internal fencing. It allows fencing along the internal street to be built solid to a height of 1.8m where it abuts outdoor living areas. This provision is particularly important for Lots 12 & 19 as the rear of these lots still directly front the communal street. It is considered that this provision appropriately balances the need for privacy and also the need for an attractive internal streetscape.

1.5 Primary Street Setbacks for Lots 1, 15 & 16

In addition to the elements required to be addressed under condition (4) of approved subdivision WAPC Ref: 554-17, a primary street setback variation has been proposed for the lots fronting Cohn Street - Lots 1, 15 & 16. This variation is summarised in the table below:

Development Provision	LPP 25 - Streetscape	Proposed LDP	R-Codes
Primary Street Setback	3m minimum 6m average	2m minimum 4m average	2m minimum 4m average

Table 1 – Development Provision Comparison

The proposed setbacks of buildings for Lots 1, 15 & 16 represent a variation to what is currently permitted under the provisions of LPP25 – Local Planning Policy – Streetscape. However, it is noted that the proposed setbacks would be compliant with what is permitted 'as of right' in accordance with the R-Codes for areas subject to the applicable R30 density coding. The proposed variations will allow the future dwellings to be designed to make more effective use of space and to ensure that the dwellings are not isolated from the Cohn Street streetscape.

If a 6m average setback is applied to the lots fronting Cohn Street it would significantly constrain the design of future dwellings, particularly on Lot 1. By allowing a 2m variation to the standard average primary street setback requirement, future dwellings will be brought forward to more effectively engage with the streetscape and adjacent dwellings.

To further improve the appearance of the streetscape the proposed LDP stipulates that the garages for Lots 1, 15 & 16 will be accessed from the communal street which, combined with the

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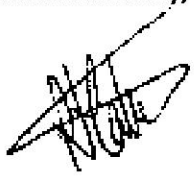
reduced setback, will facilitate a much improved building design that addresses Cohn Street without having a large proportion of the frontage occupied by a garage.

Conclusion:

The proposed LDP intends to comply with the WAPC Condition 4 in support of subdivision approval WAPC Ref: 554-17. In addition to the matters which are required to be addressed under Condition 4, the proposed LDP has included a minor primary street setback variation for Lots 1, 15 & 16 which complies with the applicable setbacks outlined in the R-Codes and seeks to enhance the Cohn Street streetscape. Given the justification presented for the issues regarding, vehicular access, location and setback of garages, access for waste collection, landscaping, internal fencing and primary street setbacks, approval of the submitted LDP is considered appropriate.

Should you have any queries or require any clarification in regard to the matters raised, please do not hesitate to contact the undersigned on 9275 4433.

Yours Faithfully,



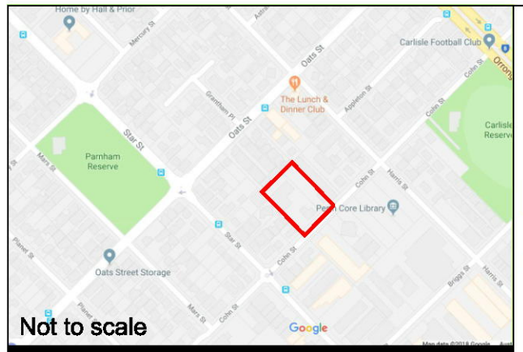
REEGAN CAKE
PLANNER

DYNAMIC PLANNING
AND DEVELOPMENTS

TOWN OF VICTORIA PARK
Received: 17/04/2018

ATTACHMENT 1:

Proposed Local Development Plan



LOCATION PLAN

LEGEND

- Local Development Plan Boundary
- Garage Location
- Landscaping Strips
- Brick Paved Bin Pads



LOCAL DEVELOPMENT PLAN
LOTS 20 AND 194 COHN STREET, CARLISLE

TOWN OF VICTORIA PARK
Received: 17/04/2018

1. R-Code Variations
   a. The provisions of the Local Development Plan (LDP) constitute the Residential Design Codes (R-Codes) 'Deemed to Comply' provisions, the Local Planning Policy – Streetscape provisions and any development standards under the Town of Victoria Park Town Planning Scheme No. 1. Where there is a conflict between the R-Codes, Local Planning Policy – Streetscape, Town Planning Scheme No. 1 and the LDP, the LDP provisions shall prevail.
   b. The LDP 'Deemed to Comply' provisions are 'as of right' subject to compliance with the Town Planning Scheme No. 1 to the satisfaction of the Town of Victoria Park.
   c. All other 'Deemed to Comply' provisions of the R-Codes and the provisions of Local Planning Policy – Streetscape and Town Planning Scheme No. 1 shall apply.
   d. Compliance with the LDP 'Deemed to Comply' provisions will not require consultation with adjoining and/or other nearby landowners.
   e. The R-Code which applies to lots forming part of the Local Development Plan is R30.
   f. Any non-residential development is to be in accordance with the provisions of Town Planning Scheme No. 1, associated Local Planning Policies and this LDP.

2. Primary Street Setbacks – Lots 1, 15 & 16
   a. Buildings (as defined by the R-Codes) on lots 1, 15 & 16 shall be setback a minimum of 2 metres and an average of 4.0m from the primary street.

3. Parking and Access
   a. Garages shall be located in accordance with the LDP map.
   b. Garages for lots 1-11 will be setback 2.5m from the communal street.
   c. Garages for lots 12-19 will be setback 2.0m from the communal street.
   d. Garages for Lots 2-19 are to be between 5.4m and 6m in width.
   e. The garage for Lot 1 is to have a garage between 3m and 6m in width.

4. Landscaping
   a. The location of landscaping within the Cohn Street verge area will be in accordance with the LDP map.
   b. Landscaping for the lots subject to this LDP will be in accordance with Local Planning Policy – Streetscape.

5. Waste Collection
   a. Bins shall be collected from the waste collection areas in accordance with the LDP map.

6. Internal Fencing
   a. Fencing along the Secondary Street frontage may be solid to a height of 1.8m where it abuts the outdoor living areas. Otherwise the fencing is to be visually permeable above 1.2m in height when measured from the natural ground level of the verge.

This Local Development Plan has been approved by The Town of Victoria Park under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015

_____
Manager, Approval Services
Town of Victoria Park

_____
Date ToVP Ref:

LOCAL DEVELOPMENT PLAN

LOTS 20 (No. 37-39) AND 194 (No. 41) COHN STREET
CARLISLE

Town of Victoria Park

SCALE: 1:750 @ A3
DATE: 12th APRIL 2018
FILE: 823_12.04.2018.dwg
DRAW: - SB
CHECKED: -

e: admin@dynamicplanning.net.au
t: (08) 9275 4433
f: (08) 9275 4455
SUITE 15, 29 COLLIER ROAD
MORLEY WA 6062
ABN: 99 169 411 705
DYNAMIC PLANNING AND DEVELOPMENTS

DISCLAIMER: This document is and remains the property of Dynamic Planning and Developments and may not be copied in whole orin part without the written consent of Dynamic Planning and Developments. All areas, distances and angles are approximate only and are subject to survey.

N W E S

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AND DEVELOPMENTS

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Received: 17/04/2018

ATTACHMENT 2:

WAPC Approval Letter

Western Australian Planning Commission

Your Ref :

TOWN OF VICTORIA PARK
Received: 17/04/2018

Cherry Developments Wa Pty Ltd
P O Box 2186
WARWICK WA 6024

Approval Subject To Condition(s)
Survey-Strata Plan

Application No : 554-17

Planning and Development Act 2005

Applicant	:	Cherry Developments Wa Pty Ltd P O Box 2186 WARWICK WA 6024; Portglow F/T T/A Networkppd P O Box 890 FREMANTLE WA 6959
Owner	:	Markym Developments Pty Ltd P O Box 2447 BUNBURY WA 6231; Road Transport Training Council Wa Inc P O Box 1929 MALAGA WA 6944
Application Receipt	:	7 June 2017

Lot Number	:	194 & 20
Diagram / Plan	:	Diagram 39655, Plan 3903
Location	:	-
C/T Volume/Folio	:	1357/291, 2040/821
Street Address	:	Lots 194 & 20 Cohn Street, Carlisle
Local Government	:	Town of Victoria Park

The Western Australian Planning Commission has considered the application referred to and is prepared to endorse a survey-strata plan in accordance with the plan date-stamped **07 June 2017** once the condition(s) set out have been fulfilled.

This decision is valid for **four years** from the date of this advice, which includes the lodgement of the survey-strata plan within this period.

The survey-strata plan for this approval and all required written advice confirming that the requirement(s) outlined in the condition(s) have been fulfilled must be submitted by **26 October 2021** or this approval no longer will remain valid.

Reconsideration - 28 days

140 William Street, Perth, Western Australia 6000, Locked Bag 2506 Perth, 6001
Tel: (08) 6551 8002; Fax: (08) 6551 9001; Infoline: 1800 626 477
e-mail: info@dplh.wa.gov.au; web address http://www. dplh.wa.gov.au
ABN 35 482 341 493

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Under section 151(1) of the *Planning and Development Act 2005*, the applicant/owner may, within 28 days from the date of this decision, make a written request to the WAPC to reconsider any condition(s) imposed in its decision. One of the matters to which the WAPC will have regard in reconsideration of its decision is whether there is compelling evidence by way of additional information or justification from the applicant/owner to warrant a reconsideration of the decision. A request for reconsideration is to be submitted to the WAPC on a Form 3A with appropriate fees. An application for reconsideration may be submitted to the WAPC prior to submission of an application for review. Form 3A and a schedule of fees are available on the WAPC website: http://www.planning.wa.gov.au

Right to apply for a review - 28 days

Should the applicant/owner be aggrieved by this decision, there is a right to apply for a review under Part 14 section 251 of the *Planning and Development Act 2005*. The application for review must be submitted in accordance with part 2 of the *State Administrative Tribunal Rules 2004* and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, Level 6, State Administrative Tribunal Building, 565 Hay Street, PERTH, WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to its website: http://www.sat.justice.wa.gov.au

Survey-strata plan

The survey-strata plan is to be submitted to the Western Australian Land Information Authority (Landgate) for certification. Once certified, Landgate will forward it to the WAPC. In addition, the applicant/owner is responsible for submission of a Form 1C with appropriate fees to the WAPC requesting endorsement of the survey-strata plan. A copy of the survey-strata plan with confirmation of submission to Landgate is to be submitted with all required written advice confirming compliance with any condition(s) from the nominated agency/authority or local government. Form 1C and a schedule of fees are available on the WAPC website: http://www.planning.wa.gov.au

Condition(s)

The WAPC is prepared to endorse a survey-strata plan in accordance with the plan submitted once the condition(s) set out have been fulfilled.

The condition(s) of this approval are to be fulfilled to the satisfaction of the WAPC.

The condition(s) must be fulfilled before submission of a copy of the survey-strata plan for endorsement.

The agency/authority or local government noted in brackets at the end of the condition(s) identify the body responsible for providing written advice confirming that the WAPC's requirement(s) outlined in the condition(s) have been fulfilled. The written advice of the

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TOWN OF VICTORIA PARK
Received: 17/04/2018

agency/authority or local government is to be obtained by the applicant/owner. When the written advice of each identified agency/authority or local government has been obtained, it should be submitted to the WAPC with a Form 1C and appropriate fees and a copy of the survey-strata plan.

If there is no agency/authority or local government noted in brackets at the end of the condition(s), a written request for confirmation that the requirement(s) outlined in the condition(s) have been fulfilled should be submitted to the WAPC, prior to lodgement of the survey-strata plan for endorsement.

Prior to the commencement of any subdivision works or the implementation of any condition(s) in any other way, the applicant/owner is to liaise with the nominated agency/authority or local government on the requirement(s) it considers necessary to fulfil the condition(s).

The applicant/owner is to make reasonable enquiry to the nominated agency/authority or local government to obtain confirmation that the requirement(s) of the condition(s) have been fulfilled. This may include the provision of supplementary information. In the event that the nominated agency/authority or local government will not provide its written confirmation following reasonable enquiry, the applicant/owner then may approach the WAPC for confirmation that the condition(s) have been fulfilled.

In approaching the WAPC, the applicant/owner is to provide all necessary information, including proof of reasonable enquiry to the nominated agency/authority or local government.

The condition(s) of this approval, with accompanying advice, are:

CONDITIONS

ADMINISTRATIVE

1. Prior to the Western Australian Planning Commission's endorsement of a diagram or plan of survey (deposited plan) for the creation of the lots proposed by this application, the lot that is the subject of this application being created on a separate diagram or plan of survey (deposited plan) and the plan being endorsed by the Western Australian Planning Commission. (Western Australian Planning Commission)

2. The plan of subdivision being modified as per the lot boundaries marked on the attached plan date-stamped 2 October 2017 by the Department of Planning, Lands and Heritage. (Western Australian Planning Commission)

3. No lot shall be less than 260m^2 in area, as shown on the attached plan date-stamped 2 October 2017. (Local Government)

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e-mail: info@dplh.wa.gov.au; web address http://www. dplh.wa.gov.au
ABN 35 482 341 493

TOWN OF VICTORIA PARK
Received: 17/04/2018

4. A Local Development Plan being prepared and approved for the lots shown on the plan dated 2 October 2017 (attached) that addresses the following:

a) vehicular access issues including the positioning and setbacks of garages,
b) the servicing of the lots including rubbish collection,
c) the provision of landscaping,

to the satisfaction of the Western Australian Planning Commission. (Local Government)

ROAD AND MOVEMENT NETWORK

5. Suitable arrangements being made with the local government for the provision of vehicular crossover(s) to service the lot(s) shown on the approved plan of subdivision. (Local Government)

6. Redundant vehicle crossovers to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the Western Australian Planning Commission and to the specifications of the local government. (Local Government)

7. The proposed common property access way being constructed and drained at the landowner/applicant's cost to the specifications of the local government. (Local Government)

8. The whole of the access way, including truncations and vehicle manoeuvring areas, being shown on the survey strata plan as common property. (Local Government)

9. A 1.5m x 1.5m truncation is to be provided at the junction of the pedestrian access way and the Cohn Street road reserve.

SUBDIVISION WORKS

10. Other than buildings, outbuildings and/or structures shown on the approved plan for retention, all buildings, outbuildings and/or structures present on the proposed lots at the time of subdivision approval being demolished and materials removed from the lots. (Local Government)

11. The land being filled, stabilised, drained and/or graded as required to ensure that

(a) lots can accommodate their intended development;
(b) finished ground levels at the boundaries of the lot(s) the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting; and

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Received: 17/04/2018

(c) stormwater is contained on-site, or appropriately treated and connected to the local drainage system. (Local Government)

12. All septic sewer systems including all tanks and pipes and associated drainage systems (soak wells or leach drains) and any stormwater disposal systems are to be decommissioned, in accordance with the *Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste) Regulations 1974*, removed, filled with clean sand and compacted. Proof of decommissioning is to be provided in the form of either certification from a licensed plumber or a statutory declaration from the landowner/applicant, confirming that the site has been inspected and all septic tanks, soak wells, leach drains and any associated pipework have been removed. (Local Government)

SERVICING

13. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power, for the provision of an electricity supply service to the survey strata lot(s) shown on the approved plan of subdivision, which may include the provision of necessary service access rights either as an easement under Section 136C and Schedule 9A of the *Transfer of Land Act 1893* for the transmission of electricity by underground cable, or (in the case of approvals containing common property) via a portion of the common property suitable for consumer mains. (Western Power)

14. The transfer of land as a Crown reserve free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)

15. Arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)

16. Arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)

ADVICE:

1. In regard to Condition 10, planning approval and/or a demolition licence may be required to be obtained from the local government prior to the commencement of demolition works.

2. In regard to Condition 13, Western Power provides only one underground point of electricity supply per freehold lot.

3. In regard to Conditions 15 and 16, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land

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ABN 35 482 341 493

Western Australian Planning Commission

TOWN OF VICTORIA PARK
Received: 17/04/2018

Development Agreement under Section 83 of the *Water Services Act 2012* will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.

4. The Town of Victoria Park advises as follows:

   i. Any use of the road reserve, right-of-way, or verge associated with the subdivision works, requires a Work Zone Permit from the Town, with any damage sustained being made good by the applicant at their expense.

   ii. It is the builders, developers and the owners responsibility to prevent rubbish and sand drift to adjoining roads, properties and reserves. Failure to comply with this requirement will result in an infringement notice being issued.

KM Blenkinsop

Kerrine Blenkinsop
Secretary
Western Australian Planning Commission
26 October 2017

Enquiries : Mark Simpson (Ph 6551 9262)

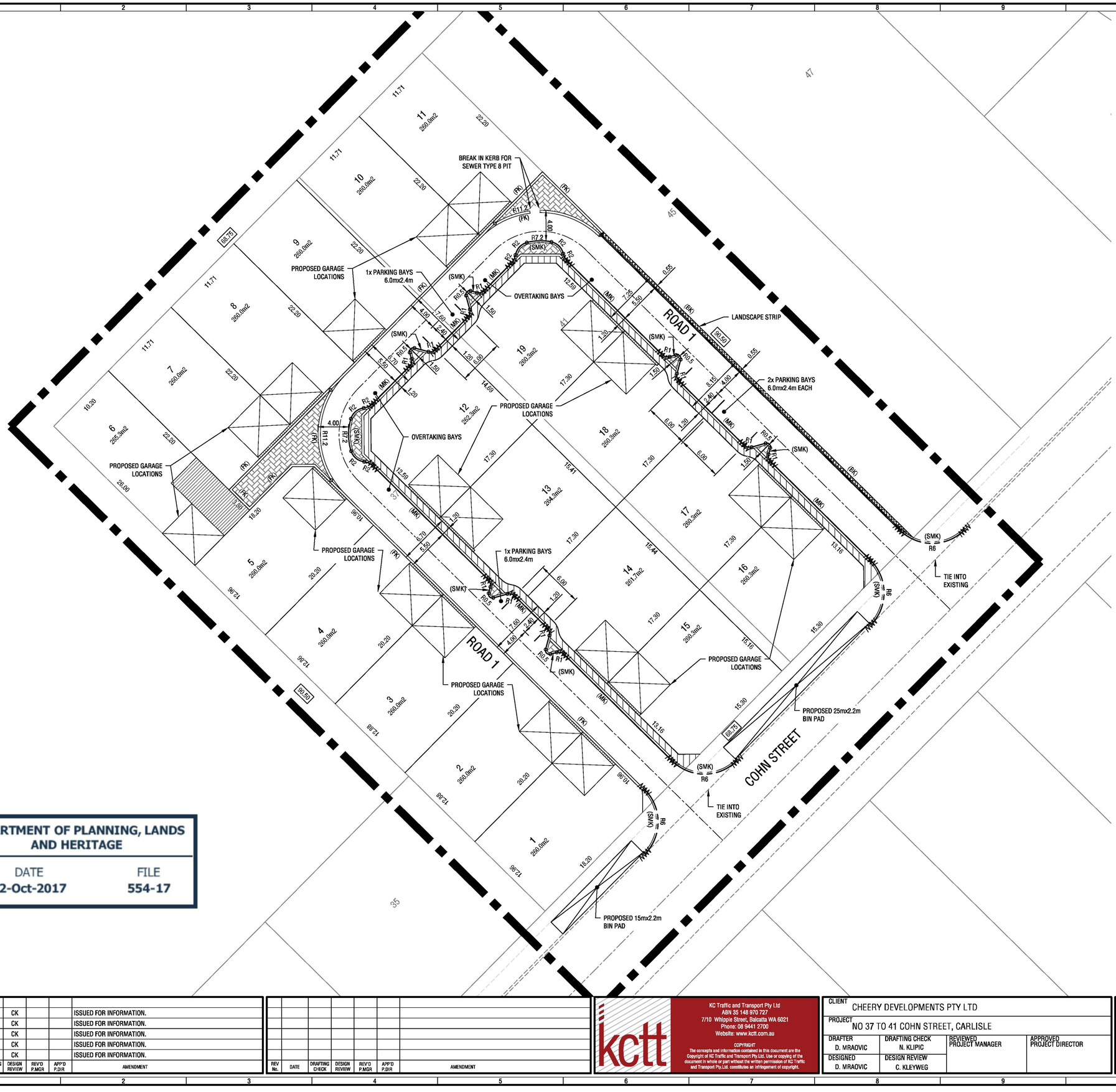
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TOWN OF VICTORIA PARK
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ATTACHMENT 3:

Approved Subdivision Plan



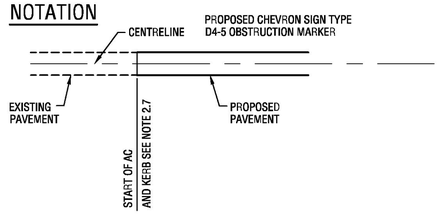
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NOTES

1. GENERAL
   - 1.1. LEVELS ARE REDUCED FROM A.H.D.
   - 1.2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL KC00697.000 DRAWINGS THE SPECIFICATION AND THE UWMP.
   - 1.3. THE CONTRACTOR SHALL LIMIT THE MOVEMENT OF EQUIPMENT AND MANPOWER TO THE MINIMUM AREA NECESSARY AND PROTECT ALL VEGETATION ON SITE.
   - 1.4. THE CONTRACTOR SHALL ENSURE THAT ALL LEVELS ARE SET-OUT BY LICENSED SURVEYOR.
   - 1.5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO EXISTING RESIDENCES AT ALL TIMES THROUGHOUT THE ENTIRE CONSTRUCTION PROCESS.
   - 1.6. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES IN THE DESIGN DRAWINGS OR CLASHES WITH OTHER SERVICES AS SOON AS PRACTICALLY POSSIBLE TO THE SUPERINTENDENT.

2. ROADWORKS
   - 2.1. ALL CORNER SWEEPS SHALL BE 12.0m RADIUS KEYED UNLESS OTHERWISE SHOWN
   - 2.2. ALL KERBS WITH A RADIUS LESS THAN R40 NEED TO BE KEYED.
   - 2.3. ALL KERBS SHALL BE MOUNTABLE UNLESS OTHERWISE SHOWN.
   - 2.4. ALL SWEEPS SHALL BE SEMI-MOUNTABLE UNLESS OTHERWISE SHOWN.
   - 2.5. ALL PARKING BAY KERBING SHALL BE BARRIER UNLESS OTHERWISE SHOWN.
   - 2.6. PAVEMENT WIDTH SHALL BE AS SHOWN ON THE DRAWING AND SHALL BE MEASURED BETWEEN KERBS.
   - 2.7. ALL ROAD VERGES & DISTURBED AREAS SHALL BE STABILISED BY APPLICATION OF SEEDED HYDRO MULCH.
   - 2.8. THE CONTRACTOR SHALL SAW-CUT EXISTING PAVEMENT IN A STRAIGHT LINE REMOVE EXISTING KERB BETWEEN INTERSECTION SWEEPS AND MAKE SMOOTH CONNECTION.
   - 2.9. THE CONTRACTOR SHALL ENSURE IRRIGATION DUCTS ARE NOT TERMINATED UNDER FOOTPATHS.
   - 2.10. FOR ROAD PAVEMENTS AND KERB DETAILS, THE CONTRACTOR SHALL REFER TO KC00697.000-C900 AND KC00697.000-C901.
   - 2.11. THE CONTRACTOR SHALL REINSTATE ALL PUBLIC OR PRIVATE WORKS OF ADJOINING LAND THAT HAS BEEN AFFECTED BY THE WORKS TO THE ORIGINAL OR SUPERIOR CONDITION OF ITS ORIGINAL STATE.
   - 2.12. FOOTPATH EXTENDED TO THE RETAINING WALL IF ADJACENT TO A RETAINING WALL.

NOTATION



LEGEND

- (MK) — PROPOSED MOUNTABLE KERB (U.N.O)
- ((SMK)) — PROPOSED KEYED SEMI-MOUNTABLE KERB
- (BK) — PROPOSED BARRIER KERB
- (FK) — PROPOSED FLUSH KERB
- EXISTING ROAD
- MW — 1.0m KERB TRANSITION
- EXTENT OF WORKS
- SAW CUT EXISTING PAVEMENT AND MAKE SMOOTH TRANSITION TO EXISTING PAVEMENT
- DENOTES PROPOSED CHEVRON BOARD UNLESS NOTED OTHERWISE.
- STREET SIGNS TO BE SUPPLIED & INSTALLED BY CONTRACTOR
- PROPOSED FOOTPATH 1.8m
- PROPOSED FOOTPATH 1.2m
- 27.4 — DESIGN FINISHED SURFACE CONTOUR (0.2m INTERVAL)
- 27.0 — EXISTING CONTOUR LEVEL (0.5m INTERVAL)
- PROPOSED RETAINING WALLS
- PROPOSED 2.4m HIGH NOISE WALL
- FAUXBRICK
- PROPOSED BRICK PAVEMENT
- PROPOSED GARAGE LOCATION (6m X 6m) (0.3m SET BACK - PROVISIONAL)
- CROSSOVER (0.3m DEPTH)
- LANDSCAPING AREA
- PROPOSED BIN PAD

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
02-Oct-2017	554-17

WARNING

BEWARE OF UNDERGROUND SERVICES

The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Worksafe Regulation 3.21.

DIAL 1100 BEFORE YOU DIG

FOR INFORMATION ONLY

NOT TO BE USED FOR CONSTRUCTION PURPOSES

1:250

0 2.5m 5 7.5 10 12.5 15 17.5 20 22.5 25 27.5 30 32.5 35 37.5

REV No.	DATE	DRAFTING CHECK	DESIGN REVIEW	REV'D P.MGR	APP'D P.DIR	AMENDMENT
E	02/10/17	NK	CK			ISSUED FOR INFORMATION.
D	29/09/17	NK	CK			ISSUED FOR INFORMATION.
C	27/09/17	NK	CK			ISSUED FOR INFORMATION.
B	15/09/17	NK	CK			ISSUED FOR INFORMATION.
A	14/09/17	NK	CK			ISSUED FOR INFORMATION.

kctt
KC Traffic and Transport Pty Ltd
ABN 35 148 970 727
7/10 Whitgift Street, Balcatta WA 6021
Phone: 08 9441 2700
Website: www.kctt.com.au

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CLIENT: CHEERY DEVELOPMENTS PTY LTD

PROJECT: NO 37 TO 41 COHN STREET, CARLISLE

DRAFTER	DRAFTING CHECK	REVIEWED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
D. MRAOVIC	N. KLIPIC		
DESIGNED	DESIGN REVIEW		
D. MRAOVIC	C. KLEYWEG		

TITLE: ROAD LAYOUT PLAN

SHEET	DATUM	WAPC No.	PROJECT No.	DRAWING No.	REVISION
A1	AHD	SCALE 1:250	KC00697.000	C300	E

D:\Box Sync\KCTT Projects\KC000000 Current Projects\KC00697.000 No.37 to 41 Cohn Street Carlisle\Outputs\Drawings\KC00697.000-C300 2.10.2017 11:29:12 Dusan - PC

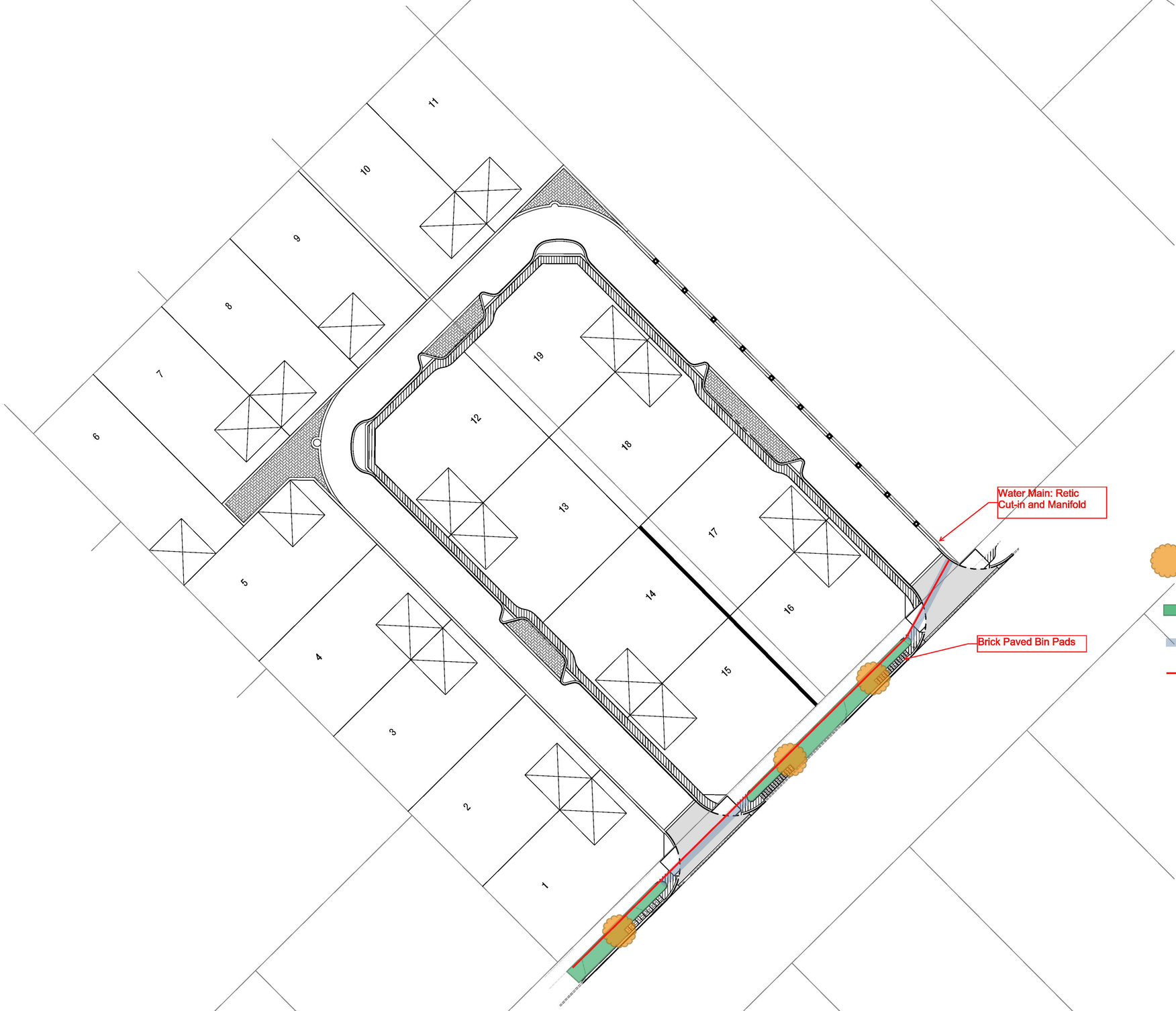
DYNAMIC PLANNING
AND DEVELOPMENTS

TOWN OF VICTORIA PARK
Received: 17/04/2018

ATTACHMENT 4:

Landscaping Plan

TOWN OF VICTORIA PARK
Received: 17/04/2018



3 x 90ltr Tree Jacaranda



50sqm x Winter Green Turf

50mm PVC Pipe Pre-lay

Zone 1 & 2 Verge - 25mm PVC Reticulation Pipe

1:250

0 2.5m 5 7.5 10 12.5 15 17.5 20 22.5 25 27.5 30 32.5 35 37.5

REV No.	DATE	DRAFTING CHECK	DESIGN REVIEW	REV'D P.MGR	APP'D P.DIR	AMENDMENT

REV No.	DATE	DRAFTING CHECK	DESIGN REVIEW	REV'D P.MGR	APP'D P.DIR	AMENDMENT

CLIENT: CHERRY DEVELOPMENTS PTY LTD

PROJECT: NO 37 TO 41 COHN STREET, CARLISLE

DRAFTER	DRAFTING CHECK	REVIEWED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
DESIGNED	DESIGN REVIEW		

TITLE: Verge Landscaping Plan

SHEET	DATUM	WAPC No.	PROJECT No.	DRAWING No.	REVISION
	PCG94	554-17	KC00697.002		1

SCALE

Reegan Cake

From: Penny Fletcher <PFletcher@vicpark.wa.gov.au>
Sent: Wednesday, 21 March 2018 1:37 PM
To: Jeremy Jacka
Cc: Craig Medley (craig@medley.net.au)
Subject: RE: No 37 & 41 Cohn Street, Carlisle WAPC: 554-17

TOWN OF VICTORIA PARK
Received: 17/04/2018

Hi Jeremy,

Thank you for your email and landscape plan for 37-41 Cohn Street, Carlisle.
I can confirm this is acceptable to Parks Operations.

Kind regards,

Penny Fletcher
Technical Officer Parks

08 9311 8111

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From: Jeremy Jacka [mailto:jjacka@boostgroup.com.au]
Sent: Wednesday, 21 March 2018 13:28
To: Penny Fletcher
Cc: Craig Medley (craig@medley.net.au)
Subject: No 37 & 41 Cohn Street, Carlisle WAPC: 554-17

Hi Penny,

In response to the below, I attached a copy of the verge landscaping plan and an covering letter as requested.

Can you please confirm this now meets the requirements from your departments point of view?

Regards
Jeremy Jacka
m: 0438 537 367
e: JJacka@boostgroup.com.au

Boost Property Group

From: Penny Fletcher <PFletcher@vicpark.wa.gov.au>
Sent: Tuesday, 13 February 2018 10:03 AM
To: 'Nermin Klipic' <nklipic@kctt.com.au>
Cc: Jeremy Jacka <jjacka@boostgroup.com.au>; Craig Medley (craig@medley.net.au) <craig@medley.net.au>; Tharanga Kariyawasam <TKariyawasam@vicpark.wa.gov.au>
Subject: RE: KC00697.002 No 37 & 41 Cohn Street, Carlisle WAPC: 554-17

TOWN OF VICTORIA PARK
Received: 17/04/2018

Hi Nermin,

To confirm, any plan notations regarding the verge landscaping should be as follows -
- Verge paving is limited to 25% excluding crossovers & footpath
- Landscaping of the verge according to the Your Street Verge – Sustainable Landscaping Guide (as attached)

Regards,

Penny Fletcher
Technical Officer Parks

08 9311 8111

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From: Nermin Klipic [mailto:nklipic@kctt.com.au]
Sent: Tuesday, 13 February 2018 9:42
To: Penny Fletcher <PFletcher@vicpark.wa.gov.au>
Cc: Jeremy Jacka <jjacka@boostgroup.com.au>; Craig Medley (craig@medley.net.au) <craig@medley.net.au>; Tharanga Kariyawasam <TKariyawasam@vicpark.wa.gov.au>
Subject: RE: KC00697.002 No 37 & 41 Cohn Street, Carlisle WAPC: 554-17

Hi Penny,

As per our phone conversation yesterday, just confirming you are happy for us to provide notations on our plans that the landscaping will be as per the below mentioned?

If you have any queries, please contact.

Regards,
Nermin Klipic
Graduate Civil Engineer
BEng (Hons) GradIEAust

nklipic@kctt.com.au | www.kctt.com.au | 08 9441 2700

TOWN OF VICTORIA PARK
Received: 17/04/2018

PERTH | 7/10 Whipple Street, Balcatta WA 6021, ph. Dir. 08 9441 2704 | m. 0416 887 692 |
BELGRADE | 23 Hilandarska, Beograd 11000 Serbia, ph. 011 32 24 562 |

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From: Penny Fletcher [mailto:PFletcher@vicpark.wa.gov.au]
Sent: Friday, January 19, 2018 7:48 AM
To: Nermin Klipic <nklipic@kctt.com.au>; Tharanga Kariyawasam <TKariyawasam@vicpark.wa.gov.au>
Cc: Julio Gonzalez <jgonzalez@vicpark.wa.gov.au>; Frank Squadrito <FSquadrito@vicpark.wa.gov.au>; David Aitken <DAitken@vicpark.wa.gov.au>; Jeremy Jacka <jjacka@boostgroup.com.au>; Craig Medley (craig@medley.net.au) <craig@medley.net.au>; Colin Kleyweg <ckleyweg@kctt.com.au>
Subject: RE: KC00697.002 No 37 & 41 Cohn Street, Carlisle WAPC: 554-17

Hi Nermin,

I have re-read the attached Decision Letter, and the verge landscaping question is covered in Road Movement Network Condition 6 -

"6. Redundant vehicle crossovers to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the Western Australian Planning Commission and to the specifications of the local government. (Local Government)."

Please note –
- Verge paving is limited to 25% excluding crossovers & footpath
- Landscaping of the verge according to the Your Street Verge – Sustainable Landscaping Guide (as attached)

Regards,

Penny Fletcher
Technical Officer Parks

08 9311 8111

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TOWN OF VICTORIA PARK
Received: 17/04/2018

From: Nermin Klipic [mailto:nklipic@kctt.com.au]
Sent: Thursday, 18 January 2018 16:19
To: Penny Fletcher <PFletcher@vicpark.wa.gov.au>; Tharanga Kariyawasam <TKariyawasam@vicpark.wa.gov.au>
Subject: RE: KC00697.002 No 37 & 41 Cohn Street, Carlisle WAPC: 554-17

Thanks Penney.

If you have any queries, please contact.

Regards,
Nermin Klipic
Graduate Civil Engineer
BEng (Hons) GradIEAust

nklipic@kctt.com.au | www.kctt.com.au | 08 9441 2700

PERTH | 7/10 Whipple Street, Balcatta WA 6021, ph. Dir. 08 9441 2704 | m. 0416 887 692 |
BELGRADE | 23 Hilandarska, Beograd 11000 Serbia, ph. 011 32 24 562 |

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From: Penny Fletcher [mailto:PFletcher@vicpark.wa.gov.au]
Sent: Thursday, January 18, 2018 3:24 PM
To: Nermin Klipic <nklipic@kctt.com.au>; Tharanga Kariyawasam <TKariyawasam@vicpark.wa.gov.au>
Subject: RE: KC00697.002 No 37 & 41 Cohn Street, Carlisle WAPC: 554-17

Hi Nermin,

I am awaiting further information regarding the verge landscaping.
I hope to have this for you tomorrow.

Regards,

Penny Fletcher
Technical Officer Parks

08 9311 8111



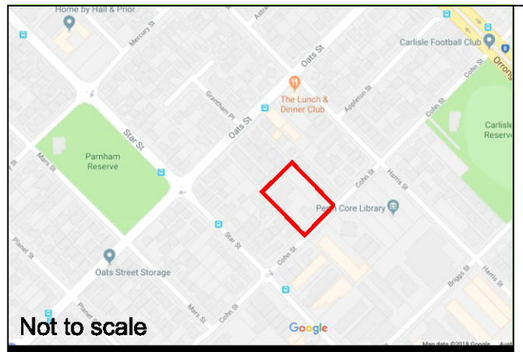
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LOCATION PLAN

LEGEND

- Local Development Plan Boundary
- Garage Location
- Landscaping Strips
- Brick Paved Bin Pads



LOCAL DEVELOPMENT PLAN
LOTS 20 AND 194 COHN STREET, CARLISLE

TOWN OF VICTORIA PARK
Received: 17/04/2018

1. R-Code Variations
   a. The provisions of the Local Development Plan (LDP) constitute the Residential Design Codes (R-Codes) 'Deemed to Comply' provisions, the Local Planning Policy – Streetscape provisions and any development standards under the Town of Victoria Park Town Planning Scheme No. 1. Where there is a conflict between the R-Codes, Local Planning Policy – Streetscape, Town Planning Scheme No. 1 and the LDP, the LDP provisions shall prevail.
   b. The LDP 'Deemed to Comply' provisions are 'as of right' subject to compliance with the Town Planning Scheme No. 1 to the satisfaction of the Town of Victoria Park.
   c. All other 'Deemed to Comply' provisions of the R-Codes and the provisions of Local Planning Policy – Streetscape and Town Planning Scheme No. 1 shall apply.
   d. Compliance with the LDP 'Deemed to Comply' provisions will not require consultation with adjoining and/or other nearby landowners.
   e. The R-Code which applies to lots forming part of the Local Development Plan is R30.
   f. Any non-residential development is to be in accordance with the provisions of Town Planning Scheme No. 1, associated Local Planning Policies and this LDP.

2. Primary Street Setbacks – Lots 1, 15 & 16
   a. Buildings (as defined by the R-Codes) on lots 1, 15 & 16 shall be setback a minimum of 2 metres and an average of 4.0m from the primary street.

3. Parking and Access
   a. Garages shall be located in accordance with the LDP map.
   b. Garages for lots 1-11 will be setback 2.5m from the communal street.
   c. Garages for lots 12-19 will be setback 2.0m from the communal street.
   d. Garages for Lots 2-19 are to be between 5.4m and 6m in width.
   e. The garage for Lot 1 is to have a garage between 3m and 6m in width.

4. Landscaping
   a. The location of landscaping within the Cohn Street verge area will be in accordance with the LDP map.
   b. Landscaping for the lots subject to this LDP will be in accordance with Local Planning Policy – Streetscape.

5. Waste Collection
   a. Bins shall be collected from the waste collection areas in accordance with the LDP map.

6. Internal Fencing
   a. Fencing along the Secondary Street frontage may be solid to a height of 1.8m where it abuts the outdoor living areas. Otherwise the fencing is to be visually permeable above 1.2m in height when measured from the natural ground level of the verge.

This Local Development Plan has been approved by The Town of Victoria Park under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015

_____
Manager, Approval Services
Town of Victoria Park

_____
Date ToVP Ref:

LOCAL DEVELOPMENT PLAN

LOTS 20 (No. 37-39) AND 194 (No. 41) COHN STREET
CARLISLE

Town of Victoria Park

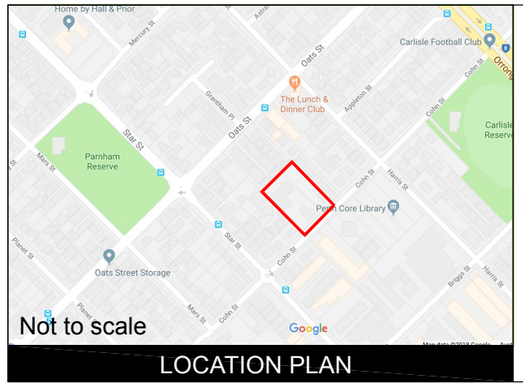
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DATE: 12th APRIL 2018
FILE: 823_12.04.2018.dwg
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e: admin@dynamicplanning.net.au
t: (08) 9275 4433
f: (08) 9275 4455
SUITE 15, 29 COLLIER ROAD
MORLEY WA 6062
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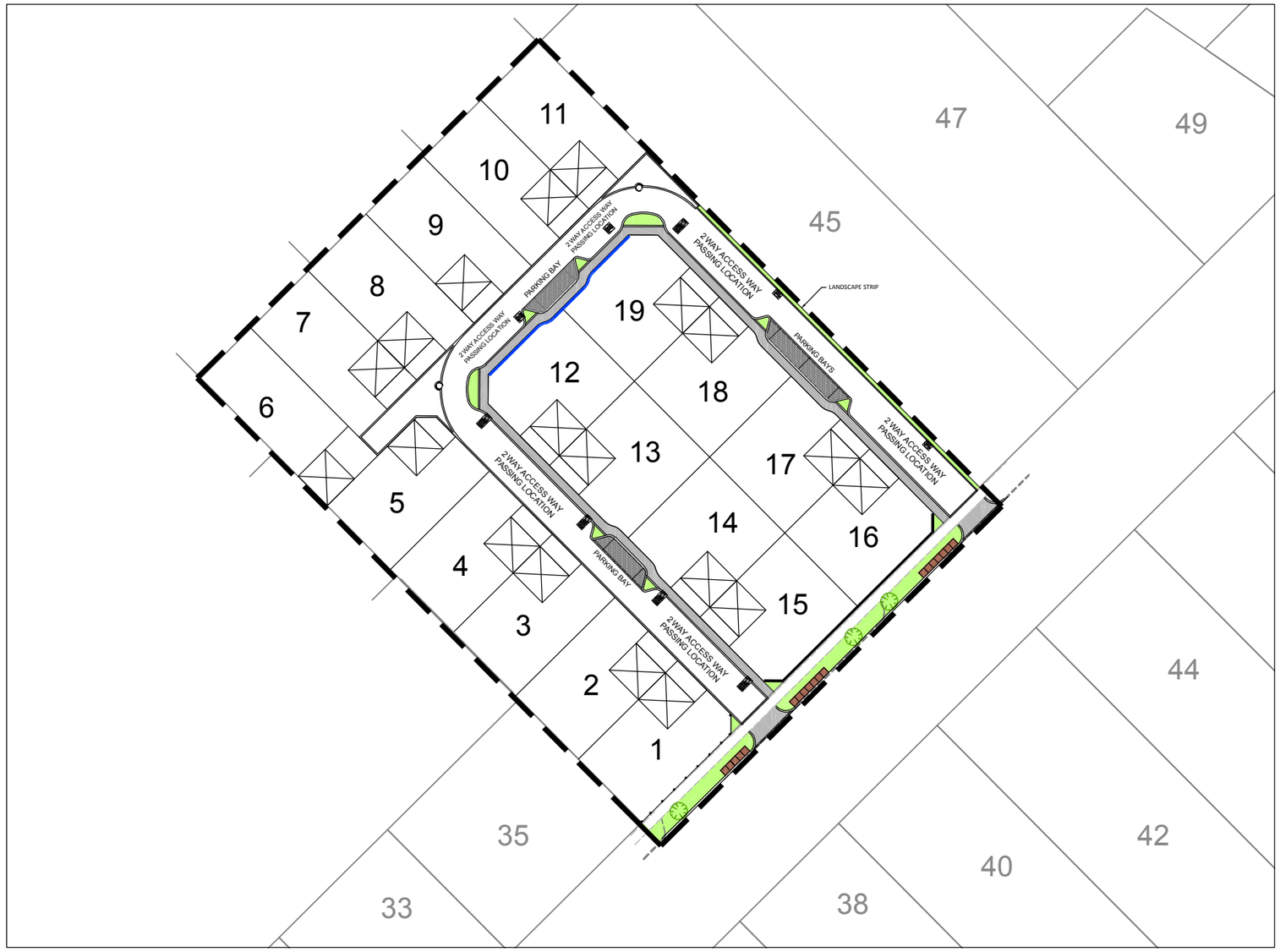
Appendix 3 – proposed Local Development Plan No. 2 - No. 37 - 39 (Lot 20) & No. 41 (Lot 194) Cohn Street, Carlisle - Proposed Local Development Plan No.2



LOCATION PLAN

LEGEND

- Local Development Plan Boundary
- Garage Location
- Landscaping Strips
- Brick Paved Bin Pads - 1.0m x 1.0m
- Internal Fencing
- Street Tree
- Footpath



LOCAL DEVELOPMENT PLAN No. 2
LOTS 20 AND 194 COHN STREET, CARLISLE

TOWN OF VICTORIA PARK
Received: 19/06/2018

1. The provisions of the Residential Design Codes (R-Codes) and the Town's Local Planning Policies are varied as detailed within this Local Development Plan.
2. All other requirements of the Residential Design Codes (R-Codes) and the Town's Local Planning Policies shall be satisfied in all other matters.
3. Compliance with the LDP provisions below are taken to satisfy the corresponding deemed-to-comply requirement of the R-Codes.
4. Compliance with the LDP provisions will not require consultation with adjoining and/or other nearby landowners.
5. The density coding of these lots is R30 as set by the Town of Victoria Park Local Planning Scheme No. 1.

Primary Street Setbacks - Lots 1, 15 & 16

6. Buildings (as defined by the R-Codes) on Lots 1, 15 & 16 shall be setback a minimum of 2.0m and an average of 4.0m from the primary street.

Parking and Access

7. Garages shall be located in accordance with the LDP map.
8. Garages for Lots 1-11 shall be setback a minimum of 2.5m from the communal street.
9. Garages for Lots 12-19 shall be setback a minimum of 2.0m from the communal street.

Landscaping

10. The location of landscaping within the Cohn Street verge area will be in accordance with the LDP map.
11. The area between the dwelling and the formed driveway is to be landscaped and no fencing is permitted.

Waste Collection

12. Bins shall be collected from the waste collection area in accordance with the LDP map.

Internal Fencing

13. Fencing to a height of 1.8m, being visually permeable above 1.2m is permitted in the locations indicated on the LDP map.

This Local Development Plan has been approved by The Town of Victoria Park under Schedule 2, Clause 52(1)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015

Manager, Development Services
Town of Victoria Park

Date ToVP Ref:

LOCAL DEVELOPMENT PLAN No. 2

LOTS 20 (No. 37-39) AND 194 (No. 41) COHN STREET
CARLISLE

Town of Victoria Park

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e: admin@dynamicplanning.net.au
t: (08) 9275 4433
f: (08) 9275 4455
SUITE 15, 29 COLLIER ROAD
MORLEY WA 6062
ABN: 99 169 411 705
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N W E S

11.5 Final Approval of Amendment No. 80 to Town Planning Scheme No. 1 to introduce new use classes and amend general and land use definitions

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"absolute majority"	means in relation to the Council, means a total majority of the members for the time being of the Council, whether present and voting or not;	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.
"Act"	-	means the *Planning and Development Act 2005*;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"advertisement"	-	means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, that is used wholly or partly for the purposes of advertising, announcing or directing, and includes — (a) any hoarding or similar structure used, or adapted for use, for the display of advertisements; and (b) any airborne device anchored to any land or building used for the display of advertising; and (c) any vehicle or trailer or other similar object placed or located so as to serve the purpose of displaying advertising;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"aged person"	-	-	Introduce new definition of aged

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			person as – 'has the same meaning given to it in the R-Codes' to replace the previously defined "aged ordependent persons' dwelling" which is deleted as a land use listed in the Scheme.
"amenity"	-	means all those factors which combine to form the character of an area and include the present and likely future amenity;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"amenities"	depending on its context, means - (a) the expectations of those living and working in an area about the quality of their environment including its pleasantness, character, beauty, harmony in the exterior design of buildings, privacy and security; or (b) facilities providing use, convenience or enjoyment; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.
"application"	means an application for development approval; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations
"approved plan"	means any plan that - (a) forms part of an application for which planning development	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	approval has been granted; and (b) has been endorsed with the approval of the Council; *AMENDED BY AMD 75 GG 23/6/17*		
"building"	includes a structure erected or placed on land;	-	No change proposed. Retain definition of building in Scheme.
"building code"	-	means the Building Code of Australia which is volumes 1 and 2, as amended from time to time, of the National Construction Code series published by, or on behalf of, the Australian Building Codes Board;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"building envelope"	-	means the area of land within which all buildings and effluent disposal facilities on a lot must be contained;	No change proposed. Building envelope not required as a relevant definition in the Scheme.
"building height"	(a) for development in the Residential Zone, has the same meaning given to it in the Residential Design Codes and is subject to the provisions of Table 3 of the Residential Design Codes, unless other buildings heights are prescribed under the Scheme or Council policy; and (b) for all other instances (including where building heights are not subject to the provisions of	in relation to a building — (a) if the building is used for residential purposes, has the meaning given in the R Codes; or (b) if the building is used for purposes other than residential purposes, means the maximum vertical distance between the natural ground level and the finished roof height directly above, excluding minor projections as that term is defined in the R Codes;	Retain Scheme definition of building height which is more explicit with respect permitting certain enclosed roof structure to be excluded and providing clarity with regards to when height controls in a measure of storeys are specified. However, modify definition to reference minor projection *"as that term defined in the R Codes"* to remove ambiguity as to what constitutes a minor projection when calculating building height.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	Table 3 of the Residential Design Codes), means the vertical distance at any point from natural ground level to the uppermost part of the building above that point (roof ridge, parapet or wall), excluding: (i) any enclosed roof structures of a high quality design that reduce the visual impact of lift plan and other similar utility or services and/or provides weather protection to areas used for private or communal open space, not exceeding 3.0 metres in height, such that the roof structure does not represent more than 25% of the floor area of the uppermost level of the building and is no more than 50% of the length or width of the uppermost level of the building; and (ii) Minor architectural projections or external fixtures above the roof		

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	line. And where the building heights are prescribed as maximums for the number of storeys and metric dimension, both limits apply in all instances, as the intent is to enable flexibility to permit floor to floor dimensions for each storey to be increased to allow variations in flooring, services systems and ceiling heights, in excess of any minimum standard prescribed by the Building Code of Australia. Note: "natural ground level" is defined elsewhere is this Schedule; *AMD 46 GG 03/09/10*		
"building heritage conservation"	-	means conservation as defined in the Heritage of Western Australia Act 1990 section 3(1);	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"cabin"	-	means a dwelling forming part of a tourist development or caravan park that is — (a) an individual unit other than a chalet; and (b) designed to provide short term	No change proposed. Cabin not required as a relevant definition in Scheme.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		accommodation for guests;	
"chalet"		means a dwelling forming part of a tourist development or caravan park that is — (a) a self contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and (b) designed to provide short term accommodation for guests;	No change proposed. Chalet not required as a relevant definition in Scheme.
"commencement day"	-	means the day this Scheme comes into effect under section 87(4) of the Act;	Introduce new term into Scheme.
"commercial"	means any activity involving any form of purchase, hire or sale of goods or services	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.
"commercial vehicle"	-	means a vehicle, whether licenced or not, that has a gross vehicle mass of greater than 4.5 tonnes including — (a) a utility, van, truck, tractor, bus or earthmoving equipment; and (b) a vehicle that is, or is designed to be an attachment to a vehicle referred to in paragraph (a);	Introduce new term, not currently included in the Scheme and is required to inform the land use of 'Commercial Vehicle Parking' proposed to be introduced.
"commonwealth agency"	includes a Commonwealth Minister, department, body or officer and an agency or instrumentality of the Crown in right of the Commonwealth	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"council register"	(a) register of places of cultural heritage significance; (b) register of non-conforming uses; and (c) any other register kept by the Council under this Scheme;	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.
"cultural heritage significance"	-	has meaning given in the *Heritage of Western Australia Act 1990* section 3(1);	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"deemed clause"	refers to the relevant clause in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 'Deemed provisions for local planning schemes'; INSERTED BY AMD 75 GG 23/6/17	-	No change proposed. Has been included to assist with reading the Scheme Text in conjunction with *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes'
"dependent person"	-	-	Introduce new definition of dependent person as - 'has the same meaning given to it in the R-Codes' to replace the previously defined "aged or dependent persons' dwelling" which is deleted as a land use listed in the Scheme.
"development"	has the same meaning as is given to it in the Act; *The Planning and Development Act*	-	No change proposed. Has previously been updated to include the definition of development in *The Planning and Development Act*

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	2005 defines "development" to mean – **"**the development or use of any land, including — (a) any demolition, erection, construction, alteration of or addition to any building or structure on the land; (b) the carrying out on the land of any excavation or other works; (c) in the case of a place to which a Conservation Order made under section 59 of the *Heritage of Western Australia Act 1990* applies, any act or thing that — (i) is likely to change the character of that place or the external appearance of any building; or (ii) would constitute an irreversible alteration of the fabric of any building;" *AMENDED BY AMD 75 GG 23/6/17*		*2005*.
"development contribution plan"	-	means a plan prepared under regulation 71	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			local planning schemes' forms part of the Scheme
"dwelling"	has the same meaning given to it in the ~~Residential Design Codes~~ R-Codes; *AMD 39 GG 10/7/07*	-	No change proposed. Retain dwelling as a term defined in Scheme.
"frontage"	means the boundary line or lines between land and the street or streets upon which that land abuts	in relation to a building — (a) if the building is used for residential purposes, has the meaning given in the R Codes; or (b) if the building is used for purposes other than residential purposes, means the line where a road reserve and the front of a lot meet and, if a lot abuts 2 or more road reserves, the one to which the building or proposed building faces;	Update to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"gazettal date"	means the date on which this Scheme is published in the Government Gazette	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"grouped dwelling"	has the same meaning given to it in the Residential Design Codes R-Codes; AMD 39 GG 10/7/07 **Note:** ~~Clause 2.2~~ of The ~~Residential Design Codes~~ R-Codes defines "grouped dwelling" to mean - "a dwelling that is one of a group of two or more dwellings on the same lot	-	No change required. Retain grouped dwelling as a term defined in Scheme.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	such that no dwelling is placed wholly or partly vertically above another, except where conditions of landscape or topography dictate otherwise, and includes a dwelling on a survey strata with common property"; *AMENDED BY AMD 75 GG 23/6/17*		
"Health Act"	means the ~~Health Act 1911~~ Health (Miscellaneous Provisions) Act 1911; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Heritage of Western Australia Act"	means the Heritage of Western Australia Act 1990	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"incidental use"	-	means a use of premises which is consequent on, or naturally attaching, appertaining or relating to, the predominant use	Include as new term to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"land"	has the same meaning given to it in the Act	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"landscaped area"	means any area developed by the planting of lawns, garden beds, shrubs or trees and includes any area developed with rockeries, ornamental ponds, swimming pools, barbecue areas or children's playgrounds and includes any other area approved by the Council as Landscaped area	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"local area traffic management"	Means the management of traffic on residential or other streets	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"local government"	-	means the local government responsible for this Scheme	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"Local government CEO"	-	means the chief executive officer of the local government	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"Local planning strategy"	-	means the local planning strategy for this Scheme prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* Part 3, as amended from time to time	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"minerals"	N/A	has the meaning given in the *Mining Act 1978* section 8(1)	No change proposed. This term is not required as a relevant definition in Scheme.
"Metropolitan Region Scheme"	means the Metropolitan Region Scheme made under the ~~Metropolitan Region Town Planning Scheme Act 1959~~ Act; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Metropolitan Region Scheme	means the Minister for Planning or	-	No change proposed. This is a term

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
reserve"	the Minister of the Western Australian Government responsible for town planning;		used in the Scheme and is proposed to be retained.
"Minister"	means the Minister for Planning or the Minister of the Western Australian Government responsible for town planning		No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Net lettable area or nla"	net lettable area" means the area of all floors within the internal finished surfaces of permanent walls but excludes the following areas — (a) all stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas; (b) lobbies between lifts facing other lifts serving the same floor; (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; (d) areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building; AMD 61 GG 14/11/14	means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas — (a) stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas; (b) lobbies between lifts facing other lifts serving the same floor; (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; (d) areas set aside for the provision of facilities or services to the floor or building where those facilities are not for the exclusive use of occupiers of the floor or building;	No change proposed Scheme and definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 are the same.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"net floor area"	for the purpose of determining car parking requirements under the parking policy, has the same meaning as "plot ratio floor area", but does not include any area of public fee paying car parks. *AMD 46 GG 03/09/10*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"non-conforming use"	means a use of land which, although lawful immediately prior to the coming into operation of this Scheme, is a prohibited use;	has the meaning given in the *Planning and Development Act 2005* section 172;	Update to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"owner"	-	in relation to land, means — (a) if the land is freehold land — (i) a person whose name is registered as a proprietor of the land; and (ii) the State, if registered as a proprietor of the land; and (iii) a person who holds an interest as purchaser under a contract to purchase an estate in fee simple in the land; and (iv) a person who is the holder of a freehold interest in land vested in an executor or administrator under the *Administration Act 1903* section 8;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		And (b) if the land is Crown land — (i) the State; and (ii) a person who holds an interest as purchaser under a contract to purchase an estate in fee simple in the land;	
"permanently"	in relation to the term used in the land use definition of 'residential building means six months or more. AMD 48 GG 25/01/11	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"permitted use"	means a use described in clauses 13 and 15	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"plot ratio"	(a) Residential Development: the ratio of the gross total of all floors of buildings on a site to the area of land in the site boundaries. For this purpose, such areas shall include the area of any walls but excludes the area of any lift shafts, the stairs or stair landings common to two or more dwellings, machinery, air conditioning and equipment rooms, space that is wholly below natural ground level, areas used exclusively for the parking of vehicles at or	means the ratio of the floor area of a building to an area of land within the boundaries of the lot or lots on which the building is located;	No change proposed. Retain Scheme definition of plot ratio which is more specific.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	below natural ground level, lobbies or amenities areas common to more than one dwelling, or balconies or verandahs; (b) Non-Residential Development: The ratio of the gross total area of fully enclosed covered areas of a building(s) on a site to the area of land in the site boundaries, excluding – - Toilets and bathrooms; - Lift shafts, stairs and stair landings; - Machinery, air conditioning, storage, equipment and plant rooms; - Lobbies and circulation spaces common to two or more tenancies; - Staff tea preparation, lunch areas or amenities; - Staff changeroom/locker facilities; - Areas used for the parking of vehicles at or below ground level; - Balconies, verandahs, terraces and courtyards, and - Space that is wholly below		

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	natural ground level; AMD 46 GG 03/09/10		
"plot ratio floor area"	means the floor area of a building as calculated in accordance with the definition of "plot ratio". *AMD 46 GG 03/09/10*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"precinct"	means an area or neighbourhood of limited size having - (a) a similar use or other characteristics; and (b) specified boundaries.	means a definable area where particular planning policies, guidelines or standards apply	No change proposed. Retain Scheme definition of precinct which specifically relates to the Town's use of precinct and precinct plans.
"precinct plan"	means a document setting out the planning intentions for a particular precinct;	-	No change proposed. Retain Scheme definition of precinct which specifically relates to the Town's use of precinct and precinct plans.
"premises"	-	means land, buildings or part of land or a building	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"prohibited use"	means a use described in clauses 13 and 15	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"public authority"	has the same meaning given to it in the Act	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"public utility"	means any works or undertaking constructed or maintained by a public authority, Commonwealth	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	agency or municipality to provide water, sewerage, electricity, gas, drainage, communications or other similar services		
"predominant use"	-	means the primary use of premises to which all other uses carried out on the premises are incidental	Include as new term to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"region planning scheme"	-	means a region planning scheme that applies in respect of part or all of the Scheme area	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"register of non-conforming uses"	means the register kept in accordance with clause 19	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"reserve"	-	means land reserved under this Scheme for a public purpose;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"r-codes"	-	means the Residential Design Codes prepared by the Western Australian Planning Commission under section 26 of the Act, as amended from time to time	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"retail"	means the sale or hire of products, goods or services to the public generally in small quantities and from a shop, showroom or fast food outlet	means the sale or hire of goods or services to the public	Update to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"retail floor area"	means the floor area of each of the floors of a building used for the display or sale of goods but does not include floor areas used for concealed storage, food preparation, a workshop or a toilet	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Scheme area"	-	means the area to which this Scheme applies	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"Scheme text"	means the document to which this Schedule is attached and includes this and all other Schedules	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Scheme zone"	means an area, identified in clause 12 (1), for which permitted uses are described in the Zoning Table	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"short term accommodation"	-	means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12 month period	No change proposed. Short term accommodation land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings..

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"special control area"	-	means an area identified under this Scheme as an area subject to special controls set out in this Scheme	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"storey"	means that portion of a building which is situated between the top of any floor and the top of the floor next above it and if there is no floor above it, that portion between the top of the floor and the ceiling or underside of a roof above it, with the following exclusions: (a) roof structures of a high quality design that reduce the visual impact of lift plant and other similar utility or services, not exceeding 3.0 metres in height; and (b) unenclosed roof structures of a high quality design that provide weather protection to areas used for private or communal open space, not exceeding 3.0 metres in height, such that the roof structure does not represent more than 25% of the floor area of the uppermost level of the building and is no	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	more than 50% of the length or width of the uppermost level of the building; and (c) minor architectural projections or external fixtures above the roof line; and (d) any portion of a building having 50% or more of its volume located below natural ground level; and (e) a floor area wholly contained within the roof space and having no vertical walls extending outside the external angle of the roof space, with the exception of the dormer windows. Note: The definition of storey does not apply to Single Houses and Grouped Dwellings within the 'Residential Zone'. The height standards for these forms of development are as per the Residential Design Codes R-Codes; AMD 46 GG 03/09/10; AMENDED BY AMD 75 GG 23/6/17		
"street alignment"	means the boundary between the land comprising a street and the land abutting it, but, where a new street alignment is prescribed, means the boundary between that	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	land and that new street alignment		
"substantially commenced"	-	means that some substantial part of work in respect of a development approved under a planning scheme or under an interim development order has been performed	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"temporary"	in relation to the term used in the land use definition of 'residential building' means less than six months. *AMD 48 GG 25/01/11*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"town"	means the Town of Victoria Park established as a municipality under the Local Government Act; **Note:** The division of the municipality of the former City of Perth was effected by S.9 of the City of Perth Restructuring Act 1993.	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Town of Victoria Park Scheme reserve"	means land reserved under this Scheme and shown on a Precinct Plan as a Town of Victoria Park Scheme reserve	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"wall height"	-	in relation to a wall of a building — (a) if the building is used for residential purposes, has the meaning given in the R-Codes; or (b) if the building is used for purposes other than residential	No change proposed. Scheme includes a definition for building height.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		purposes, means the vertical distance from the natural ground level of the boundary of the property that is closest to the wall to the point where the wall meets the roof or parapet	
"wholesale"	-	means the sale of goods or materials to be sold by others	Introduce as a new definition to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"works"	-	in relation to land, means — (a) any demolition, erection, construction, alteration of or addition to any building or structure on the land; and (b) the carrying out on the land of any excavation or other works; and (c) in the case of a place to which a Conservation Order made under the Heritage of Western Australia Act 1990 section 59 applies, any act or thing that — (i) is likely to damage the character of that place or the external appearance of any building; or (ii) would constitute an irreversible alteration to the	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		fabric of any building;	
"zone"	-	means a portion of the Scheme area identified on the Scheme Map as a zone for the purpose of indicating the controls imposed by this Scheme on the use of, or the carrying out of works on, land, but does not include a reserve or special control area.	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"zoning table"	means the table set out at the end of clause 15;	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"abattoir"	-	means premises used commercially for the slaughtering of animals for the purposes of consumption as food products	No change proposed. Not a land use that is required to be provided for in Scheme.
"additional use"	means a use, in respect of a specific site, listed in Schedule 2 C to which clause 17 applies; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. Has previously been updated as part of Scheme Amendment 75.
"aged or dependent persons' dwelling"	means an independently constructed dwelling for the purpose of accommodating a person who is aged 55 years or over or is a person with a recognised form of handicap requiring special accommodation provisions for independent living or special care.	-	Delete definition as the words "independently constructed" may result in dwellings being used for such purposes not being able to be classified as such, if they are not independently constructed, with it being unclear as to what "independently constructed" means. It is sufficient for aged or dependent persons dwellings to be defined solely based upon the nature of the occupants, rather than being linked to the form of construction. Replace this definition with definition of 'aged person' and 'dependent' person.
"agriculture — extensive"	-	means premises used for the raising of stock or crops including outbuildings and earthworks, but does not include agriculture — intensive or animal husbandry — intensive;	No change proposed. Not a land use that is required to be provided for in Scheme.
"agriculture — intensive"	-	means premises used for commercial production purposes,	No change proposed. Not a land use that is required to be provided

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		including outbuildings and earthworks, associated with any of the following — (a) the production of grapes, vegetables, flowers, exotic or native plants, or fruit or nuts; (b) the establishment and operation of plant or fruit nurseries; (c) the development of land for irrigated fodder production or irrigated pasture (including turf farms); (d) aquaculture;	for in Scheme.
"amusement parlour"	***"amusement facility"*** means any land or buildings, open to the public, used for not more than two amusement machines where such use is incidental to the predominant use;	means premises — (a) that are open to the public; and (b) that are used predominantly for amusement by means of amusement machines including computers; and (c) where there are 2 or more amusement machines;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*
"animal establishment"	**-**	means premises used for the breeding, boarding, training or caring of animals for commercial purposes but does not include animal husbandry — intensive or veterinary centre	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*
"animal husbandry — intensive"	**-**	means premises used for keeping, rearing or fattening of pigs, poultry	Include as new term to explicitly differentiate between what is an

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(for either egg or meat production), rabbits (for either meat or fur production) or other livestock in feedlots, sheds or rotational pens	animal establishment and what is animal husbandry – intensive and prohibit in all zones.
"art gallery"	**-**	means premises — (a) that are open to the public; and (b) where artworks are displayed for viewing or sale;	Introduce as new use class as there is a recognised need for this use to be provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"bed and breakfast"	**-**	means a dwelling — (a) used by a resident of the dwelling to provide short term accommodation, including breakfast, on a commercial basis for not more than 4 adult persons or one family; and (b) containing not more than 2 guest bedrooms;	No change proposed. Short term accommodation such as "bed and breakfast" land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings.
"betting agency"	**-**	means an office or totalisator agency established under the *Racing and Wagering Western Australia Act 2003*	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"brewery"	**-**	means premises the subject of a producer's licence authorising the production of beer, cider or spirits	Introduce as new use class as there is a recognised need for this use to be provided for in Scheme and to

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		granted under the *Liquor Control Act 1988*;	ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"bulky goods showroom"	***Showroom*** means any building or part of a building used or intended for use for the purpose of displaying or offering for sale by wholesale or retail, automotive spare parts, carpets, large electrical appliances, furniture, hardware or goods of a bulky nature but does not include the sale by retail of foodstuffs, liquor or beverages, items of clothing or apparel, magazines, newspapers, books or paper products, china, glassware or domestic hardware, or items of personal adornment	means premises — (a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes — (i) automotive parts and accessories; (ii) camping, outdoor and recreation goods; (iii) electric light fittings; (iv) animal supplies including equestrian and pet goods; (v) floor and window coverings; (vi) furniture, bedding, furnishings, fabrics, manchester and homewares; (vii) household appliances, electrical goods and home entertainment goods; (viii) party supplies; (ix) office equipment and supplies; (x) babies' and childrens' goods, including play equipment and accessories;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.* This definition removes the wholesale specification and provides a more comprehensive list of goods and accessories used for domestic purposes which the land use 'bulky goods showroom' should be associated with.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(xi) sporting, cycling, leisure, fitness goods and accessories; (xii) swimming pools; or (b) used to sell by retail goods and accessories by retail if — (i) a large area is required for the handling, display or storage of the goods; or (ii) vehicular access is required to the premises for the purpose of collection of purchased goods;	
"caravan park"	**-**	means premises that are a caravan park as defined in the *Caravan Parks and Camping Grounds Act 1995* section 5(1);	No change required. Not a land use that is required to be provided for in Scheme.
"caretakers dwelling"	means a building used as a dwelling by a person having the care of the building, plant, equipment or grounds associated with an industry, business, office or reception area carried on or existing on the same site	means a dwelling on the same site as a building, operation or plant used for industry, and occupied by a supervisor of that building, operation or plant;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.* This definition removes association of a caretakers dwellings with office and reception uses.
"carpark"	means premises used primarily for parking private vehicles or taxis whether or not - (a) as a public or private car park; and (b) for reward	means premises used primarily for parking vehicles whether open to the public or not but does not include — (a) any part of a public road used for parking or for a taxi rank; or (b) any premises in which cars are	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	but does not include - (c) any part of a public road used for parking or for a taxi rank, or (d) any premises used for the display of vehicles for sale;	displayed for sale;	
"child care premises"	has the same meaning as in the *Community Services (Child Care) Regulations 1988*. *AMD 15 GG 4/2/03* Note: Section 3 of the *Community Services (Child Care) Regulations 1988* defines "child care premises" to mean "premises specified in a licence or permit as premises in which a child care service may be provided	means premises where — (a) an education and care service as defined in the *Education and Care Services National Law (Western Australia)* section 5(1), other than a family day care service as defined in that section, is provided; or (b) a child care service as defined in the *Child Care Services Act 2007* section 4 is provided;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"cinema"	-	means premises where the public may view a motion picture or theatrical production	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"civic use"	-	means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning*

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			Schemes) Regulations 2015.
"club premises"	-	means premises used by a legally constituted club or association or other body of persons united by a common interest	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"commercial vehicle parking"	-	means premises used for parking of one or 2 commercial vehicles but does not include — (a) any part of a public road used for parking or for a taxi rank; or (b) parking of commercial vehicles incidental to the predominant use of the land;	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"community purpose"	***"community uses"*** means those uses, in a particular locality, which provide services or facilities, such as health or social services or meeting facilities, to those who live or work in that locality	means premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"consulting rooms"	means premises used for the investigation and/or treatment of physical or mental injuries or ailments (not including a hospital) in the practice of a profession by a person who is a legally qualified medical practitioner, dentist, physiotherapist, podiatrist or similar, but does not include a masseur and	means premises used by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care but does not include a masseur and does not include a premises practising therapeutic massage or similar services;	Retain Scheme definition which does not apply a limit of no more than 2 health practitioners which provides greater flexibility and if amended to Regulations definition would then necessitate the introduction of the 'medical centre' land use.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	does not include a premises practising therapeutic massage or similar services		
"convenience store"	means land and buildings used for the retail sale of convenience goods being those goods commonly sold in supermarkets, delicatessens and newsagents but including the sale of petrol and operated during hours which may include, but which may extend beyond normal trading hours and provide associated parking. The buildings associated with a convenience store shall not exceed 300m2 gross leasable area;	means premises — (a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; and (b) operated during hours which include, but may extend beyond, normal trading hours; and (c) the floor area of which does not exceed 300 m^2 net lettable area;	Retain Scheme definition. The existing convenience store definition distinguishes that a convenience store is to include petrol sales, whereas the Regulation definition of convenience store doesn't include petrol sales which would then create ambiguity as to what the difference is between a shop, convenience store and a corner store.
"corrective institution"	-	means premises used to hold and reform persons committed to it by a court, such as a prison or other type of detention facility	No change required. Not a land use that is required to be provided for in Scheme.
"day care centre"	means "Child Care Premises" or "Family Day Care" as defined in this schedule; AMD 15 GG 4/2/03; AMD 39 GG 10/7/07	-	Delete definition as simply refers to other land uses of 'child care premises' and 'family day care centre' as defined by the Scheme.
"discretionary use"	means a use described in clauses 13 and 15	-	No change proposed. This is a term used in the Scheme as is proposed to be retained.
"educational establishment"	means a school, college, university, technical institute, kindergarten, academy or other educational centre, but does not include an	means premises used for the purposes of providing education including premises used for a school, higher education institution,	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning*

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	institutional building	business college, academy or other educational institution	*Schemes) Regulations 2015.*.
"exhibition centre"	-	means premises used for the display, or display and sale, of materials of an artistic, cultural or historical nature including a museum	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"family day care"	means premises used to provide family day care within the meaning of the *Community Services (Child Care) Regulations 1988.* *AMD 15 GG 4/2/03* **Note:** Section 3 of the *Community Services (Child Care) Regulations 1988* defines "family day care" to mean "a child care service provided to a child in a private dwelling in a family or domestic environment.	means premises where a family day care service as defined in the *Education and Care Services National Law (Western Australia)* is provided;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"fast food outlet/lunch bar"	***"fast food outlet"* means** premises where food is prepared and sold - (a) to be taken away; or (b) for consumption on those or adjacent premises - if the operation of the premises is likely to attract considerable vehicular traffic to those	means premises, including premises with a facility for drive through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten — (a) without further preparation; and (b) primarily off the premises;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.* The amended definition provides better distinction between fast food outlet/lunch bar and restaurant/café

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	premises for short periods; **NOTE:** The related definition of "restaurant" is set out later in this schedule.		by way of reference to drive through component rather than considerable vehicle traffic for short periods and to the serving of food to customers to be eaten primarily off the premises.
"freeway service centre"	-	means premises that has direct access to a freeway and which provides all the following services or facilities and may provide other associated facilities or services but does not provide bulk fuel services — (a) service station facilities; (b) emergency breakdown repair for vehicles; (c) charging points for electric vehicles; (d) facilities for cyclists; (e) restaurant, cafe or fast food services; (f) take away food retailing; (g) public ablution facilities, including provision for disabled access and infant changing rooms; (h) parking for passenger and freight vehicles; (i) outdoor rest stop facilities such as picnic tables and shade areas;	No change required. Not a land use that is required to be provided for in Scheme.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"fuel depot"	-	means premises used for the storage and sale in bulk of solid or liquid or gaseous fuel but does not include premises used — (a) as a service station; or (b) for the sale of fuel by retail into a vehicle for use by the vehicle	No change required. Not a land use that is required to be provided for in Scheme.
"funeral parlour"	-	means premises used — (a) to prepare and store bodies for burial or cremation; (b) to conduct funeral services	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*.
"garden centre"	-	means premises used for the propagation, rearing and sale of plants, and the storage and sale of products associated with horticulture and gardens	No change required. Not a land use that is required to be provided for in Scheme.
"holiday accommodation"	-	means 2 or more dwellings on one lot used to provide short term accommodation for persons other than the owner of the lot	No change proposed. Short term accommodation such as "bed and breakfast" land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings.
"holiday house"	-	means a single dwelling on one lot used to provide short term accommodation but does not include a bed and breakfast	No change proposed. Short term accommodation such as "bed and breakfast" land use controls are specified in Local Planning Policy 31 – Specialised Forms of

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			Accommodation other than Dwellings.
"home business"	-	means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business, service or profession if the carrying out of the business, service or profession — (a) does not involve employing more than 2 people who are not members of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 50 m^2; and (d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and (e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and (f) does not involve the presence, use or calling of a vehicle of more than 4.5 tonnes tare weight; and	No change required. Home business is not proposed as a land use to be permitted within the Town. Home Occupation is provided for and defined in Local Planning Policy 2 – Home Occupation.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(g) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located	
"home occupation"	means the carrying on or any business conducted in a dwelling or within the boundaries of the lot upon which a dwelling is constructed but does not include the sale or hire of any goods	means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out an occupation if the carrying out of the occupation that — (a) does not involve employing a person who is not a member of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 20 m^2; and (d) does not involve the display on the premises of a sign with an area exceeding 0.2 m^2; and (e) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and (f) does not — (i) require a greater number of parking spaces than normally required for a single dwelling; or	Retain Scheme definition. The Scheme definition provides for 1 staff member which is not included in the Regulations definition. Home Occupation is further defined and provided for in Local Planning Policy 2 – Home Occupation.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(ii) result in an increase in traffic volume in the neighbourhood; and (g) does not involve the presence, use or calling of a vehicle of more than 4.5 tonnes tare weight; and (h) does not include provision for the fuelling, repair or maintenance of motor vehicles; and (i) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located;	
"home office"	means a home occupation limited to a business carried out solely within a dwelling by a resident of the dwelling but which does not - *AMD 6 GG 8/10/02* (a) entail clients, customers or delivery vehicles travelling to and from the dwelling; (b) involve any advertising signs on the premises; or (c) require any external change to the appearance of the dwelling.	means a dwelling used by an occupier of the dwelling to carry out a home occupation if the carrying out of the occupation — (a) is solely within the dwelling; and (b) does not entail clients or customers travelling to and from the dwelling; and (c) does not involve the display of a sign on the premises; and (d) does not require any change to the external appearance of the dwelling;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Includes a provision specifying the home occupation is solely within the dwelling.
"home store"	-	means a shop attached to a dwelling	Introduce as new use class as not

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		that — (a) has a net lettable area not exceeding 100 m^2; and (b) is operated by a person residing in the dwelling;	currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"hospital"	means a building in which persons are received and lodged for medical treatment or care and includes a maternity hospital;	means premises that are a hospital within the meaning given in the *Health Services Act 2016* section 8(4);	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"hotel"	means premises providing accommodation for the public the subject of a hotel licence under the Liquor Licensing Act 1988 and may include a betting agency operated in accordance with the ~~Totalisator Agency Betting Board Act 1960~~ Racing and Wagering Western Australia Act 2003, but does not include a motel, tavern or boarding house the subject of a limited hotel licence or other licence granted under that Act; *AMENDED BY AMD 75 GG 23/6/17*	means premises the subject of a hotel licence other than a small bar or tavern licence granted under the *Liquor Control Act 1988* including any betting agency on the premises	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"industry"	means the carrying out of any process for or incidental to - (a) the making, altering, repairing or ornamentation, painting, finishing, cleaning, packing or	means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and	No change proposed. Changes to the 'industry' land use are covered by Town Planning Scheme Amendment No. 77.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	canning or adapting for sale or the breaking up or demolition of any article or part of any article; (b) the winning, processing or treatment of minerals; (c) the generation of electricity or the production of gas; (d) the manufacture of edible goods for human or animal consumption - being a process carried on in the course of trade or business, whether or not for gain, but the term does not include operations connected with - (e) the carrying out of agriculture; (f) site work on buildings, works or land; and (g) in the case of the manufacture of goods referred to in paragraph (d), the preparation of food for sale on the premises of a shop;	includes facilities on the premises for any of the following purposes — (a) the storage of goods; (b) the work of administration or accounting; (c) the selling of goods by wholesale or retail; (d) the provision of amenities for employees; (e) incidental purposes	
"industry – extractive"	-	means premises, other than premises used for mining operations, that are used for the extraction of basic raw materials including by means of ripping, blasting or dredging and may include facilities for any of the following purposes —	No change proposed. 'Industry - extractive' land use is covered by Town Planning Scheme Amendment No. 77.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(a) the processing of raw materials including crushing, screening, washing, blending or grading; (b) activities associated with the extraction of basic raw materials including wastewater treatment, storage, rehabilitation, loading, transportation, maintenance and administration	
"industry – light"	means an industry; (a) in which the processes carried on, the machinery used, and the goods and commodities carried to and from the premises, will not cause any injury to, or will adversely affect the amenity of the locality by reason of the emission of light, noise, electrical interference, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water or other waste products; and (b) the establishment of which will not, or the conduct of which does not, impose an undue load on any existing or proposed service for the supply or provision of water, gas,	means premises used for an industry where impacts on the amenity of the area in which the premises is located can be mitigated, avoided or managed	No change proposed. 'Industry – light' land use is covered by Town Planning Scheme Amendment No. 77.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	electricity, sewerage facilities, or any other like services;		
"industry – primary production"	-	means premises used — (a) to carry out a primary production business as that term is defined in the Income Tax Assessment Act 1997 (Commonwealth) section 995 1; or (b) for a workshop servicing plant or equipment used in primary production businesses;	No change required. Not a land use that is required to be provided for in Scheme.
"general industry"	means an industry other than a cottage, extractive, hazardous, light or noxious industry;	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"hazardous industry"	means an industry which, when in operation and when all measures proposed to minimise its impact on the locality have been employed (including measures to isolate the industry from existing or likely future development on other land in the locality), would pose a significant risk in relation to the locality, to human health, life or poverty, or to the biophysical environment. Examples of such industry include oil refineries and chemical plants but would generally exclude light, rural or service industries	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"noxious Industry"	Means an industry which is subject to licensing as "Prescribed Premises" under the *Environmental Protection Act 1986* (as amended)	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"liquor store – large"	means premises with a net lettable area exceeding 300m² which are subject to, or will require, a liquor store licence under the *Liquor Control Act 1988* (WA). *AMD 61 GG 14/11/14*	means premises the subject of a liquor store licence granted under the *Liquor Control Act 1988* with a net lettable area of more than 300 m^2	No change required.
"liquor store — small"	means premises with a net lettable area not exceeding 300m² which are subject to, or will require, a liquor store licence under the *Liquor Control Act 1988 (WA).*	means premises the subject of a liquor store licence granted under the *Liquor Control Act 1988* with a net lettable area of not more than 300 m^2	No change required.
"marina"	-	(a) premises used for providing mooring, fuelling, servicing, repairing, storage and other facilities for boats, including the associated sale of any boating gear or equipment; and (b) all jetties, piers, embankments, quays, moorings, offices and storerooms used in connection with the provision of those services	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"marine filling station"	-	means premises used for the storage and supply of liquid fuels and lubricants for marine craft	No change required. Not a land use that is required to be provided for in Scheme.
"market"	-	means premises used for the display and sale of goods from stalls	Introduce as new use class as not currently provided for in Scheme

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		by independent vendors	and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"massage rooms"	means premises used by a masseur or which provides therapeutic massage or similar services	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"medical centre"	-	means premises other than a hospital used by 3 or more health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care	No change, not a land use proposed to be introduced as covered by term 'Consulting Rooms'.
"mining operations"	-	means premises where mining operations, as that term is defined in the *Mining Act 1978* section 8(1) is carried out	No change required. Not a land use that is required to be provided for in Scheme.
"motel"	means any land or buildings used or intended to be used to accommodate patrons in a manner similar to a hotel but in which specific provision is made for the accommodation of patrons with motor vehicles and to which a licence under the *Liquor Licencing Act 1988* may have been granted.	means premises, which may be licensed under the *Liquor Control Act 1988* — (a) used to accommodate guests in a manner similar to a hotel; and (b) with specific provision for the accommodation of guests with motor vehicles;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"motor vehicle, boat or caravan sales"	***"motor vehicles and marine sales premises"*** means any land or buildings used for the display and	means premises used to sell or hire motor vehicles, boats or caravans	Retain Scheme definition, includes the servicing of motor vehicles.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	sale of new or second hand motor-cycles, cars, trucks, caravans and boats or any one or more of them and may include the servicing of motor vehicles sold from the site;		
"motor vehicle repair"		means premises used for or in connection with — (a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or (b) repairs to tyres other than recapping or re-treading of tyres;	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the Planning and Development Regulations 2015.
"motor vehicle wash"	**-**	means premises primarily used to wash motor vehicles;	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"nightclub"	means premises in respect of which a cabaret licence is required pursuant to the *Liquor Licensing act 1988* in order to trade and includes any land or other premises associated with the licensed premises	means premises the subject of a nightclub licence granted under the *Liquor Control Act 1988*;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"nursing home"	means any building used for the	-	No change proposed. This is a land

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	medical treatment or care of sick persons, whether resident or not, but does not include consulting rooms		use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"office"	means a building or part of a building used for the conduct of administration, the practise of a profession, the carrying on of agencies, a post office, bank, building society, insurance office, estate agency, typist and secretarial services, or services of a similar nature, and where not conducted on the site thereof, the administration of or the accounting in connection with a commercial or industrial undertaking	means premises used for administration, clerical, technical, professional or similar business activities	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"open air sales and display"	means the use of land for the display, sale or hire of goods or equipment in the open air	-	Proposed to be deleted, will be covered by warehouse/open air storage definition.
"park home park"	-	means premises used as a park home park as defined in the *Caravan Parks and Camping Grounds Regulations 1997* Schedule 8;	No change required. Not a land use that is required to be provided for in Scheme.
"place of worship"	means any land or buildings used primarily for religious activities but does not include an institution for primary, secondary, or higher education, or a residential training institution	means premises used for religious activities such as a chapel, church, mosque, synagogue or temple	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"reception centre"	-	means premises used for hosted functions on formal or ceremonial occasions	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"recreation – private"		means premises that are — (a) used for indoor or outdoor leisure, recreation or sport; and (b) not usually open to the public without charge	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"research and development"	means scientific and industrial research and the development, production and assembly of products associated with that research	-	Proposed to be retained, this land use is specific to the Scheme area- Curtin Precinct P13.
"residential building"	has the same meaning given to it in the ~~Residential Design Codes~~ R-Codes. *AMD 39 GG 10/7/07* **Note**: ~~Clause 2.2 of The Residential Design Codes~~ R-Codes defines "residential building" to mean - "a building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto; such building being used or intended,	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained. The detailed sub categories and classifications of 'residential buildings' are included in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	adapted or designed to be used for the purpose of human habitation: • temporarily by two or more persons, or • permanently by seven or more persons, who do not comprise a single family; but does not include a hospital or sanitorium, a prison, a hotel, a motel, or a residential school		
"resource recovery centre"	-	means premises other than a waste disposal facility used for the recovery of resources from waste	No change required. Not a land use that is required to be provided for in Scheme.
"restaurant/café"	***"restaurant"*** means premises where food is prepared and sold principally for consumption on those or adjacent premises but does not include a fast food outlet; **Note:** A "fast food outlet" is defined earlier in this Schedule.	means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the *Liquor Control Act 1988*;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The amended definition provides better distinction between fast food outlet/lunch bar and restaurant/café by way of reference to the provision of seating and premises licenced under the *Liquor Control Act 1988.*
"restricted premises"	means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or exhibition, display or delivery of: *AMD 43 GG 31/10/08*	means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of — (a) publications that are classified as restricted under the	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	(a) publications that are classified as restricted under the Censorship Act 1996; (b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity;	*Classification (Publications, Films and Computer Games) Act 1995* (Commonwealth); or (b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity; or (c) smoking-related implements;	
"road house"	-	means premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following facilities or services — (a) a full range of automotive repair services; (b) wrecking, panel beating and spray painting services; (c) transport depot facilities; (d) short term accommodation for guests; (e) facilities for being a muster point in response to accidents, natural disasters and other emergencies	No change required. Not a land use that is required to be provided for in Scheme.
"rural home business"	-	means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business,	No change required. Not a land use that is required to be provided for in Scheme.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		service or occupation if the carrying out of the business, service or occupation — (a) does not involve employing more than 2 people who are not members of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 200 m^2; and (d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only be means of the Internet; and (e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and (f) does not involve the presence, use or calling of more than 3 vehicles at any one time or of a vehicle of more than 30 tonnes gross weight;	
"rural pursuit/hobby farm"	-	means any premises, other than premises used for agriculture — extensive or agriculture — intensive, that are used by an occupier of the	No change required. Not a land use that is required to be provided for in Scheme.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		premises to carry out any of the following activities if carrying out of the activity does not involve permanently employing a person who is not a member of the occupier's household — (a) the rearing, agistment, stabling or training of animals; (b) the keeping of bees; (c) the sale of produce grown solely on the premises;	
"serviced apartment"	means a building or buildings which include self-contained units for transient accommodation	means a group of units or apartments providing — (a) self contained short stay accommodation for guests; and (b) any associated reception or recreational facilities;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"service station"	means any land or buildings used for the retail sale of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs, minor mechanical repairs to motor vehicles but does not include a transport depot, panel beating, spray painting, major repairs or wrecking;	means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for — (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor	Retain Scheme definition. The regulations definition creates ambiguity with regards to the retail sale of goods of an incidental or convenience nature.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		vehicles;	
"shop"	means ~~any building~~ premises wherein goods are kept, exposed or offered for sale by retail, or within which services of a personal nature are provided (including a hairdresser, beauty therapist or manicurist) but does not include a showroom, liquor store or fast food outlet. ~~or any other premises specifically defined elsewhere in this part;~~ *AMD 61 GG 14/11/14;* **Note:** The Interpretation Act 1984 defines "sell" to include barter, exchange, offer to sell and expose for sale".	means premises other than a bulky goods showroom, a liquor store — large or a liquor store — small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"single bedroom dwelling"	has the same meaning given to it in the ~~Residential Design Codes~~ R-Codes. *AMD 39 GG 10/7/07; AMENDED BY AMD 75 GG 23/6/17* **Note:** ~~Clause 2.2 of~~ The ~~Residential Design Codes~~ R-Codes defines "single bedroom dwelling" to mean - a dwelling that contains a living room and no more than one other habitable room that is capable of use as a bedroom"; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"single house"	has the same meaning given to it in the ~~Residential Design Codes~~ R-Codes; *AMD 39 GG 10/7/07; AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"small bar"	-	means premises the subject of a small bar licence granted under the *Liquor Control Act 1988*;	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"tavern"	means any land or buildings the subject of a Tavern Licence granted under the provisions of the *Liquor Licensing Act 1988*	means premises the subject of a tavern licence granted under the *Liquor Control Act 1988*	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"telecommunication infrastructure"	-	means premises used to accommodate the infrastructure used by or in connection with a telecommunications network including any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure related to the network	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"tourist development"	-	means a building, or a group of buildings forming a complex, other than a bed and breakfast, a caravan park or holiday accommodation, used to provide — (a) short term accommodation for	No change proposed. Short term accommodation such as "bed and breakfast" land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		guests; and (b) onsite facilities for the use of guests; and (c) facilities for the management of the development;	Dwellings.
"trade display"	-	means premises used for the display of trade goods and equipment for the purpose of advertisement	No change required. Not a land use that is required to be provided for in Scheme.
"trade supplies"	-	means premises used to sell by wholesale or retail, or to hire, assemble or manufacture any materials, tools, equipment, machinery or other goods used for the following purposes including goods which may be assembled or manufactured off the premises — (a) automotive repairs and servicing; (b) building including repair and maintenance; (c) industry; (d) landscape gardening; (e) provision of medical services; (f) primary production; (g) use by government departments or agencies, including local government;	No change required. Not a land use that is required to be provided for in Scheme.
"transport depot"	means any premises used - (a) for the garaging of vehicles used or intended for use for the	means premises used primarily for the parking or garaging of 3 or more commercial vehicles including —	Proposed to retain Scheme definition which does not include reference to storage of goods which

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	carriage of goods for hire or reward; or (b) for the transfer of goods from one such vehicle to another such vehicle whether or not the land or the building is also used for the maintenance and repair of the vehicles;	(a) any ancillary maintenance or refuelling of those vehicles; and (b) any ancillary storage of goods brought to the premises by those vehicles; and (c) the transfer of goods or persons from one vehicle to another	is captured by other corresponding land uses.
"tree farm"	-	means land used commercially for tree production where trees are planted in blocks of more than one hectare, including land in respect of which a carbon right is registered under the *Carbon Rights Act 2003* section 5	No change required. Not a land use that is required to be provided for in Scheme.
"unlisted use"	has the meaning given to it in clause 16 of the Scheme Text	-	No change proposed. This is a term used in the Scheme as is proposed to be retained.
"veterinary centre"	-	means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"warehouse/storage"	***"warehouse"*** means a building wherein goods are stored and may be offered for sale by wholesale;	means premises including indoor or outdoor facilities used for — (a) the storage of goods, equipment, plant or materials; or (b) the display or sale by	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		wholesale of goods	
"waste disposal facility"	**-**	means premises used — (a) for the disposal of waste by landfill; or (b) the incineration of hazardous, clinical or biomedical waste	No change required. Not a land use that is required to be provided for in Scheme.
"waste storage facility"	**-**	means premises used to collect, consolidate, temporarily store or sort waste before transfer to a waste disposal facility or a resource recovery facility on a commercial scale	No change required. Not a land use that is required to be provided for in Scheme.
"wind farm"	**-**	means premises used to generate electricity by wind force and any associated turbine, building or other structure but does not include anemometers or turbines used primarily to supply electricity for a domestic property or for private rural use	No change required. Not a land use that is required to be provided for in Scheme.
Winery		means premises used for the production of viticultural produce and associated sale of the produce	No change required. Not a land use that is required to be provided for in Scheme.
Workforce accommodation	**-**	means premises, which may include modular or relocatable buildings, used — (a) primarily for the accommodation of workers engaged in construction, resource, agricultural or other industries on a temporary	No change required. Not a land use that is required to be provided for in Scheme.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		basis; and (b) for any associated catering, sporting and recreation facilities for the occupants and authorised visitors.	

TOWN OF VICTORIA PARK

TOWN PLANNING SCHEME NO. 1

AMENDMENT NO. 80

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME.

TOWN OF VICTORIA PARK TOWN PLANNING SCHEME NO. 1

AMENDMENT NO. 80

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005 amend the above Town Planning Scheme by:

1. Council resolve pursuant to Section 75 of the *Planning and Development Act 2005* to initiate an Amendment (Amendment No. 80) to the Town of Victoria Park Town Planning Scheme No. 1 as follows:

    1.1 Insert the following general and land use terms and definitions into Schedule B 'Definitions' of the Scheme Text as follows :

    "animal establishment" means premises used for the breeding, boarding, training or caring of animals for commercial purposes but does not include animal husbandry — intensive or veterinary centre;

    "animal husbandry – intensive" means premises used for keeping, rearing or fattening of pigs, poultry (for either egg or meat production), rabbits (for either meat or fur production) or other livestock in feedlots, sheds or rotational pens;

    "art gallery" means premises —
    (a) that are open to the public; and
    (b) where artworks are displayed for viewing or sale;

    "betting agency" means an office or totalisator agency established under the Racing and Wagering Western Australia Act 2003

    "brewery" means premises the subject of a producer's licence authorising the production of beer, cider or spirits granted under the Liquor Control Act 1988;

    "cinema" means premises where the public may view a motion picture or theatrical production;

    "civic use" means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes;

    "club premises" means premises used by a legally constituted club or association or other body of persons united by a common interest;

"commencement day" means the day this Scheme comes into effect under section 87(4) of the Act;

"commercial vehicle" means a vehicle, whether licenced or not, that has a gross vehicle mass of greater than 4.5 tonnes including —

(a) a utility, van, truck, tractor, bus or earthmoving equipment; and

(b) a vehicle that is, or is designed to be an attachment to a vehicle referred to in paragraph (a);

"commercial vehicle parking" means premises used for parking of one or 2 commercial vehicles but does not include —

(a) any part of a public road used for parking or for a taxi rank; or

(b) parking of commercial vehicles incidental to the predominant use of the land;

"exhibition centre" means premises used for the display, or display and sale, of materials of an artistic, cultural or historical nature including a museum;

"funeral parlour" means premises used —

(a) to prepare and store bodies for burial or cremation;

(b) to conduct funeral services;

"home store" means a shop attached to a dwelling that —

(a) has a net lettable area not exceeding 100 m^2; and

(b) is operated by a person residing in the dwelling;

"incidental use" means a use of premises which is consequent on, or naturally attaching, appertaining or relating to, the predominant use;

"marina" means —

(a) premises used for providing mooring, fuelling, servicing, repairing, storage and other facilities for boats, including the associated sale of any boating gear or equipment; and

(b) all jetties, piers, embankments, quays, moorings, offices and storerooms used in connection with the provision of those services;

"market" means premises used for the display and sale of goods from stalls by independent vendors;

"motor vehicle repair" means premises used for or in connection with —

(a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or

(b) repairs to tyres other than recapping or re-treading of tyres;

"motor vehicle wash" means premises primarily used to wash motor vehicles;

"predominant use" means the primary use of premises to which all other uses carried out on the premises are incidental;

"reception centre" means premises used for hosted functions on formal or ceremonial occasions;

"recreation – private" means premises that are —
(a) used for indoor or outdoor leisure, recreation or sport; and
(b) not usually open to the public without charge;

"small' bar" means premises the subject of a small bar licence granted under the Liquor Control Act 1988;

"telecommunication infrastructure" means premises used to accommodate the infrastructure used by or in connection with a telecommunications network including any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure related to the network;

"veterinary centre" means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders;

"wholesale" means the primary use of premises to which all other uses carried out on the premises are incidental;

1.2 Modify the following general and land use terms definitions in Schedule B 'Definitions' of the Scheme Text to the following:

"building height" –
(a) for development in the Residential Zone, has the same meaning given to it in the Residential Design Codes and is subject to the provisions of Table 3 of the Residential Design Codes, unless other buildings heights are prescribed under the Scheme or Council policy; and
(b) for all other instances (including where building heights are not subject to the provisions of Table 3 of the Residential Design Codes), means the vertical distance at any point from natural ground level to the uppermost part of the building above that point (roof ridge, parapet or wall), excluding:
(i) any enclosed roof structures of a high quality design that reduce the visual impact of lift plan and other similar utility or services and/or provides weather protection to areas used for private or communal open space, not exceeding 3.0 metres in height, such that the roof structure does not represent more than 25% of the floor area of the uppermost level of the building and is no more than 50% of the length or width of the uppermost level of the building; and

(ii) Minor architectural projections or external fixtures above the roof line as that term is defined in the R Codes.

And where the building heights are prescribed as maximums for the number of storeys and metric dimension, both limits apply in all instances, as the intent is to enable flexibility to permit floor to floor dimensions for each storey to be increased to allow variations in flooring, services systems and ceiling heights, in excess of any minimum standard prescribed by the Building Code of Australia.

Note:
"natural ground level" is defined elsewhere is this Schedule;

"caretaker's dwelling" means a dwelling on the same site as a building, operation or plant used for industry, and occupied by a supervisor of that building, operation or plant;

"carpark" means premises used primarily for parking vehicles whether open to the public or not but does not include —
(a) any part of a public road used for parking or for a taxi rank; or
(b) any premises in which cars are displayed for sale;

"child care premises" means premises where —
(a) an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or
(b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided;

"educational establishment" means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution;

"family day care" means premises where a family day care service as defined in the Education and Care Services National Law (Western Australia) is provided;

"frontage" in relation to a building —
(a) if the building is used for residential purposes, has the meaning given in the R Codes; or
(b) if the building is used for purposes other than residential purposes, means the line where a road reserve and the front of a lot meet and, if a lot abuts 2 or more road reserves, the one to which the building or proposed building faces;

"home office" means a dwelling used by an occupier of the dwelling to carry out a home occupation if the carrying out of the occupation —
(a) is solely within the dwelling; and

(b) does not entail clients or customers travelling to and from the dwelling; and
(c) does not involve the display of a sign on the premises; and
(d) does not require any change to the external appearance of the dwelling;

"hospital" means premises that are a hospital within the meaning given in the Health Services Act 2016 section 8(4);

"hotel" means premises the subject of a hotel licence other than a small bar or tavern licence granted under the Liquor Control Act 1988 including any betting agency on the premises;

"motel" means premises, which may be licensed under the Liquor Control Act 1988 —
(a) used to accommodate guests in a manner similar to a hotel; and
(b) with specific provision for the accommodation of guests with motor vehicles;

"nightclub" means premises the subject of a nightclub licence granted under the Liquor Control Act 1988;

"non-conforming" use has the meaning given in the Planning and Development Act 2005 section 172;

"office" means premises used for administration, clerical, technical, professional or similar business activities;

"place of worship" means premises used for religious activities such as a chapel, church, mosque, synagogue or temple;

"restricted premises" means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of —
(a) publications that are classified as restricted under the Classification (Publications, Films and Computer Games) Act 1995 (Commonwealth); or
(b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity; or
(c) smoking-related implements;
"retail" means the sale or hire of goods or services to the public;

"serviced apartment" means a group of units or apartments providing —
(a) self contained short stay accommodation for guests; and
(b) any associated reception or recreational facilities;

"shop" means premises other than a bulky goods showroom, a liquor store — large or a liquor store — small used to sell goods by

retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services;

"tavern" means premises the subject of a tavern licence granted under the Liquor Control Act 1988;

1.3 Delete the following general and land use terms and definitions in Schedule B 'Definitions' of the Scheme Text, and replace them with the following:

"*aged or dependent person dwelling"* with
"aged person" has the same meaning given to it in the R-Codes; and
"dependent person" has the same meaning given to it in the R-Codes;

"amusement facility" with
"amusement parlour" means premises —
(a) that are open to the public; and
(b) that are used predominantly for amusement by means of amusement machines including computers; and
(c) where there are 2 or more amusement machines;

"community uses" with
"community purpose" means premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit;

"fast food outlet" with
"fastfood outlet/lunch bar" means premises, including premises with a facility for drive through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten —
(a) without further preparation; and
(b) primarily off the premises;

"restaurant" with
"restaurant/café" means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988;

"showroom" with
"bulk goods showroom" means premises —
(a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes —
(i) automotive parts and accessories;
(ii) camping, outdoor and recreation goods;
(iii) electric light fittings;
(iv) animal supplies including equestrian and pet goods;

(v) floor and window coverings;
(vi) furniture, bedding, furnishings, fabrics, manchester and homewares;
(vii) household appliances, electrical goods and home entertainment goods;
(viii) party supplies;
(ix) office equipment and supplies;
(x) babies' and childrens' goods, including play equipment and accessories;
(xi) sporting, cycling, leisure, fitness goods and accessories;
(xii) swimming pools;
or

(b) used to sell by retail goods and accessories by retail if —
(i) a large area is required for the handling, display or storage of the goods; or
(ii) vehicular access is required to the premises for the purpose of collection of purchased goods;

"warehouse" with
"warehouse storage" means premises including indoor or outdoor facilities used for —
(a) the storage of goods, equipment, plant or materials; or
(b) the display or sale by wholesale of goods;

1.4 Delete the following general and land use terms and definitions in Schedule B 'Definitions' of the Scheme Text to the following:

"day care centre"
"open air sales and display"

1.5 Modify the Zoning Table in the Scheme Text by deleting the use classes: 'Day Care Centre'; 'Fast Food Outlet'; 'Open Air Sales and Display'; 'Restaurant'; and 'Warehouse' in the left hand column under the heading 'Use Class'.

1.6 Modify the Zoning Table in the Scheme Text by separating out all use classes grouped together into separate headings and adding the following new use classes in the left hand column under the heading 'Use Class': 'Amusement Parlour'; 'Animal Establishment'; 'Animal Husbandry – intensive'; 'Art Gallery'; 'Betting Agency'; 'Brewery'; 'Bulky Goods Showroom'; 'Cinema'; 'Civic Use'; 'Club Premises'; 'Commercial Vehicle Parking'; 'Community Purpose'; 'Exhibition Centre'; 'Funeral Parlour'; 'Home Store'; 'Market'; 'Motor Vehicle Repair'; 'Motor Vehicle Wash'; 'Reception Centre'; 'Recreation – Private'; 'Restaurant/café'; 'Small Bar'; 'Telecommunications Infrastructure'; 'Veterinary Centre' and 'Warehouse/Storage' in the left hand column under the heading 'Use Class' and inserting the permissibility of this use in each zone as follows :

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	1.	2.	3.	4.	5.	6.	7.	8.	9.
Aged or Dependent Persons Dwelling	P	P	P	AA	AA	P	X	X	Refer to provisions in Precinct Plan
Amusement Parlour	X	AA	AA/X[2]	AA	AA	AA	AA	X	
Animal Establishment	X	X	X	X	X	X	AA	X	
Animal Husbandry – Intensive	X	X	X	X	X	X	X	X	
Art Gallery	X	AA	AA	AA	AA	AA	AA	X	
Betting Agency	X	AA	P/X[2]/ AA[3]	AA	AA	AA	X	X	
Brewery	X	X	AA/X[2]	X	AA	AA	AA	X	
Bulky Goods Showroom	X	P	P/X[2]/ AA[3]	X	P	P	P	P	
Child Care Premises	AA	P	P/X[2]	P	P	P	P	P	
Cinema	X	X	X	X	AA	AA	X	X	
Civic Use	X	AA	AA/X[2]	AA	P	AA	X	X	
Club Premises	X	X	AA	X	AA	AA	AA	X	
Commercial Vehicle Parking	AA	AA	AA	AA	AA	AA	P	P	
Community Purpose	X	AA	AA/X[2]	AA	P	AA	X	X	
Consulting Rooms,	AA	P	P/X[2]	P	P	P	P	P	
Convenience Store,	X	X	X	AA	AA	AA	AA	AA	
Educational Establishment,	AA	AA	AA/X[2]	P	P	P	AA	AA	
Exhibition Centre	X	AA	AA	AA	AA	AA	AA	X	
Family Day Care	AA	AA	P	X	X	X	X	X	
Fast Food Outlet	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
Funeral Parlour	X	AA	AA/X[2]	X	AA	AA	AA	X	
General Industry	X	X	X	X	X	X	AA	P	
Grouped Dwelling	P	P	P	AA	AA	P	X	X	
Hazardous Industry	X	X	X	X	X	X	X	X	
Home Occupation	AA	AA	P	AA	AA	AA	X	X	

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	1.	2.	3.	4.	5.	6.	7.	8.	9.
Home Office	P	P		P	P	P	X	X	
Home Store	AA	AA	AA	AA	AA	AA	X	X	
Hospital	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	
Hotel,	X	X	X/ AA[3]	X	AA	AA	X	X	
Light Industry	X	X	X	X	X	AA	P	P	
Liquor Store-Small	X	P	AA	P	P	AA	X	X	
Liquor Store-Large	X	X	X	X	AA	AA	AA	X	
Lunch Bar	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
Lodging House, Serviced Apartment	AA	AA	P/X[2]	AA	AA	AA	X	X	
Market	X	AA	AA/X[2]	AA	AA	AA	X	X	
Massage Rooms	X	X	X	X	X	X	AA	AA	
Motel	X	X	X/ AA[3]	X	AA	AA	X	X	
Motor Vehicles and Marine Sales Premises	X	X	X	X	X	X[6]/AA	P	P	
Motor Vehicle Repair	X	X	X	X	X	X	P	P	
Motor Vehicle Wash	X	X	X	X	AA	AA	P	P	
Multiple Dwelling	P[1]	P	P	AA	AA	P	X	X	
Nightclub	X	X	X	X	X	X	X	X	
Noxious Industry	X	X	X	X	X	X	X	X	
Nursing Home	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	
Office	X	P	P	P	P	P	P	P	
Place of Worship	AA	AA	AA/X[2]	P	P	P	AA	AA	
Reception Centre	X	AA	AA/X[2]	AA	AA	AA	AA	X	
Recreation – Private	X	AA	AA/X[2]	AA	AA	AA	AA	X	
Residential Building	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	1.	2.	3.	4.	5.	6.	7.	8.	9.
Restaurant/Café	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
Restricted Premises	X	X	X	X	X/AA[5]	X/AA[5]	AA	AA	X
Service Station	X	X	X	AA	AA	AA	AA	AA	Refer to provisions in Precinct Plan
Single Bedroom Dwelling	AA	P	P	P	P	P	X	X	
Tavern	X	X	X/ AA[3]	X	AA	AA	X	X	
Transport Depot	X	X	X	X	X	X	AA	P	
Shop	X	P	AA/X[2]/ AA[4]	P	P	AA	AA	AA	
Single House	P	P	P	AA	AA	P	X	X	
Small Bar	X	AA	AA/X[2]	AA	AA	AA	X	X	
Telecommunications Infrastructure	AA	AA	AA	AA	AA	AA	AA	AA	
Veterinary Centre	X	AA	AA/X[2]	AA	AA	AA	X	X	
Warehouse/Storage	X	X	X	X	AA	P	P	P	

P – Permitted Use AA – Discretionary Use X – Prohibited Use

Footnotes:

1. Multiple Dwellings are only permitted in areas coded R40 and above, and in addition are subject to clause 22 Special Application of the R-Codes.
2. The “Prohibited Use” notation applies to the Office/Residential Zone within Precinct P10 - Shepperton Precinct.
3. The "Discretionary Use" notation applies to the Office/Residential Zone within Precinct P3 - Causeway Precinct.
4. The 'Discretionary Use' notation only applies to the Office/Residential Zone within Precinct P3 - Causeway Precinct. "Shop" uses should primarily be limited to "Area 8 - Retail Hub Overlay" with the total shop floor space within the Precinct being limited to 1400m^2.
5. The “Discretionary Use” notation only applies to the Albany Highway Gateway Commercial zone and the East Victoria Park Gateway Shopping Area District Centre zone located within Precinct P11–Albany Highway Precinct, and the Commercial zone located within Precinct P4–McCallum Precinct.
6. The “Prohibited Use” notation applies to the Commercial Zone within Precinct P11 – Albany Highway Precinct.

1.7 Modify the extracts of the Zoning Table in all Precinct Plans in accordance with the Zoning Table above.

Dated this Thirteenth day of February 2018

_____
CHIEF EXECUTIVE OFFICER

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF VICTORIA PARK

TOWN PLANNING SCHEME NO. 1 – AMENDMENT NO 80

SCHEME REPORT

Local Authority:	Town of Victoria Park
Town Planning Scheme:	Town Planning Scheme No. 1
Type of Scheme	Town Planning Scheme
Amendment Number	Amendment No. 80
Proposal	Amendment to Town Planning Scheme No. 1 to introduce new use classes and amend the general and land uses definitions contained in Schedule B 'Definitions'.

DETAILS:
Town Planning Scheme No. 1 (TPS 1) was gazetted on 30 September 1998. The TPS 1 Scheme Text defines various general terms and land uses and outlines their permissibility within the different zones within the Town.

When an application for development approval is received that proposes a land use that is not defined in the Scheme Text or cannot reasonably be determined as falling within the interpretation of one of the listed uses, it must be considered an 'Unlisted Use'. It is recognised that the extent of uses included in the current Scheme is not comprehensive and that many typical land uses common to the urban environment must instead be considered as 'Unlisted Uses' and subject to discretion as to whether they meet the objectives of a particular zone.

The classification of a land use as an 'Unlisted Use' should be reserved for uncommon land uses which due to their unique nature do not fit into the classification of any land use in a Scheme. These uses are generally proposed infrequently and as such their appropriateness must be determined as part of a more rigorous assessment process including a longer consultation period and a report to Council for consideration.

From an administrative perspective, this means that many typical urban land uses proposed within the Town which do fit into a land use classification are being considered as 'Unlisted Uses' simply because the Scheme does not include a comprehensive set of common land uses classifications. A common example has been applications for gymnasiums.

The *Planning and Development (Local Planning Schemes) Regulations 2015*

came into effect on 19 October 2015. Schedule 1 of the Regulations include Model provisions for local planning schemes which includes accompanying general definitions and land use terms to be used in Schemes across Western Australia.

This purpose of this Amendment is to achieve the following:

- Introduce a number of new land uses definitions into the Scheme and into the Zoning Table and identify the permissibility of such uses in each zone;
- Modify a number of existing land use definitions in the Scheme to align with those contained in the Model provisions for local planning schemes;
- Introduce several new general definitions into the Scheme; and
- Modify a number of existing general definitions in the Scheme to align with those contained in the Model provisions for local planning schemes.

General Definitions

The changes to the general definitions include: the introduction of new terms which are not currently included but will provide greater clarity in the application of the Scheme; and the modification of existing general definitions to align with either a more accurate definition, or to update the definition which may be citing repealed legislation and to refer to current legislation and terms used. A comprehensive description of the changes to each general definition is detailed in Attachment 1 (contained in the Appendices) which contains:

- the existing Scheme (where applicable) general definition;
- the corresponding general definition contained in the Model provisions of the Regulations; and
- comments describing the proposed changes including terms proposed to be introduced or amended to coincide with the Regulations definition or in some cases a Scheme term retained.

Land Use Definitions

Similar to the general definitions, there are a number of land use definitions that are proposed to be modified for the purposes of clarity and accuracy with regards to current legislation and terms, more explicit detail or in some circumstances a less prescriptive definition. Where uses are not being aligned with the Model provisions, there is justification provided as to why the existing Scheme definition is preferred and is being retained. There are also a number of land uses that are contained within the Model provisions that are proposed to be added to the Town's Scheme definitions and zoning table with permissibilities identified for each zone. This is detailed in Attachment 2 (contained in the Appendices) which contains:

- the existing Scheme (where applicable) land use definition;
- the corresponding land use definition contained in the Model provisions of the Regulations; and
- comments describing the proposed changes including land uses proposed to be introduced or amended to coincide with the Regulations definition or in some cases a Scheme land use retained.

Legal Compliance:

Relevant General Provisions of *Planning and Development Act 2005*

- Part 5 'Local planning schemes';
- Clause 75 'Amending schemes';

- Division 3 ‘Relevant considerations in preparation or amendment of local planning scheme’; and
- Division 4 ‘Advertisement and approval’.

Regulation 35(2) contained within Part 5 - Division 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires a resolution of a local government to prepare or adopt an amendment to a local planning scheme to do the following:

> “*(2) A resolution must –*
>
> *(a) specify whether, in the opinion of the local government, the amendment is a complex amendment, a standard amendment or a basic amendment; and*
>
> *(b) include an explanation of the reason for the local government forming that opinion.”*

The Hon. Minister for Planning is ultimately responsible for determining the Scheme amendment.

Submissions:

Community Consultation:

Should Council resolve to initiate a 'standard' amendment to the Scheme, advertising must be undertaken in accordance with the provisions set out in Part 5 ‘Local planning schemes’ of the *Planning and Development Act 2005*. The amendment process includes a public consultation period of 42 days, advertisement in a newspaper circulating within the district, a sign on site and letters to surrounding owners and occupiers. The Council would then consider any submissions received and determine whether to adopt the proposed amendment or recommend to the WAPC that the proposed amendment be modified or abandoned.

Policy Implications:

Local Planning Policy 23 – Parking Policy

Should the proposed amendment be approved, the new land uses would need to be provided for in Local Planning Policy 23 – Parking Policy. This would involve determining a parking standard for each land use and amending the policy to include the new land use parking provisions.

Risk Management Considerations:

Risk & Consequence	**Consequence Rating**	**X**	**Likelihood Rating**	**=**	**Overall Risk Analysis**	**Mitigation / Actions**
The Minister for Planning, Lands and Heritage is ultimately responsible for approving Scheme Amendments. It is possible that the Minister	Minor		Unlikely		Low	Provide sufficient justification for the proposed Amendment.

may decide to refuse or modify the Amendment notwithstanding Council's resolution				
There is some risk to land owners and business operators that existing approved and lawful uses will be become 'non-conforming' uses within their zone.	Minor	Likely	Moderate	The public advertising and consultation process will assist in enabling any potential 'non-conforming' uses to be identified and for Council to consider whether the proposed designation of permissibility for each use within each zone is appropriate.

Strategic Plan Implications:
Environment
EN1 Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character.

Financial Implications:
Internal Budget:
Nil
Total Asset Management:
Nil

Sustainability Assessment:
External Economic Implications:
Nil

Cultural Issues:
Nil

Environmental Issues:
Nil

COMMENT:
There would be a number of benefits for development applicants, landowners and for the Town if Council had the discretion to consider a wider range of

land uses listed in the Scheme. This includes and is not limited to:

- shorter determination timeframes and the associated economic benefits and increased customer satisfaction;
- increased general workload productivity;
- delegation to staff to determine applications involving commonplace land uses which should be included in the Scheme; and
- Removing the need for unnecessary assessment and determination procedures associated with 'Unlisted Uses' for development applications involving standard urban land uses.

The introduction of a more comprehensive set of land uses will provide greater certainty to proponents who will no longer be subject to the assessment procedures for 'Unlisted Uses' which include: an extended 21 day consultation period, report to Council procedure and the uncertainty surrounding this process as well as the onus to justify how the land use meets the objectives of the zone and is appropriately able to be supported.

Classification of Scheme Amendment

This Scheme Amendment is classified under the Regulations as 'standard' as:

- The amendment will have minimal impact on land in the scheme area that is not the subject of the amendment;
- The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
- The amendment is neither complex nor basic.

As discussed, Attachment 1 and 2 details the specific changes to the general and land use definitions and justification for such changes. However, a list of these changes is included below:

Modified General Definitions

- "building height";
- "frontage";
- "non-conforming use"; and
- "retail".

New General Definitions

- "commencement day";
- "commercial vehicle";
- "incidental use";
- "predominant use"; and
- "wholesale".

Amended Land Use Definitions

- 'amusement parlour';
- 'bulky goods showroom';
- 'caretakers dwelling';
- 'carpark';
- 'child care premises';
- 'community purpose';
- 'educational establishment';
- 'family day care';

- ‘fast food outlet/lunch bar’;
- ‘home office’;
- ‘hospital’;
- ‘hotel’;
- ‘motel’;
- ‘nightclub’;
- ‘office’;
- ‘place of worship’;
- ‘restaurant/café’;
- ‘restricted premises’;
- ‘serviced apartment’;
- ‘shop’;
- ‘tavern’; and
- ‘warehouse/storage’.

New Land Uses Definitions & Permissibilities introduced into Zoning Table.

- ‘aged person’;
- ‘animal establishment’;
- ‘animal husbandry – intensive’;
- ‘art gallery’;
- ‘betting agency’;
- ‘brewery’;
- ‘bulky goods showroom’;
- ‘cinema’;
- ‘civic use’;
- ‘club premises’;
- ‘commercial vehicle parking’;
- ‘community purpose’;
- ‘dependent person’;
- ‘exhibition centre’;
- ‘funeral parlour’;
- ‘home store’;
- ‘marina’;
- ‘market’;
- ‘motor vehicle repair’;
- ‘motor vehicle wash’;
- ‘reception centre’;
- ‘recreation – private’;
- ‘small bar’; and
- ‘telecommunications infrastructure’;
- ‘veterinary centre’; and
- ‘warehouse/storage’.

Deleted Land Use Terms

- ‘aged or dependent persons’ dwelling’
- ‘day care centre’; and
- ‘open air sales and display’.

Zoning Table

It is necessary to identify the permissibility of the new use classes being

introduced within each zone. As part of this Amendment, all of the grouped together or 'nested' use classes will be separated out for greater legibility and simplicity in interpreting the zoning table.

Accordingly the Zoning Table contained in the Scheme Text is proposed to be modified to assign the following new land use permissibility's identified in bold text in the table below:

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	**1.**	**2.**	**3.**	**4.**	**5.**	**6.**	**7.**	**8.**	**9.**
Aged or Dependent Persons Dwelling *AMD 44 GG 29/7/09*	P	P	P	AA	AA	P	X	X	Refer to provisions in Precinct Plan
Amusement Parlour	**X**	**AA**	**AA/X[2]**	**AA**	**AA**	**AA**	**AA**	**X**	
Animal Establishment	**X**	**X**	**X**	**X**	**X**	**X**	**AA**	**X**	
Animal Husbandry – Intensive	**X**	**X**	**X**	**X**	**X**	**X**	**X**	**X**	
Art Gallery	**X**	**AA**	**AA**	**AA**	**AA**	**AA**	**AA**	**X**	
Betting Agency	**X**	**AA**	**P/X[2]/ AA[3]**	**AA**	**AA**	**AA**	**X**	**X**	
Brewery	**X**	**X**	**AA/X[2]**	**X**	**AA**	**AA**	**AA**	**X**	
Bulky Goods Showroom *AMD 44 GG 29/7/09*	X	P	P/X[2]/ AA[3]	X	P	P	P	P	
Child Care Premises	AA	P	P/X[2]	P	P	P	P	P	
Cinema	**X**	**X**	**X**	**X**	**AA**	**AA**	**X**	**X**	
Civic Use	**X**	**AA**	**AA/X[2]**	**AA**	**P**	**AA**	**X**	**X**	
Club Premises	**X**	**X**	**AA**	**X**	**AA**	**AA**	**AA**	**X**	
Commercial Vehicle Parking	**AA**	**AA**	**AA**	**AA**	**AA**	**AA**	**P**	**P**	
Community Purpose	**X**	**AA**	**AA/X[2]**	**AA**	**P**	**AA**	**X**	**X**	
Consulting Rooms,	AA	P	P/X[2]	P	P	P	P	P	
Convenience Store,	X	X	X	AA	AA	AA	AA	AA	
Educational Establishment,	AA	AA	AA/X[2]	P	P	P	AA	AA	
Exhibition Centre	**X**	**AA**	**AA**	**AA**	**AA**	**AA**	**AA**	**X**	
Family Day Care	**AA**	**AA**	**P**	**X**	**X**	**X**	**X**	**X**	

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	**1.**	**2.**	**3.**	**4.**	**5.**	**6.**	**7.**	**8.**	**9.**
Fast Food Outlet *AMD 44 GG 29/7/09*	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
Funeral Parlour	**X**	**AA**	**AA/X[2]**	**X**	**AA**	**AA**	**AA**	**X**	
General Industry	X	X	X	X	X	X	AA	P	
Grouped Dwelling *AMD 44 GG 29/7/09*	P	P	P	AA	AA	P	X	X	
Hazardous Industry	X	X	X	X	X	X	X	X	
Home Occupation *AMD 6 GG 8/1/02; AMD 44 GG 29/7/09*	AA	AA	P	AA	AA	AA	X	X	
Home Office *AMD 6 GG 8/1/02; AMD 44 GG 29/7/09*	P	P		P	P	P	X	X	
Home Store	**AA**	**AA**	**AA**	**AA**	**AA**	**AA**	**X**	**X**	
Hospital	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	
Hotel, *AMD 44 GG 29/7/09*	X	X	X/ AA[3]	X	AA	AA	X	X	
Light Industry	X	X	X	X	X	AA	P	P	
Liquor Store-Small *AMD 61 GG 14/11/14*	X	P	AA	P	P	AA	X	X	
Liquor Store-Large *AMD 61 GG 14/11/14*	X	X	X	X	AA	AA	AA	X	
Lunch Bar *AMD 44 GG 29/7/09*	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
~~Lodging House~~, Serviced Apartment *AMD 48 GG 25/01/11*	AA	AA	P/X[2]	AA	AA	AA	X	X	
Market	**X**	**AA**	**AA/X[2]**	**AA**	**AA**	**AA**	**X**	**X**	
Massage Rooms	X	X	X	X	X	X	AA	AA	
Motel *AMD 44 GG 29/7/09*	X	X	X/ AA[3]	X	AA	AA	X	X	
Motor Vehicles and Marine Sales Premises, *AMD 12 GG 6/9/02 AMD 60 GG 19/8/14*	X	X	X	X	X	X[6]/AA	P	P	

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	**1.**	**2.**	**3.**	**4.**	**5.**	**6.**	**7.**	**8.**	**9.**
Motor Vehicle Repair	**X**	**X**	**X**	**X**	**X**	**X**	**P**	**P**	
Motor Vehicle Wash	**X**	**X**	**X**	**X**	**AA**	**AA**	**P**	**P**	
Multiple Dwelling *AMD 44 GG 29/7/09*	P[1]	P	P	AA	AA	P	X	X	
Nightclub*AMD 3 GG 2*	X	X	X	X	X	X	X	X	
Noxious Industry	X	X	X	X	X	X	X	X	
Nursing Home	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	
Office	X	P	P	P	P	P	P	P	
Place of Worship	AA	AA	AA/X[2]	P	P	P	AA	AA	
Reception Centre	**X**	**AA**	**AA/X[2]**	**AA**	**AA**	**AA**	**AA**	**X**	
Recreation – Private	**X**	**AA**	**AA/X[2]**	**AA**	**AA**	**AA**	**AA**	**X**	
Residential Building	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	
Restaurant/Café *AMD 44 GG 29/7/09*	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
Restricted Premises *AMD 43 GG 31/10/08; AMD 48 GG 25/01/11*	X	X	X	X	X/AA[5]	X/AA[5]	AA	AA	X
Service Station	X	X	X	AA	AA	AA	AA	AA	Refer to provisions in Precinct Plan
Single Bedroom Dwelling *AMD 39 GG 10/7/07*	AA	P	P	P	P	P	X	X	
Tavern *AMD 44 GG 29/7/09*	X	X	X/ AA[3]	X	AA	AA	X	X	
Transport Depot	X	X	X	X	X	X	AA	P	
Shop *AMD 44 GG 29/7/09*	X	P	AA/X[2]/ AA[4]	P	P	AA	AA	AA	
Single House *AMD 44 GG 29/7/09*	P	P	P	AA	AA	P	X	X	
Small Bar	**X**	**AA**	**AA/X[2]**	**AA**	**AA**	**AA**	**X**	**X**	
Telecommunications Infrastructure	**AA**	**AA**	**AA**	**AA**	**AA**	**AA**	**AA**	**AA**	

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	**1.**	**2.**	**3.**	**4.**	**5.**	**6.**	**7.**	**8.**	**9.**
Veterinary Centre	**X**	**AA**	**AA/X[2]**	**AA**	**AA**	**AA**	**X**	**X**	
Warehouse/Storage	X	X	X	X	AA	P	P	P	

P – Permitted Use AA – Discretionary Use X – Prohibited Use

Footnotes:

1. Multiple Dwellings are only permitted in areas coded R40 and above, and in addition are subject to clause 22 Special Application of the ~~Residential Planning Codes~~ R-Codes. *AMENDED BY AMD 75 GG 23/6/17*
2. The "Prohibited Use" notation applies to the Office/Residential Zone within Precinct P10 - Shepperton Precinct.
3. The "Discretionary Use" notation applies to the Office/Residential Zone within Precinct P3 - Causeway Precinct. *AMD 44 GG 29/7/09*
4. The 'Discretionary Use' notation only applies to the Office/Residential Zone within Precinct P3 - Causeway Precinct. "Shop" uses should primarily be limited to "Area 8 - Retail Hub Overlay" with the total shop floor space within the Precinct being limited to 1400m^2~~.~~ *AMD 43 GG 31/10/08; AMD 44 GG 29/7/09;*
5. The "Discretionary Use" notation only applies to the Albany Highway Gateway Commercial zone and the East Victoria Park Gateway Shopping Area District Centre zone located within Precinct P11–Albany Highway Precinct, and the Commercial zone located within Precinct P4–McCallum Precinct. *AMD 48 GG 25/01/11*
6. The "Prohibited Use" notation applies to the Commercial Zone within Precinct P11 – Albany Highway Precinct. *AMD 60 GG 19/8/14*

It should be noted if the Amendment is approved, there may be some implications for existing uses approved as 'Unlisted Uses', which in some cases may then be considered as non-conforming uses. The provisions of clause 18 of TPS 1 which relate to non-conforming uses would apply including:

- no building can be altered or extended without the approval of the Council and only if compliant with the Scheme ;
- a non-conforming use cannot be recommenced if it ceases for more than 6 months; and
- no building can be reconstructed or a use be recommended if more than 75% destroyed (i.e. by fire or demolition).

The public advertising and consultation process will assist in enabling any potential 'non-conforming' uses to be identified and for Council to consider whether the proposed designation of permissibility for each use within each zone is appropriate.

CONCLUSION:

The proposed Scheme Amendment is required as the extent of uses included in the current Scheme is not comprehensive and as such many typical land uses common to the urban environment must instead be considered as 'Unlisted Uses'. In addition to this, there are a number of general terms which

are required to be updated and modified from an administrative perspective to reference correct legislation and terms etc.

Much of the proposed Amendment is administrative in nature and is unlikely to have any undue impact on the public including land and business owners in the Town. Rather, the proposed changes are intended to assist in streamlining the assessment processes involving typical land uses. Additional land use and general definitions, including assigning appropriate levels of permissibility in the Zoning Table will provide the Town with greater direction as to how to assess and determine typical land uses rather than applying discretion to unnecessarily advertise and report to Council 'Unlisted' land uses and development proposals.

It is recommended that Council support the initiation of Amendment 80 to TPS 1 and proceed to advertise.

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF VICTORIA PARK

TOWN PLANNING SCHEME NO. 1 – AMENDMENT NO. 80

The Council of the Town of Victoria Park under and by virtue of the powers conferred upon it by the Planning and Development Act 2005, hereby amends the above Town Planning Scheme by:

1. Council resolve pursuant to Section 75 of the *Planning and Development Act 2005* to initiate an Amendment (Amendment No. 80) to the Town of Victoria Park Town Planning Scheme No. 1 as follows:

    1.1 Insert the following general and land use terms and definitions into Schedule B 'Definitions' of the Scheme Text as follows :

    "animal establishment" means premises used for the breeding, boarding, training or caring of animals for commercial purposes but does not include animal husbandry — intensive or veterinary centre;

    "animal husbandry – intensive" means premises used for keeping, rearing or fattening of pigs, poultry (for either egg or meat production), rabbits (for either meat or fur production) or other livestock in feedlots, sheds or rotational pens;

    "art gallery" means premises —
    (a) that are open to the public; and
    (b) where artworks are displayed for viewing or sale;

    "betting agency" means an office or totalisator agency established under the Racing and Wagering Western Australia Act 2003

    "brewery" means premises the subject of a producer's licence authorising the production of beer, cider or spirits granted under the Liquor Control Act 1988;

    "cinema" means premises where the public may view a motion picture or theatrical production;

    "civic use" means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes;

    "club premises" means premises used by a legally constituted club or association or other body of persons united by a common interest;

"commencement day" means the day this Scheme comes into effect under section 87(4) of the Act;

"commercial vehicle" means a vehicle, whether licenced or not, that has a gross vehicle mass of greater than 4.5 tonnes including —

(a) a utility, van, truck, tractor, bus or earthmoving equipment; and

(b) a vehicle that is, or is designed to be an attachment to a vehicle referred to in paragraph (a);

"commercial vehicle parking" means premises used for parking of one or 2 commercial vehicles but does not include —

(a) any part of a public road used for parking or for a taxi rank; or

(b) parking of commercial vehicles incidental to the predominant use of the land;

"exhibition centre" means premises used for the display, or display and sale, of materials of an artistic, cultural or historical nature including a museum;

"funeral parlour" means premises used —

(a) to prepare and store bodies for burial or cremation;

(b) to conduct funeral services;

"home store" means a shop attached to a dwelling that —

(a) has a net lettable area not exceeding 100 m^2; and

(b) is operated by a person residing in the dwelling;

"incidental use" means a use of premises which is consequent on, or naturally attaching, appertaining or relating to, the predominant use;

"marina" means —

(a) premises used for providing mooring, fuelling, servicing, repairing, storage and other facilities for boats, including the associated sale of any boating gear or equipment; and

(b) all jetties, piers, embankments, quays, moorings, offices and storerooms used in connection with the provision of those services;

"market" means premises used for the display and sale of goods from stalls by independent vendors;

"motor vehicle repair" means premises used for or in connection with —

(a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or

(b) repairs to tyres other than recapping or re-treading of tyres;

"motor vehicle wash" means premises primarily used to wash motor vehicles;

"predominant use" means the primary use of premises to which all other uses carried out on the premises are incidental;

"reception centre" means premises used for hosted functions on formal or ceremonial occasions;

"recreation – private" means premises that are —
(a) used for indoor or outdoor leisure, recreation or sport; and
(b) not usually open to the public without charge;

"small' bar" means premises the subject of a small bar licence granted under the Liquor Control Act 1988;

"telecommunication infrastructure" means premises used to accommodate the infrastructure used by or in connection with a telecommunications network including any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure related to the network;

"veterinary centre" means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders;

"wholesale" means the primary use of premises to which all other uses carried out on the premises are incidental;

1.2 Modify the following general and land use terms definitions in Schedule B 'Definitions' of the Scheme Text to the following:

"building height" –
(b) for development in the Residential Zone, has the same meaning given to it in the Residential Design Codes and is subject to the provisions of Table 3 of the Residential Design Codes, unless other buildings heights are prescribed under the Scheme or Council policy; and
(b) for all other instances (including where building heights are not subject to the provisions of Table 3 of the Residential Design Codes), means the vertical distance at any point from natural ground level to the uppermost part of the building above that point (roof ridge, parapet or wall), excluding:
(iii) any enclosed roof structures of a high quality design that reduce the visual impact of lift plan and other similar utility or services and/or provides weather protection to areas used for private or communal open space, not exceeding 3.0 metres in height, such that the roof structure does not represent more than 25% of the floor area of the uppermost level of the building and is no more than 50% of the length or width of the uppermost level of the building; and
(iv) Minor architectural projections or external fixtures above the roof line as that term is defined in the R Codes.

And where the building heights are prescribed as maximums for the number of storeys and metric dimension, both limits apply in all

instances, as the intent is to enable flexibility to permit floor to floor dimensions for each storey to be increased to allow variations in flooring, services systems and ceiling heights, in excess of any minimum standard prescribed by the Building Code of Australia.

Note:
"natural ground level" is defined elsewhere is this Schedule;

"caretaker's dwelling" means a dwelling on the same site as a building, operation or plant used for industry, and occupied by a supervisor of that building, operation or plant;

"carpark" means premises used primarily for parking vehicles whether open to the public or not but does not include —
(a) any part of a public road used for parking or for a taxi rank; or
(b) any premises in which cars are displayed for sale;

"child care premises" means premises where —
(a) an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or
(b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided;

"educational establishment" means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution;

"family day care" means premises where a family day care service as defined in the Education and Care Services National Law (Western Australia) is provided;

"frontage" in relation to a building —
(a) if the building is used for residential purposes, has the meaning given in the R Codes; or
(b) if the building is used for purposes other than residential purposes, means the line where a road reserve and the front of a lot meet and, if a lot abuts 2 or more road reserves, the one to which the building or proposed building faces;

"home office" means a dwelling used by an occupier of the dwelling to carry out a home occupation if the carrying out of the occupation —
(a) is solely within the dwelling; and
(b) does not entail clients or customers travelling to and from the dwelling; and
(c) does not involve the display of a sign on the premises; and
(d) does not require any change to the external appearance of the dwelling;

"hospital" means premises that are a hospital within the meaning given in the Health Services Act 2016 section 8(4);

"hotel" means premises the subject of a hotel licence other than a small bar or tavern licence granted under the Liquor Control Act 1988 including any betting agency on the premises;

"motel" means premises, which may be licensed under the Liquor Control Act 1988 —

(a) used to accommodate guests in a manner similar to a hotel; and

(b) with specific provision for the accommodation of guests with motor vehicles;

"nightclub" means premises the subject of a nightclub licence granted under the Liquor Control Act 1988;

"non-conforming" use has the meaning given in the Planning and Development Act 2005 section 172;

"office" means premises used for administration, clerical, technical, professional or similar business activities;

"place of worship" means premises used for religious activities such as a chapel, church, mosque, synagogue or temple;

"restricted premises" means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of —

(a) publications that are classified as restricted under the Classification (Publications, Films and Computer Games) Act 1995 (Commonwealth); or

(b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity; or

(c) smoking-related implements;

"retail" means the sale or hire of goods or services to the public;

"serviced apartment" means a group of units or apartments providing —

(a) self contained short stay accommodation for guests; and

(b) any associated reception or recreational facilities;

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

"tavern" means premises the subject of a tavern licence granted under the Liquor Control Act 1988;

1.3 Delete the following general and land use terms and definitions in Schedule B 'Definitions' of the Scheme Text, and replace them with

the following:

"*aged or dependent person dwelling"* with
"aged person" has the same meaning given to it in the R-Codes; and
"dependent person" has the same meaning given to it in the R-Codes;

"amusement facility" with
"amusement parlour" means premises —
(a) that are open to the public; and
(b) that are used predominantly for amusement by means of amusement machines including computers; and
(c) where there are 2 or more amusement machines;

"community uses" with
"community purpose" means premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit;

"fast food outlet" with
"fastfood outlet/lunch bar" means premises, including premises with a facility for drive through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten —
(a) without further preparation; and
(b) primarily off the premises;

"restaurant" with
"restaurant/café" means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988;

"showroom" with
"bulk goods showroom" means premises —
(a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes —
(i) automotive parts and accessories;
(ii) camping, outdoor and recreation goods;
(iii) electric light fittings;
(iv) animal supplies including equestrian and pet goods;
(v) floor and window coverings;
(vi) furniture, bedding, furnishings, fabrics, manchester and homewares;
(vii) household appliances, electrical goods and home entertainment goods;
(viii) party supplies;
(ix) office equipment and supplies;
(x) babies' and childrens' goods, including play equipment and accessories;

(xi) sporting, cycling, leisure, fitness goods and accessories;
(xii) swimming pools;
or

(b) used to sell by retail goods and accessories by retail if —
(i) a large area is required for the handling, display or storage of the goods; or
(ii) vehicular access is required to the premises for the purpose of collection of purchased goods;

"warehouse" with
"warehouse storage" means premises including indoor or outdoor facilities used for —
(a) the storage of goods, equipment, plant or materials; or
(b) the display or sale by wholesale of goods;

1.4 Delete the following general and land use terms and definitions in Schedule B 'Definitions' of the Scheme Text to the following:

"day care centre"
"open air sales and display"

1.5 Modify the Zoning Table in the Scheme Text by deleting the use classes: 'Day Care Centre'; 'Fast Food Outlet'; 'Open Air Sales and Display'; 'Restaurant'; and 'Warehouse' in the left hand column under the heading 'Use Class'.

1.6 Modify the Zoning Table in the Scheme Text by separating out all use classes grouped together into separate headings and adding the following new use classes in the left hand column under the heading 'Use Class': 'Amusement Parlour'; 'Animal Establishment'; 'Animal Husbandry – intensive'; 'Art Gallery'; 'Betting Agency'; 'Brewery'; 'Bulky Goods Showroom'; 'Cinema'; 'Civic Use'; 'Club Premises'; 'Commercial Vehicle Parking'; 'Community Purpose'; 'Exhibition Centre'; 'Funeral Parlour'; 'Home Store'; 'Market'; 'Motor Vehicle Repair'; 'Motor Vehicle Wash'; 'Reception Centre'; 'Recreation – Private'; 'Restaurant/café'; 'Small Bar'; 'Telecommunications Infrastructure'; 'Veterinary Centre' and 'Warehouse/Storage' in the left hand column under the heading 'Use Class' and inserting the permissibility of this use in each zone as follows :

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	1.	2.	3.	4.	5.	6.	7.	8.	9.
Aged or Dependent Persons Dwelling	P	P	P	AA	AA	P	X	X	on s .in

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	1.	2.	3.	4.	5.	6.	7.	8.	9.
Amusement Parlour	X	AA	AA/X[2]	AA	AA	AA	AA	X	
Animal Establishment	X	X	X	X	X	X	AA	X	
Animal Husbandry – Intensive	X	X	X	X	X	X	X	X	
Art Gallery	X	AA	AA	AA	AA	AA	AA	X	
Betting Agency	X	AA	P/X[2]/ AA[3]	AA	AA	AA	X	X	
Brewery	X	X	AA/X[2]	X	AA	AA	AA	X	
Bulky Goods Showroom	X	P	P/X[2]/ AA[3]	X	P	P	P	P	
Child Care Premises	AA	P	P/X[2]	P	P	P	P	P	
Cinema	X	X	X	X	AA	AA	X	X	
Civic Use	X	AA	AA/X[2]	AA	P	AA	X	X	
Club Premises	X	X	AA	X	AA	AA	AA	X	
Commercial Vehicle Parking	AA	AA	AA	AA	AA	AA	P	P	
Community Purpose	X	AA	AA/X[2]	AA	P	AA	X	X	
Consulting Rooms,	AA	P	P/X[2]	P	P	P	P	P	
Convenience Store,	X	X	X	AA	AA	AA	AA	AA	
Educational Establishment,	AA	AA	AA/X[2]	P	P	P	AA	AA	
Exhibition Centre	X	AA	AA	AA	AA	AA	AA	X	
Family Day Care	AA	AA	P	X	X	X	X	X	
Fast Food Outlet	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
Funeral Parlour	X	AA	AA/X[2]	X	AA	AA	AA	X	
General Industry	X	X	X	X	X	X	AA	P	
Grouped Dwelling	P	P	P	AA	AA	P	X	X	
Hazardous Industry	X	X	X	X	X	X	X	X	
Home Occupation	AA	AA	P	AA	AA	AA	X	X	
Home Office	P	P		P	P	P	X	X	
Home Store	AA	AA	AA	AA	AA	AA	X	X	
Hospital	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	1.	2.	3.	4.	5.	6.	7.	8.	9.
Hotel,	X	X	X/ AA[3]	X	AA	AA	X	X	
Light Industry	X	X	X	X	X	AA	P	P	
Liquor Store-Small	X	P	AA	P	P	AA	X	X	
Liquor Store-Large	X	X	X	X	AA	AA	AA	X	
Lunch Bar	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
Lodging House, Serviced Apartment	AA	AA	P/X[2]	AA	AA	AA	X	X	
Market	X	AA	AA/X[2]	AA	AA	AA	X	X	
Massage Rooms	X	X	X	X	X	X	AA	AA	
Motel	X	X	X/ AA[3]	X	AA	AA	X	X	
Motor Vehicles and Marine Sales Premises	X	X	X	X	X	X[6]/AA	P	P	
Motor Vehicle Repair	X	X	X	X	X	X	P	P	
Motor Vehicle Wash	X	X	X	X	AA	AA	P	P	
Multiple Dwelling	P[1]	P	P	AA	AA	P	X	X	
Nightclub	X	X	X	X	X	X	X	X	
Noxious Industry	X	X	X	X	X	X	X	X	
Nursing Home	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	
Office	X	P	P	P	P	P	P	P	
Place of Worship	AA	AA	AA/X[2]	P	P	P	AA	AA	
Reception Centre	X	AA	AA/X[2]	AA	AA	AA	AA	X	
Recreation – Private	X	AA	AA/X[2]	AA	AA	AA	AA	X	
Residential Building	AA	AA	AA/X[2]	AA	AA	AA	AA	AA	
Restaurant/Café	X	AA	P/X[2]/ AA[3]	P	P	P	P	P	
Restricted Premises	X	X	X	X	X/AA[5]	X/AA[5]	AA	AA	X
Service Station	X	X	X	AA	AA	AA	AA	AA	Re

Zone	Residential	Residential/Commercial	Office/Residential	Local Centre	District Centre	Commercial	Industrial (1)	Industrial (2)	Special Use
Use Class	1.	2.	3.	4.	5.	6.	7.	8.	9.
Single Bedroom Dwelling	AA	P	P	P	P	P	X	X	
Tavern	X	X	X/ AA[3]	X	AA	AA	X	X	
Transport Depot	X	X	X	X	X	X	AA	P	
Shop	X	P	AA/X[2]/ AA[4]	P	P	AA	AA	AA	
Single House	P	P	P	AA	AA	P	X	X	
Small Bar	X	AA	AA/X[2]	AA	AA	AA	X	X	
Telecommunications Infrastructure	AA	AA	AA	AA	AA	AA	AA	AA	
Veterinary Centre	X	AA	AA/X[2]	AA	AA	AA	X	X	
Warehouse/Storage	X	X	X	X	AA	P	P	P	

P – Permitted Use AA – Discretionary Use X – Prohibited Use

Footnotes:

1. Multiple Dwellings are only permitted in areas coded R40 and above, and in addition are subject to clause 22 Special Application of the R-Codes.
2. The “Prohibited Use” notation applies to the Office/Residential Zone within Precinct P10 - Shepperton Precinct.
3. The "Discretionary Use" notation applies to the Office/Residential Zone within Precinct P3 - Causeway Precinct.
4. The 'Discretionary Use' notation only applies to the Office/Residential Zone within Precinct P3 - Causeway Precinct. "Shop" uses should primarily be limited to "Area 8 - Retail Hub Overlay" with the total shop floor space within the Precinct being limited to 1400m^2.
5. The “Discretionary Use” notation only applies to the Albany Highway Gateway Commercial zone and the East Victoria Park Gateway Shopping Area District Centre zone located within Precinct P11–Albany Highway Precinct, and the Commercial zone located within Precinct P4–McCallum Precinct.
6. The “Prohibited Use” notation applies to the Commercial Zone within Precinct P11 – Albany Highway Precinct.

1.7 Modify the extracts of the Zoning Table in all Precinct Plans in accordance with the Zoning Table above.

Adopted by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the Thirteenth day of February 2018.

_____
MAYOR

_____
CHIEF EXECUTIVE OFFICER

Adopted for final approval by resolution of the Town of Victoria Park at the Ordinary Meeting of Council held on the _____ day of _____ 20___ and the Seal of the Municipality was pursuant to that resolution hereunto affixed in the presence of:

_____
MAYOR

_____
CHIEF EXECUTIVE OFFICER

Recommended/Submitted

_____
DELEGATED UNDER S.16 OF PD ACT 2005

Date: _____

Final Approval Granted

_____
MINISTER FOR PLANNING

Date:_____

ATTACHMENT 1

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"absolute majority"	means in relation to the Council, means a total majority of the members for the time being of the Council, whether present and voting or not;	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.
"Act"	-	means the *Planning and Development Act 2005*;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"advertisement"	-	means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, that is used wholly or partly for the purposes of advertising, announcing or directing, and includes — (a) any hoarding or similar structure used, or adapted for use, for the display of advertisements; and (b) any airborne device anchored to any land or building used for the display of advertising; and (c) any vehicle or trailer or other similar object placed or located so as to serve the purpose of displaying advertising;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"aged person"	-	-	Introduce new definition of aged

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			person as – 'has the same meaning given to it in the R-Codes' to replace the previously defined "aged ordependent persons' dwelling" which is deleted as a land use listed in the Scheme.
"amenity"	-	means all those factors which combine to form the character of an area and include the present and likely future amenity;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"amenities"	depending on its context, means - (a) the expectations of those living and working in an area about the quality of their environment including its pleasantness, character, beauty, harmony in the exterior design of buildings, privacy and security; or (b) facilities providing use, convenience or enjoyment; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.
"application"	means an application for development approval; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations
"approved plan"	means any plan that - (a) forms part of an application for which planning development approval has been granted; and	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	(b) has been endorsed with the approval of the Council; *AMENDED BY AMD 75 GG 23/6/17*		
"building"	includes a structure erected or placed on land;	-	No change proposed. Retain definition of building in Scheme.
"building code"	-	means the Building Code of Australia which is volumes 1 and 2, as amended from time to time, of the National Construction Code series published by, or on behalf of, the Australian Building Codes Board;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"building envelope"	-	means the area of land within which all buildings and effluent disposal facilities on a lot must be contained;	No change proposed. Building envelope not required as a relevant definition in the Scheme.
"building height"	(a) for development in the Residential Zone, has the same meaning given to it in the Residential Design Codes and is subject to the provisions of Table 3 of the Residential Design Codes, unless other buildings heights are prescribed under the Scheme or Council policy; and (b) for all other instances (including where building heights are not subject to the provisions of Table 3 of the Residential Design Codes), means the	in relation to a building — (a) if the building is used for residential purposes, has the meaning given in the R Codes; or (b) if the building is used for purposes other than residential purposes, means the maximum vertical distance between the natural ground level and the finished roof height directly above, excluding minor projections as that term is defined in the R Codes;	Retain Scheme definition of building height which is more explicit with respect permitting certain enclosed roof structure to be excluded and providing clarity with regards to when height controls in a measure of storeys are specified. However, modify definition to reference minor projection *"as that term defined in the R Codes"* to remove ambiguity as to what constitutes a minor projection when calculating building height.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	vertical distance at any point from natural ground level to the uppermost part of the building above that point (roof ridge, parapet or wall), excluding: (v) any enclosed roof structures of a high quality design that reduce the visual impact of lift plan and other similar utility or services and/or provides weather protection to areas used for private or communal open space, not exceeding 3.0 metres in height, such that the roof structure does not represent more than 25% of the floor area of the uppermost level of the building and is no more than 50% of the length or width of the uppermost level of the building; and (vi) Minor architectural projections or external fixtures above the roof line. And where the building heights are prescribed as maximums for the		

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	number of storeys and metric dimension, both limits apply in all instances, as the intent is to enable flexibility to permit floor to floor dimensions for each storey to be increased to allow variations in flooring, services systems and ceiling heights, in excess of any minimum standard prescribed by the Building Code of Australia. Note: "natural ground level" is defined elsewhere is this Schedule; *AMD 46 GG 03/09/10*		
"building heritage conservation"	-	means conservation as defined in the Heritage of Western Australia Act 1990 section 3(1);	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"cabin"	-	means a dwelling forming part of a tourist development or caravan park that is — (a) an individual unit other than a chalet; and (b) designed to provide short term accommodation for guests;	No change proposed. Cabin not required as a relevant definition in Scheme.
"chalet"		means a dwelling forming part of a tourist development or caravan park that is — (a) a self contained unit that	No change proposed. Chalet not required as a relevant definition in Scheme.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		includes cooking facilities, bathroom facilities and separate living and sleeping areas; and (b) designed to provide short term accommodation for guests;	
"commencement day"	-	means the day this Scheme comes into effect under section 87(4) of the Act;	Introduce new term into Scheme.
"commercial"	means any activity involving any form of purchase, hire or sale of goods or services	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.
"commercial vehicle"	-	means a vehicle, whether licenced or not, that has a gross vehicle mass of greater than 4.5 tonnes including — (a) a utility, van, truck, tractor, bus or earthmoving equipment; and (b) a vehicle that is, or is designed to be an attachment to a vehicle referred to in paragraph (a);	Introduce new term, not currently included in the Scheme and is required to inform the land use of 'Commercial Vehicle Parking' proposed to be introduced.
"commonwealth agency"	includes a Commonwealth Minister, department, body or officer and an agency or instrumentality of the Crown in right of the Commonwealth	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.
"council register"	(a) register of places of cultural heritage significance; (b) register of non-conforming uses; and (c) any other register kept by the	-	No change proposed. This is a Scheme specific term and as such does not appear in the Regulations.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	Council under this Scheme;		
"cultural heritage significance"	-	has meaning given in the *Heritage of Western Australia Act 1990* section 3(1);	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"deemed clause"	refers to the relevant clause in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 'Deemed provisions for local planning schemes'; INSERTED BY AMD 75 GG 23/6/17	-	No change proposed. Has been included to assist with reading the Scheme Text in conjunction with *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes'
"dependent person"	-	-	Introduce new definition of dependent person as - 'has the same meaning given to it in the R-Codes' to replace the previously defined "aged or dependent persons' dwelling" which is deleted as a land use listed in the Scheme.
"development"	has the same meaning as is given to it in the Act; *The Planning and Development Act 2005* defines "development" to mean – **"**the development or use of any land, including — (a) any demolition, erection,	-	No change proposed. Has previously been updated to include the definition of development in *The Planning and Development Act 2005*.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	construction, alteration of or addition to any building or structure on the land; (b) the carrying out on the land of any excavation or other works; (c) in the case of a place to which a Conservation Order made under section 59 of the *Heritage of Western Australia Act 1990* applies, any act or thing that — (i) is likely to change the character of that place or the external appearance of any building; or (ii) would constitute an irreversible alteration of the fabric of any building;" *AMENDED BY AMD 75 GG 23/6/17*		
"development contribution plan"	-	means a plan prepared under regulation 71	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme
"dwelling"	has the same meaning given to it in the ~~Residential Design Codes~~ R-Codes; *AMD 39 GG 10/7/07*	-	No change proposed. Retain dwelling as a term defined in Scheme.
"frontage"	means the boundary line or lines between land and the street or	in relation to a building — (a) if the building is used for	Update to ensure consistency with Part 6, Division 1 (General

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	streets upon which that land abuts	residential purposes, has the meaning given in the R Codes; or (b) if the building is used for purposes other than residential purposes, means the line where a road reserve and the front of a lot meet and, if a lot abuts 2 or more road reserves, the one to which the building or proposed building faces;	Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"gazettal date"	means the date on which this Scheme is published in the Government Gazette	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"grouped dwelling"	has the same meaning given to it in the Residential Design Codes R-Codes; AMD 39 GG 10/7/07 **Note:** ~~Clause 2.2~~ of The ~~Residential Design Codes~~ R-Codes defines "grouped dwelling" to mean - "a dwelling that is one of a group of two or more dwellings on the same lot such that no dwelling is placed wholly or partly vertically above another, except where conditions of landscape or topography dictate otherwise, and includes a dwelling on a survey strata with common property"; *AMENDED BY AMD 75 GG 23/6/17*	-	No change required. Retain grouped dwelling as a term defined in Scheme.
"Health Act"	means the ~~Health Act 1911~~ Health	-	No change proposed. This is a term

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	(Miscellaneous Provisions) Act 1911; *AMENDED BY AMD 75 GG 23/6/17*		used in the Scheme and is proposed to be retained.
"Heritage of Western Australia Act"	means the Heritage of Western Australia Act 1990	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"incidental use"	-	means a use of premises which is consequent on, or naturally attaching, appertaining or relating to, the predominant use	Include as new term to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"land"	has the same meaning given to it in the Act	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"landscaped area"	means any area developed by the planting of lawns, garden beds, shrubs or trees and includes any area developed with rockeries, ornamental ponds, swimming pools, barbecue areas or children's playgrounds and includes any other area approved by the Council as Landscaped area	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"local area traffic management"	Means the management of traffic on residential or other streets	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"local government"	-	means the local government responsible for this Scheme	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			of the Scheme.
"Local government CEO"	-	means the chief executive officer of the local government	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"Local planning strategy"	-	means the local planning strategy for this Scheme prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* Part 3, as amended from time to time	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"minerals"	N/A	has the meaning given in the *Mining Act 1978* section 8(1)	No change proposed. This term is not required as a relevant definition in Scheme.
"Metropolitan Region Scheme"	means the Metropolitan Region Scheme made under the ~~Metropolitan Region Town Planning Scheme Act 1959~~ Act; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Metropolitan Region Scheme reserve"	means the Minister for Planning or the Minister of the Western Australian Government responsible for town planning;	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Minister"	means the Minister for Planning or the Minister of the Western Australian Government responsible for town planning		No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Net lettable area or nla"	net lettable area" means the area of	means the area of all floors within	No change proposed Scheme and

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	all floors within the internal finished surfaces of permanent walls but excludes the following areas — (a) all stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas; (b) lobbies between lifts facing other lifts serving the same floor; (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; (d) areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building; AMD 61 GG 14/11/14	the internal finished surfaces of permanent walls but does not include the following areas — (a) stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas; (b) lobbies between lifts facing other lifts serving the same floor; (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; (d) areas set aside for the provision of facilities or services to the floor or building where those facilities are not for the exclusive use of occupiers of the floor or building;	definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 are the same.
"net floor area"	for the purpose of determining car parking requirements under the parking policy, has the same meaning as "plot ratio floor area", but does not include any area of public fee paying car parks. *AMD 46 GG 03/09/10*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"non-conforming use"	means a use of land which, although lawful immediately prior to the	has the meaning given in the *Planning and Development*	Update to ensure consistency with Part 6, Division 1 (General

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	coming into operation of this Scheme, is a prohibited use;	*Act 2005* section 172;	Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"owner"	-	in relation to land, means — (a) if the land is freehold land — (i) a person whose name is registered as a proprietor of the land; and (ii) the State, if registered as a proprietor of the land; and (iii) a person who holds an interest as purchaser under a contract to purchase an estate in fee simple in the land; and (iv) a person who is the holder of a freehold interest in land vested in an executor or administrator under the *Administration Act 1903* section 8; And (b) if the land is Crown land — (i) the State; and (ii) a person who holds an interest as purchaser under a contract to purchase an estate in fee simple in the land;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"permanently"	in relation to the term used in the	-	No change proposed. This is a term

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	land use definition of 'residential building means six months or more. AMD 48 GG 25/01/11		used in the Scheme and is proposed to be retained.
"permitted use"	means a use described in clauses 13 and 15	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"plot ratio"	(a) Residential Development: the ratio of the gross total of all floors of buildings on a site to the area of land in the site boundaries. For this purpose, such areas shall include the area of any walls but excludes the area of any lift shafts, the stairs or stair landings common to two or more dwellings, machinery, air conditioning and equipment rooms, space that is wholly below natural ground level, areas used exclusively for the parking of vehicles at or below natural ground level, lobbies or amenities areas common to more than one dwelling, or balconies or verandahs; (b) Non-Residential Development: The ratio of the gross total area of fully enclosed covered areas of a building(s) on a site to the area of land in the site	means the ratio of the floor area of a building to an area of land within the boundaries of the lot or lots on which the building is located;	No change proposed. Retain Scheme definition of plot ratio which is more specific.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	boundaries, excluding – - Toilets and bathrooms; - Lift shafts, stairs and stair landings; - Machinery, air conditioning, storage, equipment and plant rooms; - Lobbies and circulation spaces common to two or more tenancies; - Staff tea preparation, lunch areas or amenities; - Staff changeroom/locker facilities; - Areas used for the parking of vehicles at or below ground level; - Balconies, verandahs, terraces and courtyards, and - Space that is wholly below natural ground level; AMD 46 GG 03/09/10		
"plot ratio floor area"	means the floor area of a building as calculated in accordance with the definition of "plot ratio". *AMD 46 GG 03/09/10*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"precinct"	means an area or neighbourhood of limited size having - (a) a similar use or other characteristics; and (b) specified boundaries.	means a definable area where particular planning policies, guidelines or standards apply	No change proposed. Retain Scheme definition of precinct which specifically relates to the Town's use of precinct and precinct plans.

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"precinct plan"	means a document setting out the planning intentions for a particular precinct;	-	No change proposed. Retain Scheme definition of precinct which specifically relates to the Town's use of precinct and precinct plans.
"premises"	-	means land, buildings or part of land or a building	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"prohibited use"	means a use described in clauses 13 and 15	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"public authority"	has the same meaning given to it in the Act	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"public utility"	means any works or undertaking constructed or maintained by a public authority, Commonwealth agency or municipality to provide water, sewerage, electricity, gas, drainage, communications or other similar services	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"predominant use"	-	means the primary use of premises to which all other uses carried out on the premises are incidental	Include as new term to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"region planning scheme"	-	means a region planning scheme that applies in respect of part or all	The definition in *Planning and Development (Local Planning*

Schedule B			
General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		of the Scheme area	*Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"register of non-conforming uses"	means the register kept in accordance with clause 19	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"reserve"	-	means land reserved under this Scheme for a public purpose;	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"r-codes"	-	means the Residential Design Codes prepared by the Western Australian Planning Commission under section 26 of the Act, as amended from time to time	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"retail"	means the sale or hire of products, goods or services to the public generally in small quantities and from a shop, showroom or fast food outlet	means the sale or hire of goods or services to the public	Update to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"retail floor area"	means the floor area of each of the floors of a building used for the display or sale of goods but does not include floor areas used for concealed storage, food preparation, a workshop or a toilet	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"Scheme area"	-	means the area to which this Scheme applies	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"Scheme text"	means the document to which this Schedule is attached and includes this and all other Schedules	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"Scheme zone"	means an area, identified in clause 12 (1), for which permitted uses are described in the Zoning Table	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"short term accommodation"	-	means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12 month period	No change proposed. Short term accommodation land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings..
"special control area"	-	means an area identified under this Scheme as an area subject to special controls set out in this Scheme	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"storey"	means that portion of a building which is situated between the top of any floor and the top of the floor next above it and if there is no floor above it, that portion between the top of the floor and the ceiling or	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	underside of a roof above it, with the following exclusions: (a) roof structures of a high quality design that reduce the visual impact of lift plant and other similar utility or services, not exceeding 3.0 metres in height; and (b) unenclosed roof structures of a high quality design that provide weather protection to areas used for private or communal open space, not exceeding 3.0 metres in height, such that the roof structure does not represent more than 25% of the floor area of the uppermost level of the building and is no more than 50% of the length or width of the uppermost level of the building; and (c) minor architectural projections or external fixtures above the roof line; and (d) any portion of a building having 50% or more of its volume located below natural ground level; and (e) a floor area wholly contained within the roof space and having no vertical walls		

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	extending outside the external angle of the roof space, with the exception of the dormer windows. Note: The definition of storey does not apply to Single Houses and Grouped Dwellings within the 'Residential Zone'. The height standards for these forms of development are as per the Residential Design Codes R-Codes; AMD 46 GG 03/09/10; AMENDED BY AMD 75 GG 23/6/17		
"street alignment"	means the boundary between the land comprising a street and the land abutting it, but, where a new street alignment is prescribed, means the boundary between that land and that new street alignment	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"substantially commenced"	-	means that some substantial part of work in respect of a development approved under a planning scheme or under an interim development order has been performed	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"temporary"	in relation to the term used in the land use definition of 'residential building' means less than six months. *AMD 48 GG 25/01/11*	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"town"	means the Town of Victoria Park established as a municipality under	-	No change proposed. This is a term used in the Scheme and is proposed

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	the Local Government Act; **Note:** The division of the municipality of the former City of Perth was effected by S.9 of the City of Perth Restructuring Act 1993.		to be retained.
"Town of Victoria Park Scheme reserve"	means land reserved under this Scheme and shown on a Precinct Plan as a Town of Victoria Park Scheme reserve	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.
"wall height"	-	in relation to a wall of a building — (a) if the building is used for residential purposes, has the meaning given in the R-Codes; or (b) if the building is used for purposes other than residential purposes, means the vertical distance from the natural ground level of the boundary of the property that is closest to the wall to the point where the wall meets the roof or parapet	No change proposed. Scheme includes a definition for building height.
"wholesale"	-	means the sale of goods or materials to be sold by others	Introduce as a new definition to ensure consistency with Part 6, Division 1 (General Definitions used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"works"	-	in relation to land, means — (a) any demolition, erection,	The definition in *Planning and Development (Local Planning*

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General Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		construction, alteration of or addition to any building or structure on the land; and (b) the carrying out on the land of any excavation or other works; and (c) in the case of a place to which a Conservation Order made under the Heritage of Western Australia Act 1990 section 59 applies, any act or thing that — (i) is likely to damage the character of that place or the external appearance of any building; or (ii) would constitute an irreversible alteration to the fabric of any building;	*Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"zone"	-	means a portion of the Scheme area identified on the Scheme Map as a zone for the purpose of indicating the controls imposed by this Scheme on the use of, or the carrying out of works on, land, but does not include a reserve or special control area.	The definition in *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 'Deemed provisions for local planning schemes' forms part of the Scheme.
"zoning table"	means the table set out at the end of clause 15;	-	No change proposed. This is a term used in the Scheme and is proposed to be retained.

ATTACHMENT 2

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"abattoir"	-	means premises used commercially for the slaughtering of animals for the purposes of consumption as food products	No change proposed. Not a land use that is required to be provided for in Scheme.
"additional use"	means a use, in respect of a specific site, listed in Schedule 2 C to which clause 17 applies; *AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. Has previously been updated as part of Scheme Amendment 75.
"aged or dependent persons' dwelling"	means an independently constructed dwelling for the purpose of accommodating a person who is aged 55 years or over or is a person with a recognised form of handicap requiring special accommodation provisions for independent living or special care.	-	Delete definition as the words "independently constructed" may result in dwellings being used for such purposes not being able to be classified as such, if they are not independently constructed, with it being unclear as to what "independently constructed" means. It is sufficient for aged or dependent persons dwellings to be defined solely based upon the nature of the occupants, rather than being linked to the form of construction. Replace this definition with definition of 'aged person' and 'dependent' person.
"agriculture — extensive"	-	means premises used for the raising of stock or crops including outbuildings and earthworks, but does not include agriculture — intensive or animal husbandry — intensive;	No change proposed. Not a land use that is required to be provided for in Scheme.
"agriculture — intensive"	-	means premises used for commercial production purposes, including outbuildings and	No change proposed. Not a land use that is required to be provided for in Scheme.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		earthworks, associated with any of the following — (a) the production of grapes, vegetables, flowers, exotic or native plants, or fruit or nuts; (b) the establishment and operation of plant or fruit nurseries; (c) the development of land for irrigated fodder production or irrigated pasture (including turf farms); (d) aquaculture;	
"amusement parlour"	***"amusement facility"*** means any land or buildings, open to the public, used for not more than two amusement machines where such use is incidental to the predominant use;	means premises — (a) that are open to the public; and (b) that are used predominantly for amusement by means of amusement machines including computers; and (c) where there are 2 or more amusement machines;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*
"animal establishment"	**-**	means premises used for the breeding, boarding, training or caring of animals for commercial purposes but does not include animal husbandry — intensive or veterinary centre	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*
"animal husbandry — intensive"	**-**	means premises used for keeping, rearing or fattening of pigs, poultry (for either egg or meat production), rabbits (for either meat or fur	Include as new term to explicitly differentiate between what is an animal establishment and what is animal husbandry – intensive and

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		production) or other livestock in feedlots, sheds or rotational pens	prohibit in all zones.
"art gallery"	**-**	means premises — (a) that are open to the public; and (b) where artworks are displayed for viewing or sale;	Introduce as new use class as there is a recognised need for this use to be provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"bed and breakfast"	**-**	means a dwelling — (a) used by a resident of the dwelling to provide short term accommodation, including breakfast, on a commercial basis for not more than 4 adult persons or one family; and (b) containing not more than 2 guest bedrooms;	No change proposed. Short term accommodation such as "bed and breakfast" land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings.
"betting agency"	**-**	means an office or totalisator agency established under the *Racing and Wagering Western Australia Act 2003*	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"brewery"	**-**	means premises the subject of a producer's licence authorising the production of beer, cider or spirits granted under the *Liquor Control Act 1988*;	Introduce as new use class as there is a recognised need for this use to be provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and*

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			Development (Local Planning Schemes) Regulations 2015.
"bulky goods showroom"	***Showroom*** means any building or part of a building used or intended for use for the purpose of displaying or offering for sale by wholesale or retail, automotive spare parts, carpets, large electrical appliances, furniture, hardware or goods of a bulky nature but does not include the sale by retail of foodstuffs, liquor or beverages, items of clothing or apparel, magazines, newspapers, books or paper products, china, glassware or domestic hardware, or items of personal adornment	means premises — (a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes — (i) automotive parts and accessories; (ii) camping, outdoor and recreation goods; (iii) electric light fittings; (iv) animal supplies including equestrian and pet goods; (v) floor and window coverings; (vi) furniture, bedding, furnishings, fabrics, manchester and homewares; (vii) household appliances, electrical goods and home entertainment goods; (viii) party supplies; (ix) office equipment and supplies; (x) babies' and childrens' goods, including play equipment and accessories; (xi) sporting, cycling, leisure, fitness goods and accessories; (xii) swimming pools; or	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.* This definition removes the wholesale specification and provides a more comprehensive list of goods and accessories used for domestic purposes which the land use 'bulky goods showroom' should be associated with.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(b) used to sell by retail goods and accessories by retail if — (i) a large area is required for the handling, display or storage of the goods; or (ii) vehicular access is required to the premises for the purpose of collection of purchased goods;	
"caravan park"	**-**	means premises that are a caravan park as defined in the *Caravan Parks and Camping Grounds Act 1995* section 5(1);	No change required. Not a land use that is required to be provided for in Scheme.
"caretakers dwelling"	means a building used as a dwelling by a person having the care of the building, plant, equipment or grounds associated with an industry, business, office or reception area carried on or existing on the same site	means a dwelling on the same site as a building, operation or plant used for industry, and occupied by a supervisor of that building, operation or plant;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.* This definition removes association of a caretakers dwellings with office and reception uses.
"carpark"	means premises used primarily for parking private vehicles or taxis whether or not - (a) as a public or private car park; and (b) for reward but does not include - (c) any part of a public road used for parking or for a taxi rank, or (d) any premises used for the display of vehicles for sale;	means premises used primarily for parking vehicles whether open to the public or not but does not include — (a) any part of a public road used for parking or for a taxi rank; or (b) any premises in which cars are displayed for sale;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"child care premises"	has the same meaning as in the *Community Services (Child Care) Regulations 1988*. *AMD 15 GG 4/2/03* Note: Section 3 of the *Community Services (Child Care) Regulations 1988* defines "child care premises" to mean "premises specified in a licence or permit as premises in which a child care service may be provided	means premises where — (a) an education and care service as defined in the *Education and Care Services National Law (Western Australia)* section 5(1), other than a family day care service as defined in that section, is provided; or (b) a child care service as defined in the *Child Care Services Act 2007* section 4 is provided;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"cinema"	-	means premises where the public may view a motion picture or theatrical production	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"civic use"	-	means premises used by a government department, an instrumentality of the State or the local government for administrative, recreational or other purposes	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"club premises"	-	means premises used by a legally constituted club or association or other body of persons united by a common interest	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and*

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			Development (Local Planning Schemes) Regulations 2015.
"commercial vehicle parking"	-	means premises used for parking of one or 2 commercial vehicles but does not include — (a) any part of a public road used for parking or for a taxi rank; or (b) parking of commercial vehicles incidental to the predominant use of the land;	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"community purpose"	***"community uses"*** means those uses, in a particular locality, which provide services or facilities, such as health or social services or meeting facilities, to those who live or work in that locality	means premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organisations involved in activities for community benefit	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"consulting rooms"	means premises used for the investigation and/or treatment of physical or mental injuries or ailments (not including a hospital) in the practice of a profession by a person who is a legally qualified medical practitioner, dentist, physiotherapist, podiatrist or similar, but does not include a masseur and does not include a premises practising therapeutic massage or similar services	means premises used by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care but does not include a masseur and does not include a premises practising therapeutic massage or similar services;	Retain Scheme definition which does not apply a limit of no more than 2 health practitioners which provides greater flexibility and if amended to Regulations definition would then necessitate the introduction of the 'medical centre' land use.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"convenience store"	means land and buildings used for the retail sale of convenience goods being those goods commonly sold in supermarkets, delicatessens and newsagents but including the sale of petrol and operated during hours which may include, but which may extend beyond normal trading hours and provide associated parking. The buildings associated with a convenience store shall not exceed 300m2 gross leasable area;	means premises — (a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; and (b) operated during hours which include, but may extend beyond, normal trading hours; and (c) the floor area of which does not exceed 300 m^2 net lettable area;	Retain Scheme definition. The existing convenience store definition distinguishes that a convenience store is to include petrol sales, whereas the Regulation definition of convenience store doesn't include petrol sales which would then create ambiguity as to what the difference is between a shop, convenience store and a corner store.
"corrective institution"	-	means premises used to hold and reform persons committed to it by a court, such as a prison or other type of detention facility	No change required. Not a land use that is required to be provided for in Scheme.
"day care centre"	means "Child Care Premises" or "Family Day Care" as defined in this schedule; AMD 15 GG 4/2/03; AMD 39 GG 10/7/07	-	Delete definition as simply refers to other land uses of 'child care premises' and 'family day care centre' as defined by the Scheme.
"discretionary use"	means a use described in clauses 13 and 15	-	No change proposed. This is a term used in the Scheme as is proposed to be retained.
"educational establishment"	means a school, college, university, technical institute, kindergarten, academy or other educational centre, but does not include an institutional building	means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*.
"exhibition centre"	-	means premises used for the	Introduce as new use class as not

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		display, or display and sale, of materials of an artistic, cultural or historical nature including a museum	currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"family day care"	means premises used to provide family day care within the meaning of the *Community Services (Child Care) Regulations 1988.* *AMD 15 GG 4/2/03* **Note:** Section 3 of the *Community Services (Child Care) Regulations 1988* defines "family day care" to mean "a child care service provided to a child in a private dwelling in a family or domestic environment.	means premises where a family day care service as defined in the *Education and Care Services National Law (Western Australia)* is provided;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"fast food outlet/lunch bar"	***"fast food outlet"* means** premises where food is prepared and sold - (a) to be taken away; or (b) for consumption on those or adjacent premises - if the operation of the premises is likely to attract considerable vehicular traffic to those premises for short periods; **NOTE:** The related definition of "restaurant" is set out later in this schedule.	means premises, including premises with a facility for drive through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten — (a) without further preparation; and (b) primarily off the premises;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.* The amended definition provides better distinction between fast food outlet/lunch bar and restaurant/café by way of reference to drive through component rather than considerable vehicle traffic for short periods and to the serving of food to customers

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
			to be eaten primarily off the premises.
"freeway service centre"	-	means premises that has direct access to a freeway and which provides all the following services or facilities and may provide other associated facilities or services but does not provide bulk fuel services — (a) service station facilities; (b) emergency breakdown repair for vehicles; (c) charging points for electric vehicles; (d) facilities for cyclists; (e) restaurant, cafe or fast food services; (f) take away food retailing; (g) public ablution facilities, including provision for disabled access and infant changing rooms; (h) parking for passenger and freight vehicles; (i) outdoor rest stop facilities such as picnic tables and shade areas;	No change required. Not a land use that is required to be provided for in Scheme.
"fuel depot"	-	means premises used for the storage and sale in bulk of solid or liquid or gaseous fuel but does not include premises used — (a) as a service station; or	No change required. Not a land use that is required to be provided for in Scheme.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(b) for the sale of fuel by retail into a vehicle for use by the vehicle	
"funeral parlour"	-	means premises used — (a) to prepare and store bodies for burial or cremation; (b) to conduct funeral services	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*.
"garden centre"	-	means premises used for the propagation, rearing and sale of plants, and the storage and sale of products associated with horticulture and gardens	No change required. Not a land use that is required to be provided for in Scheme.
"holiday accommodation"	-	means 2 or more dwellings on one lot used to provide short term accommodation for persons other than the owner of the lot	No change proposed. Short term accommodation such as "bed and breakfast" land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings.
"holiday house"	-	means a single dwelling on one lot used to provide short term accommodation but does not include a bed and breakfast	No change proposed. Short term accommodation such as "bed and breakfast" land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings.
"home business"	-	means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business,	No change required. Home business is not proposed as a land use to be permitted within the Town.

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		service or profession if the carrying out of the business, service or profession — (a) does not involve employing more than 2 people who are not members of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 50 m^2; and (d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and (e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and (f) does not involve the presence, use or calling of a vehicle of more than 4.5 tonnes tare weight; and (g) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located	Home Occupation is provided for and defined in Local Planning Policy 2 – Home Occupation.
"home occupation"	means the carrying on or any	means a dwelling or land around a	Retain Scheme definition. The

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	business conducted in a dwelling or within the boundaries of the lot upon which a dwelling is constructed but does not include the sale or hire of any goods	dwelling used by an occupier of the dwelling to carry out an occupation if the carrying out of the occupation that — (a) does not involve employing a person who is not a member of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 20 m^2; and (d) does not involve the display on the premises of a sign with an area exceeding 0.2 m^2; and (e) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only by means of the Internet; and (f) does not — (i) require a greater number of parking spaces than normally required for a single dwelling; or (ii) result in an increase in traffic volume in the neighbourhood; and (g) does not involve the presence, use or calling of a vehicle of more than 4.5 tonnes tare weight; and	Scheme definition provides for 1 staff member which is not included in the Regulations definition. Home Occupation is further defined and provided for in Local Planning Policy 2 – Home Occupation.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(h) does not include provision for the fuelling, repair or maintenance of motor vehicles; and (i) does not involve the use of an essential service that is greater than the use normally required in the zone in which the dwelling is located;	
"home office"	means a home occupation limited to a business carried out solely within a dwelling by a resident of the dwelling but which does not - *AMD 6 GG 8/10/02* (a) entail clients, customers or delivery vehicles travelling to and from the dwelling; (b) involve any advertising signs on the premises; or (c) require any external change to the appearance of the dwelling.	means a dwelling used by an occupier of the dwelling to carry out a home occupation if the carrying out of the occupation — (a) is solely within the dwelling; and (b) does not entail clients or customers travelling to and from the dwelling; and (c) does not involve the display of a sign on the premises; and (d) does not require any change to the external appearance of the dwelling;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Includes a provision specifying the home occupation is solely within the dwelling.
"home store"	-	means a shop attached to a dwelling that — (a) has a net lettable area not exceeding 100 m^2; and (b) is operated by a person residing in the dwelling;	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"hospital"	means a building in which persons are received and lodged for medical	means premises that are a hospital within the meaning given in the	Update to ensure consistency with Part 6, Division 2 (Land use terms

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	treatment or care and includes a maternity hospital;	*Health Services Act 2016* section 8(4);	used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"hotel"	means premises providing accommodation for the public the subject of a hotel licence under the Liquor Licensing Act 1988 and may include a betting agency operated in accordance with the ~~Totalisator Agency Betting Board Act 1960~~ Racing and Wagering Western Australia Act 2003, but does not include a motel, tavern or boarding house the subject of a limited hotel licence or other licence granted under that Act; *AMENDED BY AMD 75 GG 23/6/17*	means premises the subject of a hotel licence other than a small bar or tavern licence granted under the *Liquor Control Act 1988* including any betting agency on the premises	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"industry"	means the carrying out of any process for or incidental to - (a) the making, altering, repairing or ornamentation, painting, finishing, cleaning, packing or canning or adapting for sale or the breaking up or demolition of any article or part of any article; (b) the winning, processing or treatment of minerals; (c) the generation of electricity or the production of gas; (d) the manufacture of edible goods for human or animal	means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes facilities on the premises for any of the following purposes — (a) the storage of goods; (b) the work of administration or accounting; (c) the selling of goods by wholesale or retail; (d) the provision of amenities for employees;	No change proposed. Changes to the 'industry' land use are covered by Town Planning Scheme Amendment No. 77.

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Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	consumption - being a process carried on in the course of trade or business, whether or not for gain, but the term does not include operations connected with - (e) the carrying out of agriculture; (f) site work on buildings, works or land; and (g) in the case of the manufacture of goods referred to in paragraph (d), the preparation of food for sale on the premises of a shop;	(e) incidental purposes	
"industry – extractive"	-	means premises, other than premises used for mining operations, that are used for the extraction of basic raw materials including by means of ripping, blasting or dredging and may include facilities for any of the following purposes — (a) the processing of raw materials including crushing, screening, washing, blending or grading; (b) activities associated with the extraction of basic raw materials including wastewater treatment, storage, rehabilitation, loading, transportation, maintenance and administration	No change proposed. 'Industry - extractive' land use is covered by Town Planning Scheme Amendment No. 77.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"industry – light"	means an industry; (a) in which the processes carried on, the machinery used, and the goods and commodities carried to and from the premises, will not cause any injury to, or will adversely affect the amenity of the locality by reason of the emission of light, noise, electrical interference, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water or other waste products; and (b) the establishment of which will not, or the conduct of which does not, impose an undue load on any existing or proposed service for the supply or provision of water, gas, electricity, sewerage facilities, or any other like services;	means premises used for an industry where impacts on the amenity of the area in which the premises is located can be mitigated, avoided or managed	No change proposed. 'Industry – light' land use is covered by Town Planning Scheme Amendment No. 77.
"industry – primary production"	-	means premises used — (a) to carry out a primary production business as that term is defined in the Income Tax Assessment Act 1997 (Commonwealth) section 995 1; or (b) for a workshop servicing plant or equipment used in primary	No change required. Not a land use that is required to be provided for in Scheme.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		production businesses;	
"general industry"	means an industry other than a cottage, extractive, hazardous, light or noxious industry;	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"hazardous industry"	means an industry which, when in operation and when all measures proposed to minimise its impact on the locality have been employed (including measures to isolate the industry from existing or likely future development on other land in the locality), would pose a significant risk in relation to the locality, to human health, life or poverty, or to the biophysical environment. Examples of such industry include oil refineries and chemical plants but would generally exclude light, rural or service industries	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"noxious Industry"	Means an industry which is subject to licensing as "Prescribed Premises" under the *Environmental Protection Act 1986* (as amended)	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"liquor store – large"	means premises with a net lettable area exceeding 300m² which are subject to, or will require, a liquor store licence under the *Liquor Control Act 1988* (WA). *AMD 61 GG 14/11/14*	means premises the subject of a liquor store licence granted under the *Liquor Control Act 1988* with a net lettable area of more than 300 m^2	No change required.
"liquor store — small"	means premises with a net lettable area not exceeding 300m² which are	means premises the subject of a liquor store licence granted under	No change required.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	subject to, or will require, a liquor store licence under the *Liquor Control Act 1988 (WA).*	the *Liquor Control Act 1988* with a net lettable area of not more than 300 m^2	
"marina"	-	(a) premises used for providing mooring, fuelling, servicing, repairing, storage and other facilities for boats, including the associated sale of any boating gear or equipment; and (b) all jetties, piers, embankments, quays, moorings, offices and storerooms used in connection with the provision of those services	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"marine filling station"	-	means premises used for the storage and supply of liquid fuels and lubricants for marine craft	No change required. Not a land use that is required to be provided for in Scheme.
"market"	-	means premises used for the display and sale of goods from stalls by independent vendors	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"massage rooms"	means premises used by a masseur or which provides therapeutic massage or similar services	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"medical centre"	-	means premises other than a hospital used by 3 or more health practitioners at the same time for the	No change, not a land use proposed to be introduced as covered by term 'Consulting Rooms'.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		investigation or treatment of human injuries or ailments and for general outpatient care	
"mining operations"	-	means premises where mining operations, as that term is defined in the *Mining Act 1978* section 8(1) is carried out	No change required. Not a land use that is required to be provided for in Scheme.
"motel"	means any land or buildings used or intended to be used to accommodate patrons in a manner similar to a hotel but in which specific provision is made for the accommodation of patrons with motor vehicles and to which a licence under the *Liquor Licencing Act 1988* may have been granted.	means premises, which may be licensed under the *Liquor Control Act 1988* — (a) used to accommodate guests in a manner similar to a hotel; and (b) with specific provision for the accommodation of guests with motor vehicles;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"motor vehicle, boat or caravan sales"	***"motor vehicles and marine sales premises"*** means any land or buildings used for the display and sale of new or second hand motor-cycles, cars, trucks, caravans and boats or any one or more of them and may include the servicing of motor vehicles sold from the site;	means premises used to sell or hire motor vehicles, boats or caravans	Retain Scheme definition, includes the servicing of motor vehicles.
"motor vehicle repair"		means premises used for or in connection with — (a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the Planning and Development Regulations 2015.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(b) repairs to tyres other than recapping or re-treading of tyres;	
"motor vehicle wash"	**-**	means premises primarily used to wash motor vehicles;	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"nightclub"	means premises in respect of which a cabaret licence is required pursuant to the *Liquor Licensing act 1988* in order to trade and includes any land or other premises associated with the licensed premises	means premises the subject of a nightclub licence granted under the *Liquor Control Act 1988*;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"nursing home"	means any building used for the medical treatment or care of sick persons, whether resident or not, but does not include consulting rooms	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"office"	means a building or part of a building used for the conduct of administration, the practise of a profession, the carrying on of agencies, a post office, bank, building society, insurance office, estate agency, typist and secretarial services, or services of a similar nature, and where not conducted on the site thereof, the administration of	means premises used for administration, clerical, technical, professional or similar business activities	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	or the accounting in connection with a commercial or industrial undertaking		
"open air sales and display"	means the use of land for the display, sale or hire of goods or equipment in the open air	-	Proposed to be deleted, will be covered by warehouse/open air storage definition.
"park home park"	-	means premises used as a park home park as defined in the *Caravan Parks and Camping Grounds Regulations 1997* Schedule 8;	No change required. Not a land use that is required to be provided for in Scheme.
"place of worship"	means any land or buildings used primarily for religious activities but does not include an institution for primary, secondary, or higher education, or a residential training institution	means premises used for religious activities such as a chapel, church, mosque, synagogue or temple	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"reception centre"	-	means premises used for hosted functions on formal or ceremonial occasions	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"recreation – private"		means premises that are — (a) used for indoor or outdoor leisure, recreation or sport; and (b) not usually open to the public without charge	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"research and development"	means scientific and industrial research and the development, production and assembly of products associated with that research	-	Proposed to be retained, this land use is specific to the Scheme area- Curtin Precinct P13.
"residential building"	has the same meaning given to it in the ~~Residential Design Codes~~ R-Codes. *AMD 39 GG 10/7/07* **Note**: ~~Clause 2.2 of The Residential Design Codes~~ R-Codes defines "residential building" to mean - "a building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto; such building being used or intended, adapted or designed to be used for the purpose of human habitation: • temporarily by two or more persons, or • permanently by seven or more persons, who do not comprise a single family; but does not include a hospital or sanitorium, a prison, a hotel, a motel, or a residential school	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained. The detailed sub categories and classifications of 'residential buildings' are included in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings.
"resource recovery centre"	-	means premises other than a waste disposal facility used for the recovery of resources from waste	No change required. Not a land use that is required to be provided for in Scheme.
"restaurant/café"	***"restaurant"*** means premises	means premises primarily used for	Update to ensure consistency with

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	where food is prepared and sold principally for consumption on those or adjacent premises but does not include a fast food outlet; **Note:** A "fast food outlet" is defined earlier in this Schedule.	the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the *Liquor Control Act 1988*;	Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The amended definition provides better distinction between fast food outlet/lunch bar and restaurant/café by way of reference to the provision of seating and premises licenced under the *Liquor Control Act 1988.*
"restricted premises"	means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or exhibition, display or delivery of: *AMD 43 GG 31/10/08* (a) publications that are classified as restricted under the Censorship Act 1996; (b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity;	means premises used for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of — (a) publications that are classified as restricted under the *Classification (Publications, Films and Computer Games) Act 1995* (Commonwealth); or (b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity; or (c) smoking-related implements;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"road house"	-	means premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following facilities	No change required. Not a land use that is required to be provided for in Scheme.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		or services — (a) a full range of automotive repair services; (b) wrecking, panel beating and spray painting services; (c) transport depot facilities; (d) short term accommodation for guests; (e) facilities for being a muster point in response to accidents, natural disasters and other emergencies	
"rural home business"	-	means a dwelling or land around a dwelling used by an occupier of the dwelling to carry out a business, service or occupation if the carrying out of the business, service or occupation — (a) does not involve employing more than 2 people who are not members of the occupier's household; and (b) will not cause injury to or adversely affect the amenity of the neighbourhood; and (c) does not occupy an area greater than 200 m^2; and (d) does not involve the retail sale, display or hire of any goods unless the sale, display or hire is done only be means of the Internet; and	No change required. Not a land use that is required to be provided for in Scheme.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		(e) does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood; and (f) does not involve the presence, use or calling of more than 3 vehicles at any one time or of a vehicle of more than 30 tonnes gross weight;	
"rural pursuit/hobby farm"	-	means any premises, other than premises used for agriculture — extensive or agriculture — intensive, that are used by an occupier of the premises to carry out any of the following activities if carrying out of the activity does not involve permanently employing a person who is not a member of the occupier's household — (a) the rearing, agistment, stabling or training of animals; (b) the keeping of bees; (c) the sale of produce grown solely on the premises;	No change required. Not a land use that is required to be provided for in Scheme.
"serviced apartment"	means a building or buildings which include self-contained units for transient accommodation	means a group of units or apartments providing — (a) self contained short stay accommodation for guests; and (b) any associated reception or recreational facilities;	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
"service station"	means any land or buildings used for the retail sale of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs, minor mechanical repairs to motor vehicles but does not include a transport depot, panel beating, spray painting, major repairs or wrecking;	means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for — (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles;	Retain Scheme definition. The regulations definition creates ambiguity with regards to the retail sale of goods of an incidental or convenience nature.
"shop"	means ~~any building~~ premises wherein goods are kept, exposed or offered for sale by retail, or within which services of a personal nature are provided (including a hairdresser, beauty therapist or manicurist) but does not include a showroom, liquor store or fast food outlet. ~~or any other premises specifically defined elsewhere in this part;~~ *AMD 61 GG 14/11/14;* **Note:** The Interpretation Act 1984 defines "sell" to include barter, exchange, offer to sell and expose for sale".	means premises other than a bulky goods showroom, a liquor store — large or a liquor store — small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"single bedroom dwelling"	has the same meaning given to it in	-	No change proposed. This is a land

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
	the ~~Residential Design Codes~~ R-Codes. *AMD 39 GG 10/7/07; AMENDED BY AMD 75 GG 23/6/17* **Note:** ~~Clause 2.2 of~~ The ~~Residential Design Codes~~ R-Codes defines "single bedroom dwelling" to mean - a dwelling that contains a living room and no more than one other habitable room that is capable of use as a bedroom"; *AMENDED BY AMD 75 GG 23/6/17*		use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"single house"	has the same meaning given to it in the ~~Residential Design Codes~~ R-Codes; *AMD 39 GG 10/7/07; AMENDED BY AMD 75 GG 23/6/17*	-	No change proposed. This is a land use that appears in the zoning table in the Scheme and the definition is therefore proposed to be retained.
"small bar"	-	means premises the subject of a small bar licence granted under the *Liquor Control Act 1988*;	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
"tavern"	means any land or buildings the subject of a Tavern Licence granted under the provisions of the *Liquor Licensing Act 1988*	means premises the subject of a tavern licence granted under the *Liquor Control Act 1988*	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"telecommunication infrastructure"	-	means premises used to accommodate the infrastructure	Introduce as new use class as not currently provided for in Scheme

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		used by or in connection with a telecommunications network including any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure related to the network	and to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"tourist development"	-	means a building, or a group of buildings forming a complex, other than a bed and breakfast, a caravan park or holiday accommodation, used to provide — (a) short term accommodation for guests; and (b) onsite facilities for the use of guests; and (c) facilities for the management of the development;	No change proposed. Short term accommodation such as "bed and breakfast" land use controls are specified in Local Planning Policy 31 – Specialised Forms of Accommodation other than Dwellings.
"trade display"	-	means premises used for the display of trade goods and equipment for the purpose of advertisement	No change required. Not a land use that is required to be provided for in Scheme.
"trade supplies"	-	means premises used to sell by wholesale or retail, or to hire, assemble or manufacture any materials, tools, equipment, machinery or other goods used for the following purposes including goods which may be assembled or manufactured off the premises — (a) automotive repairs and servicing; (b) building including repair and	No change required. Not a land use that is required to be provided for in Scheme.

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		maintenance; (c) industry; (d) landscape gardening; (e) provision of medical services; (f) primary production; (g) use by government departments or agencies, including local government;	
"transport deport"	means any premises used - (a) for the garaging of vehicles used or intended for use for the carriage of goods for hire or reward; or (b) for the transfer of goods from one such vehicle to another such vehicle whether or not the land or the building is also used for the maintenance and repair of the vehicles;	means premises used primarily for the parking or garaging of 3 or more commercial vehicles including — (a) any ancillary maintenance or refuelling of those vehicles; and (b) any ancillary storage of goods brought to the premises by those vehicles; and (c) the transfer of goods or persons from one vehicle to another	Proposed to retain Scheme definition which does not include reference to storage of goods which is captured by other corresponding land uses.
"tree farm"	-	means land used commercially for tree production where trees are planted in blocks of more than one hectare, including land in respect of which a carbon right is registered under the *Carbon Rights Act 2003* section 5	No change required. Not a land use that is required to be provided for in Scheme.
"unlisted use"	has the meaning given to it in clause 16 of the Scheme Text	-	No change proposed. This is a term used in the Scheme as is proposed to be retained.
"veterinary centre"	-	means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals,	Introduce as new use class as not currently provided for in Scheme and to ensure consistency with Part

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		or for the prevention of animal diseases or disorders	6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"warehouse/storage"	***"warehouse"*** means a building wherein goods are stored and may be offered for sale by wholesale;	means premises including indoor or outdoor facilities used for — (a) the storage of goods, equipment, plant or materials; or (b) the display or sale by wholesale of goods	Update to ensure consistency with Part 6, Division 2 (Land use terms used in Scheme) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
"waste disposal facility"	**-**	means premises used — (a) for the disposal of waste by landfill; or (b) the incineration of hazardous, clinical or biomedical waste	No change required. Not a land use that is required to be provided for in Scheme.
"waste storage facility"	**-**	means premises used to collect, consolidate, temporarily store or sort waste before transfer to a waste disposal facility or a resource recovery facility on a commercial scale	No change required. Not a land use that is required to be provided for in Scheme.
"wind farm"	**-**	means premises used to generate electricity by wind force and any associated turbine, building or other structure but does not include anemometers or turbines used primarily to supply electricity for a domestic property or for private rural use	No change required. Not a land use that is required to be provided for in Scheme.
"winery"		means premises used for the	No change required. Not a land use

Schedule B			
Land Use Definitions listed in Scheme or Regulations	**Town Planning Scheme Definition**	**Regulations Definition**	**Comments**
		production of viticultural produce and associated sale of the produce	that is required to be provided for in Scheme.
"workforce accommodation"	**-**	means premises, which may include modular or relocatable buildings, used — (a) primarily for the accommodation of workers engaged in construction, resource, agricultural or other industries on a temporary basis; and (b) for any associated catering, sporting and recreation facilities for the occupants and authorised visitors.	No change required. Not a land use that is required to be provided for in Scheme.

SCHEDULE OF SUBMISSIONS

TOWN PLANNING SCHEME AMENDMENT NO. 80

Submission No.	Submitter	Comments Received	Officer's Comment
1	Owner of property in Kent Street, East Victoria Park	I support the proposal	Noted.
2	Owner of property in Roberts Road, Lathlain	Do not wish to state a position however, have some comments/concerns: I support minimising noise in residential areas, but there are activities that can be both commercial and quiet, such as yoga and meditation. These should be permitted in suitably located areas. Conversely, there are private activities that can be noisy such as parties, games, and vehicles such as noisy motorbikes and cars. These should be prohibited particularly during hours when most people sleep.	The Scheme does currently and will continue to provide for the use 'Consulting Rooms' in the Residential Zone as a discretionary use which would capture those circumstances described by the submitter. However, car and residential noise is not a relevant consideration to the proposed Amendment.
3	Owner of property in Ruby Street, North Perth with interest in property in Hubert Street, East Victoria Park	A yoga studio and wellness centre has been operating at 67 Hubert st East Victoria Park for the past year with approval of absolute majority of Elected Members. The property was acknowledged for its suitability for this use at this location by planning officers in their report to council as per the following quote - *"In considering this application to locate a non-residential use in a Residential zone, a significant consideration is the site's location and adjacent uses. While there are residential properties to the south-east and on the opposite*	One of the intentions of Scheme Amendment is to provide a more comprehensive extent of land uses in the Scheme which will avoid the need for typical land uses common to the urban environment being considered as 'Unlisted Uses' and subject to discretion as to whether they met the objectives of a particular zone. The amendment will also align the Scheme Land Uses with those included in the Model Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as well as stipulating land use permissibilities appropriate for each land

		side of the street, the subject site is located adjacent to the Hubert Street public car park and commercial and mixed use premises across the adjoining rear right-of-way. In this circumstance, subject to the use being managed to not affect the amenity of nearby residential properties, the proposed 'Health Studio/Yoga Wellness Centre' on the subject site is considered to be appropriate noting that the site is at the edge of the residential area and given the adjoining and surrounding uses. If the site was not located immediately adjacent to other non-residential uses, then the proposed use would not be supported. In assessing the likely impact of the use upon the amenity of the area, particularly the nearby residential properties, Council is to have regard to LPP 3 'Non-Residential Uses in or Adjacent to Residential Areas'. The LPP outlines that "Council recognises that certain non-residential uses can co-exist with and integrate into residential areas without adversely affecting residential amenity. Item 3(a) of LPP 3 states "Non-residential development on land which abuts land which is or may be used for residential purposes shall only be permitted where the nature of the non-residential use will not cause undue conflict through the generation of traffic and parking or the emission of noise or any other form of pollution which may be undesirable in residential areas". With respect to Scheme Amendment 80, the strongest evidence that this proposed use is suitable in this location is that the premise has been running at a Health studio/ yoga wellness centre for the past year with no reported adverse impacts on the surrounding community. There has been a positive impact on students and local participants at the studio. "Recreation - Private'	zoning. This will provide greater certainty to proponents about who will no longer be subject to assessment and determination procedures for an 'Unlisted Use'. However, it will also reduce the ability for proponents to apply for a use which should otherwise be classified within an existing recognised land use category and as such receive an approval exercising discretion for and 'Unlisted Use' use which if classified in the Scheme may be prohibited. The comments received are with respect to the 'Unlisted Use' (Health/Studio/Yoga Wellness Centre) at 67 Hubert Street, East Victoria Park which Council has granted temporary approval for and is before the Council for an extension of this approval. In the case of 67 Hubert Street, once the temporary approval expires a subsequent application for a yoga studio would be classified as 'Recreation – Private' land use which is proposed to be an 'X' (prohibited) use in the Residential Zone ie this application would not be able to be approved. Given the context of the site located at the edge of a residential area and directly adjacent to a public car park and commercial area, the non-residential use of 'Recreation – Private' may be acceptable. However in most instances the use of land as 'Recreation – Private' including for such purposes as gymnasiums, would not be appropriate within a Residential zone, and therefore it is not considered to be orderly and proper planning to make such a use either a 'P' (permitted) or an 'AA' (discretionary) use generally on Residential zoned land.

		definition (the category health/ yoga studio would fall into under scheme amendment 80) is broad and includes outdoor sporting activities which may have noise impacts such as shouting, running, whistles etc. Yoga, meditation, and natural therapies (non medical consulting) are quite different to this in that these activities are characterised by being quiet, slow and low impact. Placing these broad categories together that would have very different impacts to the surrounding community excludes uses that are low impact and possibly complimentary to the surrounding neighbourhood. The premise, as previously supported by Council, has proven that there are no adverse impacts to surrounding properties for this use. The endorsement of Scheme amendment 80 would contradict the previous determination by council and planning officers and would adversely affect this business that is providing positive health benefits to the community.	Therefore should Amendment 80 be gazetted in its advertised form, this would not preclude a separate request being made in the future for Council to amend the Town Planning Scheme to specifically permit the permanent use of No. 67 Hubert Street as an Additional Use for yoga studio.

13.1 Integrated Planning and Reporting Framework 2017 – Endorsement of Long Term Financial Plan

TOWN OF VICTORIA PARK

Long Term Financial Plan



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Executive Summary

Executive Summary

Overview

The Council of the Town of Victoria Park has prepared a Long-Term Financial Plan ("the Plan") detailing activities and initiatives the Council proposes to do over the next 15 years, ultimately demonstrating that Council is moving towards financial sustainability. The Plan is aligned to other core planning documents - the Strategic Community Plan and Corporate Business Plan - by which Council is accountable to the community.

Other documents have also informed the Plan, including the Workforce Plan as well as several Asset Management Plans, which cover each of the asset classes included in the Council's financial reporting.

The Plan has relied on a range of assumptions and provides the community and Council with information designed to inform workplace and asset management practices to meet strategic objectives.

The Plan covers the financial years 2019 through to 2033 inclusive. The term of 15 years was chosen to provide an initial period of significant accuracy (the first five years), a little less accuracy for the next five years, and then reasonable estimates for the remaining five years. Whilst the Town is required to review the Plan at least every two years, the current intention is that the Plan will be reviewed each year prior to preparation of each Annual Budget.

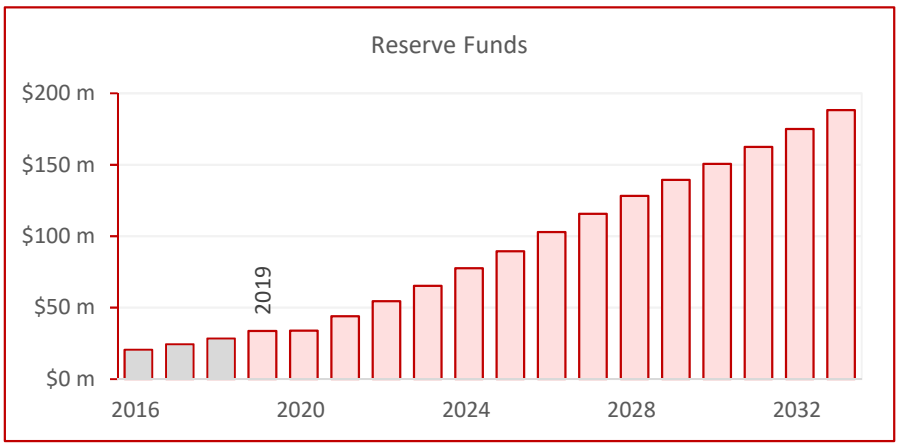
The Town is undergoing growth, albeit somewhat unpredictable, and is heavily reliant on property investment from local and overseas interests. Due to global economies undergoing rapidly changing conditions, and the impact this has on local property development, it is considered prudent that the Plan be reviewed annually.

Key characteristics of the Plan include -

- Significant growth in Reserve Funds
- Removal of debt
- Significantly costed Asset Management Plans
- Fully accommodated Workforce Plan requirements
- Moving towards financial sustainability

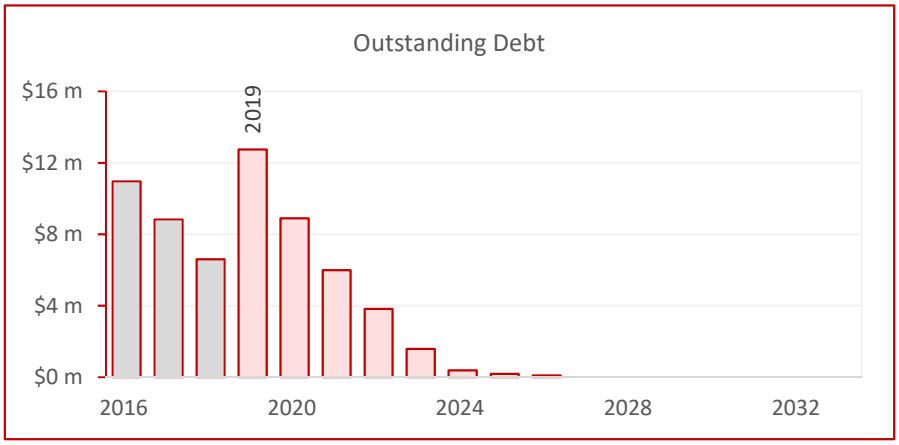
The Plan has been constructed as part of Council's commitment to the State Government - Local Government Reporting Reform Program. The purpose of this reform program is to reflect a nationally consistent approach to integrated planning as expressed by the Council of Australian Government's Local Government Planning Ministers' Council.

Significant Growth in Reserve Funds



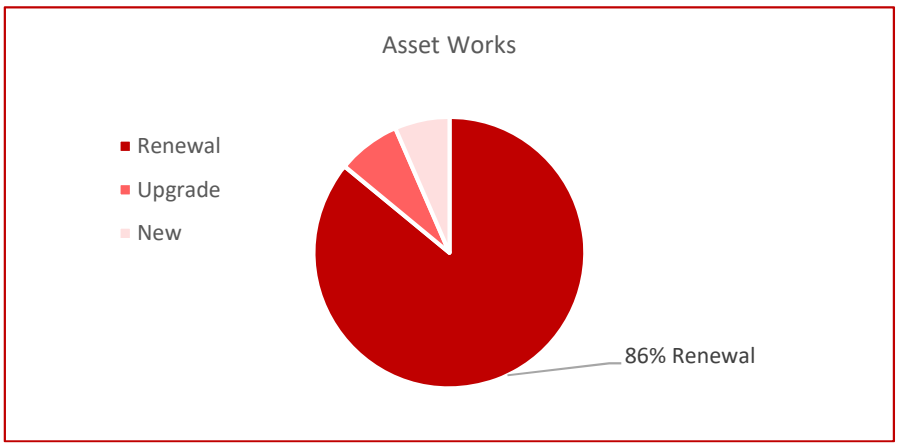
Driving the significant growth in Reserve Funds is Council's commitment to ensure dividends received through land sales at Catalina Estate in Tamala Park (of which Council is a 1/12 stakeholder) are available for future revenue generation initiatives and not used to simply assist in the general operation of the organisation. Council anticipates receiving over $30 million, over a decade. Additional to this is Council's commitment towards risk mitigation of large-scale boundary changes through the use of increasing reserve funds on an annual basis. Should a boundary change occur, as was explored during Local Government Reform discussions, then this would have a considerable impact on the existing ratepayers to maintain remaining assets and services.

Removal of Debt



Council committed to debt reduction some years prior, and has continued along this direction, seeking alternative revenue generation methods (such as grants and contributions) to fund significant works. Council was recently successful in an application to secure three underground power instalments for Carlisle North, Victoria Park East and Victoria Park West. Despite committing monies into a Reserve Fund set aside for this purpose, insufficient funds were available to cover the $12.5 million Council contribution required for the $25 million project. Accordingly, approximately $10 million in loan funds will be drawn down from the Western Australia Treasury Corporation to assist in meeting the installation costs. These loan funds will be repaid by ratepayers that directly benefit from the underground power scheme over a five year period. All Council debt will be extinguished in 2026.

Significantly Costed Asset Management Plans

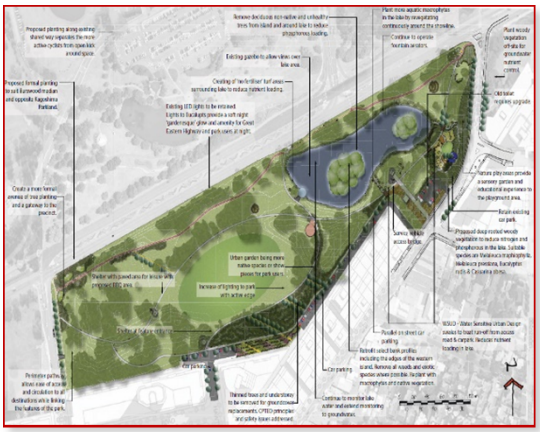


Owing mainly to budget constraints and increasing service levels, the asset renewal program has, for some years, received insufficient funding allocation to meet appropriate recommended levels. This has resulted in low condition ratings, and deteriorating assets, across many of Council's asset classes. The Plan highlights the need to increase the focus on asset renewal in the District and includes $165 million in capital initiatives, of which 86% is directed towards asset renewal.

The chart below identifies the quantum of asset renewal included in the Plan, including significant proposed renewal of the Perth Football Club facility in the 2022 and 2023 financial years. This initiative is subject to external funding requirements being met. The trend line shows that the overall asset quality, across all asset classes, is improving.



Some of the more significant capital works initiatives proposed in the Plan include -



GO Edwards Park Renovation

The initiative encompasses five stages and will include improvements to signage, shelters, BBQs, drinking fountains, bicycle racks, and seating.

Included in the scope of works will also be a renovation to park lighting to enhance and assist movement in, and around, the park.

Improved nesting boxes for native birds and other wildlife will also be a feature of the works, including the redevelopment of turtle habitats.



Lathlain Redevelopment (Zone 1)

This initiative includes the present Perth Football Club building and immediate surrounds. The building fulfils a variety of roles including football administration, training, functions and spectator facilities. The building was built in the late 1950s and is now out-of-step with contemporary facilities of its kind across metropolitan Perth. An opportunity exists to seek redevelopment of the site to complement the overall precinct redevelopment, achieving more multi-purpose and community focussed outcomes than is possible from the existing building.



Lathlain Redevelopment (Zone 2)

The initiative will encompass area for passive recreation at Lathlain Park. As an urban park, it will be a place to understand and relate to nature, whilst also being a place to recreate and socialise. It will be a multi-use destination for the community with a range of things to do.

Significantly Costed Asset Management Plans (continued)



Lathlain Redevelopment (Zone 7)

This initiative is known as the Equitable Access Zone.

The initiative has been created to enhance streetscape amenities and improve accessibility to the Lathlain Precinct through various infrastructure upgrades. Once the whole project is complete, there is expected to be an increase in both vehicle and pedestrian traffic as the wider and local community makes use of the features available.



Lathlain Redevelopment (Zone 2x)

This initiative, which is the former Carlisle / Lathlain Bowls Club site, is located at 64 Bishopsgate Street, Carlisle and also includes Tom Wright Park. In 2015 Council resolved to retain this area as public open space and asked the community what it would like to occur on this site.

The Plan also contains an additional

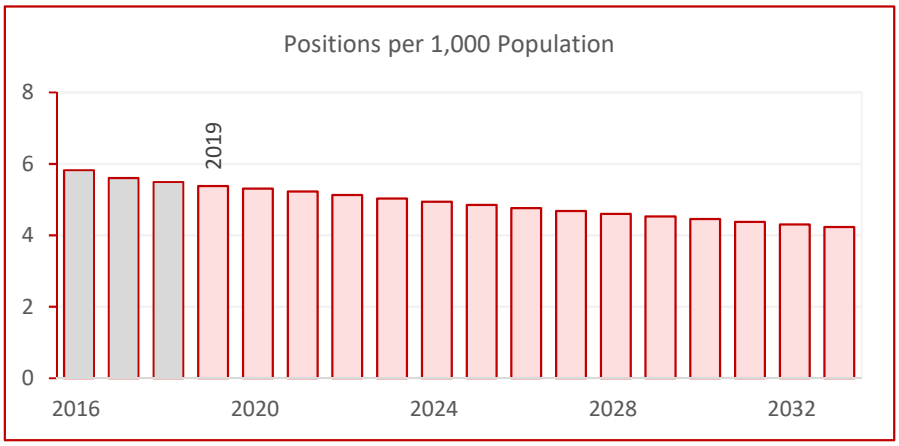
$35.1 million

of Strategic Projects Provisioning awaiting allocation

Additional details, including estimated delivery times and costs, are contained within the body of the Plan.

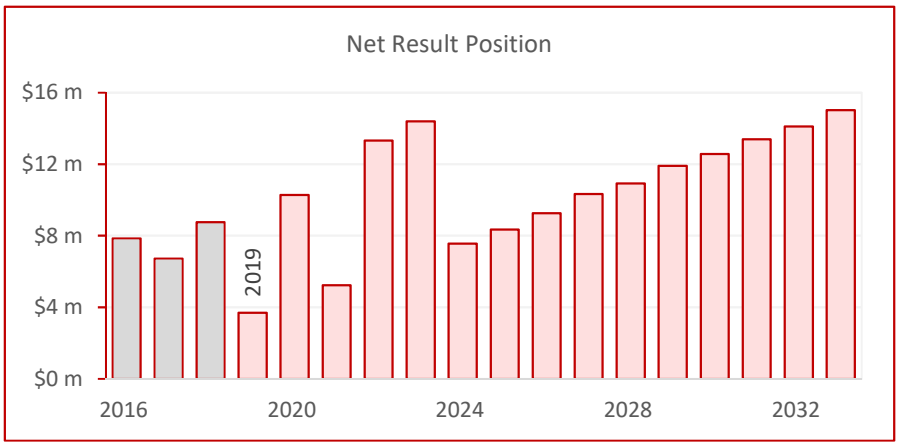
Fully Accommodated Workforce Plan Requirements

Employment Costs are a significant expense for Council. Accounting for approximately 27% of the total cash expenses, the imperative to ensure that the total number of employees is minimised, without negatively impacting service levels, is a high priority. The Workforce Plan, which has undergone a desktop review only for this year, allows for an additional 8.5 employees over the life of the Plan. This represents a annual position percent growth rate of 0.3%. The first year of the Plan (2019) has no additional positions. Comparatively, the population percent growth rate over the same period is estimated at 2.1%. This may present some challenges in the future and the emphasis on efficiencies and automation will be required to maintain service levels for the growing population.



Moving Towards Financial Sustainability

Council is required to measure itself against seven financial ratios which, when collectively assessed against pre-set criteria, provide a Financial Health Indicator. The Financial Health Indicator is a measurement of a local government's overall financial health. The methodology was developed by the Western Australian Treasury Corporation (WATC) with input from financial professionals working in local governments across Western Australia. The Financial Health Indicator is an indication of overall financial health and is one factor to consider in assessing overall performance. Other factors include: the range of services offered; efficiency of services delivered; and client satisfaction. The assessment of the forecast ratios against the pre-set criteria indicate that Council is marginally off a 5-star rating (nominally identified as a score of 91 or above). The average scores for each of the five year periods of the Plan are 87, 89 and 90. Driving this improvement is the increased focus on asset renewal and a bettering of the Net Result. This is achieved by ensuring increases in operating expenses are less than increases in operating revenue, as shown below.



Context

Context

Location

- **Super close to the Perth Central Business District:** One of the Town's competitive advantages is that it is located only four kilometres from the Perth Central Business District.

- **Home to some major attractors and stakeholders:** Curtin University, Crown Casino Perth, Optus Stadium, John Hughes Perth, Technology Park, West Coast Eagles Football Club, Belmont Park Racecourse and Perth Football Club are some of the major attractors and stakeholders that are located within the Town.

- **Quite a lot of the Swan River foreshore:** The Town has approximately six kilometres of river foreshore and needs some long-term planning.

- **Old school Main Street:** Albany Highway (the Town of Victoria Park bit) is an old school main street. It's one of the longest main streets in the southern hemisphere and is a significant local and regional attractor.

- **Lots of train stations!** The Armadale / Thornlie railway line runs through the Town. It means that there are five train stations in the Town (including the new Perth Stadium special events train station).



Demographics

- **Growing population:** In 2011, the population was 32,433. In 2016 it is estimated the Town's population is 38,537.
- **Young(ish) population:** The largest age cohort in the Town is the 25 to 34 demographic. The second largest age grouping in the Town is the 35 to 49 demographic.
- **Increasingly multicultural:** The Town is becoming more and more multicultural. Twenty six per cent of people speak a language other than English at home. Mandarin, Italian and Cantonese are the top three of these languages.
- **Well educated:** Compared to the rest of Greater Perth there is a higher proportion of people in the Town holding formal qualifications (Bachelor or higher degree; Advanced Diploma or Diploma; or Vocational qualifications), and a lower proportion of people with no formal qualifications.
- **1 or 2 people households dominate:** Almost 70% of people living in the Town live in a one or two person household.
- **Live relatively closely together:** In the Town of Victoria Park, 47.6% of the dwellings were medium or high density, compared to 23% in Greater Perth.
- **Likely to work as either a professional, in administrative work or as a technician:** 57% of Town residents work in one of these three jobs.
- **Homogeneously socio-economic:** Wage categories are equally distributed across the population i.e. no one category dominates.
- **Likely to work outside of the Town and drive to place of employment:** 73.0% of the Town of Victoria Park's working residents travel outside of the Town to work.
- **Lots of workers from the south-eastern corridor:** 88% of people who work in the Town come from outside of the Town.

Context

State and Regional Context

From time-to-time State Government planning has a significant impact on how Local Governments plan and operate. This section briefly summarises some of the key State Government strategies that are likely to impact Council.

- **State Planning Strategy 2050:** The Strategy is a guide from which public and local authorities can express or frame their legislative responsibilities in land-use planning, land development, transport planning and related matters.

- **Draft Perth and Peel @ 3.5 million:** This document plans the future of the Perth and Peel metropolitan region up to 2050. The Town of Victoria Park is one of 19 local government authorities identified within the central sub-region. By 2050, it is projected that this region will have 1.2 million people, 780,000 jobs and has an infill target of 215,000 homes. This document has identified that the Town needs to plan for 19,400 new dwellings by 2050.

- **Draft Perth and Peel Transport Plan:** This document plans the future of transport for the Perth and Peel metropolitan region. Identified long-term opportunities for the Town of Victoria Park include: Curtin University being identified as a Specialised Centre; being connected to an inner city subway system; and being connected to a Perth Light Rail system.

- **March 2017 = New State Government:** Two major initiatives of the new government to be aware of are:

  a) Metronet – A public transport plan for Perth based on substantial investment in heavy rail north and south of the Perth central business direct. The objective will be to enable east-west movement across the Perth metropolitan region.

  b) State Infrastructure Strategy – The new government identified that it would publish a State Infrastructure Strategy that will establish priorities for infrastructure planning and investment across Western Australia for the next 20 years.

Global Megatrends

Some of the significant worldwide influences shaping the way Council will deliver future services and facilities include -

1 **Changing Demographics**

Population boom – The population of the Town is expected to grow exponentially in the next thirty years. By 2036, it is estimated that the Town's population will be 56,000. By 2050, it is possible that the Town's population could exceed 100,000. The age structure of the population is expected to remain similar to what it is now. The Town will continue to become more and more multicultural.

2 **Urbanisation**

Growing cities – It is expected that by 2050, 70% of the world's people will live in the world's major urban areas. In Perth, there will be increased pressure on inner metropolitan areas to increase residential densities in the context of the state's population being expected to increase to between 4.4 and 5.6 million by 2056. An increase in population will result in an increased demand on Council services, facilities and infrastructure.

3 **Social Inclusion and Expectations**

Sustainable community – Greater emphasis on the notion of being part of a sustainable community in the context of having access to housing; employment; education; health; public and active transport; and opportunities to establish and maintain social networks. It is expected that one in five older people will be from a culturally and linguistic diverse background. Mental and physical health will become an increasingly important consideration.

Global Megatrends (continued)

4 Global Economy

Trade, tourism and collaborative consumption – The Town's proximity offers an opportunity to take advantage of tourism and business opportunities for local businesses and entrepreneurs. More people will be swapping, sharing, bartering, trading and renting using the latest technologies and peer-to-peer marketplaces.

5 Technological Advances

The internet, crowdsourcing and the big cloud – There will be a massive increase in data usage and our ability to use the internet to communicate with each other. Services will be improved by having the public identify these improvements through interactive ways. As more data is hosted online affordable scales of computational problem solving becomes available to local governments.

Artificial intelligence and machine learning – Artificial intelligence will have strong impacts on the running of businesses, the framework of human labour, the demand for skilled ICT workers and the nature of start-up investments.

Automated vehicles – It could be that in the near future the vast amount of space (lanes, car parks etc.) in our cities dedicated to private cars becomes increasingly redundant.

Smart cities – In 2020, 300 billion sensors will be making lifestyle enhancements in our daily lives. These sensors will become integral to the digital ecosystem of Local Governments worldwide to gain first-hand evidence of usage and requirements. Buildings, roads, vehicles and renewable energy grids will be connected by smart grids to optimise connectivity, energy, space and time.

6 Climate Change

Costly water features – The consequences of reduced rainfall and declining groundwater tables could include higher costs to the Town around managing water features in parks and reserves.

Infrastructure failure – A changing climate will mean increased risks to major infrastructure due to natural events such as floods, storms and heat waves. These impacts may potentially interrupt rail and road operations, water and energy supplies, and cause damage to private and public assets.

Swan River – A significant portion of the Swan River passes through the District. This means the Town will need to plan for and respond to watercourse damage, drought, acid sulphate soils and potential flooding.

Loss of ecosystems and public open space – A changing climate may mean that the Town's flora and fauna within its bush land areas may be lost.

Population health – Increasing temperatures combined with potential increased urban heat island effect could make things harder for elderly people.

7 Resource Constraints

City resilience – It will become more important to develop the capacity of cities to survive and thrive if and when available resources are constrained. This means that the Town will need to consider short, medium and long term planning for its assets and resources.

Context

Engagement Process and Themes

The single most important aspect of the development of Council's Integrated Planning and Reporting Framework was to genuinely engage the community about their needs and wants. With this in mind, the following was completed -

1. A pre-engagement process (*Evolve*) beginning in November 2015 and finishing in November 2016 that involved -
   a) Four surveys (with approximately 500 responses).
   b) One hundred workshops (with approximately 350 people contributing 2,700 participant hours).
   c) Pop-up engagement activities (with 160 people contributing).
   d) Digital online engagement .
2. Content analysis of the information collected through the pre-engagement process.
3. Preparation of a draft Strategic Community Plan using the results of the content analysis.
4. Formal engagement of the draft Strategic Community Plan over a six week period.
5. Review of submissions and modifications made to the Draft Strategic Community Plan.

Some of the themes that evolved from the engagement process included -

- **Safety and Security –** People want a safer Town through engagement, education and awareness, collaboration, urban design and community driven initiatives.
- **Connectivity –** People valued community connections with a minor focus on technological connections, values and characteristics; the internet and movement.
- **Sustainability –** People value sustainability highly. When raising sustainability they focused on built form, corporate responsibility, public open space and governance.
- **Community –** People want to be engaged more. People focused on the role of the Town of Victoria Park in engaging, communicating and forming partnerships and governance.
- **Environment –** The most important aspect of this theme revolved around public open space, especially indigenous ecology and trees and plants.
- **Diversity –** People mostly focused on diversity through: business development, culture and the arts, avoiding gentrification, housing and public open space.
- **Human Scale Development –** People were looking for development that is designed with people first rather than ancillary to the development.
- **Vibrancy –** This aspiration revolves around built form and its ability to influence accessibility and enabling a mix of uses.

Council's Vision

At the conclusion of the engagement process, Council adopted the following Vision -

The Town of Victoria Park - A dynamic place for everyone.

And noted the following aspirations -

- **A dynamic place for everyone –** We want this choice to apply to all aspects of the Town of Victoria Park; we want people to choose to be in the Town in general, as well as choose to make a home here, walk down our streets, visit our attractions, locate their businesses, shop in our stores, enjoy our parks, use our bike paths and socialise in our cafes, restaurants and awesome public spaces.

- **We are Perth's most empowered and engaged community –** People living in the Town will be the most empowered and engaged in Perth.

- **We are Perth's premier place for entertainment and entrepreneurship –** The Town is the leading place in Perth where people look to be entertained or to design, launch and run their own small business. As a part of this, the Town's education establishments are contributing to fostering a feeling of entrepreneurship.

- **We lead in sustainability –** The Town of Victoria Park will be a leader in becoming more sustainable by developing and implementing appropriate solutions. Principles related to sustainability will be integrated into our operational approach, while the strategic direction of the Town will be guided by the quadruple bottom line approach to sustainability (social, economic, environmental and leadership sustainability).

- **We put people first in urban design and safety –** The Town of Victoria Park will prepare for 2050 by ensuring places are walkable, have a diverse mix of uses and have the right type of density in the right locations. The future density in the Town will be presented at a human scale. The Town of Victoria Park will be known as the safest local authority in Perth. People will be aware and engaged. Places will be designed using crime prevention through environmental design principles. More people than ever will know their neighbours.

- **We are inclusive and connected with a thriving community –** The Town of Victoria Park will be inclusive of people from different cultures, different age groups, different education levels and different interests. Our focus for the next fifteen years will be about improving connections, whether investing in active nodes of transport (walking, cycling) and a more connected street network or fostering communities through designs that improve social interaction.

Context

Council's Mission

Council's Mission, in support of the Vision, is -

We will communicate with, empower and support the community and promote social, economic and environmental sustainability to create our vision.

Council's Strategic Outcomes

Social Outcomes - To promote sustainable connected, safe and diverse places for everyone.

Council is always looking to empower people, community groups, or not-for-profit organisations to create opportunities for people living or visiting the Town to enjoy a rich, healthy and prosperous social and cultural mosaic through all stages of their lives.

- A healthy community.
- An informed and knowledgeable community.
- An empowered community with a sense of pride, safety and belonging.
- A place where all people have an awareness and appreciation of arts, culture, education and heritage.

Economic Outcomes - To promote sustainable diverse, resilient and prosperous places for everyone.

Council will always be looking to create business opportunities that retain and attract talent.

- A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship.
- A clean, safe and accessible place to visit.

Environment Outcomes - To promote sustainable liveable, healthy and green places for everyone.

<u>Built Environment</u>
Council values cleaner air and healthier lifestyles through the promotion of more sustainable transport and built form options as a preferred, affordable and accessible choice.

<u>Natural Environment</u>
Council accepts its part of the responsibility to leave a legacy of a cleaner and healthier natural environment.

Council's Strategic Outcomes (continued)

- A safe, interconnected and well maintained transport network that makes it easy for everyone to get around.
- A place with sustainable, safe and convenient transport options for everyone.
- A clean place where everyone knows the value of waste, water and energy.
- Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.
- Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.
- Increased vegetation and tree canopy.
- Land use planning that puts people first in urban design; allows for different housing options for people with different housing needs; and enhances the Town's character.

Civic Leadership Outcomes - To show leadership by communicating with, empowering and supporting people in the community.

Council believes that there is immense intrinsic value in empowering and supporting people and community groups.

- Everyone receives appropriate information in the most efficient and effective way for them.
- A community that is authentically engaged and informed in a timely manner.
- Well thought out and managed projects that are delivered successfully.
- Appropriate information management that is easily accessible, accurate and reliable.
- Innovative, empowered and responsible organisational culture with the right people in the right jobs.
- Finances are managed appropriately, sustainably and transparently for the benefit of the community.
- People have positive exchanges with the Town that inspires confidence in the information and service provided.
- Visionary civic leadership with sound and accountable governance that reflects objective decision making.
- Appropriate devolution of decision making and service provision to an empowered community.
- Legislative responsibilities are resourced and managed appropriately, diligently and equitably.

Strategic Alignment and Sustainability

Integrated Planning and Reporting Framework

Integrated planning and reporting gives local governments a framework for establishing local priorities and to link this information to operational functions. Three major parties are involved in the development of an integrated plan: the local government administration, the Council and the community. Each party has a unique role and responsibilities for effective and sustainable integrated planning and reporting, with the *Local Government (Administration) Regulations 1996* requiring each local government to adopt a Strategic Community Plan and a Corporate Business Plan.

Integrated planning and reporting is a framework for local governments to -

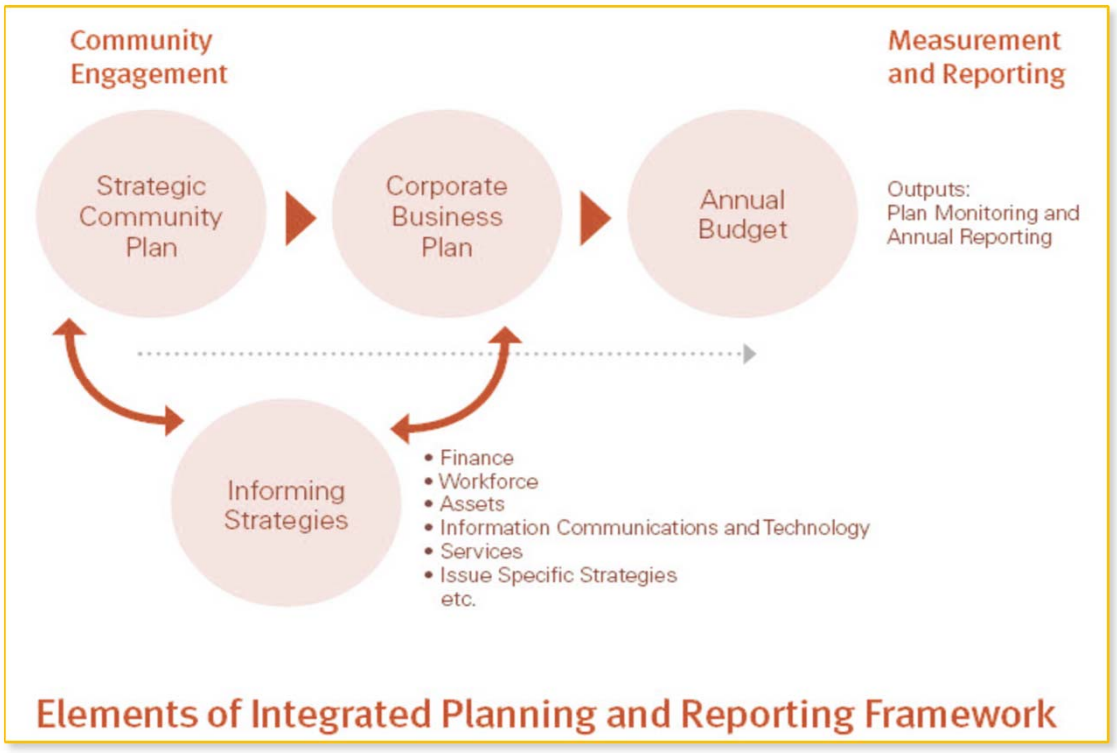
- Articulate the community's vision, outcomes and priorities.
- Allocate resources to achieve the vision, striking a considered balance between aspirations and affordability.
- Monitor and report progress.

The framework, pictured below, consists of the following "suite" of plans -

- A Strategic Community Plan that clearly shows the community vision, strategic direction, long and medium term priorities and resourcing implications with a horizon of 10+ years.

- A Corporate Business Plan that contains a 4+ year delivery program, aligned to the Strategic Community Plan, and accompanied by 4+ year financial projections.

- Informing Strategies, consisting of the core Informing Strategies (Long Term Financial Plan, Asset Management Plan/s and Workforce Plan) and any other issue or area specific Council plans that inform the Strategic Community Plan and Corporate Business Plan. The core Informing Strategies play a vital role in prioritisation and integration.



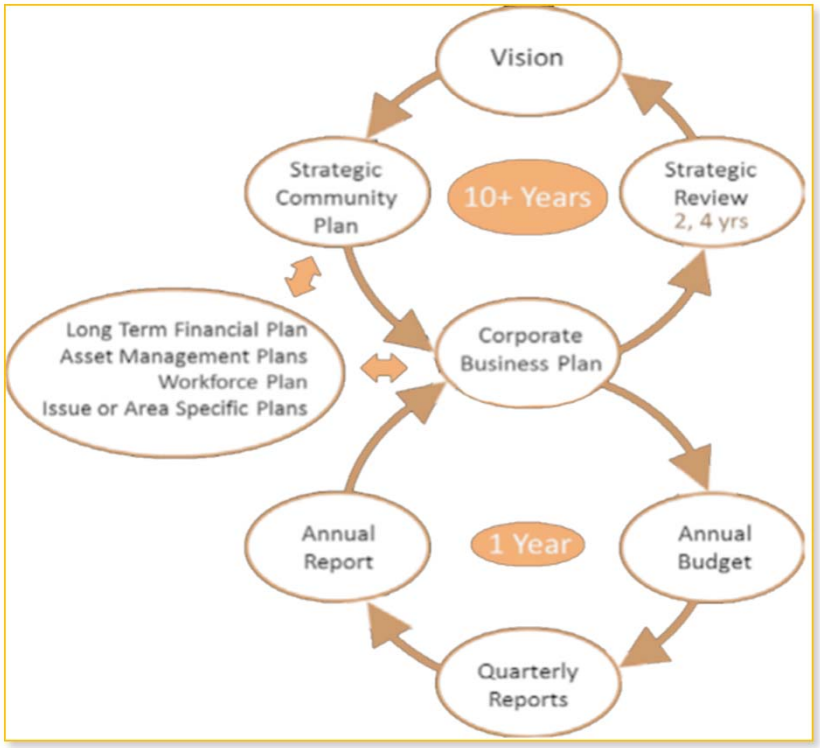
The three core informing strategies are explained as follows -

Long Term Financial Planning

The Long Term Financial Plan is a 15-year rolling plan that informs the Corporate Business Plan in the activation of Strategic Community Plan priorities. The Long-Term Financial Plan includes forecasts for the years accompanying the Corporate Business Plan. From these planning processes, annual budgets, that are aligned with strategic objectives, can be developed.

The Long-Term Financial Plan is therefore a key element of the Integrated Planning and Reporting Framework that enables local governments to set priorities, based on their resourcing capabilities, for the delivery of short, medium and long term community priorities. It is also an indicator of a local government's long term financial sustainability and allows early identification of financial issues and their longer term impacts. The Long-Term Financial Plan highlights linkages between specific plans and strategies and enhances the transparency and accountability of the Council to the community.

The Integrated Planning and Reporting Cycle is shown below -



Workforce Planning

Workforce Planning is a continuous process of shaping the workforce to ensure that it is capable of delivering organisational objectives now and in the future. Workforce Planning enables the Town to –

1) respond quickly and more strategically to change by recognising emerging challenges;

2) improve efficiency, effectiveness and productivity by having employees with the right knowledge and skills and who are a good fit for the job they are in;

3) facilitate strategic staffing and planning for future workforce requirements by identifying these in a timely manner, monitoring staff separations and making arrangements to fill key vacancies;

Workforce Planning (continued)

4) strengthen the organisation's capacity to achieve the outcomes of the Strategic Community Plan and Corporate Business Plan;

5) encourage understanding of the organisation's workforce profile so that existing workforce capacity can be maximised and the future workforce shaped as needed;

6) assist with identifying and managing people with the knowledge critical for efficient and effective business operations, and managing corporate memory;

7) adapt and integrate management and business processes, technology and systems and adjust organisational structure to use resources most effectively;

8) monitor costs and directly link workforce expenditure against business outputs and outcomes, and

9) strengthen the local government industry through stronger career paths and staff development.

Costs associated with the workforce have been initially increased each year of the Plan and are designed to cover all base costs as well as those ancillary costs (such as higher duties, overtime etc.). Future increases will be factored in as part of the next iteration of the Enterprise Agreement.

All expenses associated with the Workforce Plan have been included within the Plan. This includes, but is not limited to, initial service levels estimated on a 'business-as-usual' approach, with a view to improved services throughout the life of the Plan. Area growth requirements are also considered and included.

Asset Management Planning

Asset Management is a process for ensuring that a local government's assets and infrastructure such as roads, drains, sewerage systems, bridges, footpaths and public buildings provide an appropriate level of service to the community. Although a range of terminology is used to describe its components and processes, asset management broadly involves the development and delivery of –

1) An asset management policy – one or more documents outlining the local government's asset management objectives, levels of service and integration with council corporate business and financial planning, governance arrangements, data systems, and evaluation processes

2) An asset management strategy – one or more documents demonstrating how the local government's assets will meet the service delivery needs of the community through integration with long-term strategic planning, and

3) An asset management plan – one or more documents that define and record all local government assets, the particular actions required to provide the defined level of service, and incorporates financial information and risk management processes for the cost-effective delivery of services.

Local governments can achieve various levels of asset management. These levels directly impact upon the local government's capacity to deliver adequate services to its communities as well as its long-term sustainability.

Council has developed a number of Asset Management Plans as part of the Integrated Planning and Reporting Framework. The Plans identify all assets and the rate at which money should be spent on them in order to meet certain service levels. This Plan provides funding towards the renewal of assets, as well as some additional works. Council will continue to monitor and review the plans to ensure assets are regularly renewed to ensure service provision and long-term affordability align.

Sustainability - Measured by the Financial Health Indicator

The Financial Health Indicator is a measurement of a local government's overall financial health. The methodology was developed by the Western Australian Treasury Corporation (WATC) with input from financial professionals working in local governments across Western Australia.

The result is calculated from the seven financial ratios that local governments are required to report annually. The approach awards a score out of 10 for each financial ratio. The weighted average of the ratios is used to calculate the overall result.

Local governments that perform better across the seven areas tend to have greater financial health.

The Financial Health Indicator is an indication of overall financial health and is one factor to consider in assessing overall performance. Other factors include: the range of services offered; efficiency of services delivered; and client satisfaction.

What is considered a good Financial Health Indicator result? A score of 70 and above indicates sound financial health.

Below is a summary of the Financial Health Indicator score against each year of the Long Term Financial Plan -

Year	Current	Asset Consumption	Asset Renewal	Asset Sustainability	Debt Service Coverage	Operating Surplus	Own Source Revenue	Score	Indicator Out of 5 ★
2019	100%	76%	101%	79%	176%	(6%)	91%		
2020	100%	74%	101%	92%	403%	12%	109%		
2021	100%	73%	101%	95%	423%	8%	106%		
2022	100%	72%	101%	174%	598%	9%	107%		
2023	100%	71%	101%	175%	646%	10%	109%		
Avg 1 - 5	100%	73%	101%	123%	449%	7%	104%	**87**	★★★★
2024	100%	69%	101%	95%	1,274%	11%	109%		
2025	100%	68%	101%	95%	7,282%	12%	110%		
2026	100%	67%	101%	97%	17,903%	13%	112%		
2027	100%	66%	101%	100%	19,055%	14%	113%		
2028	100%	65%	101%	103%	-	14%	114%		
Avg 6 - 10	100%	67%	101%	98%	11,379%	13%	112%	**89**	★★★★
2029	100%	64%	101%	104%	-	15%	115%		
2030	100%	63%	101%	106%	-	15%	115%		
2031	100%	62%	101%	108%	-	16%	116%		
2032	100%	61%	101%	110%	-	16%	116%		
2033	100%	60%	101%	111%	-	16%	117%		
Avg 11 - 15	100%	62%	101%	108%	0%	16%	116%	**90**	★★★★

Note - The above are indicative calculations and are subject to change.

The above seven ratios have been prescribed in the *Local Government (Financial Management) Regulations 1996* to measure the financial sustainability of local governments. The Long Term Financial Plan has been assessed against these ratios (as shown above) and these will be used to provide clear targets for Council to direct future efforts. The prescribed ratios, and a brief explanation of each, are shown over the following pages -

Sustainability - Measured by the Key Financial Ratios

Current Ratio

This is a measure of a local government's liquidity and its ability to meet its short term financial obligations out of unrestricted current assets. Council is proposing a balanced budget each year of the Long Term Financial Plan and proposes a Current Ratio of 100% each year.

Particulars		2019	2020	2021	2022	2023
Target Ratio	**Greater than or equal to 100%**	**100%**	**100%**	**100%**	**100%**	**100%**
		✓	✓	✓	✓	✓

Asset Consumption Ratio

This ratio highlights the aged condition of a local government's physical assets.

Particulars		2019	2020	2021	2022	2023
Depreciated Replacement Cost of Depreciable Assets		308,819,000	310,713,000	310,622,000	317,175,000	323,944,500
Current Replacement Cost of Depreciable Assets		407,969,100	418,336,100	426,746,100	441,926,100	457,456,100
Target Ratio	**Greater than or equal to 50%**	**76%**	**74%**	**73%**	**72%**	**71%**
		✓	✓	✓	✓	✓

Asset Renewal Funding Ratio

Indicates whether the local government has the financial capacity to fund asset renewal at continued existing service levels.

Particulars		2019
Net Present Value of Renewal Expense (LTFP)		97,247,000
Net Present Value of Renewal Expense (AMP)		95,823,000
Target Ratio	**Between 95% and 110%**	**101%**
		✓

Asset Sustainability Ratio

This is an indicator of the extent to which assets managed by a local government are being replaced as they reach the end of their useful lives.

Particulars		2019	2020	2021	2022	2023
Capital Renewal Expense		6,373,000	7,557,000	7,765,000	14,495,000	14,805,000
Depreciation Expense		8,037,500	8,173,000	8,201,000	8,327,000	8,460,500
Target Ratio	**Greater than or equal to 90%**	**79%**	**92%**	**95%**	**174%**	**175%**
		✗	✓	✓	✓	✓

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
324,030,000	324,150,000	324,521,500	325,149,500	326,032,500	327,117,500	328,408,000	329,885,000	331,556,000	333,426,500
466,351,100	475,326,100	484,601,100	494,186,100	504,086,100	514,251,100	524,691,100	535,391,100	546,361,100	557,611,100
69%	68%	67%	66%	65%	64%	63%	62%	61%	60%
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
8,075,000	8,115,000	8,380,000	8,655,000	8,935,000	9,165,000	9,405,000	9,635,000	9,875,000	10,120,000
8,509,500	8,555,000	8,603,500	8,657,000	8,717,000	8,780,000	8,849,500	8,923,000	8,999,000	9,079,500
95%	95%	97%	100%	103%	104%	106%	108%	110%	111%
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Sustainability - Measured by the Key Financial Ratios (continued)

Debt Service Cover Ratio

This is an indicator of a local government's ability to produce enough cash to cover its debt payments.

Particulars		2019	2020	2021	2022	2023
Total Operating Revenue		62,620,000	72,129,000	62,273,500	64,194,500	66,231,000
Total Operating Expense		64,599,500	63,487,000	57,297,000	58,628,000	59,597,000
Interest Expense and Depreciation		8,489,500	8,604,500	8,484,000	8,517,000	8,580,500
Operating Surplus Before Interest and Depreciation		**6,510,000**	**17,246,500**	**13,460,500**	**14,083,500**	**15,214,500**
Principal and Interest		3,689,500	4,284,000	3,181,000	2,355,500	2,355,500
Target Ratio	**Greater than or equal to 200%**	**176%**	**403%**	**423%**	**598%**	**646%**
		✗	✓	✓	✓	✓

Operating Surplus Ratio

This is an indicator of the extent to which revenues raised cover operational expenses only or are available for capital funding purposes.

Particulars		2019	2020	2021	2022	2023
Operating Revenue		60,997,500	72,129,000	62,273,500	64,194,500	66,231,000
Operating Expense (Including Interest and Depreciation)		(64,584,500)	(63,487,000)	(57,297,000)	(58,628,000)	(59,597,000)
Net Current Assets		**(3,587,000)**	**8,642,000**	**4,976,500**	**5,566,500**	**6,634,000**
Own Source Operating Revenue		58,915,500	69,184,500	60,729,000	62,650,000	64,686,500
Target Ratio	**Greater than or equal to 1%**	**(6%)**	**12%**	**8%**	**9%**	**10%**
		✗	✓	✓	✓	✓

Own Source Revenue Coverage Ratio

This is an indicator of a local government's ability to cover its costs through its own revenue efforts.

Particulars		2019	2020	2021	2022	2023
Own Source Revenue		58,915,500	69,184,500	60,729,000	62,650,000	64,686,500
Operating Expense		64,599,500	63,487,000	57,297,000	58,628,000	59,597,000
Target Ratio	**Greater than or equal to 40%**	**91%**	**109%**	**106%**	**107%**	**109%**
		✓	✓	✓	✓	✓

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
68,325,000	70,519,500	72,762,000	75,116,000	77,509,000	79,970,000	82,460,500	85,030,000	87,682,500	90,432,500
61,056,000	62,489,000	63,829,000	65,103,500	66,922,000	68,398,000	70,242,500	71,997,500	73,939,500	75,780,500
8,555,500	8,573,000	8,612,000	8,661,000	8,717,000	8,780,000	8,849,500	8,923,000	8,999,000	9,079,500
15,824,500	**16,603,500**	**17,545,000**	**18,673,500**	**19,304,000**	**20,352,000**	**21,067,500**	**21,955,500**	**22,742,000**	**23,731,500**
1,242,000	228,000	98,000	98,000	0	0	0	0	0	0
1,274%	**7,282%**	**17,903%**	**19,055%**	**-**	**-**	**-**	**-**	**-**	**-**
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
68,325,000	70,519,500	72,762,000	75,116,000	77,509,000	79,970,000	82,460,500	85,030,000	87,682,500	90,432,500
(61,056,000)	(62,489,000)	(63,829,000)	(65,103,500)	(66,922,000)	(68,398,000)	(70,242,500)	(71,997,500)	(73,939,500)	(75,780,500)
7,269,000	**8,030,500**	**8,933,000**	**10,012,500**	**10,587,000**	**11,572,000**	**12,218,000**	**13,032,500**	**13,743,000**	**14,652,000**
66,780,500	68,975,000	71,217,500	73,571,500	75,964,500	78,425,500	80,916,000	83,485,500	86,138,000	88,888,000
11%	**12%**	**13%**	**14%**	**14%**	**15%**	**15%**	**16%**	**16%**	**16%**
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
66,780,500	68,975,000	71,217,500	73,571,500	75,964,500	78,425,500	80,916,000	83,485,500	86,138,000	88,888,000
61,056,000	62,489,000	63,829,000	65,103,500	66,922,000	68,398,000	70,242,500	71,997,500	73,939,500	75,780,500
109%	**110%**	**112%**	**113%**	**114%**	**115%**	**115%**	**116%**	**116%**	**117%**
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Economic Commentary and Assumptions

Economic Commentary and Assumptions

Economic Commentary

The following information helps to provide a brief context regarding the setting of this current Long Term Financial Plan -

Federal Government Budget Implications and Opportunities for Local Government

The Federal Government, in delivering its third budget, has been cognisant of the fact that it is behind in the polls. It has provided many "sweeteners", such as tax cuts and infrastructure spending, noting that these measures recognise the need to strengthen the economy, guarantee vital services and live within its means.

The Federal Government has also recognised that it must commence repaying the record levels of debt generated by an extended period of budget deficits with a targeted return to surplus budgets in the 2019-2020 financial year. Net debt is currently at 40 year high levels.

The Federal Assistance Grants (FAGs) and the Roads to Recovery Program will continue, which is welcome news for Local Government, as will the Safer Communities Fund and funding to support local community sporting groups and facilities.

The national economy is expected to grow at an average of 3% across forward estimates, although this is considered lower than the Reserve Bank's preferred growth forecasts.

Unemployment is expected to improve, albeit slowly.

Some of the key issues for Council, stemming from the Federal Budget, include -

- **Federal Assistance Grants**
  The Federal Government will continue to maintain the system of payments to support Local Government. Western Australia will receive $146.7 million in the 2018-2019 financial year, which is only marginally more than the previous financial year. It is projected that this will increase by between 3.5% and 4.0% per annum through until 2022.

- **Roads to Recovery Program**
  The Roads to Recovery Program has been funded through to 2022. Western Australia is projected to receive $63.3 million in 2018-2019, although this will reduce to $58.5 million through to 2022. This will place increased pressure on Local Governments to fund essential roadworks from within their own funding sources.

- **Local Sporting Champions Program**
  $11.8 million to expand the Local Sporting Champions Program to support youth participation in sporting competitions. This is marginally increased from pervious years.

- **Community Sporting Infrastructure Grants**
  $29.7 million will be provided in 2018-2019 to deliver up to 500 local community sporting infrastructure grants to improve community sporting facilities (capped at $500,00 each).

- **Safer Communities Fund**
  $30 million is allocated over the next two years for the Safer Communities Fund, which is open to Local Governments to fund crime prevention measures.

Source - Local Government Economic Briefing - Federal Budget Edition (WA Local Government Association, May 2018)

Economic Commentary (continued)

State Government Budget Implications and Opportunities for Local Government

The State Government, in delivery the 2018-2019 Budget, has reflected on the fact that it must turn around the state's fiscal challenges and capitalise on the expected lift in Gross State Product. Forecasted stabilisation of the economy is expected to result from improved household consumption and confidence as the major driver of growth, with business confidence recently reaching a seven year high. This is likely to lead to better employment outcomes in the near future.

This capitalisation on household confidence will be converted to increases to household costs, with electricity increased by 7%, water increased by 5.5%, vehicle licences increased by 5.8% and the Emergency Services Levy increased by 10.1%.

State road maintenance, which includes payments to Local Government, has been reduced by $323.4 million over the next four years, which will place increased pressure on Local Governments to fund essential roadworks from within their own funding sources.

Reductions in funding distribution will be used by the State Government to return the budget to surplus in the near future and begin the process of paying down debt.

Expenditure growth is forecast to average 1.2% per annum. Household fees and charges will increase by 4.8% in 2018-2019.

Some of the key issues for Council, stemming from the State Budget, include -

- **Metronet**
  $41 million for the Metronet Social and Affordable Housing and Jobs Package, which will include 1,390 new homes, including 32 social housing dwellings, 400 affordable homes, and 800 high density transport oriented mixed tenure developments.

- **Principal Shared Path Program**
  The Principal Shared Path Program will receive an injection of $20 million over the next few years to accelerate the completion of the network. This will largely be funded through the reprioritisation of funds from the road maintenance expenditure allocation.

- **Street Lighting Tariffs**
  Local Government street lighting tariffs are expected to increase by 3.2% in 2018-2019 and thereafter.

- **Financial Audits of Local Government**
  Financial audits of Local Governments (to the value of $21.3 million to 2021) will be undertaken in accordance with recent legislative changes, with costs to be fully recovered from Local Governments.

- **Local Government Rates Rebate**
  The State Government will continue to cap the Rates Rebate and remove indexation from the calculation. Savings generated by this scheme will be used to assist in funding the Hardship Utilities Grant Scheme.

- **Heritage Revolving Fund**
  Revitalisation of underutilised State and Local Government owned heritage assets will occur.

Source - WA State Budget 2018 - Implications for Local Government (WA Local Government Association, May 2018)

Economic Commentary and Assumptions

Financial Assumptions and Strategies

The estimates in the Long-Term Financial Plan are based on a number of key assumptions and strategies.

The base point for the modelling is the 2018-2019 financial year and assumptions have been applied from this year onwards. The assumptions include -

- Service levels have initially been estimated on a 'business-as-usual' approach, with a view to improving services throughout the life of the Plan.
- A balanced budget will be achieved for each year of the Plan.
- Net staffing levels will remain unchanged other than increases intended to meet the needs of an increasing population and growth in development.
- Net staffing levels will remain unchanged other than increases intended to meet the needs of an increasing population and growth in development.
- Costs associated with the workforce are designed to cover all base costs of employment as well as those ancillary costs (such as higher duties, overtime etc.). Future increases, following this current Enterprise Agreement have an average of 2.5% increase over the remaining life of the Plan.
- Within the Plan, rate growth has been forecast at an average 2.4% as a sound approach to the predicted population and residential development growth of the area.
- Rates increases have been estimated at 3.0% for each year of the Plan, and will be reviewed each year as part of an annual review of this Plan.
- All estimates contained within this Plan are based on information known today and are subject to change.
- The three new loans proposed are for Underground Power for which Council has a legislative power to recoup all costs associated with these loans. No other loans are proposed.
- Loans will be paid as, and when, they fall due. No early payment of loans is forecast.
- An increasing portion of rate revenue will be transferred into Reserve Funds as a risk mitigation / future proofing against possible future state legislation changes to boundaries.
- Funds received from the sale of land by Tamala Park Regional Council are transferred into Reserve Funds designed for future revenue diversification.
- All significant projects requiring the inclusion of 'new' or 'upgrade' works will have included in the Plan, as part of the total cost of supplying the project, a renewal allocation that will be closely aligned to the forecasted annual depreciation of those additional works.

Financial Assumptions and Strategies (continued)

Other points of note include -

Rate Increases

The Town is forecast to exceed 100,000 residents in the final 'build out". With this additional growth will come additional service requirements. Council, for a number of years, applied an 8% rate increase each year. However, recent economic conditions mean that the proposed rate increases have been reduced to 3.0% per annum. This places pressure on Council to find more effective and efficient ways of delivering the services the community desires. Because of the unpredictability associated with the economic climate and the growth in the District, the required rate increase will actually be determined at a time closer to the adoption of the next iteration of the Long-Term Financial Plan. Rate growth has been forecast at an average of 2.4%.

Balanced Budget

The Plan has been prepared on the basis that each year will return a balanced year-end financial position, i.e. the sum of all revenue equals the sum of all expense, with minimal or no year-end surplus or deficit.

Although the *Local Government Act 1995* permits each local government to adopt Annual Budgets that have surpluses or deficits, Council does not feel this is financially prudent and, instead, has chosen to establish numerous Reserve Funds via which to manage any surplus or deficit positions.

Current Day Estimates

All estimates contained within the Plan are estimated with information that is known today. Where known increases, or decreases, are scheduled to occur, these are included and adjusted where required.

Each year, as part of the review of the Plan and before the setting of the Annual Budget, estimates will be individually assessed for the adequacy of inflationary effects and adjusted where required.

Loan Borrowing Management

The extent to which loan borrowings will be used for initiatives will be limited to annual loan repayments, as a percentage of ordinary revenue (more commonly known as a debt service ratio), to not more than 10%.

Council forecasts that all loan commitments will be extinguished within the life of this Plan.

Cost Recovery of Services

Revenue from discretionary fees and charges has been frozen for each year of the Plan at the value applicable to today. Recent economic conditions mean that reliance on annual increases in fees and charges does not necessarily return an increase in revenue. Each subsequent year will be adjusted closer to the setting of fees and charges in order that appropriate inflationary impacts are incorporated.

Some fees and charges administered by Council are set via legislation and are prevented from adjustment.

Financial Assumptions and Strategies (continued)

Based on the moderate projected growth predicted by both the Federal and State Governments, the following relatively minor annual inflation allowances are included within this Long Term Financial Plan -

Average Annual Expense Increases (Per 5 Year Period)

Particulars	2019 - 2023	2024 - 2028	2029 - 2033
Employment *Costs associated with employees, such as salaries, superannuation, training, uniforms etc.*	2.50%	2.50%	2.50%
Office *Costs associated with office requirements, such as stationery, insurance, freight, telephones etc.*	1.00%	1.50%	2.00%
Professional Services *Costs associated with specialised consultancy requirements and legal services.*	1.00%	1.50%	2.00%
Asset Operations *Maintenance and operation of Council assets and infrastructure.*	1.50%	2.00%	2.50%
Programs *Costs associated with service delivery not already included in the above areas.*	1.00%	1.50%	2.00%

Risk Management, Scenario Modelling and Analysis

Risk Management, Scenario Modelling and Analysis

Risk Management

The major risks associated with long term financial planning relate to delays in approvals for major projects, the viability of a project if it relies on land acquisition or disposal (which may be affected by land price movements) and the movement in construction prices at a rate greater than that which has been allowed for.

Many projects, and some services, are reliant on external funding that is outside the control of Council. Where possible, surety has been sought from external funding providers to ensure that projects, especially those listed in later years, will receive funding. However, no guarantees can necessarily be provided.

It has been forecast that interest rates on borrowings and on investments are likely to remain relatively constant throughout the life of this Plan. Current loans held by Council have their interest rates set as part of the loan conditions and are therefore not subject to movements in interest rates. The three new loans proposed as part of this Plan are considered at minimal risk with regards to possible interest rate movements. However, if adverse changes in rates occur this will impact on Council's revenue in future years.

Past discussion at the state government level around possible boundary changes to the District has some risk to Council associated with it. The discussion has focused on the Burswood Peninsula, and more directly Crown Casino Perth, The Camfield and Optus Stadium, being included in the City of Perth and not within the current boundary of the District. In order to mitigate this risk, Council has a program whereby an increasing portion of rate revenue is being transferred to Reserve Funds so as to reduce, and eventually remove, any reliance on the rate revenue derived from the commercial ventures on the Burswood Peninsula to help fund service delivery.

Additional risks currently being assessed for likely impact to Council include works and outcomes associated with Metronet (the State Government's new public transport program connecting suburbs and reducing road congestion) and potential new facilities being created in adjoining local governments that may have an adverse impact on the successful operation of Council's current facilities.

Scenario Modelling and Analysis

A number of scenarios were considered as part of the process to develop this Plan. The majority of sensitivity analysis focused on the required rate revenue increases, with this being the primary influence. All scenarios considered included the need to fund Asset Renewal requirements as a base position. Two of the scenarios considered, although not proposed, are shown below –

Scenario 1

Consideration was given to the immediate transferral of all rates associated with Crown Casino and The Camfield through to Reserve Funds, thus completely removing the reliance of these two commercial ventures to fund any service delivery in the District.

This scenario is influenced by past statements in the media and positioning by the previous Premier and State Government for the possible future boundary adjustment to remove the Burswood Peninsula from the Town of Victoria Park and transfer this to the City of Perth.

A risk analysis identified that, in the event of a boundary change and Crown Perth, The Camfield and Optus Stadium being no longer located within the District, the process is likely to take place with sufficient time for Council to adjust. The impact on other ratepayers in the District, should these facilities be removed from within the District, would be in the order of a 17% rate increase, which would serve only to continue the current level of service delivery and not improve services.

Scenario Modelling and Analysis (continued)

Scenario 2

Consideration was given to the inclusion of a series of major new projects, services and facility upgrades – the value of which would be in the order of tens of millions of dollars – into the Plan.

Elected Members recently undertook a priority selection process to determine the future focus of significant initiatives, however insufficient scoping and engagement has meant that no additional major initiatives have been included in the Long Term Financial Plan.

Some of these projects included, although were not limited to;

- John MacMillan precinct upgrade
- Edward Millen Site renovation
- Place Planning *
- Urban Forest Strategy *
- Aqualife and Leisurelife Centre renovation
- Higgins Park master planning and redevelopment

** denotes that some consideration has been given to these initiatives and included within this Plan*

Proposed Scenario

The proposed scenario concentrates on meeting Council's Asset Renewal requirements whilst also proposing moderate levels of new assets and asset upgrades.

Operational cost reductions were also included in this scenario (excluding salaries and wages that are protected under the Enterprise Bargaining Agreement). Alternative and more efficient methods of delivering services will mean that service delivery levels will not decrease as a result of these cost reductions.

The scenario also forecasts significant revenue from the sale of land by Tamala Park Regional Council, of which Council has a one-twelfth profit entitlement. These funds have been transferred into Reserve as part of this Plan and are not identified for utilisation over the 15 years. The impact of market pricing is therefore negligible to Council in the delivery of key projects or services.

The annual rate revenue increase proposed is significantly lower than previous versions of the Long Term Financial Plan and has been projected at 3.0% per annum over the life of this Plan. Council felt that the economic conditions currently occurring in Western Australia and being experienced by the community (although beginning to improve) did not warrant previous higher annual rate revenue increases.

Key Projects and Strategies

GO Edwards Park Renovation

GO Edwards Park is a major gateway into the District and also the capital city, Perth. The site is highly used for community events, private functions, passive recreation and dog exercising, to name some of the more predominant uses. The park was originally created when the land was managed by the City of Perth and was historically used as an unrestricted landfill site. The park is home to the Friends of GO Edwards Park community group, who assist in the maintenance and preservation of the grounds.

Over time, despite continued maintenance and minor restorative works, the park has degraded and the main water feature has been subject to regular algal blooms with poor water quality.

The aims of the project include -

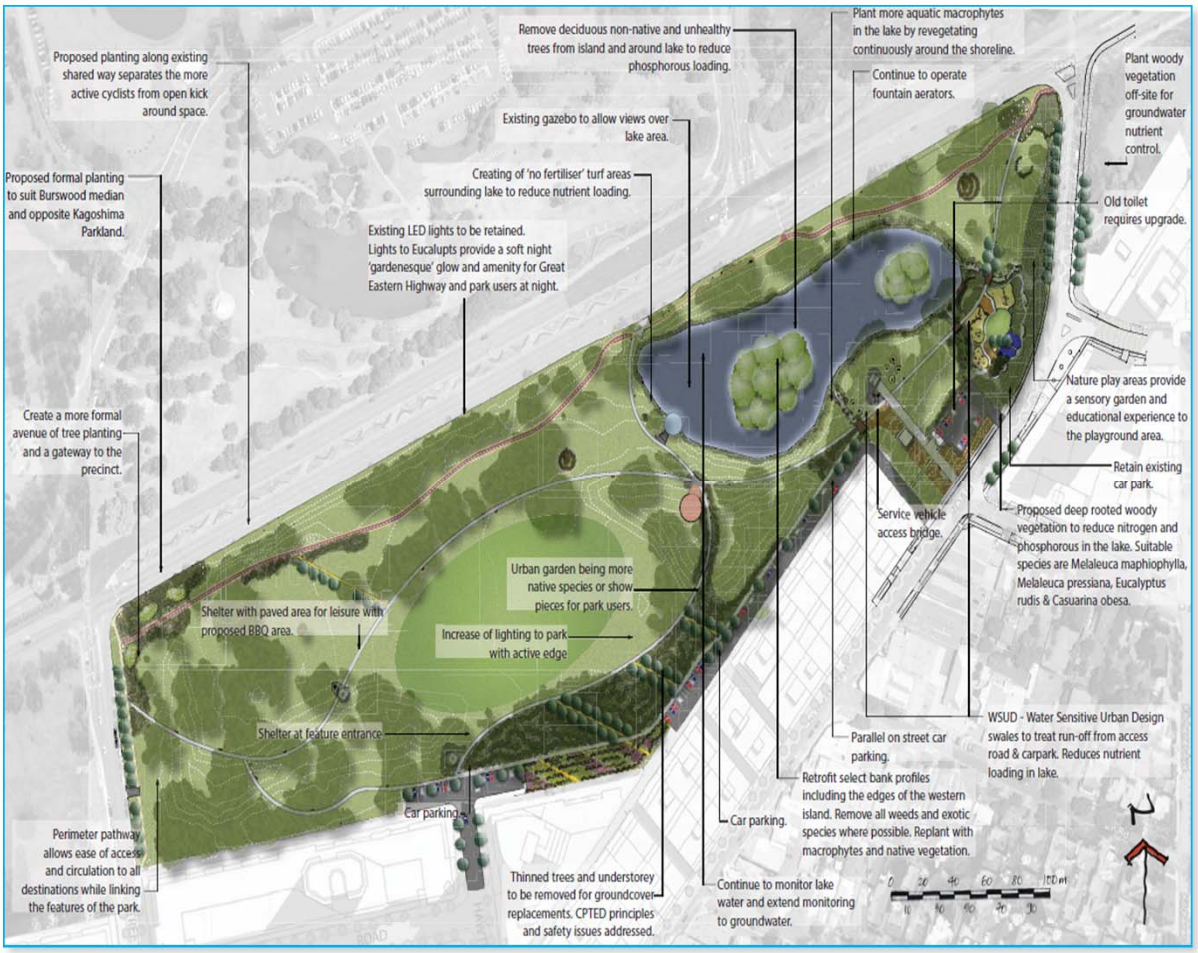
- Enhance and upgrade the lake of GO Edwards Park, including the water quality and plant amenity.
- Introduce a planting design, and feature species to areas associated with the microclimates of the park.
- Resolve access issues through the linking of open spaces and surrounding destination areas.
- Increase user awareness and appreciation of habitat.
- Enhance visibility through the park to encourage patronage, and discouraging anti-social behaviour.
- Enhance the nature based play concept with alternative play equipment.
- Meet the needs of the various stakeholders that have engaged with the Town.

The project encompasses five stages and will include improvements to signage, shelters, BBQs, drinking fountains, bicycle racks, and seating.

Included in the scope of works will also be a renovation to park lighting to enhance and assist movement in, and around, the park.

Improved nesting boxes for native birds and other wildlife will also be a feature of the works, including the redevelopment of turtle habitats.

Particulars	Total	2019	2020	2021	2022	2023
Parks - Renewal	**2,500,000**	1,000,000	1,000,000	500,000	0	0
Assets - Parks	**1,300,000**	0	0	100,000	100,000	100,000
GO Edwards Park Renovation	**3,800,000**	**1,000,000**	**1,000,000**	**600,000**	**100,000**	**100,000**



2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
100,000	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**

Lathlain Redevelopment (Zone 1)

The Lathlain Precinct has long been identified by Council as an area for enhancement and revitalisation. There are eight project zones that will undergo redevelopment and / or revitalisation – with several zones already completed, or underway. The project will be delivered by Council in partnership with the West Coast Eagles, the State Government, the Federal Government and the Perth Football Club. This partnership aims to set new standards in the delivery of active community recreation space and includes substantial long-term benefits to the people of the District and the broader community.

Zone 1 is known as the Perth Football Club Zone.

This zone includes the present Perth Football Club building and immediate surrounds. The building fulfils a variety of roles including football administration, training, functions and spectator facilities. The building was built in the late 1950s and is now out-of-step with contemporary facilities of its kind across metropolitan Perth. An opportunity exists to seek redevelopment of the site to complement the overall precinct redevelopment, achieving more multi-purpose and community focussed outcomes than is possible from the existing building.

Council owns the building and leases it to the Perth Football Club under a formal lease.

The Perth Football Club welcomes the planned upgrade to their clubrooms and development of community facilities for year-round use and looks forward to sharing the many benefits of the redevelopment project with the West Coast Eagles and the broader community. Council, in conjunction with the Department of Sport and Recreation, West Australian Football Commission and Perth Football Club are working together to develop and support redevelopment of the football club and community facilities as part of the project. The initial objective of the groups is to establish the funding arrangements for the redevelopment of this zone.

A business case is currently being prepared to explore the possible redevelopment costs and potential funding partners. Once the business case is completed, Council will have a better idea of how much funding needs to be raised and who the potential funding partners could be. Given the substantial costs in rebuilding facilities of this type, funding will need to be secured through a variety of sources including government and non-government sources.

Particulars	Total	2019	2020	2021	2022	2023
Buildings - Renewal	**15,750,000**	0	0	750,000	7,500,000	7,500,000
Proceeds from Disposal of Assets - Land	**(500,000)**	0	0	(500,000)	0	0
Capital Funding - Buildings	**(15,000,000)**	0	0	0	(7,500,000)	(7,500,000)
Assets - Buildings	**550,000**	0	0	0	0	50,000
Lathlain Redevelopment (Zone 1)	**800,000**	**0**	**0**	**250,000**	**0**	**50,000**



2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
50,000	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**

Lathlain Redevelopment (Zone 2)

The Lathlain Precinct has long been identified by Council as an area for enhancement and revitalisation. There are eight project zones that will undergo redevelopment and / or revitalisation – with several zones already completed, or underway. The project will be delivered by Council in partnership with the West Coast Eagles, the State Government, the Federal Government and the Perth Football Club. This partnership aims to set new standards in the delivery of active community recreation space and includes substantial long-term benefits to the people of the District and the broader community.

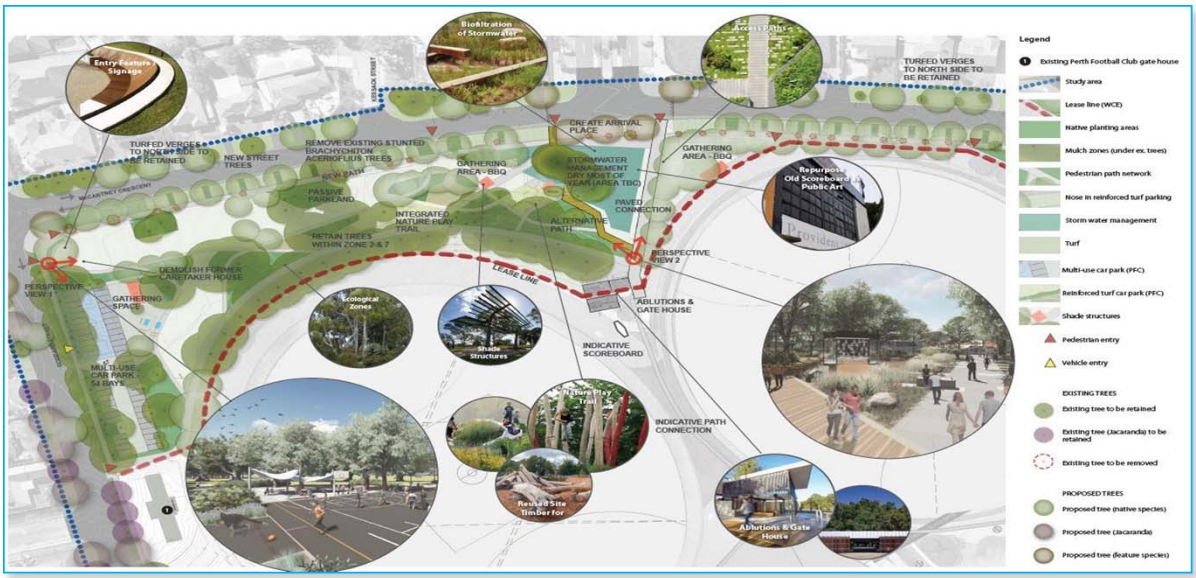
Zone 2 is known as the Community Activity Zone.

The zone will encompass area for passive recreation. As an urban park, it will be a place to understand and relate to nature, whilst also being a place to recreate and socialise. It will be a multi-use destination for the community with a range of things to do. The design of this zone presents a real opportunity to enrich Lathlain Park.

Based on community feedback and the engagement process design for the Management Plan, the actual contents of this zone will be guided by a series of community workshops. Elements to be considered by the community include -

- High-level design guidelines
- Future of remnant bushland
- New scoreboard
- Location and number of hard-court facilities
- Onsite parking
- Children's playground
- BBQs and landscaped areas
- Ablution facilities

Particulars	Total	2019	2020	2021	2022	2023
Buildings - New	**750,000**	750,000	0	0	0	0
Capital Funding - Buildings	**(456,000)**	(456,000)	0	0	0	0
Parks - New	**2,733,000**	1,533,000	1,200,000	0	0	0
Capital Funding - Parks	**(1,700,000)**	(500,000)	(1,200,000)	0	0	0
Other Assets - New	**336,000**	336,000	0	0	0	0
Capital Funding - Other Assets	**(303,000)**	(303,000)	0	0	0	0
From Reserve - Future Projects	**(1,540,000)**	(1,540,000)	0	0	0	0
Assets - Parks	**650,000**	0	0	50,000	50,000	50,000
Parks - Renewal	**650,000**	0	0	50,000	50,000	50,000
Services - Parks Management	**180,000**	180,000	0	0	0	0
Lathlain Redevelopment (Zone 2)	**1,300,000**	**0**	**0**	**100,000**	**100,000**	**100,000**





2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0	0	0	0
100,000	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**

Lathlain Redevelopment (Zone 2x)

The Lathlain Precinct has long been identified by Council as an area for enhancement and revitalisation. There are eight project zones that will undergo redevelopment and / or revitalisation – with several zones already completed, or underway. The project will be delivered by Council in partnership with the West Coast Eagles, the State Government, the Federal Government and the Perth Football Club. This partnership aims to set new standards in the delivery of active community recreation space and includes substantial long-term benefits to the people of the District and the broader community.

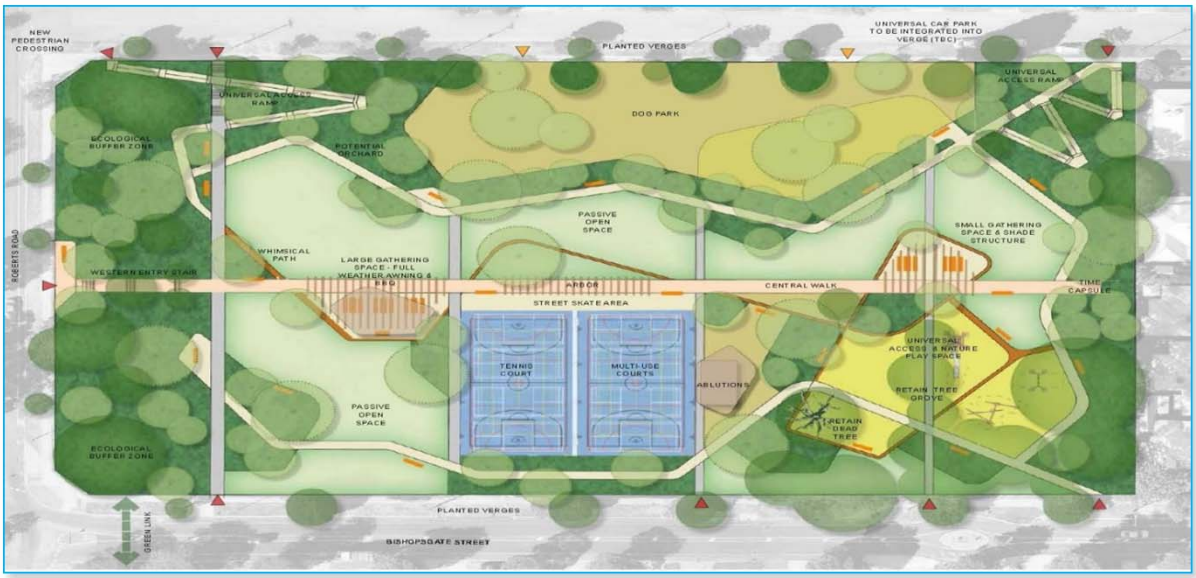
Zone 2x is an extension on the Community Activation Zone.

This Zone, which is the former Carlisle / Lathlain Bowls Club site, is located at 64 Bishopsgate Street, Carlisle and also includes Tom Wright Park. In 2015 Council resolved to retain this area as public open space and asked the community what it would like to occur on this site.

Following community engagement, likely uses of this space (which is likely to have many facets) include -

- Accessible access
- Active and passive dog areas
- Kick-about space
- Urban orchard
- Ecological buffer zones
- Multi-use courts
- Ablutions and community facilities
- Enhanced playground.

Particulars	Total	2019	2020	2021	2022	2023
Buildings - New	**380,000**	380,000	0	0	0	0
Capital Funding - Buildings	**(295,000)**	(295,000)	0	0	0	0
Parks - New	**3,245,000**	2,245,000	1,000,000	0	0	0
Capital Funding - Parks	**(2,490,000)**	(2,290,000)	(200,000)	0	0	0
Other Assets - New	**55,000**	55,000	0	0	0	0
Assets - Parks	**650,000**	0	0	50,000	50,000	50,000
Services - Parks Management	**167,000**	167,000	0	0	0	0
Parks - Renewal	**325,000**	0	0	25,000	25,000	25,000
From Reserve - Future Projects	**(762,000)**	(262,000)	(500,000)	0	0	0
Lathlain Redevelopment (Zone 2x)	**1,275,000**	**0**	**300,000**	**75,000**	**75,000**	**75,000**





2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0	0	0	0
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
75,000	**75,000**	**75,000**	**75,000**	**75,000**	**75,000**	**75,000**	**75,000**	**75,000**	**75,000**

Lathlain Redevelopment (Zone 7)

The Lathlain Precinct has long been identified by Council Town as an area for enhancement and revitalisation. There are eight project zones that will undergo redevelopment and / or revitalisation – with several zones already completed, or underway. The project will be delivered by Council in partnership with the West Coast Eagles, the State Government, the Federal Government and the Perth Football Club. This partnership aims to set new standards in the delivery of active community recreation space and includes substantial long-term benefits to the people of the District and the broader community.

Zone 7 is known as the Equitable Access Zone.

Zone 7 has been created to enhance streetscape amenities and improve accessibility to the Lathlain Precinct through various infrastructure upgrades. Once the whole project is complete, there is expected to be an increase in both vehicle and pedestrian traffic as the wider and local community makes use of the features available.

The focus for the Equitable Access project is upgrading the roads surrounding Lathlain Park including -

- McCartney Crescent
- Goddard Street
- Roberts Road
- Bishopsgate Street

Connectivity to the Victoria Park Train Station, to promote the use of public transport to the area, is a high priority for this zone.

Traffic management devices along McCartney Crescent, Goddard Street, Bishopsgate Street and Roberts Road, including the intersections, are also key elements.

Cycle lanes have already been installed on peripheral streets starting with Bishopsgate Street, and new lighting, footpaths and streetscape improvements are being planned for other roads surrounding the oval.

Particulars	Total	2019	2020	2021	2022	2023
Other Assets - Renewal	**350,000**	350,000	0	0	0	0
Pathways - Renewal	**1,388,000**	150,000	428,000	60,000	250,000	250,000
Assets - Pathways	**255,000**	5,000	10,000	10,000	15,000	15,000
From Reserve - Pathways Renewal	**(400,000)**	(200,000)	(200,000)	0	0	0
From Reserve - Other Assets Renewal	**(528,000)**	(300,000)	(228,000)	0	0	0
Lathlain Redevelopment (Zone 7)	**1,065,000**	**5,000**	**10,000**	**70,000**	**265,000**	**265,000**



2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
250,000	0	0	0	0	0	0	0	0	0
20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
270,000	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**

Underground Power - Carlisle North

The State Underground Power Program (SUPP) is an initiative that replaces overhead power lines in established areas with underground power infrastructure. The Program is a partnership between the Government of Western Australia, Western Power and local governments. Funding for projects is shared between program partners.

The objectives of the Program are to:

- Improve reliability and security of electricity supply for consumers.
- Enhance streetscapes and visual amenity.
- Reduce street tree maintenance costs for local governments.
- Improve street lighting and community safety.
- Reduce maintenance costs for Western Power.

In August 2016 the SUPP Committee advised Council that three of the precincts submitted by Council had been selected to be surveyed in order to determine the level of community support for inclusion in the project. The precincts selected by the SUPP Committee to be surveyed were allocated the project area names of Victoria Park West, Victoria Park East and Carlisle North.

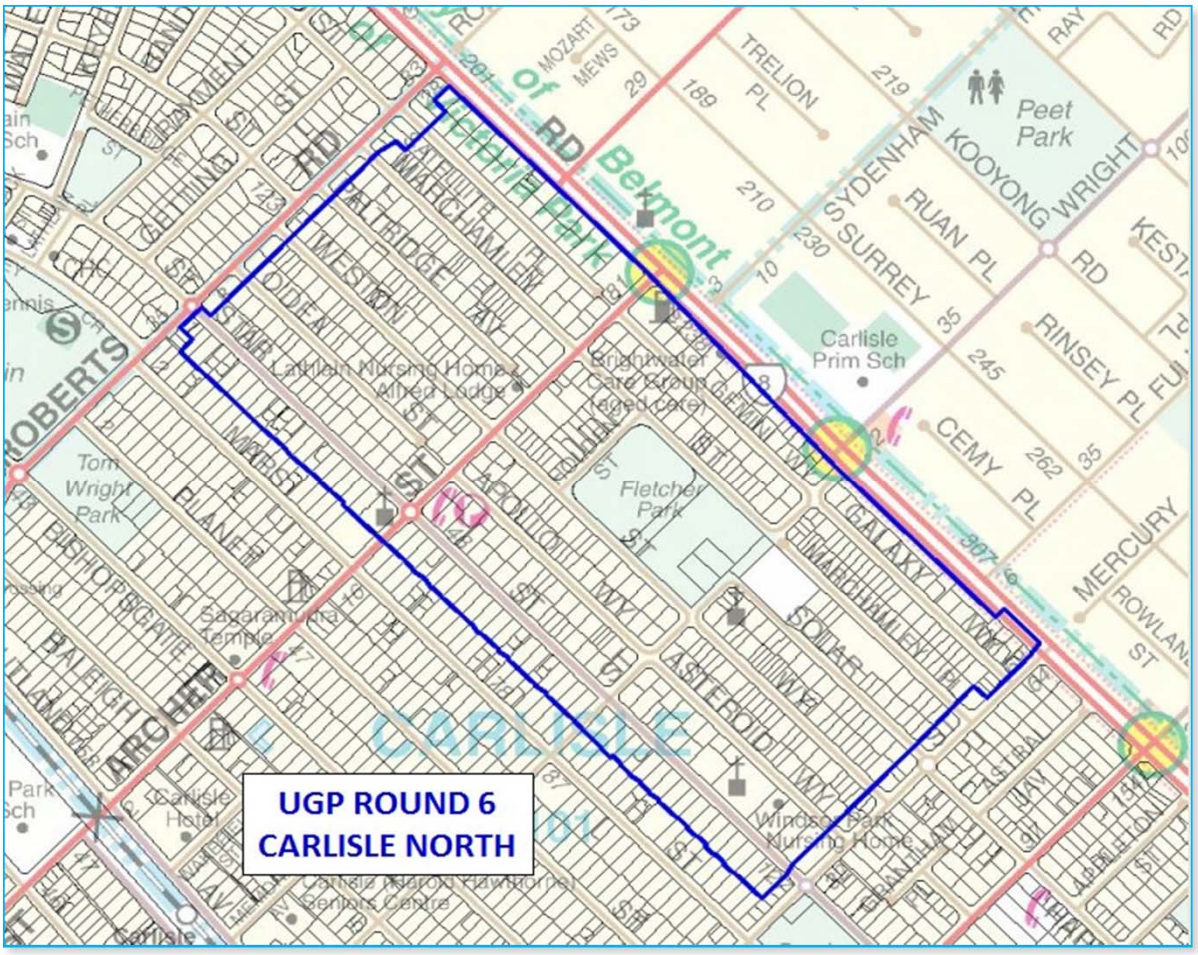
Following analysis of the survey responses and input from Western Power in respect to identifying those areas of the metropolitan area which have the lowest reliability of power supply, the then Minister for Energy announced in late January 2017 that 17 project areas had been selected to progress to the next stage of Round Six. Three of the selected project areas are within the District, being the three project areas mentioned above - Victoria Park West, Victoria Park East and Carlisle North. This means that detailed design work will commence on the three projects.

On completion of design, a detailed cost estimate of each project will be provided by the Office of Public Utilities (a branch of the Department of Finance, managing the SUPP for the State Government) and Council will be requested to formally approve execution of a contract with Western Power for the project works.

Works are scheduled to commence in the 2018-2019 financial year, and be completed in the 2019-2020 financial year.

Council will fund the works through Reserve Funds and also by way of a loan. Services charges will be levied against those properties that receive the underground power.

Particulars	Total	2019	2020	2021	2022	2023
Programs - Underground Power	**3,400,000**	2,000,000	1,400,000	0	0	0
Loan Proceeds	**(2,550,000)**	(2,550,000)	0	0	0	0
From Reserve - Underground Power	**(1,400,000)**	0	(1,400,000)	0	0	0
To Reserve - Underground Power	**550,000**	275,000	0	0	0	0
Service Charges	**(2,750,000)**	0	(2,750,000)	0	0	0
Principal Repayment	**2,550,000**	239,500	489,000	502,500	516,500	531,000
Interest Payments	**200,000**	35,500	61,000	47,500	33,500	19,000
Movement in Non-Current Items	**0**	0	2,200,000	(550,000)	(550,000)	(550,000)
Underground Power - Carlisle North	**0**	**0**	**0**	**0**	**0**	**0**



2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
275,000	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
271,500	0	0	0	0	0	0	0	0	0
3,500	0	0	0	0	0	0	0	0	0
(550,000)	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Underground Power - Victoria Park East

The State Underground Power Program (SUPP) is an initiative that replaces overhead power lines in established areas with underground power infrastructure. The Program is a partnership between the Government of Western Australia, Western Power and local governments. Funding for projects is shared between program partners.

The objectives of the Program are to:

- Improve reliability and security of electricity supply for consumers.
- Enhance streetscapes and visual amenity.
- Reduce street tree maintenance costs for local governments.
- Improve street lighting and community safety.
- Reduce maintenance costs for Western Power.

In August 2016 the SUPP Committee advised Council that three of the precincts submitted by Council had been selected to be surveyed in order to determine the level of community support for inclusion in the project. The precincts selected by the SUPP Committee to be surveyed were allocated the project area names of Victoria Park West, Victoria Park East and Carlisle North.

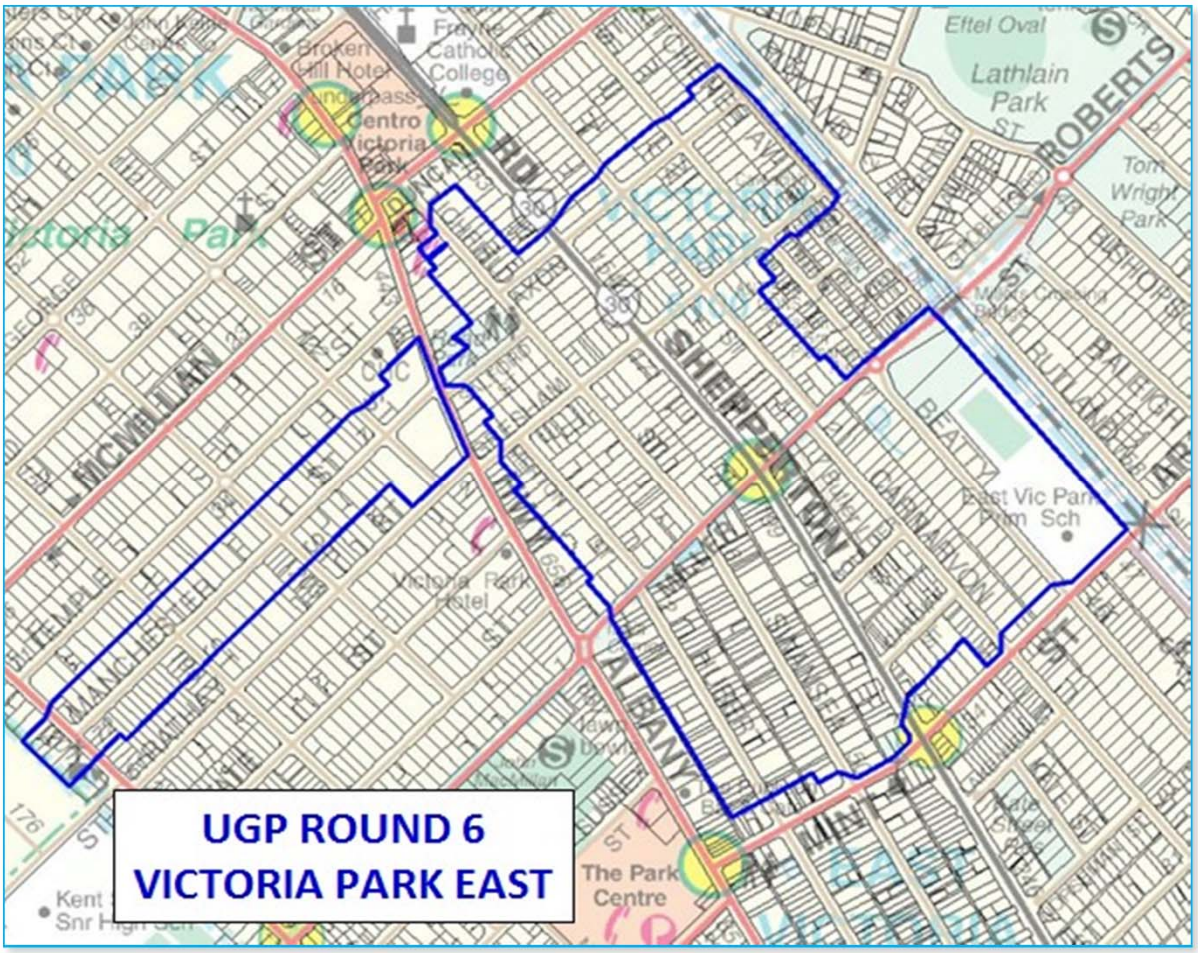
Following analysis of the survey responses and input from Western Power in respect to identifying those areas of the metropolitan area which have the lowest reliability of power supply, the then Minister for Energy announced in late January 2017 that 17 project areas had been selected to progress to the next stage of Round Six. Three of the selected project areas are within the District, being the three project areas mentioned above - Victoria Park West, Victoria Park East and Carlisle North. This means that detailed design work will commence on the three projects.

On completion of design, a detailed cost estimate of each project will be provided by the Office of Public Utilities (a branch of the Department of Finance, managing the SUPP for the State Government) and Council will be requested to formally approve execution of a contract with Western Power for the project works.

Works are scheduled to commence in the 2018-2019 financial year, and be completed in the 2019-2020 financial year.

Council will fund the works through Reserve Funds and also by way of a loan. Services charges will be levied against those properties that receive the underground power.

Particulars	Total	2019	2020	2021	2022	2023
Programs - Underground Power	**3,700,000**	2,200,000	1,500,000	0	0	0
Loan Proceeds	**(2,775,000)**	(2,775,000)	0	0	0	0
From Reserve - Underground Power	**(2,250,000)**	(750,000)	(1,500,000)	0	0	0
To Reserve - Underground Power	**1,325,000**	1,025,000	0	0	0	0
Service Charges	**(3,000,000)**	0	(3,000,000)	0	0	0
Principal Repayment	**2,775,000**	260,500	532,500	547,000	562,000	578,000
Interest Payments	**225,000**	39,500	67,500	53,000	38,000	22,000
Movement in Non-Current Items	**0**	0	2,400,000	(600,000)	(600,000)	(600,000)
Underground Power - Victoria Park East	**0**	**0**	**0**	**0**	**0**	**0**



2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
300,000	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
295,000	0	0	0	0	0	0	0	0	0
5,000	0	0	0	0	0	0	0	0	0
(600,000)	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Underground Power - Victoria Park West

The State Underground Power Program (SUPP) is an initiative that replaces overhead power lines in established areas with underground power infrastructure. The Program is a partnership between the Government of Western Australia, Western Power and local governments. Funding for projects is shared between program partners.

The objectives of the Program are to:

- Improve reliability and security of electricity supply for consumers.
- Enhance streetscapes and visual amenity.
- Reduce street tree maintenance costs for local governments.
- Improve street lighting and community safety.
- Reduce maintenance costs for Western Power.

In August 2016 the SUPP Committee advised Council that three of the precincts submitted by Council had been selected to be surveyed in order to determine the level of community support for inclusion in the project. The precincts selected by the SUPP Committee to be surveyed were allocated the project area names of Victoria Park West, Victoria Park East and Carlisle North.

Following analysis of the survey responses and input from Western Power in respect to identifying those areas of the metropolitan area which have the lowest reliability of power supply, the then Minister for Energy announced in late January 2017 that 17 project areas had been selected to progress to the next stage of Round Six. Three of the selected project areas are within the District, being the three project areas mentioned above - Victoria Park West, Victoria Park East and Carlisle North. This means that detailed design work will commence on the three projects.

On completion of design, a detailed cost estimate of each project will be provided by the Office of Public Utilities (a branch of the Department of Finance, managing the SUPP for the State Government) and Council will be requested to formally approve execution of a contract with Western Power for the project works.

Works are scheduled to commence in the 2018-2019 financial year, and be completed in the 2019-2020 financial year.

Council will fund the works through Reserve Funds and also by way of a loan. Services charges will be levied against those properties that receive the underground power.

Particulars	Total	2019	2020	2021	2022	2023
Programs - Underground Power	**5,400,000**	2,520,000	2,880,000	0	0	0
Loan Proceeds	**(4,050,000)**	(4,050,000)	0	0	0	0
From Reserve - Underground Power	**(3,955,000)**	(1,075,000)	(2,880,000)	0	0	0
To Reserve - Underground Power	**2,605,000**	2,167,500	0	0	0	0
Service Charges	**(4,375,000)**	0	(4,375,000)	0	0	0
Principal Repayment	**4,050,000**	380,500	777,000	798,500	820,500	843,000
Interest Payments	**325,000**	57,000	98,000	76,500	54,500	32,000
Movement in Non-Current Items	**0**	0	3,500,000	(875,000)	(875,000)	(875,000)
Underground Power - Victoria Park West	**0**	**0**	**0**	**0**	**0**	**0**



2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
437,500	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
430,500	0	0	0	0	0	0	0	0	0
7,000	0	0	0	0	0	0	0	0	0
(875,000)	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Asset Management (Assets)

Council has responsibility for a vast number of items of property, plant and equipment (assets) within the District.

A key feature of these items is that Council is mindful of the responsibility to ensure these items are maintained for safety, aesthetics and fit-for-purpose reasons.

Assets in the District are broken down into the following categories -

- Buildings
- Plant and machinery
- Furniture and equipment
- Information Technology

Some brief information on each of the categories follows -

Buildings
Council has responsibility for 97 buildings within the District, with a collective current replacement cost of approximately $89.8 million.

The type and quantity of buildings include -
- 40 community buildings
- 2 halls
- 14 minor buildings
- 11 operations buildings
- 9 public toilets
- 21 sporting buildings

Particulars	Total	2019	2020	2021	2022	2023
Buildings - Renewal	**20,339,000**	919,000	1,000,000	1,045,000	1,100,000	1,155,000
Buildings - Upgrade	**1,206,500**	1,500	50,000	55,000	60,000	65,000
Plant - Renewal	**13,479,000**	879,000	900,000	900,000	900,000	900,000
Proceeds from Disposal of Assets - Plant	**(4,479,000)**	(279,000)	(300,000)	(300,000)	(300,000)	(300,000)
Equipment - Renewal	**5,413,500**	298,500	250,000	265,000	280,000	295,000
Equipment - Upgrade	**6,000**	6,000	0	0	0	0
Information Technology - Renewal	**5,265,000**	150,000	250,000	265,000	280,000	295,000
Information Technology - Upgrade	**2,270,000**	60,000	100,000	105,000	115,000	125,000
Information Technology - New	**1,445,000**	240,000	50,000	55,000	60,000	65,000
Asset Management (Assets)	**44,945,000**	**2,275,000**	**2,300,000**	**2,390,000**	**2,495,000**	**2,600,000**

Plant and Machinery
Council has responsibility for 151 items of plant and machinery, with a collective current replacement cost of approximately $2.8 million.

The type and quantity of plant and machinery items include -

- 65 light fleet items
- 29 major plant items
- 57 minor plant items

Information Technology
Council has responsibility for, and ownership of, 173 items of information technology, with a collective current replacement cost of approximately $2.0 million.

The type and quantity of information technology items include -

- 24 audio and visual items
- 82 computers
- 30 server and network items
- 7 telecommunications items
- 30 other minor items

It is important to note that the majority of the information technology items held at the Town of Victoria Park are leased without ownership responsibility.

Furniture and Equipment
The Town does not currently have a Furniture and Equipment Asset Management Plan. Furniture and equipment items owned by the Town have an approximate current replacement cost of $3.6 million.

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1,300,000	1,355,000	1,400,000	1,445,000	1,490,000	1,535,000	1,585,000	1,625,000	1,670,000	1,715,000
75,000	80,000	85,000	90,000	95,000	100,000	105,000	110,000	115,000	120,000
900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000
(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)
335,000	350,000	365,000	380,000	395,000	410,000	425,000	440,000	455,000	470,000
0	0	0	0	0	0	0	0	0	0
335,000	350,000	365,000	380,000	395,000	410,000	425,000	440,000	455,000	470,000
145,000	155,000	160,000	165,000	170,000	180,000	190,000	195,000	200,000	205,000
75,000	80,000	85,000	90,000	95,000	100,000	105,000	110,000	115,000	120,000
2,865,000	**2,970,000**	**3,060,000**	**3,150,000**	**3,240,000**	**3,335,000**	**3,435,000**	**3,520,000**	**3,610,000**	**3,700,000**

Asset Management (Infrastructure)

Council has responsibility for a vast number of items of infrastructure within the District.

A key feature of these items is that Council is mindful of the responsibility to ensure these items are maintained for safety, aesthetics and fit-for-purpose reasons.

Infrastructure in the District is broken down into the following categories -

- Roads
- Pathways
- Drainage
- Parks
- Other Infrastructure (items such a street lighting, street furniture, car parks etc.)

Roads

Council has responsibility for approximately 181 kilometres of road network within the District, with a collective current replacement cost of approximately $191.6 million.

The type and quantity of roads include -

- 13.4 kilometres of district distributor A
- 12.5 kilometres of district distributor B
- 14.6 kilometres of local distributor
- 139.9 kilometres of access road

Drainage

Council has responsibility for approximately 22.8 kilometres of drainage network within the District worth $48.0 million.

Particulars	Total	2019	2020	2021	2022	2023
Roads - Renewal	**42,654,000**	1,810,000	2,104,000	2,200,000	2,310,000	2,430,000
Roads - Upgrade	**8,295,500**	1,155,500	360,000	380,000	400,000	420,000
Roads - New	**303,000**	303,000	0	0	0	0
Capital Funding - Roads	**(5,663,500)**	(1,268,500)	(240,000)	(250,000)	(260,000)	(270,000)
Pathways - Renewal	**10,954,500**	109,500	550,000	575,000	605,000	640,000
Pathways - New	**440,500**	440,500	0	0	0	0
Capital Funding - Pathways	**(200,000)**	(200,000)	0	0	0	0
Drainage - Renewal	**6,185,000**	95,000	300,000	315,000	335,000	355,000
Drainage - New	**255,000**	255,000	0	0	0	0
Parks - Renewal	**11,314,000**	469,000	550,000	575,000	605,000	640,000
Parks - Upgrade	**500,000**	500,000	0	0	0	0
Parks - New	**0**	0	0	0	0	0
Capital Funding - Parks	**(304,000)**	(304,000)	0	0	0	0
Other Assets - Renewal	**4,788,000**	143,000	225,000	240,000	255,000	270,000
Other Assets - Upgrade	**65,000**	65,000	0	0	0	0
Other Assets - New	**807,000**	107,000	50,000	50,000	50,000	50,000
Capital Funding - Other Assets	**(65,000)**	(65,000)	0	0	0	0
From Reserve - Community Art	**(375,000)**	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)
Asset Management (Infrastructure)	**79,954,000**	**3,590,000**	**3,874,000**	**4,060,000**	**4,275,000**	**4,510,000**

Pathways

Council has responsibility for approximately 234.4 kilometres of pathway network within the District, with a collective current replacement cost of approximately $36.1 million.

The type and quantity of pathways include -

- 17.5 kilometres of asphalt path
- 18.6 kilometres of brick paved path
- 196.1 kilometres of concrete path

Parks

Council has responsibility for 71 recreation places (parks) within the District, with a collective current replacement cost of approximately $10.6 million.

The type and quantity of parks include -

- 8 active reserves (playing fields)
- 10 facility gardens
- 48 passive reserves

Other Infrastructure

Council has responsibility for 3,870 items of Other Infrastructure within the District, with a collective current replacement cost of approximately $20.5 million. The type and quantity of other infrastructure include -

- 3,170 Signs
- 23 Car parks
- 903 Street-related furniture (bus shelters, seats, medians and guard rails, decorative street lighting)

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
2,735,000	2,845,000	2,945,000	3,050,000	3,160,000	3,240,000	3,325,000	3,410,000	3,500,000	3,590,000
475,000	495,000	515,000	535,000	555,000	570,000	585,000	600,000	615,000	635,000
0	0	0	0	0	0	0	0	0	0
(300,000)	(310,000)	(320,000)	(330,000)	(340,000)	(345,000)	(350,000)	(355,000)	(360,000)	(365,000)
720,000	750,000	780,000	810,000	840,000	865,000	890,000	915,000	940,000	965,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
400,000	420,000	435,000	455,000	475,000	490,000	505,000	520,000	535,000	550,000
0	0	0	0	0	0	0	0	0	0
720,000	750,000	780,000	810,000	840,000	865,000	890,000	915,000	940,000	965,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
305,000	320,000	335,000	350,000	365,000	375,000	385,000	395,000	405,000	420,000
0	0	0	0	0	0	0	0	0	0
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0	0	0	0
(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)
5,080,000	**5,295,000**	**5,495,000**	**5,705,000**	**5,920,000**	**6,085,000**	**6,255,000**	**6,425,000**	**6,600,000**	**6,785,000**

Employment Growth Provisioning

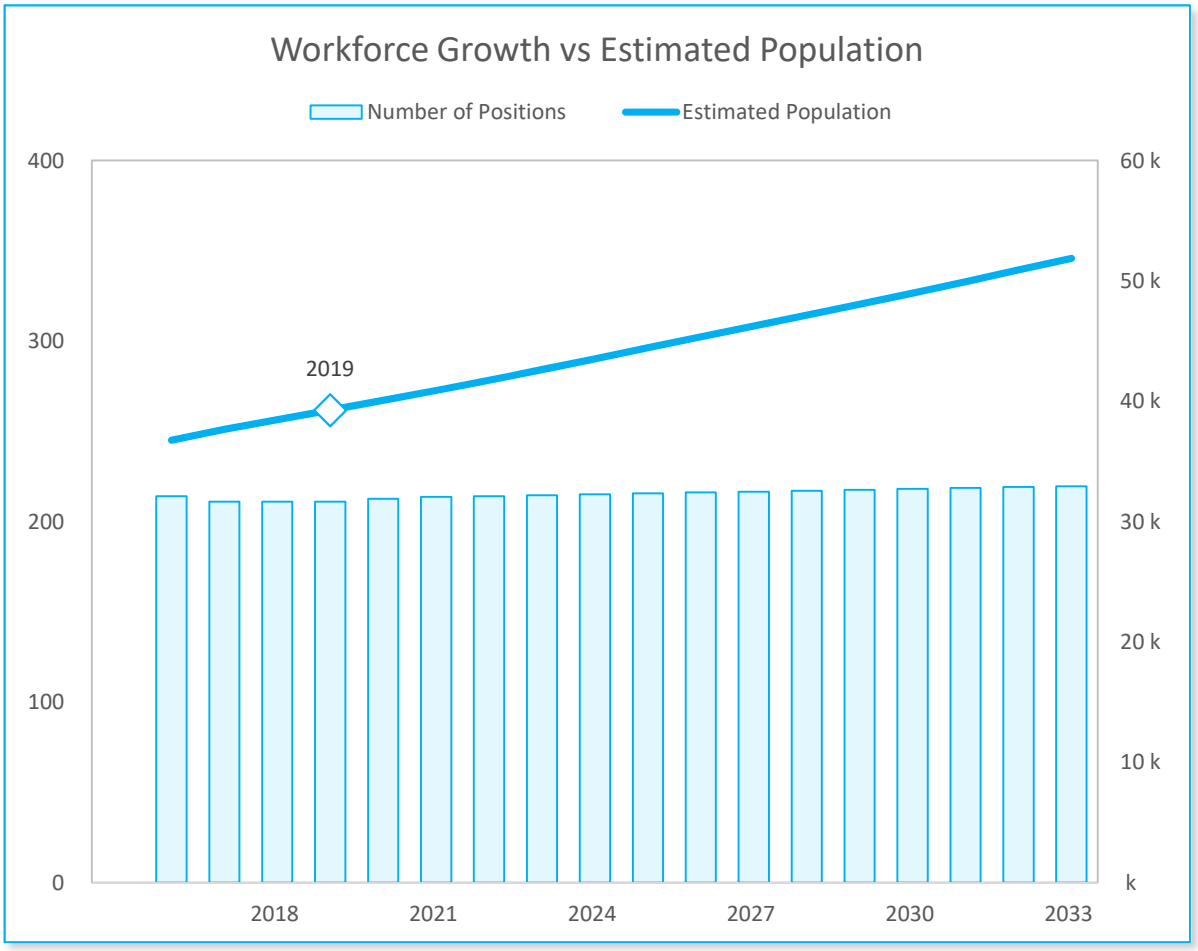
The Town of Victoria Park will be experiencing increasing population growth over the life of this Long Term Financial Plan.

Council is cognisant of feedback from the community, regarding the operation of the Town, and is seeking innovative ways of delivering the strategic outcomes for the community - a 'more for less (or at least a 'more with the same')' delivery approach.

It is therefore proposed only a relatively small increase in full-time equivalent employees over the next fifteen years be included with the modelling.

The proposed increase has been influenced using future population projections to ensure the staff establishment-to-population ratio remains relatively constant.

Particulars	Total	2019	2020	2021	2022	2023
Employment - Corporate Funds	**7,300,000**	0	150,000	250,000	300,000	350,000
Employment Growth Provisioning	**7,300,000**	**0**	**150,000**	**250,000**	**300,000**	**350,000**



2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
400,000	450,000	500,000	550,000	600,000	650,000	700,000	750,000	800,000	850,000
400,000	**450,000**	**500,000**	**550,000**	**600,000**	**650,000**	**700,000**	**750,000**	**800,000**	**850,000**

Land Asset Optimisation

In 2013 Council commissioned the development of a Land Asset Optimisation Strategy. This strategy was commissioned so as to consider property and land assets held in reservation or owned by Council, and to determine what opportunities (if any) were available as result of these properties and assets.

The Land Asset Optimisation Strategy (the Strategy) concluded that there were a considerable number of properties that, whilst not providing essential services or facilities to the community, had the potential to generate substantial income from sale or recurrent income from leasing if developed in an appropriate manner.

Council considers the Land Optimisation Strategy and the potential income generation from its land and property assets as critical to part of the long term vision for long term financial sustainability and revenue diversification. It is therefore considered that delays in implementing the recommendations of the Strategy create opportunity costs to the Town and delay its achievement of financial diversification and sustainability.

Land and property assets are one of the largest asset groups owned or controlled by Council. It is recognised that the development of such assets and realising their full potential for income generation is a complicated and complex process, involving detailed financial modelling, joint venture negotiations and market analysis in order to achieve the best possible result.

In addition, Council must be cognisant of the need for risk aversion and for ensuring that any actions do not impact on the strong financial position achieved to date of Council.

Council has engaged a resource specifically to implement recommendations from the Strategy, and to pursue additional opportunities that may not have yet been considered from a land optimisation perspective.

This engagement was undertaken having regard for research that identified Council will not likely realise the full potential of its land and property assets unless its commits to resourcing this specialist area and seeking to actively implement the recommendations of the Land Asset Optimisation Strategy.

Funds generated from the optimisation of land are transferred into a Reserve Fund to assist in funding future optimisation projects.

Particulars	Total	2019	2020	2021	2022	2023
Proceeds from Disposal of Assets - Land	**(13,240,000)**	(2,000,000)	(2,000,000)	(2,000,000)	(700,000)	(500,000)
Services - Project Management	**1,245,000**	614,000	150,000	72,000	52,000	25,000
To Reserve - Land Asset Optimisation	**11,995,000**	1,386,000	1,850,000	1,928,000	648,000	475,000
Land Asset Optimisation	**0**	**0**	**0**	**0**	**0**	**0**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
(1,000,000)	(1,800,000)	(500,000)	(900,000)	(1,500,000)	(340,000)	0	0	0	0
37,000	118,000	45,000	52,000	67,000	13,000	0	0	0	0
963,000	1,682,000	455,000	848,000	1,433,000	327,000	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Strategic Projects Provisioning

During the determination of this Long Term Financial Plan, Elected Members considered a number of significant projects for the District. Some of these were raised during the recent public participation program (*Evolve*) and some were brought before the Elected Members by Officers.

Some of these projects include, although were not limited to -

- John MacMillan precinct upgrade
- Edward Millen Site renovation
- Place Planning *
- Urban Forest Strategy *
- Aqualife and Leisurelife Centre renovation
- Higgins Park master planning and redevelopment

** denotes that some consideration has been given to these initiatives and included within this Plan*

Council felt it important to determine a scope of works and suitable estimations to deliver the various initiatives before committing any funds.

Awaiting this process to be enacted, a provisioning allowance has been created for strategic projects and initiatives so that funds will be available once scoping has been completed and the projects / initiatives are ready to commence.

Particulars	Total	2019	2020	2021	2022	2023
To Reserve - Future Projects	**35,125,000**	0	0	1,588,500	2,710,000	2,910,000
Strategic Projects Provisioning	**35,125,000**	**0**	**0**	**1,588,500**	**2,710,000**	**2,910,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
2,256,000	2,491,500	2,654,000	2,899,500	2,770,000	2,964,000	2,869,500	2,968,500	2,945,000	3,098,500
2,256,000	**2,491,500**	**2,654,000**	**2,899,500**	**2,770,000**	**2,964,000**	**2,869,500**	**2,968,500**	**2,945,000**	**3,098,500**

Tamala Park Dividend

The Tamala Park Regional Council is the corporate entity representing the interests of seven local governments in the urban development of 180 hectares of land in Clarkson and Mindarie in Perth's northern suburbs.

The Tamala Park Regional Council is a local government formed in 2006 specifically to implement the urban development of the Tamala Park Project.

Tamala Park Regional Council comprises the following seven local government members -

- Town of Cambridge
- City of Joondalup
- City of Perth
- City of Stirling
- Town of Victoria Park
- City of Vincent
- City of Wanneroo

The Tamala Park Project, marketed as Catalina Estate, will be a new urban development in the suburbs of Clarkson and Mindarie and will comprise around 2,500 lots. It is anticipated to be developed at a rate of 150 lots per annum.

The Tamala Park Project will facilitate a range of housing types and densities to meet the emerging needs of the Perth Metropolitan Region with respect to lifestyle, accessibility and changing demography. It is intended to create a community having a sense of place, which takes advantage of prevailing natural features, a well planned built environment and relationship with existing and future retail, business, community services and other employment opportunities in the immediate locality and wider region.

The purpose of the Tamala Park Regional Council is to undertake the rezoning, subdivision, development, marketing and sale of the Tamala Park land.

- To develop and improve the value of the land.
- To maximise, within prudent risk parameters, the financial return to the participants.
- To balance economic, social and environmental issues.
- To produce a quality development demonstrating the best urban design and development practice.

The first phase of construction and development commenced in 2011, with the first lots in Stage One released for sale to the market in March 2012. To date over 815 lots have been completed, 786 lots sold and 595 new homes constructed at Catalina Estate.

As a one-twelfth owner of the Tamala Park Regional Council, Council receives payments from the sale of developed lots. Given the finite status of the revenue from the venture, and the magnitude of the expected cash returns, Council has chosen to reserve these funds for a future use.

Particulars	Total	2019	2020	2021	2022	2023
Revenue Other - Tamala Park	**(24,500,000)**	(1,250,000)	(1,750,000)	(3,000,000)	(3,250,000)	(2,830,000)
To Reserve - Future Fund	**24,500,000**	1,250,000	1,750,000	3,000,000	3,250,000	2,830,000
Tamala Park Dividend	**0**	**0**	**0**	**0**	**0**	**0**



2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
(2,920,000)	(2,080,000)	(4,250,000)	(2,170,000)	(1,000,000)	0	0	0	0	0
2,920,000	2,080,000	4,250,000	2,170,000	1,000,000	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Key Services

Social

To promote sustainable connected, safe and diverse places for everyone.

Our Underlying Principle
Council is always looking at ways to empower people, community groups, or not-for-profit organisations to create opportunities for people living in, or visiting, the Town to enjoy a rich, healthy and prosperous social and cultural mosaic through all stages of their lives.

The Strategic Outcomes of the Social mission of Council are -

- A healthy community.
- An informed and knowledgeable community.
- An empowered community with a sense of pride, safety and belonging.
- A place where all people have an awareness and appreciation of arts, culture, education and heritage.

The Service Areas primarily contributing towards the Social mission of Council include -

Aqualife
Aqualife aims to provide and facilitate a wide range of sport, recreation and healthy lifestyle opportunities for the community through the delivery of infrastructure, facility management and programs in a financially responsible manner.

Community Development
The Community Development Team's vision is an empowered Victoria Park through community capacity building.

Digital Hub
The Digital Hub provides free digital literacy and online training to build the capacity of the local community, not-for-profit organisations and local business operators, and to enhance a socially, digitally and empowered connected community.

Particulars	Total	2019	2020	2021	2022	2023
Net Funding Requirements						
Aqualife	12,161,500	354,500	411,000	469,000	530,000	591,000
Community Development	29,086,500	1,672,000	1,699,500	1,731,000	1,770,000	1,805,500
Digital Hub	2,629,000	151,500	154,500	157,000	160,500	163,500
Healthy Community	4,165,500	233,500	238,500	244,000	250,000	256,500
Leisurelife	14,899,000	550,500	604,000	659,000	715,500	771,500
Library Services	21,318,500	1,212,000	1,239,500	1,262,500	1,291,500	1,317,000
Ranger Services	12,009,000	670,500	686,000	701,500	719,000	737,000
Social	**96,269,000**	**4,844,500**	**5,033,000**	**5,224,000**	**5,436,500**	**5,642,000**

Healthy Community

The Healthy Community team connect people to services, resources, information, facilities and experiences that enhance their physical and social health and wellbeing.

Leisurelife

Leisurelife aims to provide and facilitate a wide range of sport, recreation and healthy lifestyle opportunities for the community through the delivery of infrastructure, facility management and leisure programs in a financially responsible manner.

Library Services

Library Services plays a pivotal role in providing the community with access to resources, knowledge and technology in a safe, nurturing environment.

Ranger Services

Ranger Services deliver a 24 hour / 7 days a week community service, covering safety, animal management and Local Law enforcement.

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
657,000	722,500	790,500	859,500	932,000	1,007,000	1,089,000	1,169,000	1,247,000	1,332,500
1,837,000	1,876,000	1,913,000	1,965,500	2,009,500	2,053,000	2,106,000	2,160,500	2,213,000	2,275,000
167,000	170,000	174,500	177,500	181,500	186,000	190,000	193,500	198,000	204,000
262,500	269,000	275,500	282,000	289,000	296,500	305,500	313,000	321,000	329,000
838,000	899,000	968,000	1,038,500	1,106,500	1,187,000	1,267,000	1,349,000	1,428,500	1,517,000
1,350,500	1,377,500	1,411,500	1,440,500	1,479,500	1,510,500	1,554,500	1,585,500	1,624,500	1,661,500
755,500	772,000	792,000	814,500	835,500	858,000	879,500	905,500	928,000	954,500
5,867,500	**6,086,000**	**6,325,000**	**6,578,000**	**6,833,500**	**7,098,000**	**7,391,500**	**7,676,000**	**7,960,000**	**8,273,500**

Economic

To promote sustainable diverse, resilient and prosperous places for everyone.

Our Underlying Principle
Council will always be looking to create business opportunities that retain and attract talent.

The Strategic Outcomes of the Economic mission of Council include -

- A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship.
- A clean, safe and accessible place to visit.

The Service Areas primarily contributing towards the Economic mission of Council include -

Economic Development
Economic Development seeks to increase the economic growth of the district through fostering business attraction and retention, tourism, marketing, community initiatives and creating robust relationships.

Environmental Health
Environmental Health services seeks to protect public health and provide a healthy, safe and attractive environment for the community of Victoria Park in accordance with statutory obligations and Council policies and procedures.

Parking
The Parking Service Area guides future parking initiatives within the District, ensuring equitable access for everyone, whilst also monitoring existing parking areas and ensuring a safer community.

Place Management
Place Management manages the wide range of issues, challenges and opportunities in the District centres in an integrated and coordinated way so they can reach their economic, social and environmental potential.

Particulars	Total	2019	2020	2021	2022	2023
Net Funding Requirements						
Economic Development	3,338,500	194,500	198,000	201,000	204,500	208,500
Environmental Health	7,295,500	370,000	388,500	402,500	417,000	432,500
Parking	(6,754,500)	(291,500)	(383,500)	(623,000)	(604,500)	(584,500)
Place Management	5,246,500	302,500	308,000	313,500	320,000	326,500
Economic Mission	**9,126,000**	**575,500**	**511,000**	**294,000**	**337,000**	**383,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
212,500	216,500	220,500	225,000	229,500	235,000	240,000	245,500	250,500	257,000
448,500	464,000	480,000	498,500	515,000	534,500	554,000	576,000	596,500	618,000
(560,000)	(536,000)	(512,000)	(484,000)	(455,000)	(420,000)	(383,500)	(343,500)	(307,500)	(266,000)
333,000	340,000	347,000	354,000	362,000	370,500	379,500	388,000	396,500	405,500
434,000	**484,500**	**535,500**	**593,500**	**651,500**	**720,000**	**790,000**	**866,000**	**936,000**	**1,014,500**

Environment

To promote sustainable liveable, healthy and green places for everyone.

Underlying Principles

Built environment - Council values cleaner air and healthier lifestyles through the promotion of more sustainable transport and built form options as a preferred, affordable and accessible choice.

Natural environment - Council accepts its part of the responsibility to leave a legacy of a cleaner and healthier natural environment.

The Strategic Outcomes of the Environment mission of Council include -

- A safe, interconnected and well maintained transport network that makes it easy for everyone to get around.
- A place with sustainable, safe and convenient transport options for everyone.
- A clean place where everyone knows the value of waste, water and energy.
- Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.
- Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.
- Increased vegetation and tree canopy.
- Land use planning that puts people first in urban design; allows for different housing options for people with different housing needs; and enhances the Town's character.

The Service Areas primarily contributing towards the Environment mission of Council include -

Asset Planning

Asset Planning provides services to sustainably manage and maintain buildings and their related assets; provides and maintains the Town's Geographic Information System and Asset Management System and manages Council property leases.

Building Services

Building Services ensure buildings are safe, healthy and accessible and meet statutory requirements.

Environment

The Environment section provides education, guidance and direction on environmental principles and place planning to a standard that promotes the District as a place where people want to live, work and recreate.

Particulars	Total	2019	2020	2021	2022	2023
Net Funding Requirements						
Asset Planning	61,078,000	3,569,000	3,569,500	3,626,500	3,727,000	3,786,500
Building Services	3,495,500	126,000	137,000	201,500	162,000	174,500
Environment	3,158,500	185,500	189,000	192,000	195,000	198,000
Fleet Services	(6,747,500)	(307,000)	(337,500)	(364,500)	(389,000)	(411,500)
General Compliance	4,213,500	239,500	244,000	248,500	255,500	260,000
Parks and Reserves	81,045,500	4,507,500	4,644,000	4,738,000	4,835,000	4,948,000
Strategic Town Planning	7,420,500	421,000	430,000	439,000	449,500	458,500
Street Improvement	19,542,500	1,120,500	1,144,000	1,165,500	1,189,500	1,212,500
Street Operations	48,104,500	2,418,500	2,513,500	2,604,000	2,699,000	2,793,000
Urban Planning	13,164,000	699,000	721,000	743,500	766,500	790,500
Waste Services	105,452,000	5,709,500	5,865,000	6,013,500	6,169,500	6,325,500
Environment Mission	**339,927,000**	**18,689,000**	**19,119,500**	**19,607,500**	**20,059,500**	**20,535,500**

Fleet Services
Fleet Services oversees the various items of light fleet, heavy fleet and plant and equipment.

General Compliance
General Compliance ensures that land is used and developed in accordance with State and Local Government legislation and meets community needs.

Parks and Reserves
The Parks and Reserves team deliver high quality horticultural works to parks, reserves and streetscapes.

Strategic Town Planning
Strategic Town Planning develops and implements strategies for the future growth of the District in line with the State Government objectives and aims to create vibrant places that improves the quality of life for residents and business.

Street Improvement
Street Improvement provides engineering advice, design, planning, and road safety initiatives.

Street Operations
Street Operations ensure the maintenance and renewal of roads, pathways, drainage and associated assets.

Urban Planning
Urban Planning assesses applications for development approval and subdivision, provides advice to the community and ensures land is appropriately used and developed.

Waste Services
Waste Services implements waste collection, minimisation and disposal in a sustainable manner.

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
3,856,000	3,947,000	4,028,000	4,104,500	4,198,000	4,310,500	4,410,500	4,534,500	4,645,500	4,765,000
186,500	254,000	215,000	228,500	243,000	315,500	273,500	289,000	304,500	385,000
201,500	205,500	208,500	212,500	217,000	221,000	226,000	231,000	235,000	241,000
(431,500)	(449,000)	(465,500)	(480,000)	(493,000)	(504,500)	(515,000)	(525,000)	(533,500)	(541,000)
266,000	272,500	278,500	285,000	292,500	299,500	306,500	314,500	321,000	330,000
5,059,500	5,203,500	5,335,000	5,462,500	5,601,000	5,774,000	5,941,000	6,145,000	6,328,500	6,523,000
470,000	480,000	491,500	502,500	514,500	526,500	539,000	552,500	566,500	579,500
1,239,000	1,266,000	1,291,500	1,321,500	1,350,000	1,381,000	1,414,000	1,450,000	1,480,500	1,517,000
2,904,000	3,027,000	3,144,500	3,268,000	3,394,500	3,545,500	3,699,000	3,863,500	4,029,500	4,201,000
815,500	841,000	867,500	895,500	925,500	955,500	987,000	1,019,500	1,051,500	1,085,000
6,520,500	6,719,000	6,918,500	7,129,500	7,342,500	7,601,500	7,865,000	8,142,500	8,419,000	8,711,000
21,087,000	**21,766,500**	**22,313,000**	**22,930,000**	**23,585,500**	**24,426,000**	**25,146,500**	**26,017,000**	**26,848,000**	**27,796,500**

Civic Leadership

To show leadership by communicating with, empowering and supporting people in the community.

Underlying Principle
Council firmly believes there is immense intrinsic value in empowering and supporting people and community groups.

The Strategic Outcomes of the Civic Leadership mission of Council include -

- Everyone receives appropriate information in the most efficient and effective way for them.
- A community that is authentically engaged and informed in a timely manner.
- Well thought out and managed projects that are delivered successfully.
- Appropriate information management that is easily accessible, accurate and reliable.
- Innovative, empowered and responsible organisational culture with the right people in the right jobs.
- Finances are managed appropriately, sustainably and transparently for the benefit of the community.
- People have positive exchanges with the Town that inspires confidence in the information and service provided.
- Visionary civic leadership with sound and accountable governance that reflects objective decision making.
- Appropriate devolution of decision making and service provision to an empowered community.
- Legislative responsibilities are resourced and managed appropriately, diligently and equitably.

The Service Areas primarily contributing towards the Civic Leadership mission of Council include -

Communications and Engagement
Communications and Engagement manages the brand and reputation of Council, by driving mass communications and community engagement outcomes. This is achieved by building relationships, delivering clear and consistent messages, consulting with the community and working to reach a range of audiences, via several channels, through strategic marketing, communication and engagement planning and output.

Customer Relations
Customer Relations manages the Customer Service Contact Centre, as the first point of contact for the organisation, and monitors the organisational performance against its Customer Service Standards.

Particulars	Total	2019	2020	2021	2022	2023
Net Funding Requirements						
Communications and Engagement	14,661,000	840,500	832,000	915,000	865,500	910,500
Customer Relations	15,590,500	878,500	899,000	920,000	941,000	963,500
Financial Services	11,187,500	551,000	604,000	520,000	732,000	570,000
Human Resources	14,626,500	841,000	857,500	872,500	892,000	909,000
Information Systems	57,653,500	2,964,000	3,073,000	3,179,000	3,291,000	3,402,500
Leadership and Governance	78,427,500	4,292,000	4,516,000	4,494,500	4,720,000	4,738,500
Project Management	16,936,500	954,000	975,000	998,000	1,022,500	1,046,000
Civic Leadership Mission	**209,083,000**	**11,321,000**	**11,756,500**	**11,899,000**	**12,464,000**	**12,540,000**

Financial Services
The key role of Financial Services is to manage and control Council's finances in a sound and prudent manner.

Human Resources
Human Resources and Organisational Development is responsible for attracting the right people to the right jobs and providing reward and recognition and learning and development opportunities for employees. It is also responsible for the development and implementation of occupational health and safety compliance, organisational development, employee relations, recruitment and payroll services of Council. This is achieved by building relationships, being consistent and being innovative and proactive.

Information Systems
Information Systems assists the organisation in operating efficiently with the smooth running of essential business computer programs and systems.

Leadership and Governance
The Leadership and Governance section leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity.

Project Management
Project Management assists in improving the standards of project management and project delivery across the organisation and, where there is a cross-functional and / or strategic requirement, delivers nominated projects on behalf of Council.

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
904,000	994,000	942,000	992,000	985,500	1,085,000	1,034,000	1,089,000	1,081,500	1,190,500
985,500	1,009,000	1,033,500	1,057,000	1,082,000	1,108,000	1,135,500	1,164,000	1,192,000	1,222,000
708,500	705,500	766,000	682,000	917,000	746,000	906,000	908,500	980,000	891,000
927,500	946,000	965,500	988,500	1,009,500	1,033,500	1,056,500	1,085,000	1,109,000	1,133,500
3,528,500	3,656,500	3,790,000	3,925,500	4,065,500	4,222,000	4,383,000	4,552,000	4,721,500	4,899,500
4,971,000	4,994,500	5,236,000	5,269,000	5,524,000	5,567,500	5,837,000	5,886,000	6,166,500	6,215,000
1,071,000	1,095,000	1,122,500	1,149,500	1,176,000	1,205,500	1,233,500	1,265,000	1,295,500	1,327,500
13,096,000	**13,400,500**	**13,855,500**	**14,063,500**	**14,759,500**	**14,967,500**	**15,585,500**	**15,949,500**	**16,546,000**	**16,879,000**

Financial Summary

Summary

Particulars	2019	2020	2021	2022	2023
Opening Balance ((Surplus) / Deficit)	**(300,000)**	**0**	**0**	**0**	**0**
Corporate Funds (Net)					
Corporate Funds	(1,506,000)	(1,403,500)	(1,144,000)	(1,137,500)	(1,135,000)
Loans	2,677,000	2,259,000	1,156,000	330,500	330,500
Reserve Funds	2,618,500	2,464,500	2,590,000	2,890,000	3,190,000
Rate Revenue	(45,789,500)	(47,374,000)	(49,010,000)	(50,700,000)	(52,446,000)
Total Corporate Funds (Net)	**(42,000,000)**	**(44,054,000)**	**(46,408,000)**	**(48,617,000)**	**(50,060,500)**
Key Projects (Net)					
GO Edwards Park Renovation	1,000,000	1,000,000	600,000	100,000	100,000
Lathlain Redevelopment (Zone 1)	0	0	250,000	0	50,000
Lathlain Redevelopment (Zone 2)	0	0	100,000	100,000	100,000
Lathlain Redevelopment (Zone 2x)	0	300,000	75,000	75,000	75,000
Lathlain Redevelopment (Zone 7)	5,000	10,000	70,000	265,000	265,000
Underground Power - Carlisle North	0	0	0	0	0
Underground Power - Victoria Park East	0	0	0	0	0
Underground Power - Victoria Park West	0	0	0	0	0
Total Key Projects (Net)	**1,005,000**	**1,310,000**	**1,095,000**	**540,000**	**590,000**
Key Strategies (Net)					
Asset Management (Assets)	2,275,000	2,300,000	2,390,000	2,495,000	2,600,000
Asset Management (Infrastructure)	3,590,000	3,874,000	4,060,000	4,275,000	4,510,000
Employment Growth Provisioning	0	150,000	250,000	300,000	350,000
Land Asset Optimisation	0	0	0	0	0
Strategic Projects Provisioning	0	0	1,588,500	2,710,000	2,910,000
Tamala Park Dividend	0	0	0	0	0
Total Key Strategies (Net)	**5,865,000**	**6,324,000**	**8,288,500**	**9,780,000**	**10,370,000**
Key Services (Net)					
Social Mission	4,844,500	5,033,000	5,224,000	5,436,500	5,642,000
Economic Mission	575,500	511,000	294,000	337,000	383,000
Environment Mission	18,689,000	19,119,500	19,607,500	20,059,500	20,535,500
Civic Leadership Mission	11,321,000	11,756,500	11,899,000	12,464,000	12,540,000
Total Key Services (Net)	**35,430,000**	**36,420,000**	**37,024,500**	**38,297,000**	**39,100,500**
Closing Balance ((Surplus) / Deficit)	**0**	**0**	**0**	**0**	**0**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
(1,126,000)	(1,121,000)	(1,112,000)	(1,106,500)	(1,097,000)	(1,087,500)	(1,076,000)	(1,064,000)	(1,052,000)	(1,043,000)
229,500	228,000	98,000	98,000	0	0	0	0	0	0
3,465,000	3,715,000	3,965,000	4,215,000	4,465,000	4,690,000	4,940,000	5,190,000	5,440,000	5,690,000
(54,249,000)	(56,111,000)	(58,034,000)	(60,021,000)	(62,073,000)	(64,193,000)	(66,382,000)	(68,643,000)	(70,978,000)	(73,389,000)
(51,680,500)	**(53,289,000)**	**(55,083,000)**	**(56,814,500)**	**(58,705,000)**	**(60,590,500)**	**(62,518,000)**	**(64,517,000)**	**(66,590,000)**	**(68,742,000)**
100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
270,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
595,000	**345,000**	**345,000**	**345,000**	**345,000**	**345,000**	**345,000**	**345,000**	**345,000**	**345,000**
2,865,000	2,970,000	3,060,000	3,150,000	3,240,000	3,335,000	3,435,000	3,520,000	3,610,000	3,700,000
5,080,000	5,295,000	5,495,000	5,705,000	5,920,000	6,085,000	6,255,000	6,425,000	6,600,000	6,785,000
400,000	450,000	500,000	550,000	600,000	650,000	700,000	750,000	800,000	850,000
0	0	0	0	0	0	0	0	0	0
2,256,000	2,491,500	2,654,000	2,899,500	2,770,000	2,964,000	2,869,500	2,968,500	2,945,000	3,098,500
0	0	0	0	0	0	0	0	0	0
10,601,000	**11,206,500**	**11,709,000**	**12,304,500**	**12,530,000**	**13,034,000**	**13,259,500**	**13,663,500**	**13,955,000**	**14,433,500**
5,867,500	6,086,000	6,325,000	6,578,000	6,833,500	7,098,000	7,391,500	7,676,000	7,960,000	8,273,500
434,000	484,500	535,500	593,500	651,500	720,000	790,000	866,000	936,000	1,014,500
21,087,000	21,766,500	22,313,000	22,930,000	23,585,500	24,426,000	25,146,500	26,017,000	26,848,000	27,796,500
13,096,000	13,400,500	13,855,500	14,063,500	14,759,500	14,967,500	15,585,500	15,949,500	16,546,000	16,879,000
40,484,500	**41,737,500**	**43,029,000**	**44,165,000**	**45,830,000**	**47,211,500**	**48,913,500**	**50,508,500**	**52,290,000**	**53,963,500**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Financial Statements

Statement of Comprehensive Income by Nature or Type

Particulars	2019	2020	2021	2022	2023
Revenue					
Rates	45,789,500	47,374,000	49,010,000	50,700,000	52,446,000
Operating Grants, Subsidies and Contributions	3,704,500	2,944,500	1,544,500	1,544,500	1,544,500
Fees and Charges	9,627,500	9,712,500	9,737,500	9,742,500	9,767,500
Service Charges	0	10,125,000	0	0	0
Interest Earnings	1,534,500	1,671,500	1,680,000	1,926,000	2,191,500
Other Revenue	341,500	301,500	301,500	281,500	281,500
Total Revenue	**60,997,500**	**72,129,000**	**62,273,500**	**64,194,500**	**66,231,000**
Expense					
Employee Costs	(22,252,500)	(22,831,000)	(23,424,500)	(24,033,500)	(24,658,000)
Materials and Contracts	(31,861,500)	(29,954,000)	(23,167,000)	(23,723,500)	(23,862,500)
Utilities	(1,400,000)	(1,505,000)	(1,617,500)	(1,738,500)	(1,868,500)
Depreciation	(8,037,500)	(8,173,000)	(8,201,000)	(8,327,000)	(8,460,500)
Interest Expense	(452,000)	(431,500)	(283,000)	(190,000)	(120,000)
Insurance	(550,000)	(561,000)	(572,000)	(583,000)	(594,500)
Other Expense	(31,000)	(31,500)	(32,000)	(32,500)	(33,000)
Total Expense	**(64,584,500)**	**(63,487,000)**	**(57,297,000)**	**(58,628,000)**	**(59,597,000)**
Sub-Total	**(3,587,000)**	**8,642,000**	**4,976,500**	**5,566,500**	**6,634,000**
Other Items					
Non-Operating Grants, Subsidies and Contributions	5,681,500	1,640,000	250,000	7,760,000	7,770,000
Profit on Asset Disposals	1,622,500	0	0	0	0
Loss on Asset Disposals	(15,000)	0	0	0	0
Loss on Revaluation of Non-Current Assets	0	0	0	0	0
Total Other Items	**7,289,000**	**1,640,000**	**250,000**	**7,760,000**	**7,770,000**
Net Result	**3,702,000**	**10,282,000**	**5,226,500**	**13,326,500**	**14,404,000**
Other Comprehensive Income					
Changes on Revaluation of Non-Current Assets	0	0	0	0	0
Total Other Comprehensive Income	**0**	**0**	**0**	**0**	**0**
Total Comprehensive Income	**3,702,000**	**10,282,000**	**5,226,500**	**13,326,500**	**14,404,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
54,249,000	56,111,000	58,034,000	60,021,000	62,073,000	64,193,000	66,382,000	68,643,000	70,978,000	73,389,000
1,544,500	1,544,500	1,544,500	1,544,500	1,544,500	1,544,500	1,544,500	1,544,500	1,544,500	1,544,500
9,792,500	9,817,500	9,842,500	9,867,500	9,892,500	9,917,500	9,942,500	9,967,500	9,992,500	10,017,500
0	0	0	0	0	0	0	0	0	0
2,457,500	2,765,000	3,059,500	3,401,500	3,717,500	4,033,500	4,310,000	4,593,500	4,886,000	5,200,000
281,500	281,500	281,500	281,500	281,500	281,500	281,500	281,500	281,500	281,500
68,325,000	**70,519,500**	**72,762,000**	**75,116,000**	**77,509,000**	**79,970,000**	**82,460,500**	**85,030,000**	**87,682,500**	**90,432,500**
(25,299,000)	(25,956,500)	(26,631,000)	(27,323,000)	(28,033,000)	(28,761,500)	(29,509,000)	(30,276,000)	(31,063,000)	(31,870,500)
(24,553,500)	(25,148,500)	(25,601,000)	(25,947,500)	(26,800,000)	(27,270,000)	(28,068,000)	(28,736,500)	(29,552,000)	(30,222,000)
(2,008,500)	(2,159,000)	(2,320,500)	(2,494,500)	(2,681,500)	(2,882,500)	(3,098,500)	(3,330,500)	(3,580,000)	(3,848,500)
(8,509,500)	(8,555,000)	(8,603,500)	(8,657,000)	(8,717,000)	(8,780,000)	(8,849,500)	(8,923,000)	(8,999,000)	(9,079,500)
(46,000)	(18,000)	(8,500)	(4,000)	0	0	0	0	0	0
(606,000)	(618,000)	(630,000)	(642,500)	(655,000)	(668,000)	(681,000)	(694,500)	(708,000)	(722,000)
(33,500)	(34,000)	(34,500)	(35,000)	(35,500)	(36,000)	(36,500)	(37,000)	(37,500)	(38,000)
(61,056,000)	**(62,489,000)**	**(63,829,000)**	**(65,103,500)**	**(66,922,000)**	**(68,398,000)**	**(70,242,500)**	**(71,997,500)**	**(73,939,500)**	**(75,780,500)**
7,269,000	**8,030,500**	**8,933,000**	**10,012,500**	**10,587,000**	**11,572,000**	**12,218,000**	**13,032,500**	**13,743,000**	**14,652,000**
300,000	310,000	320,000	330,000	340,000	345,000	350,000	355,000	360,000	365,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
300,000	**310,000**	**320,000**	**330,000**	**340,000**	**345,000**	**350,000**	**355,000**	**360,000**	**365,000**
7,569,000	**8,340,500**	**9,253,000**	**10,342,500**	**10,927,000**	**11,917,000**	**12,568,000**	**13,387,500**	**14,103,000**	**15,017,000**
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7,569,000	**8,340,500**	**9,253,000**	**10,342,500**	**10,927,000**	**11,917,000**	**12,568,000**	**13,387,500**	**14,103,000**	**15,017,000**

Statement of Comprehensive Income by Program

Particulars	2019	2020	2021	2022	2023
Revenue					
General Purpose Funding	48,366,500	50,036,000	51,586,500	53,336,500	55,119,000
Governance	500	500	500	500	500
Law, Order and Public Safety	2,848,000	2,923,000	2,948,000	2,973,000	2,998,000
Health	282,000	282,000	282,000	282,000	282,000
Education and Welfare	260,000	260,000	260,000	260,000	260,000
Community Amenities	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500
Recreation and Culture	6,510,500	5,910,500	4,510,500	4,510,500	4,510,500
Transport	364,500	204,500	204,500	204,500	204,500
Economic Services	464,500	10,589,500	464,500	464,500	464,500
Other Property and Services	750,500	772,500	866,500	1,012,500	1,241,500
Total Revenue	**60,997,500**	**72,129,000**	**62,273,500**	**64,194,500**	**66,231,000**
Expense					
General Purpose Funding	(1,225,500)	(1,551,000)	(1,745,500)	(1,937,500)	(1,901,000)
Governance	(577,000)	(670,500)	(554,500)	(668,000)	(571,500)
Law, Order and Public Safety	(4,469,000)	(4,387,500)	(4,078,500)	(4,173,500)	(4,255,000)
Health	(1,578,500)	(1,570,000)	(1,564,500)	(1,607,000)	(1,644,000)
Education and Welfare	(1,816,000)	(1,792,000)	(1,757,000)	(1,803,500)	(1,834,000)
Community Amenities	(8,924,000)	(9,026,000)	(9,195,500)	(9,338,000)	(9,566,000)
Recreation and Culture	(18,091,500)	(17,883,500)	(17,982,000)	(18,409,000)	(18,832,000)
Transport	(12,380,500)	(12,331,000)	(12,403,500)	(12,576,500)	(12,759,000)
Economic Services	(9,194,000)	(7,787,500)	(1,970,500)	(1,945,500)	(1,957,500)
Other Property and Services	(5,876,500)	(6,056,500)	(5,762,500)	(5,979,500)	(6,157,000)
Total Expense	**(64,132,500)**	**(63,055,500)**	**(57,014,000)**	**(58,438,000)**	**(59,477,000)**
Finance Costs					
Law, Order and Public Safety	(67,500)	(38,500)	(8,000)	0	0
Recreation and Culture	(134,500)	(89,000)	(45,500)	(24,000)	(20,500)
Economic Services	(145,500)	(226,500)	(177,000)	(126,000)	(73,000)
Other Property and Services	(104,500)	(77,500)	(52,500)	(40,000)	(26,500)
Total Finance Costs	**(452,000)**	**(431,500)**	**(283,000)**	**(190,000)**	**(120,000)**
Non-Operating Grants, Subsidies and Contributions					
Recreation and Culture	3,845,000	1,400,000	0	7,500,000	7,500,000
Transport	1,836,500	240,000	250,000	260,000	270,000
Total Non-Operating Grants, Subsidies and Contributions	**5,681,500**	**1,640,000**	**250,000**	**7,760,000**	**7,770,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
56,952,000	58,888,500	60,874,000	62,900,000	65,000,000	67,185,000	69,409,500	71,701,000	74,065,500	76,510,500
500	500	500	500	500	500	500	500	500	500
3,023,000	3,048,000	3,073,000	3,098,000	3,123,000	3,148,000	3,173,000	3,198,000	3,223,000	3,248,000
282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000
260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000
1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500
4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500
204,500	204,500	204,500	204,500	204,500	204,500	204,500	204,500	204,500	204,500
464,500	464,500	464,500	464,500	464,500	464,500	464,500	464,500	464,500	464,500
1,477,500	1,710,500	1,942,500	2,245,500	2,513,500	2,764,500	3,005,500	3,258,500	3,521,500	3,801,500
68,325,000	**70,519,500**	**72,762,000**	**75,116,000**	**77,509,000**	**79,970,000**	**82,460,500**	**85,030,000**	**87,682,500**	**90,432,500**
(2,097,500)	(2,078,000)	(2,269,500)	(2,241,500)	(2,454,000)	(2,420,000)	(2,638,500)	(2,616,500)	(2,832,000)	(2,804,500)
(688,000)	(594,000)	(712,500)	(614,500)	(740,000)	(639,500)	(771,000)	(670,000)	(806,000)	(700,000)
(4,354,000)	(4,465,500)	(4,552,500)	(4,662,000)	(4,780,000)	(4,887,000)	(5,007,000)	(5,146,000)	(5,260,500)	(5,395,000)
(1,675,500)	(1,715,000)	(1,744,500)	(1,779,000)	(1,820,000)	(1,862,500)	(1,902,500)	(1,955,000)	(1,998,500)	(2,046,000)
(1,866,500)	(1,917,500)	(1,952,000)	(2,001,500)	(2,052,000)	(2,087,000)	(2,141,000)	(2,198,500)	(2,250,500)	(2,309,500)
(9,788,500)	(10,126,000)	(10,304,500)	(10,602,000)	(10,860,500)	(11,253,500)	(11,506,500)	(11,893,000)	(12,205,500)	(12,656,000)
(19,199,000)	(19,635,000)	(19,992,500)	(20,394,000)	(20,847,000)	(21,287,000)	(21,775,500)	(22,319,000)	(22,789,500)	(23,332,500)
(12,987,000)	(13,230,500)	(13,455,000)	(13,707,000)	(13,973,500)	(14,279,500)	(14,602,500)	(14,966,000)	(15,313,000)	(15,683,000)
(2,013,500)	(2,200,500)	(2,117,500)	(2,174,000)	(2,243,000)	(2,298,000)	(2,280,000)	(2,342,500)	(2,395,000)	(2,521,500)
(6,340,500)	(6,509,000)	(6,720,000)	(6,924,000)	(7,152,000)	(7,384,000)	(7,618,000)	(7,891,000)	(8,089,000)	(8,332,500)
(61,010,000)	**(62,471,000)**	**(63,820,500)**	**(65,099,500)**	**(66,922,000)**	**(68,398,000)**	**(70,242,500)**	**(71,997,500)**	**(73,939,500)**	**(75,780,500)**
0	0	0	0	0	0	0	0	0	0
(16,500)	(12,000)	(8,500)	(4,000)	0	0	0	0	0	0
(15,500)	0	0	0	0	0	0	0	0	0
(14,000)	(6,000)	0	0	0	0	0	0	0	0
(46,000)	**(18,000)**	**(8,500)**	**(4,000)**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
300,000	310,000	320,000	330,000	340,000	345,000	350,000	355,000	360,000	365,000
300,000	**310,000**	**320,000**	**330,000**	**340,000**	**345,000**	**350,000**	**355,000**	**360,000**	**365,000**

Statement of Comprehensive Income by Program (continued)

Particulars	2019	2020	2021	2022	2023
Profit / (Loss) on Disposal of Assets					
General Purpose Funding	0	0	0	0	0
Governance	0	0	0	0	0
Law, Order and Public Safety	6,500	0	0	0	0
Health	0	0	0	0	0
Education and Welfare	0	0	0	0	0
Community Amenities	0	0	0	0	0
Recreation and Culture	(5,000)	0	0	0	0
Transport	4,500	0	0	0	0
Economic Services	(2,000)	0	0	0	0
Other Property and Services	1,603,500	0	0	0	0
Total Profit / (Loss) on Disposal of Assets	**1,607,500**	**0**	**0**	**0**	**0**
Loss on Revaluation of Non-Current Assets					
Loss on Revaluation of Non-Current Assets	0	0	0	0	0
Total Loss on Revaluation of Non-Current Assets	**0**	**0**	**0**	**0**	**0**
Net Result	**3,702,000**	**10,282,000**	**5,226,500**	**13,326,500**	**14,404,000**
Other Comprehensive Income					
Changes on Revaluation of Non-Current Assets	0	0	0	0	0
Total Other Comprehensive Income	**0**	**0**	**0**	**0**	**0**
Net Result	**3,702,000**	**10,282,000**	**5,226,500**	**13,326,500**	**14,404,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7,569,000	**8,340,500**	**9,253,000**	**10,342,500**	**10,927,000**	**11,917,000**	**12,568,000**	**13,387,500**	**14,103,000**	**15,017,000**
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7,569,000	**8,340,500**	**9,253,000**	**10,342,500**	**10,927,000**	**11,917,000**	**12,568,000**	**13,387,500**	**14,103,000**	**15,017,000**

Rate Setting Statement

Particulars	2019	2020	2021	2022	2023
Net Current Assets at the Start of the Financial Year					
Opening Net Current Assets - Surplus / (Deficit)	300,000	0	0	0	0
Total Net Current Assets at the Start of the Financial Year	**300,000**	**0**	**0**	**0**	**0**
Revenue (excluding Rates and Non-Operating Revenue)					
General Purpose Funding	2,577,000	2,662,000	2,576,500	2,636,500	2,673,000
Governance	500	500	500	500	500
Law, Order and Public Safety	2,856,000	2,923,000	2,948,000	2,973,000	2,998,000
Health	282,000	282,000	282,000	282,000	282,000
Education and Welfare	260,000	260,000	260,000	260,000	260,000
Community Amenities	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500
Recreation and Culture	6,510,500	5,910,500	4,510,500	4,510,500	4,510,500
Transport	375,500	204,500	204,500	204,500	204,500
Economic Services	464,500	10,589,500	464,500	464,500	464,500
Other Property and Services	2,354,000	772,500	866,500	1,012,500	1,241,500
Total Revenue (excluding Rates and Non-Operating Revenue)	**16,830,500**	**24,755,000**	**13,263,500**	**13,494,500**	**13,785,000**
Expense					
General Purpose Funding	(1,225,500)	(1,551,000)	(1,745,500)	(1,937,500)	(1,901,000)
Governance	(577,000)	(670,500)	(554,500)	(668,000)	(571,500)
Law, Order and Public Safety	(4,538,000)	(4,426,000)	(4,086,500)	(4,173,500)	(4,255,000)
Health	(1,578,500)	(1,570,000)	(1,564,500)	(1,607,000)	(1,644,000)
Education and Welfare	(1,816,000)	(1,792,000)	(1,757,000)	(1,803,500)	(1,834,000)
Community Amenities	(8,924,000)	(9,026,000)	(9,195,500)	(9,338,000)	(9,566,000)
Recreation and Culture	(18,231,000)	(17,972,500)	(18,027,500)	(18,433,000)	(18,852,500)
Transport	(12,387,000)	(12,331,000)	(12,403,500)	(12,576,500)	(12,759,000)
Economic Services	(9,341,500)	(8,014,000)	(2,147,500)	(2,071,500)	(2,030,500)
Other Property and Services	(5,981,000)	(6,134,000)	(5,815,000)	(6,019,500)	(6,183,500)
Total Expense	**(64,599,500)**	**(63,487,000)**	**(57,297,000)**	**(58,628,000)**	**(59,597,000)**
Excluded Operating Activities					
Profit on Asset Disposals	(1,622,500)	0	0	0	0
Loss on Asset Disposals	15,000	0	0	0	0
Loss on Revaluation of Non-Current Assets	0	0	0	0	0
Movement in Non-Current Assets	0	(8,100,000)	2,025,000	2,025,000	2,025,000
Depreciation on Assets	8,037,500	8,173,000	8,201,000	8,327,000	8,460,500
Total Excluded Operating Activities	**6,430,000**	**73,000**	**10,226,000**	**10,352,000**	**10,485,500**
Amount Attributed to Operating Activities	**(41,039,000)**	**(38,659,000)**	**(33,807,500)**	**(34,781,500)**	**(35,326,500)**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2,703,000	2,777,500	2,840,000	2,879,000	2,927,000	2,992,000	3,027,500	3,058,000	3,087,500	3,121,500
500	500	500	500	500	500	500	500	500	500
3,023,000	3,048,000	3,073,000	3,098,000	3,123,000	3,148,000	3,173,000	3,198,000	3,223,000	3,248,000
282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000
260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000
1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500	1,150,500
4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500	4,510,500
204,500	204,500	204,500	204,500	204,500	204,500	204,500	204,500	204,500	204,500
464,500	464,500	464,500	464,500	464,500	464,500	464,500	464,500	464,500	464,500
1,477,500	1,710,500	1,942,500	2,245,500	2,513,500	2,764,500	3,005,500	3,258,500	3,521,500	3,801,500
14,076,000	**14,408,500**	**14,728,000**	**15,095,000**	**15,436,000**	**15,777,000**	**16,078,500**	**16,387,000**	**16,704,500**	**17,043,500**
(2,097,500)	(2,078,000)	(2,269,500)	(2,241,500)	(2,454,000)	(2,420,000)	(2,638,500)	(2,616,500)	(2,832,000)	(2,804,500)
(688,000)	(594,000)	(712,500)	(614,500)	(740,000)	(639,500)	(771,000)	(670,000)	(806,000)	(700,000)
(4,354,000)	(4,465,500)	(4,552,500)	(4,662,000)	(4,780,000)	(4,887,000)	(5,007,000)	(5,146,000)	(5,260,500)	(5,395,000)
(1,675,500)	(1,715,000)	(1,744,500)	(1,779,000)	(1,820,000)	(1,862,500)	(1,902,500)	(1,955,000)	(1,998,500)	(2,046,000)
(1,866,500)	(1,917,500)	(1,952,000)	(2,001,500)	(2,052,000)	(2,087,000)	(2,141,000)	(2,198,500)	(2,250,500)	(2,309,500)
(9,788,500)	(10,126,000)	(10,304,500)	(10,602,000)	(10,860,500)	(11,253,500)	(11,506,500)	(11,893,000)	(12,205,500)	(12,656,000)
(19,215,500)	(19,647,000)	(20,001,000)	(20,398,000)	(20,847,000)	(21,287,000)	(21,775,500)	(22,319,000)	(22,789,500)	(23,332,500)
(12,987,000)	(13,230,500)	(13,455,000)	(13,707,000)	(13,973,500)	(14,279,500)	(14,602,500)	(14,966,000)	(15,313,000)	(15,683,000)
(2,029,000)	(2,200,500)	(2,117,500)	(2,174,000)	(2,243,000)	(2,298,000)	(2,280,000)	(2,342,500)	(2,395,000)	(2,521,500)
(6,354,500)	(6,515,000)	(6,720,000)	(6,924,000)	(7,152,000)	(7,384,000)	(7,618,000)	(7,891,000)	(8,089,000)	(8,332,500)
(61,056,000)	**(62,489,000)**	**(63,829,000)**	**(65,103,500)**	**(66,922,000)**	**(68,398,000)**	**(70,242,500)**	**(71,997,500)**	**(73,939,500)**	**(75,780,500)**
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
2,025,000	0	0	0	0	0	0	0	0	0
8,509,500	8,555,000	8,603,500	8,657,000	8,717,000	8,780,000	8,849,500	8,923,000	8,999,000	9,079,500
10,534,500	**8,555,000**	**8,603,500**	**8,657,000**	**8,717,000**	**8,780,000**	**8,849,500**	**8,923,000**	**8,999,000**	**9,079,500**
(36,445,500)	**(39,525,500)**	**(40,497,500)**	**(41,351,500)**	**(42,769,000)**	**(43,841,000)**	**(45,314,500)**	**(46,687,500)**	**(48,236,000)**	**(49,657,500)**

Rate Setting Statement (continued)

Particulars	2019	2020	2021	2022	2023
Investing Activities					
Non-Operating Grants, Subsidies and Contributions	5,681,500	1,640,000	250,000	7,760,000	7,770,000
Purchase Assets - Land Held for Resale	0	0	0	0	0
Purchase Assets - Land and Buildings	(2,050,500)	(1,050,000)	(1,850,000)	(8,660,000)	(8,720,000)
Purchase Assets - Plant and Machinery	(879,000)	(900,000)	(900,000)	(900,000)	(900,000)
Purchase Assets - Furniture and Equipment	(304,500)	(250,000)	(265,000)	(280,000)	(295,000)
Purchase Assets - Information Technology	(450,000)	(400,000)	(425,000)	(455,000)	(485,000)
Purchase Infrastructure - Roads	(3,268,500)	(2,464,000)	(2,580,000)	(2,710,000)	(2,850,000)
Purchase Infrastructure - Drainage	(350,000)	(300,000)	(315,000)	(335,000)	(355,000)
Purchase Infrastructure - Pathways	(700,000)	(978,000)	(635,000)	(855,000)	(890,000)
Purchase Infrastructure - Parks	(5,747,000)	(3,750,000)	(1,150,000)	(680,000)	(715,000)
Purchase Infrastructure - Other Infrastructure	(1,056,000)	(275,000)	(290,000)	(305,000)	(320,000)
Proceeds from Disposal of Assets	3,529,000	4,050,000	5,800,000	4,250,000	3,630,000
Total Investing Activities	**(5,595,000)**	**(4,677,000)**	**(2,360,000)**	**(3,170,000)**	**(4,130,000)**
Financing Activities					
Repayment of Borrowings	(3,237,500)	(3,852,500)	(2,898,000)	(2,165,500)	(2,235,500)
Proceeds from New Borrowings	9,375,000	0	0	0	0
Transfers to Reserve Funds	(9,695,000)	(7,118,500)	(10,119,500)	(10,708,000)	(10,829,000)
Transfers from Reserve Funds	4,402,000	6,933,000	175,000	125,000	75,000
Total Financing Activities	**844,500**	**(4,038,000)**	**(12,842,500)**	**(12,748,500)**	**(12,989,500)**
Forecast Deficiency Before General Rates	**(45,789,500)**	**(47,374,000)**	**(49,010,000)**	**(50,700,000)**	**(52,446,000)**
General Rates					
Estimated Amount from General Rates (Initial Levy)	45,583,000	47,163,000	48,795,000	50,480,000	52,221,000
Estimated Amount from Interim Rates	206,500	211,000	215,000	220,000	225,000
Total General Rates	**45,789,500**	**47,374,000**	**49,010,000**	**50,700,000**	**52,446,000**
Closing Net Current Assets - Surplus / (Deficit)	**0**	**0**	**0**	**0**	**0**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
300,000	310,000	320,000	330,000	340,000	345,000	350,000	355,000	360,000	365,000
0	0	0	0	0	0	0	0	0	0
(1,375,000)	(1,435,000)	(1,485,000)	(1,535,000)	(1,585,000)	(1,635,000)	(1,690,000)	(1,735,000)	(1,785,000)	(1,835,000)
(900,000)	(900,000)	(900,000)	(900,000)	(900,000)	(900,000)	(900,000)	(900,000)	(900,000)	(900,000)
(335,000)	(350,000)	(365,000)	(380,000)	(395,000)	(410,000)	(425,000)	(440,000)	(455,000)	(470,000)
(555,000)	(585,000)	(610,000)	(635,000)	(660,000)	(690,000)	(720,000)	(745,000)	(770,000)	(795,000)
(3,210,000)	(3,340,000)	(3,460,000)	(3,585,000)	(3,715,000)	(3,810,000)	(3,910,000)	(4,010,000)	(4,115,000)	(4,225,000)
(400,000)	(420,000)	(435,000)	(455,000)	(475,000)	(490,000)	(505,000)	(520,000)	(535,000)	(550,000)
(970,000)	(750,000)	(780,000)	(810,000)	(840,000)	(865,000)	(890,000)	(915,000)	(940,000)	(965,000)
(795,000)	(825,000)	(855,000)	(885,000)	(915,000)	(940,000)	(965,000)	(990,000)	(1,015,000)	(1,040,000)
(355,000)	(370,000)	(385,000)	(400,000)	(415,000)	(425,000)	(435,000)	(445,000)	(455,000)	(470,000)
4,220,000	4,180,000	5,050,000	3,370,000	2,800,000	640,000	300,000	300,000	300,000	300,000
(4,375,000)	**(4,485,000)**	**(3,905,000)**	**(5,885,000)**	**(6,760,000)**	**(9,180,000)**	**(9,790,000)**	**(10,045,000)**	**(10,310,000)**	**(10,585,000)**
(1,196,000)	(210,000)	(89,500)	(94,000)	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
(12,257,500)	(11,915,500)	(13,567,000)	(12,715,500)	(12,569,000)	(11,197,000)	(11,302,500)	(11,935,500)	(12,457,000)	(13,171,500)
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
(13,428,500)	**(12,100,500)**	**(13,631,500)**	**(12,784,500)**	**(12,544,000)**	**(11,172,000)**	**(11,277,500)**	**(11,910,500)**	**(12,432,000)**	**(13,146,500)**
(54,249,000)	**(56,111,000)**	**(58,034,000)**	**(60,021,000)**	**(62,073,000)**	**(64,193,000)**	**(66,382,000)**	**(68,643,000)**	**(70,978,000)**	**(73,389,000)**
54,019,000	55,876,000	57,794,000	59,775,000	61,821,000	63,935,000	66,118,000	68,373,000	70,702,000	73,107,000
230,000	235,000	240,000	246,000	252,000	258,000	264,000	270,000	276,000	282,000
54,249,000	**56,111,000**	**58,034,000**	**60,021,000**	**62,073,000**	**64,193,000**	**66,382,000**	**68,643,000**	**70,978,000**	**73,389,000**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Supporting Information

Loan Borrowings

Particulars	Outstanding	2019	2020	2021	2022	2023
Loan 02 - Depot Land						
Principal		112,000	119,000	0	0	0
Principal Outstanding	**231,000**	**119,000**	**0**	**0**	**0**	**0**
Interest		13,000	6,000	0	0	0
Loan 03 - Administration Centre						
Principal		151,000	160,000	0	0	0
Principal Outstanding	**311,000**	**160,000**	**0**	**0**	**0**	**0**
Interest		16,000	7,500	0	0	0
Loan 04 - Aqualife Centre						
Principal		362,000	383,000	0	0	0
Principal Outstanding	**745,000**	**383,000**	**0**	**0**	**0**	**0**
Interest		37,000	16,500	0	0	0
Loan 07 - Aqualife Centre II						
Principal		351,000	373,000	396,500	0	0
Principal Outstanding	**1,120,500**	**769,500**	**396,500**	**0**	**0**	**0**
Interest		64,000	42,000	18,500	0	0
Loan 09 - 14 Kent Street						
Principal		71,000	76,500	82,000	88,500	95,500
Principal Outstanding	**413,500**	**342,500**	**266,000**	**184,000**	**95,500**	**0**
Interest		30,000	24,500	18,500	12,500	5,500
Loan 10 - 1 Harper Street						
Principal		86,000	91,500	97,500	104,000	110,500
Principal Outstanding	**732,000**	**646,000**	**554,500**	**457,000**	**353,000**	**242,500**
Interest		45,500	39,500	34,000	27,500	21,000
Loan 11 - Fletcher Park						
Principal		34,500	36,500	38,000	40,000	42,000
Principal Outstanding	**380,500**	**346,000**	**309,500**	**271,500**	**231,500**	**189,500**
Interest		18,000	16,500	14,500	13,000	11,000
Loan 12 - Depot Upgrade						
Principal		29,500	31,000	32,500	34,000	35,500
Principal Outstanding	**323,000**	**293,500**	**262,500**	**230,000**	**196,000**	**160,500**
Interest		15,500	14,000	12,500	11,000	9,500

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
117,500	125,000	0	0	0	0	0	0	0	0
125,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14,000	6,000	0	0	0	0	0	0	0	0
44,000	46,000	48,500	51,000	0	0	0	0	0	0
145,500	**99,500**	**51,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
9,000	6,500	4,500	2,000	0	0	0	0	0	0
37,500	39,000	41,000	43,000	0	0	0	0	0	0
123,000	**84,000**	**43,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7,500	5,500	4,000	2,000	0	0	0	0	0	0

Loan Borrowings (continued)

Particulars	Outstanding	2019	2020	2021	2022	2023
Loan 13 - Underground Power						
Principal		405,500	0	0	0	0
Principal Outstanding	**405,500**	**0**	**0**	**0**	**0**	**0**
Interest		13,500	0	0	0	0
Loan 14 - Parking Initiative						
Principal		754,500	783,500	403,500	0	0
Principal Outstanding	**1,941,500**	**1,187,000**	**403,500**	**0**	**0**	**0**
Interest		67,500	38,500	8,000	0	0
Loan 15 - Underground Power (Carlisle North)						
New Loans		(2,550,000)	0	0	0	0
Principal		239,500	489,000	502,500	516,500	531,000
Principal Outstanding		**2,310,500**	**1,821,500**	**1,319,000**	**802,500**	**271,500**
Interest		35,500	61,000	47,500	33,500	19,000
Loan 16 - Underground Power (Victoria Park East)						
New Loans		(2,775,000)		0	0	0
Principal		260,500	532,500	547,000	562,000	578,000
Principal Outstanding		**2,514,500**	**1,982,000**	**1,435,000**	**873,000**	**295,000**
Interest		39,500	67,500	53,000	38,000	22,000
Loan 17 - Underground Power (Victoria Park West)						
New Loans		(4,050,000)		0	0	0
Principal		380,500	777,000	798,500	820,500	843,000
Principal Outstanding		**3,669,500**	**2,892,500**	**2,094,000**	**1,273,500**	**430,500**
Interest		57,000	98,000	76,500	54,500	32,000
Loan Borrowings Summary						
New Loans		**(9,375,000)**	**0**	**0**	**0**	**0**
Principal		**3,237,500**	**3,852,500**	**2,898,000**	**2,165,500**	**2,235,500**
Principal Outstanding	**6,603,500**	**12,741,000**	**8,888,500**	**5,990,500**	**3,825,000**	**1,589,500**
Interest		**452,000**	**431,500**	**283,000**	**190,000**	**120,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
271,500	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3,500	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
295,000	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5,000	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
430,500	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7,000	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1,196,000	**210,000**	**89,500**	**94,000**	**0**	**0**	**0**	**0**	**0**	**0**
393,500	**183,500**	**94,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
46,000	**18,000**	**8,500**	**4,000**	**0**	**0**	**0**	**0**	**0**	**0**

Reserve Funds

Particulars	2019	2020	2021	2022	2023
Buildings Renewal					
To be used to assist in funding renewal initiatives associated with Council's buildings.					
Opening Balance	487,366	525,366	564,366	604,366	645,366
Transfer to Reserve - Interest Earnings	13,000	14,000	15,000	16,000	17,000
Transfer to Reserve - Municipal Funds	25,000	25,000	25,000	25,000	25,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Buildings Renewal	**525,366**	**564,366**	**604,366**	**645,366**	**687,366**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Buildings Renewal	**525,366**	**564,366**	**604,366**	**645,366**	**687,366**
Cash in Lieu					
To be used to assist in funding initiatives associated with payments received as cash in lieu of required obligations or works.					
Opening Balance	0	0	0	0	0
Transfer to Reserve - Interest Earnings	0	0	0	0	0
Transfer to Reserve - Municipal Funds	0	0	0	0	0
Transfer from Reserve	0	0	0	0	0
Sub-total - Cash in Lieu	**0**	**0**	**0**	**0**	**0**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Cash in Lieu	**0**	**0**	**0**	**0**	**0**
Community Art					
To be used to assist in funding the purchase and placement of art for the Council and community.					
Opening Balance	689,443	707,443	725,443	744,443	763,443
Transfer to Reserve - Interest Earnings	18,000	18,000	19,000	19,000	20,000
Transfer to Reserve - Municipal Funds	25,000	25,000	25,000	25,000	25,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Community Art	**732,443**	**750,443**	**769,443**	**788,443**	**808,443**
Movement (to) / from Key Projects, Strategies and Services	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)
Total - Community Art	**707,443**	**725,443**	**744,443**	**763,443**	**783,443**
Drainage Renewal					
To be used to assist in funding renewal initiatives associated with Council's drainage.					
Opening Balance	225,520	256,520	288,520	321,520	355,520
Transfer to Reserve - Interest Earnings	6,000	7,000	8,000	9,000	9,000
Transfer to Reserve - Municipal Funds	25,000	25,000	25,000	25,000	25,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Drainage Renewal	**256,520**	**288,520**	**321,520**	**355,520**	**389,520**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Drainage Renewal	**256,520**	**288,520**	**321,520**	**355,520**	**389,520**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
687,366	730,366	774,366	819,366	865,366	912,366	960,366	1,010,366	1,061,366	1,113,366
18,000	19,000	20,000	21,000	22,000	23,000	25,000	26,000	27,000	28,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
730,366	**774,366**	**819,366**	**865,366**	**912,366**	**960,366**	**1,010,366**	**1,061,366**	**1,113,366**	**1,166,366**
0	0	0	0	0	0	0	0	0	0
730,366	**774,366**	**819,366**	**865,366**	**912,366**	**960,366**	**1,010,366**	**1,061,366**	**1,113,366**	**1,166,366**
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
783,443	803,443	824,443	845,443	867,443	889,443	912,443	935,443	959,443	983,443
20,000	21,000	21,000	22,000	22,000	23,000	23,000	24,000	24,000	25,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
828,443	**849,443**	**870,443**	**892,443**	**914,443**	**937,443**	**960,443**	**984,443**	**1,008,443**	**1,033,443**
(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)
803,443	**824,443**	**845,443**	**867,443**	**889,443**	**912,443**	**935,443**	**959,443**	**983,443**	**1,008,443**
389,520	424,520	460,520	497,520	535,520	574,520	614,520	655,520	697,520	740,520
10,000	11,000	12,000	13,000	14,000	15,000	16,000	17,000	18,000	19,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
424,520	**460,520**	**497,520**	**535,520**	**574,520**	**614,520**	**655,520**	**697,520**	**740,520**	**784,520**
0	0	0	0	0	0	0	0	0	0
424,520	**460,520**	**497,520**	**535,520**	**574,520**	**614,520**	**655,520**	**697,520**	**740,520**	**784,520**

Reserve Funds (continued)

Particulars	2019	2020	2021	2022	2023
Edward Millen Site					
To be used to assist in improving and / or maintaining the Edward Millen Site, including the associated grounds.					
Opening Balance	1,457,678	1,544,678	1,633,678	1,724,678	1,818,678
Transfer to Reserve - Interest Earnings	37,000	39,000	41,000	44,000	46,000
Transfer to Reserve - Municipal Funds	50,000	50,000	50,000	50,000	50,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Edward Millen Site	**1,544,678**	**1,633,678**	**1,724,678**	**1,818,678**	**1,914,678**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Edward Millen Site	**1,544,678**	**1,633,678**	**1,724,678**	**1,818,678**	**1,914,678**
Furniture and Equipment Renewal					
To be used to assist in funding renewal initiatives associated with Council's furniture and equipment.					
Opening Balance	599,407	639,407	680,407	723,407	767,407
Transfer to Reserve - Interest Earnings	15,000	16,000	18,000	19,000	20,000
Transfer to Reserve - Municipal Funds	25,000	25,000	25,000	25,000	25,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Furniture and Equipment Renewal	**639,407**	**680,407**	**723,407**	**767,407**	**812,407**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Furniture and Equipment Renewal	**639,407**	**680,407**	**723,407**	**767,407**	**812,407**
Future Fund					
To be used to assist in funding initiatives and purchases that diversify the revenue streams of Council.					
Opening Balance	14,384,893	17,244,893	20,926,893	26,200,893	32,106,893
Transfer to Reserve - Interest Earnings	360,000	432,000	524,000	656,000	803,000
Transfer to Reserve - Municipal Funds	1,250,000	1,500,000	1,750,000	2,000,000	2,250,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Future Fund	**15,994,893**	**19,176,893**	**23,200,893**	**28,856,893**	**35,159,893**
Movement (to) / from Key Projects, Strategies and Services	1,250,000	1,750,000	3,000,000	3,250,000	2,830,000
Total - Future Fund	**17,244,893**	**20,926,893**	**26,200,893**	**32,106,893**	**37,989,893**
Future Projects					
To assist in funding 'new' and 'upgrade' capital initiatives that are generally significant in nature.					
Opening Balance	1,948,578	745,578	364,578	2,063,078	4,925,078
Transfer to Reserve - Interest Earnings	49,000	19,000	10,000	52,000	124,000
Transfer to Reserve - Municipal Funds	550,000	100,000	100,000	100,000	100,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Future Projects	**2,547,578**	**864,578**	**474,578**	**2,215,078**	**5,149,078**
Movement (to) / from Key Projects, Strategies and Services	(1,802,000)	(500,000)	1,588,500	2,710,000	2,910,000
Total - Future Projects	**745,578**	**364,578**	**2,063,078**	**4,925,078**	**8,059,078**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1,914,678	2,037,678	2,163,678	2,293,678	2,426,678	2,562,678	2,727,678	2,896,678	3,069,678	3,246,678
48,000	51,000	55,000	58,000	61,000	65,000	69,000	73,000	77,000	82,000
75,000	75,000	75,000	75,000	75,000	100,000	100,000	100,000	100,000	100,000
0	0	0	0	0	0	0	0	0	0
2,037,678	**2,163,678**	**2,293,678**	**2,426,678**	**2,562,678**	**2,727,678**	**2,896,678**	**3,069,678**	**3,246,678**	**3,428,678**
0	0	0	0	0	0	0	0	0	0
2,037,678	**2,163,678**	**2,293,678**	**2,426,678**	**2,562,678**	**2,727,678**	**2,896,678**	**3,069,678**	**3,246,678**	**3,428,678**
812,407	858,407	905,407	953,407	1,002,407	1,053,407	1,105,407	1,158,407	1,212,407	1,268,407
21,000	22,000	23,000	24,000	26,000	27,000	28,000	29,000	31,000	32,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
858,407	**905,407**	**953,407**	**1,002,407**	**1,053,407**	**1,105,407**	**1,158,407**	**1,212,407**	**1,268,407**	**1,325,407**
0	0	0	0	0	0	0	0	0	0
858,407	**905,407**	**953,407**	**1,002,407**	**1,053,407**	**1,105,407**	**1,158,407**	**1,212,407**	**1,268,407**	**1,325,407**
37,989,893	44,359,893	50,298,893	58,806,893	65,697,893	71,840,893	77,387,893	83,322,893	89,656,893	96,398,893
950,000	1,109,000	1,258,000	1,471,000	1,643,000	1,797,000	1,935,000	2,084,000	2,242,000	2,410,000
2,500,000	2,750,000	3,000,000	3,250,000	3,500,000	3,750,000	4,000,000	4,250,000	4,500,000	4,750,000
0	0	0	0	0	0	0	0	0	0
41,439,893	**48,218,893**	**54,556,893**	**63,527,893**	**70,840,893**	**77,387,893**	**83,322,893**	**89,656,893**	**96,398,893**	**103,558,893**
2,920,000	2,080,000	4,250,000	2,170,000	1,000,000	0	0	0	0	0
44,359,893	**50,298,893**	**58,806,893**	**65,697,893**	**71,840,893**	**77,387,893**	**83,322,893**	**89,656,893**	**96,398,893**	**103,558,893**
8,059,078	10,617,078	13,474,578	16,565,578	19,980,078	23,350,078	26,998,078	30,642,578	34,478,078	38,385,078
202,000	266,000	337,000	415,000	500,000	584,000	675,000	767,000	862,000	960,000
100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
0	0	0	0	0	0	0	0	0	0
8,361,078	**10,983,078**	**13,911,578**	**17,080,578**	**20,580,078**	**24,034,078**	**27,773,078**	**31,509,578**	**35,440,078**	**39,445,078**
2,256,000	2,491,500	2,654,000	2,899,500	2,770,000	2,964,000	2,869,500	2,968,500	2,945,000	3,098,500
10,617,078	**13,474,578**	**16,565,578**	**19,980,078**	**23,350,078**	**26,998,078**	**30,642,578**	**34,478,078**	**38,385,078**	**42,543,578**

Reserve Funds (continued)

Particulars	2019	2020	2021	2022	2023
Harold Hawthorne - Carlisle Memorial					
To assist in funding major appliances / equipment and structural repairs at these Council-responsibility facilities.					
Opening Balance	148,630	167,630	187,630	207,630	228,630
Transfer to Reserve - Interest Earnings	4,000	5,000	5,000	6,000	6,000
Transfer to Reserve - Municipal Funds	15,000	15,000	15,000	15,000	15,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Harold Hawthorne - Carlisle Memorial	**167,630**	**187,630**	**207,630**	**228,630**	**249,630**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Harold Hawthorne - Carlisle Memorial	**167,630**	**187,630**	**207,630**	**228,630**	**249,630**
Information Technology Renewal					
To be used to assist in funding renewal initiatives associated with Council's information technology.					
Opening Balance	661,800	878,800	1,100,800	1,328,800	1,562,800
Transfer to Reserve - Interest Earnings	17,000	22,000	28,000	34,000	40,000
Transfer to Reserve - Municipal Funds	200,000	200,000	200,000	200,000	200,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Information Technology Renewal	**878,800**	**1,100,800**	**1,328,800**	**1,562,800**	**1,802,800**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Information Technology Renewal	**878,800**	**1,100,800**	**1,328,800**	**1,562,800**	**1,802,800**
Insurance Risk					
To be used to assist in meeting any expense outlays in the event of significant insurance claims.					
Opening Balance	396,930	431,930	467,930	504,930	542,930
Transfer to Reserve - Interest Earnings	10,000	11,000	12,000	13,000	14,000
Transfer to Reserve - Municipal Funds	25,000	25,000	25,000	25,000	25,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Insurance Risk	**431,930**	**467,930**	**504,930**	**542,930**	**581,930**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Insurance Risk	**431,930**	**467,930**	**504,930**	**542,930**	**581,930**
Land Asset Optimisation					
To be used to hold proceeds from, and meet expenses towards, Land Asset Optimisation Strategy initiatives.					
Opening Balance	801,300	2,208,300	4,114,300	6,145,300	6,947,300
Transfer to Reserve - Interest Earnings	21,000	56,000	103,000	154,000	174,000
Transfer to Reserve - Municipal Funds	0	0	0	0	0
Transfer from Reserve	0	0	0	0	0
Sub-total - Land Asset Optimisation	**822,300**	**2,264,300**	**4,217,300**	**6,299,300**	**7,121,300**
Movement (to) / from Key Projects, Strategies and Services	1,386,000	1,850,000	1,928,000	648,000	475,000
Total - Land Asset Optimisation	**2,208,300**	**4,114,300**	**6,145,300**	**6,947,300**	**7,596,300**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
249,630	271,630	293,630	316,630	339,630	363,630	388,630	413,630	439,630	465,630
7,000	7,000	8,000	8,000	9,000	10,000	10,000	11,000	11,000	12,000
15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
0	0	0	0	0	0	0	0	0	0
271,630	**293,630**	**316,630**	**339,630**	**363,630**	**388,630**	**413,630**	**439,630**	**465,630**	**492,630**
0	0	0	0	0	0	0	0	0	0
271,630	**293,630**	**316,630**	**339,630**	**363,630**	**388,630**	**413,630**	**439,630**	**465,630**	**492,630**
1,802,800	1,998,800	2,198,800	2,403,800	2,614,800	2,830,800	3,001,800	3,177,800	3,357,800	3,541,800
46,000	50,000	55,000	61,000	66,000	71,000	76,000	80,000	84,000	89,000
150,000	150,000	150,000	150,000	150,000	100,000	100,000	100,000	100,000	100,000
0	0	0	0	0	0	0	0	0	0
1,998,800	**2,198,800**	**2,403,800**	**2,614,800**	**2,830,800**	**3,001,800**	**3,177,800**	**3,357,800**	**3,541,800**	**3,730,800**
0	0	0	0	0	0	0	0	0	0
1,998,800	**2,198,800**	**2,403,800**	**2,614,800**	**2,830,800**	**3,001,800**	**3,177,800**	**3,357,800**	**3,541,800**	**3,730,800**
581,930	621,930	662,930	704,930	747,930	791,930	836,930	882,930	930,930	979,930
15,000	16,000	17,000	18,000	19,000	20,000	21,000	23,000	24,000	25,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
621,930	**662,930**	**704,930**	**747,930**	**791,930**	**836,930**	**882,930**	**930,930**	**979,930**	**1,029,930**
0	0	0	0	0	0	0	0	0	0
621,930	**662,930**	**704,930**	**747,930**	**791,930**	**836,930**	**882,930**	**930,930**	**979,930**	**1,029,930**
7,596,300	8,749,300	10,650,300	11,372,300	12,505,300	14,251,300	14,935,300	15,309,300	15,692,300	16,085,300
190,000	219,000	267,000	285,000	313,000	357,000	374,000	383,000	393,000	403,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
7,786,300	**8,968,300**	**10,917,300**	**11,657,300**	**12,818,300**	**14,608,300**	**15,309,300**	**15,692,300**	**16,085,300**	**16,488,300**
963,000	1,682,000	455,000	848,000	1,433,000	327,000	0	0	0	0
8,749,300	**10,650,300**	**11,372,300**	**12,505,300**	**14,251,300**	**14,935,300**	**15,309,300**	**15,692,300**	**16,085,300**	**16,488,300**

Reserve Funds (continued)

Particulars	2019	2020	2021	2022	2023
Other Infrastructure Renewal Reserve					
To be used to assist in funding renewal initiatives associated with Council's other infrastructure.					
Opening Balance	614,943	355,943	161,943	191,943	221,943
Transfer to Reserve - Interest Earnings	16,000	9,000	5,000	5,000	6,000
Transfer to Reserve - Municipal Funds	25,000	25,000	25,000	25,000	25,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Other Infrastructure Renewal Reserve	**655,943**	**389,943**	**191,943**	**221,943**	**252,943**
Movement (to) / from Key Projects, Strategies and Services	(300,000)	(228,000)	0	0	0
Total - Other Infrastructure Renewal Reserve	**355,943**	**161,943**	**191,943**	**221,943**	**252,943**
Parks Renewal					
To be used to assist in funding renewal initiatives associated with Council's parks.					
Opening Balance	96,025	149,025	203,025	259,025	316,025
Transfer to Reserve - Interest Earnings	3,000	4,000	6,000	7,000	8,000
Transfer to Reserve - Municipal Funds	50,000	50,000	50,000	50,000	50,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Parks Renewal	**149,025**	**203,025**	**259,025**	**316,025**	**374,025**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Parks Renewal	**149,025**	**203,025**	**259,025**	**316,025**	**374,025**
Pathways Renewal					
To be used to assist in funding renewal initiatives associated with Council's pathways.					
Opening Balance	419,697	255,697	87,697	115,697	143,697
Transfer to Reserve - Interest Earnings	11,000	7,000	3,000	3,000	4,000
Transfer to Reserve - Municipal Funds	25,000	25,000	25,000	25,000	25,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Pathways Renewal	**455,697**	**287,697**	**115,697**	**143,697**	**172,697**
Movement (to) / from Key Projects, Strategies and Services	(200,000)	(200,000)	0	0	0
Total - Pathways Renewal	**255,697**	**87,697**	**115,697**	**143,697**	**172,697**
Plant and Machinery Renewal					
To be used to assist in funding renewal initiatives associated with Council's plant and machinery.					
Opening Balance	268,942	300,942	333,942	367,942	402,942
Transfer to Reserve - Interest Earnings	7,000	8,000	9,000	10,000	11,000
Transfer to Reserve - Municipal Funds	25,000	25,000	25,000	25,000	25,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Plant and Machinery Renewal	**300,942**	**333,942**	**367,942**	**402,942**	**438,942**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Plant and Machinery Renewal	**300,942**	**333,942**	**367,942**	**402,942**	**438,942**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
252,943	284,943	317,943	350,943	384,943	419,943	455,943	492,943	530,943	569,943
7,000	8,000	8,000	9,000	10,000	11,000	12,000	13,000	14,000	15,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
284,943	**317,943**	**350,943**	**384,943**	**419,943**	**455,943**	**492,943**	**530,943**	**569,943**	**609,943**
0	0	0	0	0	0	0	0	0	0
284,943	**317,943**	**350,943**	**384,943**	**419,943**	**455,943**	**492,943**	**530,943**	**569,943**	**609,943**
374,025	434,025	495,025	558,025	622,025	688,025	756,025	825,025	896,025	969,025
10,000	11,000	13,000	14,000	16,000	18,000	19,000	21,000	23,000	25,000
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0	0	0	0
434,025	**495,025**	**558,025**	**622,025**	**688,025**	**756,025**	**825,025**	**896,025**	**969,025**	**1,044,025**
0	0	0	0	0	0	0	0	0	0
434,025	**495,025**	**558,025**	**622,025**	**688,025**	**756,025**	**825,025**	**896,025**	**969,025**	**1,044,025**
172,697	202,697	233,697	264,697	296,697	329,697	363,697	398,697	433,697	469,697
5,000	6,000	6,000	7,000	8,000	9,000	10,000	10,000	11,000	12,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
202,697	**233,697**	**264,697**	**296,697**	**329,697**	**363,697**	**398,697**	**433,697**	**469,697**	**506,697**
0	0	0	0	0	0	0	0	0	0
202,697	**233,697**	**264,697**	**296,697**	**329,697**	**363,697**	**398,697**	**433,697**	**469,697**	**506,697**
438,942	474,942	511,942	549,942	588,942	628,942	669,942	711,942	754,942	798,942
11,000	12,000	13,000	14,000	15,000	16,000	17,000	18,000	19,000	20,000
25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
0	0	0	0	0	0	0	0	0	0
474,942	**511,942**	**549,942**	**588,942**	**628,942**	**669,942**	**711,942**	**754,942**	**798,942**	**843,942**
0	0	0	0	0	0	0	0	0	0
474,942	**511,942**	**549,942**	**588,942**	**628,942**	**669,942**	**711,942**	**754,942**	**798,942**	**843,942**

Reserve Funds (continued)

Particulars	2019	2020	2021	2022	2023
Renewable Energy					
To assist in investigating and funding renewable energy initiatives within the District.					
Opening Balance	174,780	229,780	285,780	343,780	402,780
Transfer to Reserve - Interest Earnings	5,000	6,000	8,000	9,000	11,000
Transfer to Reserve - Municipal Funds	50,000	50,000	50,000	50,000	50,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Renewable Energy	**229,780**	**285,780**	**343,780**	**402,780**	**463,780**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Renewable Energy	**229,780**	**285,780**	**343,780**	**402,780**	**463,780**
Roads Renewal					
To be used to assist in funding renewal initiatives associated with Council's roads.					
Opening Balance	881,637	954,637	1,028,637	1,104,637	1,182,637
Transfer to Reserve - Interest Earnings	23,000	24,000	26,000	28,000	30,000
Transfer to Reserve - Municipal Funds	50,000	50,000	50,000	50,000	50,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Roads Renewal	**954,637**	**1,028,637**	**1,104,637**	**1,182,637**	**1,262,637**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Roads Renewal	**954,637**	**1,028,637**	**1,104,637**	**1,182,637**	**1,262,637**
Underground Power					
To be used to assist in funding initiatives associated with the installation of underground power and associated works.					
Opening Balance	3,288,499	5,417,499	172,999	402,999	638,999
Transfer to Reserve - Interest Earnings	83,000	136,000	5,000	11,000	16,000
Transfer to Reserve - Municipal Funds	403,500	399,500	225,000	225,000	225,000
Transfer from Reserve	0	0	0	0	0
Sub-total - Underground Power	**3,774,999**	**5,952,999**	**402,999**	**638,999**	**879,999**
Movement (to) / from Key Projects, Strategies and Services	1,642,500	(5,780,000)	0	0	0
Total - Underground Power	**5,417,499**	**172,999**	**402,999**	**638,999**	**879,999**
Waste Management					
To be used to assist in funding waste management and waste minimisation initiatives.					
Opening Balance	984,375	809,375	680,375	598,375	563,375
Transfer to Reserve - Interest Earnings	25,000	21,000	18,000	15,000	15,000
Transfer to Reserve - Municipal Funds	50,000	50,000	50,000	50,000	50,000
Transfer from Reserve	(250,000)	(200,000)	(150,000)	(100,000)	(50,000)
Sub-total - Waste Management	**809,375**	**680,375**	**598,375**	**563,375**	**578,375**
Movement (to) / from Key Projects, Strategies and Services	0	0	0	0	0
Total - Waste Management	**809,375**	**680,375**	**598,375**	**563,375**	**578,375**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
463,780	525,780	589,780	654,780	721,780	790,780	860,780	932,780	1,006,780	1,082,780
12,000	14,000	15,000	17,000	19,000	20,000	22,000	24,000	26,000	28,000
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0	0	0	0
525,780	**589,780**	**654,780**	**721,780**	**790,780**	**860,780**	**932,780**	**1,006,780**	**1,082,780**	**1,160,780**
0	0	0	0	0	0	0	0	0	0
525,780	**589,780**	**654,780**	**721,780**	**790,780**	**860,780**	**932,780**	**1,006,780**	**1,082,780**	**1,160,780**
1,262,637	1,344,637	1,428,637	1,514,637	1,602,637	1,693,637	1,786,637	1,881,637	1,979,637	2,079,637
32,000	34,000	36,000	38,000	41,000	43,000	45,000	48,000	50,000	52,000
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0	0	0	0
1,344,637	**1,428,637**	**1,514,637**	**1,602,637**	**1,693,637**	**1,786,637**	**1,881,637**	**1,979,637**	**2,079,637**	**2,181,637**
0	0	0	0	0	0	0	0	0	0
1,344,637	**1,428,637**	**1,514,637**	**1,602,637**	**1,693,637**	**1,786,637**	**1,881,637**	**1,979,637**	**2,079,637**	**2,181,637**
879,999	2,139,499	2,418,499	2,704,499	2,997,499	3,297,499	3,605,499	3,921,499	4,245,499	4,577,499
22,000	54,000	61,000	68,000	75,000	83,000	91,000	99,000	107,000	115,000
225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000
0	0	0	0	0	0	0	0	0	0
1,126,999	**2,418,499**	**2,704,499**	**2,997,499**	**3,297,499**	**3,605,499**	**3,921,499**	**4,245,499**	**4,577,499**	**4,917,499**
1,012,500	0	0	0	0	0	0	0	0	0
2,139,499	**2,418,499**	**2,704,499**	**2,997,499**	**3,297,499**	**3,605,499**	**3,921,499**	**4,245,499**	**4,577,499**	**4,917,499**
578,375	643,375	710,375	778,375	848,375	920,375	994,375	1,069,375	1,146,375	1,225,375
15,000	17,000	18,000	20,000	22,000	24,000	25,000	27,000	29,000	31,000
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
0	0	0	0	0	0	0	0	0	0
643,375	**710,375**	**778,375**	**848,375**	**920,375**	**994,375**	**1,069,375**	**1,146,375**	**1,225,375**	**1,306,375**
0	0	0	0	0	0	0	0	0	0
643,375	**710,375**	**778,375**	**848,375**	**920,375**	**994,375**	**1,069,375**	**1,146,375**	**1,225,375**	**1,306,375**

Reserve Funds (continued)

Particulars	2019	2020	2021	2022	2023
Reserve Fund Summary					
Opening Balance	28,530,443	33,823,443	34,008,943	43,953,443	54,536,443
Transfer to Reserve - Municipal Funds	2,868,500	2,664,500	2,740,000	2,990,000	3,240,000
Transfer to Reserve - Interest Earnings	723,000	854,000	863,000	1,110,000	1,374,000
Transfer from Reserve	(250,000)	(200,000)	(150,000)	(100,000)	(50,000)
Sub-total - Reserve Fund Summary	31,871,943	37,141,943	37,461,943	47,953,443	59,100,443
Movement (to) / from Key Projects, Strategies and Services	1,951,500	(3,133,000)	6,491,500	6,583,000	6,190,000
Total - Reserve Fund Summary	33,823,443	34,008,943	43,953,443	54,536,443	65,290,443

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
65,290,443	77,522,943	89,413,443	102,955,443	115,645,943	128,189,943	139,361,943	150,639,443	162,549,943	174,981,943
3,465,000	3,715,000	3,965,000	4,215,000	4,465,000	4,690,000	4,940,000	5,190,000	5,440,000	5,690,000
1,641,000	1,947,000	2,243,000	2,583,000	2,901,000	3,216,000	3,493,000	3,777,000	4,072,000	4,383,000
0	0	0	0	0	0	0	0	0	0
70,396,443	83,184,943	95,621,443	109,753,443	123,011,943	136,095,943	147,794,943	159,606,443	172,061,943	185,054,943
7,126,500	6,228,500	7,334,000	5,892,500	5,178,000	3,266,000	2,844,500	2,943,500	2,920,000	3,073,500
77,522,943	89,413,443	102,955,443	115,645,943	128,189,943	139,361,943	150,639,443	162,549,943	174,981,943	188,128,443

Depreciation (Assets)

Particulars		2019	2020	2021	2022	2023
Land						
Book Value		595,668,000	596,936,500	597,400,500	597,480,500	599,490,500
Acquisitions		3,268,500	2,464,000	2,580,000	2,710,000	2,850,000
Disposals		(2,000,000)	(2,000,000)	(2,500,000)	(700,000)	(500,000)
Total - Land		**596,936,500**	**597,400,500**	**597,480,500**	**599,490,500**	**601,840,500**
Depreciation	0.0% per annum (average)	0	0	0	0	0
Book Value - Land		**596,936,500**	**597,400,500**	**597,480,500**	**599,490,500**	**601,840,500**
Buildings						
Book Value		65,596,500	66,632,000	66,666,500	67,488,500	75,006,000
Acquisitions		2,050,500	1,050,000	1,850,000	8,660,000	8,720,000
Disposals		0	0	0	0	0
Total - Buildings		**67,647,000**	**67,682,000**	**68,516,500**	**76,148,500**	**83,726,000**
Depreciation	1.5% per annum (average)	1,015,000	1,015,500	1,028,000	1,142,500	1,256,000
Book Value - Buildings		**66,632,000**	**66,666,500**	**67,488,500**	**75,006,000**	**82,470,000**
Furniture and Equipment						
Book Value		1,762,500	1,963,500	2,102,500	2,249,000	2,402,500
Acquisitions		304,500	250,000	265,000	280,000	295,000
Disposals		0	0	0	0	0
Total - Furniture and Equipment		**2,067,000**	**2,213,500**	**2,367,500**	**2,529,000**	**2,697,500**
Depreciation	5.0% per annum (average)	103,500	111,000	118,500	126,500	135,000
Book Value - Furniture and Equipment		**1,963,500**	**2,102,500**	**2,249,000**	**2,402,500**	**2,562,500**
Plant and Machinery						
Book Value		2,362,500	2,666,000	2,939,000	3,185,000	3,406,500
Acquisitions		879,000	900,000	900,000	900,000	900,000
Disposals		(279,000)	(300,000)	(300,000)	(300,000)	(300,000)
Total - Plant and Machinery		**2,962,500**	**3,266,000**	**3,539,000**	**3,785,000**	**4,006,500**
Depreciation	10.0% per annum (average)	296,500	327,000	354,000	378,500	401,000
Book Value - Plant and Machinery		**2,666,000**	**2,939,000**	**3,185,000**	**3,406,500**	**3,605,500**
Information Technology						
Book Value		1,167,500	1,294,000	1,355,000	1,424,000	1,503,000
Acquisitions		450,000	400,000	425,000	455,000	485,000
Disposals		0	0	0	0	0
Total - Information Technology		**1,617,500**	**1,694,000**	**1,780,000**	**1,879,000**	**1,988,000**
Depreciation	20.0% per annum (average)	323,500	339,000	356,000	376,000	398,000
Book Value - Information Technology		**1,294,000**	**1,355,000**	**1,424,000**	**1,503,000**	**1,590,000**
Total - Book Value (Assets)		**669,492,000**	**670,463,500**	**671,827,000**	**681,808,500**	**692,068,500**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
601,840,500	604,050,500	605,590,500	608,550,500	611,235,500	613,450,500	616,920,500	620,830,500	624,840,500	628,955,500
3,210,000	3,340,000	3,460,000	3,585,000	3,715,000	3,810,000	3,910,000	4,010,000	4,115,000	4,225,000
(1,000,000)	(1,800,000)	(500,000)	(900,000)	(1,500,000)	(340,000)	0	0	0	0
604,050,500	**605,590,500**	**608,550,500**	**611,235,500**	**613,450,500**	**616,920,500**	**620,830,500**	**624,840,500**	**628,955,500**	**633,180,500**
0	0	0	0	0	0	0	0	0	0
604,050,500	**605,590,500**	**608,550,500**	**611,235,500**	**613,450,500**	**616,920,500**	**620,830,500**	**624,840,500**	**628,955,500**	**633,180,500**
82,470,000	82,587,000	82,761,500	82,982,500	83,249,500	83,561,500	83,918,500	84,324,000	84,768,000	85,254,500
1,375,000	1,435,000	1,485,000	1,535,000	1,585,000	1,635,000	1,690,000	1,735,000	1,785,000	1,835,000
0	0	0	0	0	0	0	0	0	0
83,845,000	**84,022,000**	**84,246,500**	**84,517,500**	**84,834,500**	**85,196,500**	**85,608,500**	**86,059,000**	**86,553,000**	**87,089,500**
1,258,000	1,260,500	1,264,000	1,268,000	1,273,000	1,278,000	1,284,500	1,291,000	1,298,500	1,306,500
82,587,000	**82,761,500**	**82,982,500**	**83,249,500**	**83,561,500**	**83,918,500**	**84,324,000**	**84,768,000**	**85,254,500**	**85,783,000**
2,562,500	2,752,500	2,947,000	3,146,000	3,349,500	3,557,000	3,768,500	3,983,500	4,202,000	4,424,000
335,000	350,000	365,000	380,000	395,000	410,000	425,000	440,000	455,000	470,000
0	0	0	0	0	0	0	0	0	0
2,897,500	**3,102,500**	**3,312,000**	**3,526,000**	**3,744,500**	**3,967,000**	**4,193,500**	**4,423,500**	**4,657,000**	**4,894,000**
145,000	155,500	166,000	176,500	187,500	198,500	210,000	221,500	233,000	245,000
2,752,500	**2,947,000**	**3,146,000**	**3,349,500**	**3,557,000**	**3,768,500**	**3,983,500**	**4,202,000**	**4,424,000**	**4,649,000**
3,605,500	3,784,500	3,946,000	4,091,000	4,221,500	4,339,000	4,445,000	4,540,500	4,626,000	4,703,000
900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000
(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)
4,205,500	**4,384,500**	**4,546,000**	**4,691,000**	**4,821,500**	**4,939,000**	**5,045,000**	**5,140,500**	**5,226,000**	**5,303,000**
421,000	438,500	455,000	469,500	482,500	494,000	504,500	514,500	523,000	530,500
3,784,500	**3,946,000**	**4,091,000**	**4,221,500**	**4,339,000**	**4,445,000**	**4,540,500**	**4,626,000**	**4,703,000**	**4,772,500**
1,590,000	1,716,000	1,840,500	1,960,000	2,076,000	2,188,500	2,302,500	2,418,000	2,530,000	2,640,000
555,000	585,000	610,000	635,000	660,000	690,000	720,000	745,000	770,000	795,000
0	0	0	0	0	0	0	0	0	0
2,145,000	**2,301,000**	**2,450,500**	**2,595,000**	**2,736,000**	**2,878,500**	**3,022,500**	**3,163,000**	**3,300,000**	**3,435,000**
429,000	460,500	490,500	519,000	547,500	576,000	604,500	633,000	660,000	687,000
1,716,000	**1,840,500**	**1,960,000**	**2,076,000**	**2,188,500**	**2,302,500**	**2,418,000**	**2,530,000**	**2,640,000**	**2,748,000**
694,890,500	**697,085,500**	**700,730,000**	**704,132,000**	**707,096,500**	**711,355,000**	**716,096,500**	**720,966,500**	**725,977,000**	**731,133,000**

Depreciation (Infrastructure)

Particulars		2019	2020	2021	2022	2023
Roads						
Book Value		153,144,500	152,502,500	151,092,000	149,830,000	148,726,500
Acquisitions		3,268,500	2,464,000	2,580,000	2,710,000	2,850,000
Disposals		0	0	0	0	0
Total - Roads		**156,413,000**	**154,966,500**	**153,672,000**	**152,540,000**	**151,576,500**
Depreciation	2.5% per annum (average)	3,910,500	3,874,500	3,842,000	3,813,500	3,789,500
Book Value - Roads		**152,502,500**	**151,092,000**	**149,830,000**	**148,726,500**	**147,787,000**
Pathways						
Book Value		18,664,000	18,589,000	18,784,000	18,642,000	18,717,000
Acquisitions		700,000	978,000	635,000	855,000	890,000
Disposals		0	0	0	0	0
Total - Pathways		**19,364,000**	**19,567,000**	**19,419,000**	**19,497,000**	**19,607,000**
Depreciation	4.0% per annum (average)	775,000	783,000	777,000	780,000	784,500
Book Value - Pathways		**18,589,000**	**18,784,000**	**18,642,000**	**18,717,000**	**18,822,500**
Drainage						
Book Value		34,951,500	34,948,000	34,895,500	34,858,000	34,841,000
Acquisitions		350,000	300,000	315,000	335,000	355,000
Disposals		0	0	0	0	0
Total - Drainage		**35,301,500**	**35,248,000**	**35,210,500**	**35,193,000**	**35,196,000**
Depreciation	1.0% per annum (average)	353,500	352,500	352,500	352,000	352,000
Book Value - Drainage		**34,948,000**	**34,895,500**	**34,858,000**	**34,841,000**	**34,844,000**
Parks / Reserves						
Book Value		8,371,000	13,553,000	16,610,500	17,050,000	17,020,500
Acquisitions		5,747,000	3,750,000	1,150,000	680,000	715,000
Disposals		0	0	0	0	0
Total - Parks / Reserves		**14,118,000**	**17,303,000**	**17,760,500**	**17,730,000**	**17,735,500**
Depreciation	4.0% per annum (average)	565,000	692,500	710,500	709,500	709,500
Book Value - Parks / Reserves		**13,553,000**	**16,610,500**	**17,050,000**	**17,020,500**	**17,026,000**
Other Infrastructure						
Book Value		16,310,000	16,671,000	16,268,000	15,895,500	15,552,000
Acquisitions		1,056,000	275,000	290,000	305,000	320,000
Disposals		0	0	0	0	0
Total - Other Infrastructure		**17,366,000**	**16,946,000**	**16,558,000**	**16,200,500**	**15,872,000**
Depreciation	4.0% per annum (average)	695,000	678,000	662,500	648,500	635,000
Book Value - Other Infrastructure		**16,671,000**	**16,268,000**	**15,895,500**	**15,552,000**	**15,237,000**
Total - Book Value (Infrastructure)		**236,263,500**	**237,650,000**	**236,275,500**	**234,857,000**	**233,716,500**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
147,787,000	147,222,000	146,797,500	146,501,000	146,333,500	146,297,000	146,354,000	146,507,000	146,754,000	147,097,000
3,210,000	3,340,000	3,460,000	3,585,000	3,715,000	3,810,000	3,910,000	4,010,000	4,115,000	4,225,000
0	0	0	0	0	0	0	0	0	0
150,997,000	**150,562,000**	**150,257,500**	**150,086,000**	**150,048,500**	**150,107,000**	**150,264,000**	**150,517,000**	**150,869,000**	**151,322,000**
3,775,000	3,764,500	3,756,500	3,752,500	3,751,500	3,753,000	3,757,000	3,763,000	3,772,000	3,783,500
147,222,000	**146,797,500**	**146,501,000**	**146,333,500**	**146,297,000**	**146,354,000**	**146,507,000**	**146,754,000**	**147,097,000**	**147,538,500**
18,822,500	19,000,500	18,960,000	18,950,000	18,969,500	19,017,000	19,086,500	19,177,000	19,288,000	19,418,500
970,000	750,000	780,000	810,000	840,000	865,000	890,000	915,000	940,000	965,000
0	0	0	0	0	0	0	0	0	0
19,792,500	**19,750,500**	**19,740,000**	**19,760,000**	**19,809,500**	**19,882,000**	**19,976,500**	**20,092,000**	**20,228,000**	**20,383,500**
792,000	790,500	790,000	790,500	792,500	795,500	799,500	804,000	809,500	815,500
19,000,500	**18,960,000**	**18,950,000**	**18,969,500**	**19,017,000**	**19,086,500**	**19,177,000**	**19,288,000**	**19,418,500**	**19,568,000**
34,844,000	34,891,500	34,958,000	35,039,000	35,139,000	35,257,500	35,390,000	35,536,000	35,695,000	35,867,500
400,000	420,000	435,000	455,000	475,000	490,000	505,000	520,000	535,000	550,000
0	0	0	0	0	0	0	0	0	0
35,244,000	**35,311,500**	**35,393,000**	**35,494,000**	**35,614,000**	**35,747,500**	**35,895,000**	**36,056,000**	**36,230,000**	**36,417,500**
352,500	353,500	354,000	355,000	356,500	357,500	359,000	361,000	362,500	364,500
34,891,500	**34,958,000**	**35,039,000**	**35,139,000**	**35,257,500**	**35,390,000**	**35,536,000**	**35,695,000**	**35,867,500**	**36,053,000**
17,026,000	17,108,000	17,215,500	17,347,500	17,503,000	17,681,000	17,876,000	18,087,000	18,313,500	18,555,000
795,000	825,000	855,000	885,000	915,000	940,000	965,000	990,000	1,015,000	1,040,000
0	0	0	0	0	0	0	0	0	0
17,821,000	**17,933,000**	**18,070,500**	**18,232,500**	**18,418,000**	**18,621,000**	**18,841,000**	**19,077,000**	**19,328,500**	**19,595,000**
713,000	717,500	723,000	729,500	737,000	745,000	754,000	763,500	773,500	784,000
17,108,000	**17,215,500**	**17,347,500**	**17,503,000**	**17,681,000**	**17,876,000**	**18,087,000**	**18,313,500**	**18,555,000**	**18,811,000**
15,237,000	14,968,000	14,724,000	14,504,500	14,308,000	14,134,000	13,976,500	13,835,000	13,708,500	13,596,500
355,000	370,000	385,000	400,000	415,000	425,000	435,000	445,000	455,000	470,000
0	0	0	0	0	0	0	0	0	0
15,592,000	**15,338,000**	**15,109,000**	**14,904,500**	**14,723,000**	**14,559,000**	**14,411,500**	**14,280,000**	**14,163,500**	**14,066,500**
624,000	614,000	604,500	596,500	589,000	582,500	576,500	571,500	567,000	563,000
14,968,000	**14,724,000**	**14,504,500**	**14,308,000**	**14,134,000**	**13,976,500**	**13,835,000**	**13,708,500**	**13,596,500**	**13,503,500**
233,190,000	**232,655,000**	**232,342,000**	**232,253,000**	**232,386,500**	**232,683,000**	**233,142,000**	**233,759,000**	**234,534,500**	**235,474,000**

Capital Initiatives (Assets)

Particulars	2019	2020	2021	2022	2023
Land					
Renewal	0	0	0	0	0
Upgrade	0	0	0	0	0
New	0	0	0	0	0
Total - Land	0	0	0	0	0
Buildings					
Renewal	919,000	1,000,000	1,795,000	8,600,000	8,655,000
Upgrade	1,500	50,000	55,000	60,000	65,000
New	1,130,000	0	0	0	0
Total - Buildings	2,050,500	1,050,000	1,850,000	8,660,000	8,720,000
Furniture and Equipment					
Renewal	298,500	250,000	265,000	280,000	295,000
Upgrade	6,000	0	0	0	0
New	0	0	0	0	0
Total - Furniture and Equipment	304,500	250,000	265,000	280,000	295,000
Plant and Machinery					
Renewal	879,000	900,000	900,000	900,000	900,000
Upgrade	0	0	0	0	0
New	0	0	0	0	0
Total - Plant and Machinery	879,000	900,000	900,000	900,000	900,000
Information Technology					
Renewal	150,000	250,000	265,000	280,000	295,000
Upgrade	60,000	100,000	105,000	115,000	125,000
New	240,000	50,000	55,000	60,000	65,000
Total - Information Technology	450,000	400,000	425,000	455,000	485,000
Total - Capital Initiatives (Assets)	**3,684,000**	**2,600,000**	**3,440,000**	**10,295,000**	**10,400,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1,300,000	1,355,000	1,400,000	1,445,000	1,490,000	1,535,000	1,585,000	1,625,000	1,670,000	1,715,000
75,000	80,000	85,000	90,000	95,000	100,000	105,000	110,000	115,000	120,000
0	0	0	0	0	0	0	0	0	0
1,375,000	1,435,000	1,485,000	1,535,000	1,585,000	1,635,000	1,690,000	1,735,000	1,785,000	1,835,000
335,000	350,000	365,000	380,000	395,000	410,000	425,000	440,000	455,000	470,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
335,000	350,000	365,000	380,000	395,000	410,000	425,000	440,000	455,000	470,000
900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000
335,000	350,000	365,000	380,000	395,000	410,000	425,000	440,000	455,000	470,000
145,000	155,000	160,000	165,000	170,000	180,000	190,000	195,000	200,000	205,000
75,000	80,000	85,000	90,000	95,000	100,000	105,000	110,000	115,000	120,000
555,000	585,000	610,000	635,000	660,000	690,000	720,000	745,000	770,000	795,000
3,165,000	**3,270,000**	**3,360,000**	**3,450,000**	**3,540,000**	**3,635,000**	**3,735,000**	**3,820,000**	**3,910,000**	**4,000,000**

Capital Initiatives (Infrastructure)

Particulars	2019	2020	2021	2022	2023
Roads					
Renewal	1,810,000	2,104,000	2,200,000	2,310,000	2,430,000
Upgrade	1,155,500	360,000	380,000	400,000	420,000
New	303,000	0	0	0	0
Total - Roads	3,268,500	2,464,000	2,580,000	2,710,000	2,850,000
Pathways					
Renewal	259,500	978,000	635,000	855,000	890,000
Upgrade	0	0	0	0	0
New	440,500	0	0	0	0
Total - Pathways	700,000	978,000	635,000	855,000	890,000
Drainage					
Renewal	95,000	300,000	315,000	335,000	355,000
Upgrade	0	0	0	0	0
New	255,000	0	0	0	0
Total - Drainage	350,000	300,000	315,000	335,000	355,000
Parks / Reserves					
Renewal	1,469,000	1,550,000	1,150,000	680,000	715,000
Upgrade	500,000	0	0	0	0
New	3,778,000	2,200,000	0	0	0
Total - Parks / Reserves	5,747,000	3,750,000	1,150,000	680,000	715,000
Other Assets					
Renewal	493,000	225,000	240,000	255,000	270,000
Upgrade	65,000	0	0	0	0
New	498,000	50,000	50,000	50,000	50,000
Total - Other Assets	1,056,000	275,000	290,000	305,000	320,000
Total - Capital Initiatives (Infrastructure)	**11,121,500**	**7,767,000**	**4,970,000**	**4,885,000**	**5,130,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
2,735,000	2,845,000	2,945,000	3,050,000	3,160,000	3,240,000	3,325,000	3,410,000	3,500,000	3,590,000
475,000	495,000	515,000	535,000	555,000	570,000	585,000	600,000	615,000	635,000
0	0	0	0	0	0	0	0	0	0
3,210,000	3,340,000	3,460,000	3,585,000	3,715,000	3,810,000	3,910,000	4,010,000	4,115,000	4,225,000
970,000	750,000	780,000	810,000	840,000	865,000	890,000	915,000	940,000	965,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
970,000	750,000	780,000	810,000	840,000	865,000	890,000	915,000	940,000	965,000
400,000	420,000	435,000	455,000	475,000	490,000	505,000	520,000	535,000	550,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
400,000	420,000	435,000	455,000	475,000	490,000	505,000	520,000	535,000	550,000
795,000	825,000	855,000	885,000	915,000	940,000	965,000	990,000	1,015,000	1,040,000
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
795,000	825,000	855,000	885,000	915,000	940,000	965,000	990,000	1,015,000	1,040,000
305,000	320,000	335,000	350,000	365,000	375,000	385,000	395,000	405,000	420,000
0	0	0	0	0	0	0	0	0	0
50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
355,000	370,000	385,000	400,000	415,000	425,000	435,000	445,000	455,000	470,000
5,730,000	**5,705,000**	**5,915,000**	**6,135,000**	**6,360,000**	**6,530,000**	**6,705,000**	**6,880,000**	**7,060,000**	**7,250,000**

Capital Initiatives (Analysis)

Particulars	2019	2020	2021	2022	2023
Capital (Renewal) in Long Term Financial Plan					
Assets	2,246,500	2,400,000	3,225,000	10,060,000	10,145,000
Infrastructure	4,126,500	5,157,000	4,540,000	4,435,000	4,660,000
Total - Capital (Renewal) in Long Term Financial Plan	6,373,000	7,557,000	7,765,000	14,495,000	14,805,000
Capital (Renewal) in Asset Management Plans					
Assets	4,084,000	4,115,000	3,662,000	3,466,000	2,926,000
Infrastructure	4,266,000	5,169,000	5,653,000	5,223,000	6,468,000
Total - Capital (Renewal) in Asset Management Plans	8,350,000	9,284,000	9,315,000	8,689,000	9,394,000
Net Present Value of Renewal Works on 5% Rate					
Long Term Financial Plan	97,247,000				
Asset Management Plans	95,823,000				

Depreciable Assets

Depreciated Replacement at Fair Value (excluding Land) at Start (From Asset Management Plans)

Buildings	65,596,000
Furniture and Equipment	1,763,000
Plant and Machinery	2,363,000
Information Technology	1,168,000
Roads	153,144,000
Pathways	18,664,000
Drainage	34,951,000
Parks / Reserves	8,371,000
Other Infrastructure	16,310,000
Total	302,330,000

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
2,870,000	2,955,000	3,030,000	3,105,000	3,180,000	3,255,000	3,335,000	3,405,000	3,480,000	3,555,000
5,205,000	5,160,000	5,350,000	5,550,000	5,755,000	5,910,000	6,070,000	6,230,000	6,395,000	6,565,000
8,075,000	8,115,000	8,380,000	8,655,000	8,935,000	9,165,000	9,405,000	9,635,000	9,875,000	10,120,000
2,437,000	3,388,000	3,561,000	2,611,000	2,717,000	2,732,000	3,343,000	1,651,000	1,651,000	3,025,000
6,770,000	6,481,000	6,337,000	8,524,000	6,953,000	6,469,000	6,469,000	6,002,000	5,986,000	6,198,000
9,207,000	9,869,000	9,898,000	11,135,000	9,670,000	9,201,000	9,812,000	7,653,000	7,637,000	9,223,000

Depreciable Assets

Current Replacement Cost (excluding Land) at Start (From Asset Management Plans)

Buildings	88,842,000
Furniture and Equipment	3,645,000
Plant and Machinery	2,812,000
Information Technology	2,041,000
Roads	185,594,000
Pathways	35,089,000
Drainage	47,026,000
Parks / Reserves	10,603,000
Other Infrastructure	17,511,600
Total	393,163,600

Supporting Information

Rate Revenue

Particulars	2019	2020	2021	2022	2023
Forecast Residential Development Growth (#)					
Forecast Residential Development	18,266	18,679	19,089	19,552	20,038
% Increase		2.2%	2.1%	2.4%	2.4%

Although Council rates are a combination of Residential, Commercial and Industrial properties, for the purposes of financial planning, forecasted residen

Forecast Rate Revenue ($)					
Forecast Annual Rate Increase	3.0%	3.0%	3.0%	3.0%	3.0%
Rates (Initial Levy)	45,583,000	47,163,000	48,795,000	50,480,000	52,221,000
Interim Rates (Aligned with forecast residential growth)	206,500	211,000	215,000	220,000	225,000
Total - Forecast Rate Revenue ($)	**45,789,500**	**47,374,000**	**49,010,000**	**50,700,000**	**52,446,000**

2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
20,523	21,058	21,601	22,146	22,715	23,284	23,862	24,468	25,088	25,707
2.4%	2.5%	2.5%	2.5%	2.5%	2.4%	2.4%	2.5%	2.5%	2.4%

tial development growth forms the basis for long term base rate growth increases.

3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
54,019,000	55,876,000	57,794,000	59,775,000	61,821,000	63,935,000	66,118,000	68,373,000	70,702,000	73,107,000
230,000	235,000	240,000	246,000	252,000	258,000	264,000	270,000	276,000	282,000
54,249,000	**56,111,000**	**58,034,000**	**60,021,000**	**62,073,000**	**64,193,000**	**66,382,000**	**68,643,000**	**70,978,000**	**73,389,000**

13.2 Adoption of the 2018-2019 Annual Budget

TOWN OF VICTORIA PARK

Annual Budget 2018 – 2019



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Foreword

Foreword

Mayor's Message



The 2018-2019 Annual Budget is the second budget where Council continues to act on the most broad and inclusive strategic planning initiative in the Town's history. The Strategic Community Plan 2017-2032 was the result of actively informing, educating, developing relationships and building capacity with many of our residents, businesses, employees and councillors. This plan is not collecting dust on a shelf.

The story of how we achieve the vision of the Town of Victoria Park as 'A dynamic place for everyone', begins with the budgets. Through this budget we continue directing the evolution of the Town into a community population in excess of 100,000. As part of this evolution we will become Perth's most empowered and engaged community. We will become Perth's premier place for entertainment and entrepreneurship. We will lead in sustainability. We will put people first in urban design and safety. We will be inclusive and connected with a thriving community.

Some of the key features of the 3% rate rise in this Annual Budget revolve around -

GO Edwards Park Renewal
GO Edwards Park is a major gateway into the Town and also the capital city, Perth. The site is highly used for community events, private functions, passive recreation and dog exercising, to name some of the more predominant uses. The project encompasses five stages and will include improvements to signage, shelters, BBQs, drinking fountains, bicycle racks, and seating. Included in the scope of works will also be a renovation to park lighting to enhance and assist movement in, and around, the park. Improved nesting boxes for native birds and other wildlife will also be a feature of the works, including the redevelopment of turtle habitats. The first stage of the renewal has been completed with a new adventure playground, which has already seen many children using it and having great fun.

Lathlain Precinct Redevelopment Project
This financial year we will see an exciting stage of the Lathlain Precinct Redevelopment Project come to fruition. The West Coast Eagles and Wirrpanda Foundation training, administration and community facility is advancing quickly. Construction of the facility remains on track for completion in early 2019. Landscaping works will be done once construction of the administration facility is complete. The project is being delivered by the Town in partnership with the West Coast Eagles, the State Government, the Federal Government and the Perth Football Club. This partnership aims to set new standards in the delivery of active community recreation space and includes substantial long-term benefits to the people of the Town of Victoria Park and the broader community.

Foreshore Works
Council recently endorsed the detailed river edge design and stage one works for McCallum Park and Taylor Reserve. We received $304,000 in funding from the Department of Biodiversity, Conservation and Attractions (DBCA) for the works. The matching funding is a result of a collaboration between the Town and State Government and boosts this project to $608,000 this year. The Swan River foreshore is one of the Town's most precious assets, and I am pleased we are committing funds to improve the amenity and accessibility to this natural precinct.

I look forward to seeing these initiatives implemented and thank everyone who worked hard on the development of this Annual Budget.

T Vaughan.

Trevor Vaughan, Mayor

The Council


TOWN OF VICTORIA PARK
Ward map legend
BANKSIA WARD
JARRAH WARD
BURSWOOD PENINSULA
GRAHAM FARMER FWY
SWAN RIVER
CAUSEWAY
GREAT EASTERN HWY
BURSWOOD RD
GALLIPOLI ST
DUNCAN ST
ROBERTS RD
ORRONG RD
MINT/ARCHER ST
MARS ST
OATS ST
HARRIS ST
KEW ST
COHN ST
PLANET ST
BRIGGS ST
CANNING HWY
McMILLAN ST
GEORGE ST
RATHAY ST
MILLER ST
ALBANY HWY
SHEPPERTON RD
KENT ST
BERWICK ST
BASINGHALL ST
JARRAH RD
NORTHAMPTON ST
BALMORAL ST
SWANSEA ST E
WELSHPOOL RD
KENT ST
HILLVIEW TCE
BOUNDARY RD
BERWICK ST
ASHBURTON ST
JOHN ST
REEN ST
MARQUIS ST
N
TOWN OF VICTORIA PARK
Trevor Vaughan
Mayor
Term exp: 10/19
BANKSIA
Cr Claire Anderson
Term exp: 10/19
BANKSIA
Cr Julian Jacobs
Term exp: 10/19
BANKSIA
Cr Ronhhda Potter
Term exp: 10/21
JARRAH
Cr Jennifer Ammons Noble
Term exp: 10/19
JARRAH
Cr Bronwyn Ife
Term exp: 10/21
JARRAH
Cr Brian Oliver
Term exp: 10/21
JARRAH
Cr Vicki Potter
Deputy Mayor
Term exp: 10/19
BANKSIA
Cr Karen Vernon
Term exp: 10/21

Foreword

Chief Executive Officer's Foreword



Council adopted its Strategic Community Plan in June 2017 after extensive engagement with our community. This plan sets the direction and priorities for the Town's future. Council, together with the community is now on a mission to create 'A dynamic place for everyone'. This budget will assist us in achieving that vision as it strategically aligns to the Long Term Financial Plan, Workforce Plan, Corporate Business Plan and updated Service Area Delivery Plans.

The budget presents an opportunity to continue delivering quality services to our community, as well as improving upon them, and endeavours to keep operational costs under control while delivering facilities that will enhance community well-being.

The Town is a medium sized local government within the metropolitan area, with a substantial growth trajectory, however, we still need to continue to deliver projects and services at similar standards to those that have more resources than we have. This fact has driven this organisation to reinvent a model of what local government could be and drive the organisation to do things a little differently to those around us. With this in mind we have undertaken the following key initiatives -

Organisational Restructure
We now have a new organisational structure shaped by community feedback and staff input. Within the new structure we have included a Place Planning team, which will focus on building relationships to service different parts of the Town, and ensure we build an intimate knowledge of the location specific needs of our communities. This area will help concierge issues and ideas through the organisation to ensure they are acted upon. Another major change is a more commercial management approach we have applied to our Leisurelife, Aqualife and Parking units to ensure bottom line is optimised whilst still providing benefits.

We have also reshaped our approach to delivering community services and will use an asset based community development approach, to help build capacity within our community, so they are enabled to deliver outcomes for themselves. Watch out for our invite to be on the Town's Community Sounding Board, which will provide opportunity to participate regularly in Town activities.

You, Me, Community - Our Customer Service approach
It takes You and Me to build Community. You, Me Community is the Town's Customer Service approach and we will continue to enhance how we provide that frontline service by providing better access to customer service transaction facilities across the Town and enable things like making payments, customer enquiries and customer satisfaction and feedback through any one of our contact centres.

Performance Transparency
We also committed to developing scorecards that would be available to demonstrate organisational performance. I am pleased to say a live performance measurement dashboard has been developed, which will assist the community, in one of the most transparent ways possible, in determining if they believe they are getting value for money from the organisation.

Thank you to all involved in the preparation and finalisation of the 2017-2018 Annual Budget and in particular for its alignment to our Long Term Financial Plan. I look forward to seeing the benefits arising from this budget.



Anthony Vuleta, Chief Executive Officer

The Executive and Responsible Areas



Anthony Vuleta
Chief Executive Officer

Chief Executive Office

Communications and Engagement
Customer Relations
Human Resources and Development
Leadership and Governance



Nathan Cain
Chief Financial Officer

Finance

Aqualife
Budgeting
Corporate Funds
Financial Services
Information Systems
Leisurelife
Parking
Ranger Services



Natalie Martin Goode
Chief Community Planner

Community Planning

Building Services
Community Development
Digital Hub
Economic Development
Environmental Health
General Compliance
Healthy Community
Library Services
Place Management
Strategic Town Planning
Urban Planning



Ben Killigrew
Chief Operations Officer

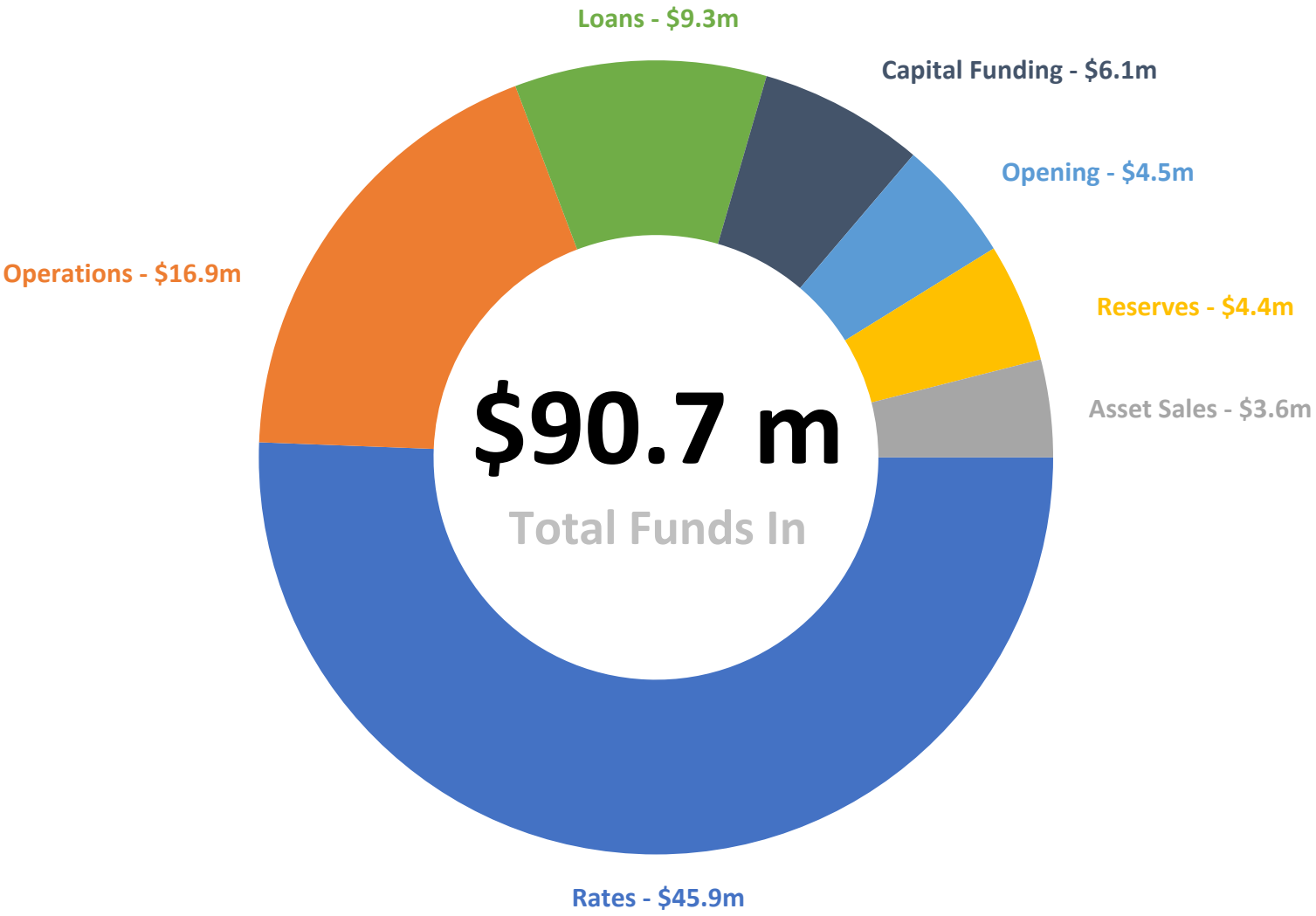
Operations

Asset Planning
Environment
Fleet Services
Parks and Reserves
Project Management
Street Improvement
Street Operations
Waste Services



Budget Overview

Where will the money come from?



Where will the money go?

Loan Repayments

$3.2 m

Service Delivery

$59.4 m

To Reserve Funds

$9.7 m

Capital Initiatives

$18.4 million



Plant
$0.9 m



Technology
$1.0 m



Parks
$6.3 m



Equipment
$0.3 m



Drainage
$0.4 m



Pathways
$0.7 m



Other Assets
$1.3 m

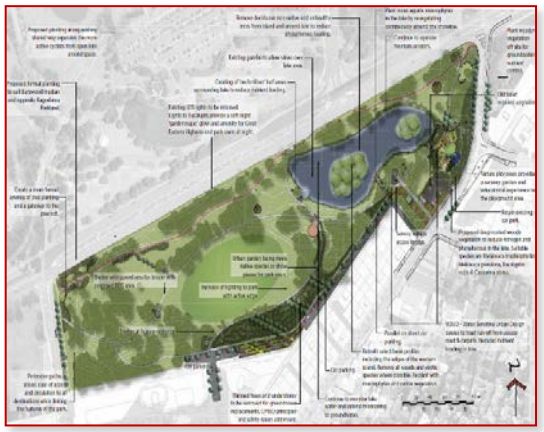


Buildings
$3.0 m



Roads
$4.3 m

A brief snapshot of the large projects



GO Edwards Park Renovation

Project Cost - $3.2 million / 2018-2019 Allocation - $1.0 million

GO Edwards Park is a major gateway into the Town and also the capital city, Perth. The site is highly used for community events, private functions, passive recreation and dog exercising, to name some of the more predominant uses. The project encompasses five stages and will include improvements to signage, shelters, BBQs, drinking fountains, bicycle racks, and seating. Included in the scope of works will also be a renovation to park lighting to enhance and assist movement in, and around, the park. Improved nesting boxes for native birds and other wildlife will also be a feature of the works, including the redevelopment of turtle habitats.



Lathlain Redevelopment (Zone 2)

Project Cost - $4.0 million / 2018-2019 Allocation - $2.8 million

The initiative will encompass area for passive recreation at Lathlain Park. As an urban park, it will be a place to understand and relate to nature, whilst also being a place to recreate and socialise. It will be a multi-use destination for the community with a range of things to do.

A brief snapshot of the large projects (continued)



Lathlain Redevelopment (Zone 2x)

Project Cost - $3.8 million / 2018-2019 Allocation - $2.8 million

This initiative, which is the former Carlisle / Lathlain Bowls Club site, is located at 64 Bishopsgate Street, Carlisle and also includes Tom Wright Park. In 2015 Council resolved to retain this area as public open space and asked the community what it would like to occur on this site.

Lathlain Redevelopment (Zone 7)

Project Cost - $1.7 million / 2018-2019 Allocation - $0.5 million



This initiative is known as the Equitable Access Zone.

The initiative has been created to enhance streetscape amenities and improve accessibility to the Lathlain Precinct through various infrastructure upgrades. Once the whole project is complete, there is expected to be an increase in both vehicle and pedestrian traffic as the wider and local community makes use of the features available.

A brief snapshot of the large projects (continued)



Swan River Edge Works - Stage 1

2018-2019 Allocation - $0.6 million

Stage 1 river edge treatments include native edging, with boulder reinforcement, seating nodes and pause points, and a pedestrian gathering point (installed as a headland for the initial phase and decking as part of a later phase of works). A beach will be installed at a later phase.



John Macmillan Park Activation

2018-2019 Allocation - $0.4 million

Since 2001, works within John Macmillan Park have been subject to investigation and planning of an identifiable 'Town Centre'. Over a period of 16 years the precinct went through various recommended plans and proposals to deliver a redevelopment of the area, none of which progressed. Since a Council Resolution in 2015, there has been limited works in the area, which has led to a decrease in activity in the park and various other issues, such as anti-social behaviour, degraded facilities and a lack of integration with surrounding amenities. This project will seek to revitalise the precinct along Sussex St, outside the Town Library, with an aim to meet community needs and provide a safer and more inviting space.

Budget Statements for the Year Ending 30 June 2019

General Notes to the Budget Statements

Basis of Preparation

The Budget has been prepared in accordance with applicable Australian Accounting Standards (as they apply to local government and not-for-profit entities). Australian Accounting Interpretation, other pronouncements of the Australian Accounting Standards Board, the *Local Government Act 1995* and accompanying regulations. Material accounting policies, which have been adopted in the preparation of this budget, are as presented and have been consistently applied, unless stated otherwise. Except for cash flow and rate setting information, the budget has also been prepared on the accrual basis and is based on historical costs, modified where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

The Local Government Reporting Entity

All Funds through which the local government controls resources to carry on its functions have been included in the financial statements forming part of this budget. In the process of reporting on the local government as a single unit, all transactions and balances between those Funds (for example, loans and transfers to between Funds) have been eliminated. All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies is included within the budget.

Previous Year Actual Balances

Balances shown in this budget relating to the previous year are as forecast at the time of budget preparation and are subject to final adjustments.

Statement of Comprehensive Income by Nature or Type

Particulars	Note	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Revenue				
Rates	1	43,850,000	44,269,000	45,789,500
Operating Grants, Subsidies and Contributions	9	1,531,700	4,453,200	3,779,500
Fees and Charges	8	9,816,200	10,863,700	9,627,500
Service Charges	1	0	0	0
Interest Earnings	10	1,244,000	1,412,500	1,534,500
Other Revenue	10	651,500	633,200	341,500
Total Revenue		**57,093,400**	**61,631,600**	**61,072,500**
Expense				
Employee Costs		(20,821,600)	(20,555,500)	(22,252,500)
Materials and Contracts		(21,918,223)	(21,598,045)	(33,069,500)
Utilities		(1,587,100)	(1,602,000)	(1,400,000)
Depreciation	5	(7,936,000)	(8,623,000)	(8,037,500)
Interest Expense	10	(432,600)	(377,300)	(452,000)
Insurance		(568,000)	(532,300)	(550,000)
Other Expense		(85,800)	(37,255)	(31,000)
Total Expense		**(53,349,323)**	**(53,325,400)**	**(65,792,500)**
Sub-Total		**3,744,077**	**8,306,200**	**(4,720,000)**
Other Items				
Non-Operating Grants, Subsidies and Contributions	9	1,780,700	1,239,200	6,054,500
Profit on Asset Disposals	4	20,800	23,200	1,622,500
Loss on Asset Disposals	4	(20,800)	(720,700)	(15,000)
Loss on Revaluation of Non-Current Assets		0	0	0
Total Other Items		**1,780,700**	**541,700**	**7,662,000**
Net Result		**5,524,777**	**8,847,900**	**2,942,000**
Other Comprehensive Income				
Changes on Revaluation of Non-Current Assets		0		0
Total Other Comprehensive Income		**0**	**0**	**0**
Total Comprehensive Income		**5,524,777**	**8,847,900**	**2,942,000**

This statement is to be read in conjunction with the accompanying notes.

Notes to the Statement of Comprehensive Income by Nature or Type

Key Terms and Definitions - Nature or Type (Revenues)

Rates
All rates levied under the *Local Government Act 1995* . This includes general rates, differential rates, specified area rates, minimum rate payments, interim rates, back rates, ex-gratia rates, less any discounts offered. It excludes administration fees, interest on instalments, interest on arrears and service charges.

Operating Grants, Subsidies and Contributions
References all amounts received as grants, subsidies and contributions that are not non-operating grants.

Fees and Charges
Revenue from the use of facilities and charges made for local government services.

Service Charges
Service Charges imposed as per Regulation 54 of the *Local Government (Financial Management) Regulations 1996* , which include, television and radio rebroadcasting, underground electricity and neighbourhood surveillance services. This does not include waste removal charges, where applicable.

Interest Earnings
Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

Other Revenue
Other revenue, which generally cannot be classified under the other categories.

Non-Operating Grants, Subsidies and Contributions
Amounts received specifically for the acquisition, construction or upgrading of non-current assets that have been paid to the local government, irrespective of whether these amounts are made as grants, subsidies, contributions or donations.

Profit on Asset Disposals
Profit on the disposal of assets, including gains on the disposal of long-term investments.

Notes to the Statement of Comprehensive Income by Nature or Type (continued)

Key Terms and Definitions - Nature or Type (Expenses)

Employee Costs
All costs associated with the employment of a person such as salaries, wages, allowances, vehicle benefits, housing benefits, superannuation, employment expenses, removal expenses, relocation expenses, workers' compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefits taxation, etc.

Materials and Contracts
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, memberships, periodicals, publications, hire expenses, rental leases, postage and freight etc.

Utility Charges
Expenditure made to the respective agencies for the provision of power, gas or water. This does not include expenditure incurred for the reinstatement of roadwork on behalf of these agencies.

Depreciation
Depreciation expense raised on all classes of assets.

Interest Expenses
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

Insurance
All insurance expenses other than workers' compensation and health benefit insurance (which is included as a cost of employment).

Other Expense
Statutory fees, taxes, provision for bad debts, Elected Member fees, donations and subsidies made to community groups.

Loss on Asset Disposal
Loss on the disposal of fixed assets and includes loss on disposal of long-term investments.

Statement of Comprehensive Income by Program

Particulars	Note	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Revenue	1, 8, 9 and 10			
General Purpose Funding		46,283,100	47,176,000	48,366,500
Governance		0	1,200	500
Law, Order and Public Safety		2,775,400	2,889,100	2,848,000
Health		247,300	295,300	282,000
Education and Welfare		284,000	309,900	260,000
Community Amenities		1,181,400	1,353,200	1,150,500
Recreation and Culture		4,904,600	7,520,400	6,510,500
Transport		196,000	287,300	439,500
Economic Services		361,000	477,400	464,500
Other Property and Services		860,600	1,321,800	750,500
Total Revenue		**57,093,400**	**61,631,600**	**61,072,500**
Expense excluding Finance Costs	5 and 10			
General Purpose Funding		(608,800)	(627,100)	(1,225,500)
Governance		(514,100)	(554,200)	(577,000)
Law, Order and Public Safety		(3,997,800)	(3,870,900)	(4,509,500)
Health		(1,295,400)	(1,432,100)	(1,578,500)
Education and Welfare		(1,368,000)	(1,387,700)	(1,816,000)
Community Amenities		(8,702,400)	(7,754,200)	(9,253,000)
Recreation and Culture		(17,154,700)	(16,317,500)	(18,158,500)
Transport		(12,430,300)	(12,330,800)	(12,489,500)
Economic Services		(1,256,600)	(1,447,700)	(9,194,000)
Other Property and Services		(5,588,623)	(7,225,900)	(6,539,000)
Total Expense excluding Finance Costs		**(52,916,723)**	**(52,948,100)**	**(65,340,500)**
Finance Costs	6 and 10			
Law, Order and Public Safety		(95,500)	(83,100)	(67,500)
Recreation and Culture		(177,500)	(155,100)	(134,500)
Economic Services		(30,500)	(25,500)	(145,500)
Other Property and Services		(129,100)	(113,600)	(104,500)
Total Finance Costs		**(432,600)**	**(377,300)**	**(452,000)**
Non-Operating Grants, Subsidies and Contributions	9			
Recreation and Culture		200,000	0	3,845,000
Transport		1,580,700	1,239,200	2,209,500
Total Non-Operating Grants, Subsidies and Contributions		**1,780,700**	**1,239,200**	**6,054,500**

Statement of Comprehensive Income by Program (continued)

Particulars	Note	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Profit / (Loss) on Disposal of Assets	4			
General Purpose Funding		0	0	0
Governance		0	0	0
Law, Order and Public Safety		(1,100)	0	6,500
Health		(100)	(2,000)	0
Education and Welfare		0	0	0
Community Amenities		(3,000)	(7,100)	0
Recreation and Culture		(2,100)	(2,700)	(5,000)
Transport		7,800	(695,100)	4,500
Economic Services		(900)	(800)	(2,000)
Other Property and Services		(600)	10,200	1,603,500
Total Profit / (Loss) on Disposal of Assets		**0**	**(697,500)**	**1,607,500**
Other Items				
Loss on Revaluation of Non-Current Assets		0	0	0
Total Other Items		**0**	**0**	**0**
Net Result		**5,524,777**	**8,847,900**	**2,942,000**
Other Comprehensive Income				
Changes on Revaluation of Non-Current Assets		0		0
Total Other Comprehensive Income		**0**	**0**	**0**
Total Comprehensive Income		**5,524,777**	**8,847,900**	**2,942,000**

This statement is to be read in conjunction with the accompanying notes.

Notes to the Statement of Comprehensive Income by Program

Key Terms and Definitions - Programs

General Purpose Funding
Rates, general purpose government grants and interest revenue.

Governance
Includes the activities of Elected Members and the administrative support available to Council for the provision of governance of the District. Other costs that relate to the task of assisting Elected Members and ratepayers on matters that do not concern specific local government services may also be included.

Law, Order and Public Safety
This area includes supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety, including emergency services.

Health
Includes inspection of food outlets and their control, provision of skin penetration services, noise control and waste disposal compliance.

Education and Welfare
Includes maintenance of child minding centres, playgroup centres, senior citizen centres and aged care facilities. This area also includes support of home and community care programs and youth services.

Community Amenities
Included in this area are items such as rubbish collection services, operation of rubbish disposal sites, litter control, construction and maintenance of urban storm water drains, protection of the environment, administration of development planning schemes, and public conveniences.

Recreation and Culture
Includes maintenance of public halls, civic centres, aquatic facilities, beaches, recreation centres and various sporting facilities. The provision and maintenance of parks, gardens playgrounds, libraries, museums and other cultural facilities are also included in this area.

Transport
Includes construction and maintenance of roads, streets, pathways, depots, parking facilities and traffic control. Cleaning of streets, maintenance of street trees and the provision of street lighting are also included.

Other Property and Services
Includes private works, plant repair and plant costs, and administrative overheads not included elsewhere.

Statement of Cash Flows

Particulars	Note	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Cash Flows from Operating Activities - Receipts				
Rates		45,182,660	43,551,200	43,253,000
Operating Grants, Subsidies and Contributions		1,531,700	4,453,200	3,779,500
Fees and Charges		11,116,200	11,303,058	10,580,050
Service Charges		0	0	0
Interest Earnings		1,244,000	1,412,500	1,535,000
Other Revenue		651,500	487,542	87,080
Goods and Services Tax		2,000,000	2,000,000	2,000,000
Net Cash Flows from Operating Activities - Receipts		**61,726,060**	**63,207,500**	**61,234,630**
Expense				
Employee Costs		(20,721,400)	(20,034,500)	(21,500,500)
Materials and Contracts		(22,289,119)	(24,000,200)	(31,587,930)
Utilities		(1,587,100)	(1,560,000)	(1,764,700)
Interest Expense		(432,600)	(432,500)	(452,000)
Insurance		(568,000)	(532,300)	(554,000)
Other Expense		(85,800)	(52,000)	(354,000)
Goods and Services tax		(2,000,000)	(2,000,000)	(2,000,000)
Net Cash Flows from Operating Activities - Payments		**(47,684,019)**	**(48,611,500)**	**(58,213,130)**
Net Cash Flow from Operating Activities	**3**	**14,042,041**	**14,596,000**	**3,021,500**
Cash Flows from Investing Activities				
Payments for Development of Land for Resale	4	0	(2,900)	(71,000)
Payments for Property, Plant and Equipment	4	(6,475,800)	(3,235,200)	(5,198,000)
Payments for Infrastructure	4	(10,177,900)	(5,059,300)	(13,119,500)
Non-Operating Grants, Subsidies and Contributions	9	1,780,700	1,239,200	6,054,500
Proceeds from Sale of Assets	4	951,800	989,700	3,633,000
Net Cash Flows from Investing Activities		**(13,921,200)**	**(6,068,500)**	**(8,701,000)**
Cash Flows from Financing Activities				
Repayment of Borrowings	6	(2,241,000)	(2,233,398)	(3,237,500)
Proceeds from New Borrowings	6	0	0	9,375,000
Net Cash Flows from Financing Activities		**(2,241,000)**	**(2,233,398)**	**6,137,500**
Net Increase / (Decrease) in Cash Held		**(2,120,159)**	**6,294,102**	**458,000**
Cash at Beginning of the Year		31,450,398	34,975,098	41,269,200
Cash, and Cash Equivalents, at the End of the Year	**3**	**29,330,239**	**41,269,200**	**41,727,200**

This statement is to be read in conjunction with the accompanying notes.

Rate Setting Statement

Particulars	Note	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Opening Net Current Assets - Surplus / (Deficit)	**2**	**5,289,823**	**0**	**4,539,000**
Revenue (excluding Rates and Non-Operating Revenue)				
General Purpose Funding		2,433,100	2,907,000	2,577,000
Governance		0	1,200	500
Law, Order and Public Safety		2,775,400	2,889,100	2,856,000
Health		247,300	295,300	282,000
Education and Welfare		284,000	309,900	260,000
Community Amenities		1,182,400	1,354,100	1,150,500
Recreation and Culture		4,914,800	7,520,400	6,510,500
Transport		204,000	287,300	450,500
Economic Services		361,200	477,400	464,500
Other Property and Services		862,000	1,344,100	2,354,000
Total Revenue (excluding Rates and Non-Operating Revenue)		**13,264,200**	**17,385,800**	**16,905,500**
Expense				
General Purpose Funding		(608,800)	(627,100)	(1,225,500)
Governance		(514,100)	(554,200)	(577,000)
Law, Order and Public Safety		(4,094,400)	(3,954,000)	(4,578,500)
Health		(1,295,500)	(1,434,100)	(1,578,500)
Education and Welfare		(1,368,000)	(1,387,700)	(1,816,000)
Community Amenities		(8,706,400)	(7,762,200)	(9,253,000)
Recreation and Culture		(17,344,500)	(16,475,300)	(18,298,000)
Transport		(12,430,500)	(13,025,900)	(12,496,000)
Economic Services		(1,288,200)	(1,474,000)	(9,341,500)
Other Property and Services		(5,719,723)	(7,351,600)	(6,643,500)
Total Expense		**(53,370,123)**	**(54,046,100)**	**(65,807,500)**
Excluded Operating Activities				
Profit on Asset Disposals	4	(20,800)	(23,200)	(1,622,500)
Loss on Asset Disposals	4	20,800	720,700	15,000
Loss on Revaluation of Non-Current Assets		0	0	0
Movement in Non-Current Assets		0	0	0
Depreciation on Assets	5	7,936,000	8,623,000	8,037,500
Total Excluded Operating Activities		**7,936,000**	**9,320,500**	**6,430,000**
Total Operating Activities		**(26,880,100)**	**(27,339,800)**	**(37,933,000)**

Rate Setting Statement (continued)

Particulars	Note	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Investing Activities				
Non-Operating Grants, Subsidies and Contributions	9	1,780,700	1,239,200	6,054,500
Purchase Assets - Land Held for Resale	4	0	(2,900)	(71,000)
Purchase Assets - Land and Buildings	4	(4,047,200)	(1,895,900)	(2,950,500)
Purchase Assets - Plant and Machinery	4	(1,107,000)	(881,400)	(934,500)
Purchase Assets - Furniture and Equipment	4	(280,900)	(166,300)	(336,500)
Purchase Assets - Information Technology	4	(1,040,700)	(291,600)	(976,500)
Purchase Infrastructure - Roads	4	(4,573,500)	(2,393,800)	(4,338,500)
Purchase Infrastructure - Drainage	4	(642,000)	(326,200)	(444,500)
Purchase Infrastructure - Pathways	4	(509,500)	(247,900)	(700,000)
Purchase Infrastructure - Parks	4	(3,527,600)	(1,039,300)	(6,297,000)
Purchase Infrastructure - Other	4	(925,300)	(1,052,100)	(1,339,500)
Proceeds from Disposal of Assets	4	951,800	989,700	3,633,000
Total Investing Activities		**(13,921,200)**	**(6,068,500)**	**(8,701,000)**
Financing Activities				
Repayment of Borrowings	6	(2,241,000)	(2,232,900)	(3,237,500)
Proceeds from New Borrowings	6	0	0	9,375,000
Transfers to Reserve (Restricted Assets)	7	(2,827,700)	(4,388,800)	(9,695,000)
Transfers from Reserve (Restricted Assets)	7	2,020,000	300,000	4,402,000
Total Financing Activities		**(3,048,700)**	**(6,321,700)**	**844,500**
Budgeted Deficiency Before General Rates		**(43,850,000)**	**(39,730,000)**	**(45,789,500)**
Estimated Amount from General Rates (Initial Levy)	1	43,703,500	43,705,000	45,583,000
Estimated Amount from Interim Rates	1	146,500	564,000	206,500
Closing Net Current Assets - Surplus / (Deficit)	**2**	**0**	**4,539,000**	**0**

This statement is to be read in conjunction with the accompanying notes.

Notes to the Budget Statements

Note 1 - Rates and Service Charges

Rating Information

Overview

The rating system is the means by which Council is able to raise sufficient revenue to pay for the services it provides. The methodology is designed to ensure that all property owners make a reasonable rate contribution, taking into account an owner's ability to pay, and ensuring that no sector is rated excessively. Throughout Australia, rating on the basis of property valuations has been found to be the most appropriate means of achieving rating equity.

Differential Rating

In accordance with *Section 6.33 of the Local Government Act 1995* , a local government may impose differential rates according to any, or a combination, of the following characteristics -

- The purpose for which the land is zoned under a Town Planning Scheme in force;
- The predominant purpose for which the land is held or used as determined by the local government; and / or
- Whether or not the land is vacant land.

Minimum Payments

In accordance with *Section 6.35 of the Local Government Act 1995* , a local government may impose on rateable land a minimum payment that is greater than the general rate that would otherwise be payable on that land. Council applies minimum payments to each of the rateable properties to ensure that all property owners contribute an equitable amount of rates towards the provision of the maintenance of facilities and services provided by Council.

Differential Rating Classifications

For the purpose of the Differential Rating Classifications (as shown below), the following applies -

- Residential includes those properties being used primarily as a place of residence; and
- Non-Residential includes any other rateable property not being used primarily as a place of residence.

The following table sets out the budgeted rates, by classifications and payment type, as determined.

Particulars	Rate in $ / Minimum Payment	Property Numbers #	Rateable Value $	2018-2019 Budget $	2018-2019 Interim Rates $	2018-2019 Total $
Differential General Rates						
GRV - Residential	0.0840	12,588	274,039,793	23,019,343	150,000	**23,169,343**
GRV - Non-Residential	0.0940	1,592	198,853,402	18,692,220	56,070	**18,748,290**
		14,180	**472,893,195**	**41,711,563**	**206,070**	**41,917,633**
Differential Minimum Payments						
GRV - Residential	1,233	2,821	37,123,970	3,478,293	0	**3,478,293**
GRV - Non-Residential	1,282	307	3,301,143	393,574	0	**393,574**
		3,128	**40,425,113**	**3,871,867**	**0**	**3,871,867**
Other Rates						
Specified Area Rates						0
Rate Waivers and Conditions						0
						0
Total Rates		**17,308**	**513,318,308**	**45,583,430**	**206,070**	**45,789,500**

Note 1 - Rates and Service Charges (continued)

Interest Charges and Instalments

Overview

In accordance with Section 6.45 of the *Local Government Act 1995* , a local government is to offer instalment options for payment of rates or service charges. Additional charges for the recovery of rates or service charges may be imposed (including an amount by way of interest) for payments made under an instalment option. Provisions are prescribed for the manner by which instalment options are offered and the maximum interest component that may be applied.

The following instalment options are available to ratepayers for the payment of rates and service charges -

Instalment Option	Instalment Plan Due Date	Instalment Plan Administration Fees	Instalment Plan Interest Rate	Unpaid / Late Items Interest Rate
Option 1 - Full amount				
Single full payment	29-Aug-18	Nil	Nil	11%
Option 2 - Four Payment Instalments				
First instalment	29-Aug-18	$0.00	5.5%	11%
Second instalment	31-Oct-18	$14.00	5.5%	11%
Third Instalment	09-Jan-19	$14.00	5.5%	11%
Fourth instalment	13-Mar-19	$14.00	5.5%	11%

Revenue from Payment Options

The total revenue from the imposition of the instalment interest and administration fess, as shown above, is as follows -

Instalment Plan Administration Fees	$	235,000
Instalment Plan Interest	$	250,000
Unpaid / Late Items Interest	$	130,000
	$	**307,500**

Note 1 - Rates and Service Charges (continued)

Objectives and Reasons for Differential Rating

Overall Objective
In accordance with Section 6.33 of the *Local Government Act 1995* , and to provide greater equity in the rating of properties across the District, Council has determined to impose Differential Rates. The rates in the $ for the various differential rate classifications are calculated to provide the shortfall in revenue required to enable Council to provide works and services, as outlined in this budget, after taking into account all non-rate sources of revenue.

The following information outlines the objectives and reasoning behind the imposition of Differential Rates -

Residential - GRV
The object of the proposed Residential - GRV rate in the dollar is to ensure that the proportion of total rate revenue derived from residential properties remains essentially consistent with previous years. The reason is that the GRV valuations (upon which rates are based) for residential properties increased in 2014 by a significantly greater proportion than the GRV valuations for non-residential properties and, despite new valuations in 2017, still remain considerably disproportionate. It also includes the ongoing maintenance and service provision of Town assets and services primarily used by residential ratepayers.

Minimum Payment in respect to Residential - GRV
The object of the proposed Minimum Payment in respect to Residential - GRV is to ensure that the proportion of increase is consistent with the overall rate increase in this category. It is also recognition that every residential property receives some level of benefit from provided works and services.

Non-Residential - GRV
The object of the proposed Non-Residential - GRV rate in the dollar is to ensure that the proportion of total rate revenue derived from non-residential properties remains essentially consistent with previous years. The reason is that the GRV valuations (upon which rates are based) for non-residential properties increased in 2014 by a significantly lesser proportion than the GRV valuations for residential properties and, despite new valuations in 2017, still remain considerably disproportionate. It also includes the ongoing maintenance and service provision of Town assets and services primarily used in a non-residential environment.

Minimum Payment in respect to Non-Residential - GRV
The object of the proposed Minimum Payment in respect to Non-Residential - GRV is to ensure that the proportion of increase is consistent with the overall rate increase in this category. It is also recognition that every non-residential property receives some level of benefit from provided works and services.

Variation in Adopted Differential Rating Classifications to the Local Public Notice

The following table demonstrates the variation in adopted Differential Rating Classifications to the required Local Public Notice -

Differential Rating Classification	Proposed	Adopted
Residential - GRV Rate in the $	0.0840	0.0840
Minimum Payment in respect to Residential - GRV	1,233	1,233
Non-Residential GRV Rate in the $	0.0940	0.0940
Minimum Payment in respect to Non-Residential - GRV	1,282	1,282

Note 1 - Rates and Service Charges (continued)

Specified Area Rating

In accordance with Section 6.37 of the *Local Government Act 1995* , Council may impose a specified area rate on rateable land within a portion of the District for the purpose of meeting the cost of the provision by it of a specific work, service or facility. This is permissible if Council considers that the ratepayers or residents within that area -

- have benefited or will benefit from; or
- have access to or will have access to; or
- have contributed or will contribute to the need for,

that work, service or facility.

No Specified Area Rates are applicable for the coming financial year.

Service Charges

In accordance with Section 6.38 of the *Local Government Act 1995* , Council may impose on owners or occupiers of land within the District or a defined part of the District a service charge to meet the cost to the local government in the provision of a prescribed work, service or facility in relation to that land. The prescribed items are -

- Property surveillance and security;
- Television and radio rebroadcasting;
- Underground electricity; and
- Water.

No Service Charges are applicable for the coming financial year.

Rate Discounts

In accordance with Section 6.46 of the *Local Government Act 1995* , Council may, when imposing a rate or service charge, resolve to grant a discount or other incentive for the early payment of any rate or service charge.

No rate payment discounts are applicable for the coming financial year. Incentives, by way of prizes, will be offered (conditions apply).

Rate Waivers or Concessions

In accordance with Section 6.47 of the *Local Government Act 1995* , Council may at the time of imposing a rate or service charge or at a later date resolve to waive a rate or service charge or resolve to grant concessions in relation to a rate or service charge.

No rate payment waivers or concessions are included for the coming financial year.

Note 2 - Net Current Assets

Overview
The annual budget is to include the net current assets carried forward from the previous financial year. If at the time pf preparation of the annual budget the net current assets position is not known, an estimate of that figure may, if it is disclosed as an estimate, be included in the annual budget.

Differences between the net current assets at the end of each financial year in the Rate Setting Statement and Net Current Assets (detailed below) arise from amounts that have been excluded when calculating the budget deficiency in accordance with *Local Government (Financial Management) Regulations 1996* Regulation 32 as movements for these have been funded within the budget estimates. These differences are disclosed as adjustments in the following table.

Composition of Estimated Net Current Assets	Notes	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Current Assets				
Cash - Unrestricted	3	4,080,896	12,738,757	7,903,757
Cash - Restricted	3	25,249,343	28,530,443	33,823,443
Receivables		2,000,000	1,852,000	2,000,000
Inventories		10,000	1,500	1,500
Assets Held for Sale		509,104	0	0
Total Current Assets		**31,849,343**	**43,122,700**	**43,728,700**
Current Liabilities				
Payables		(2,600,000)	(5,178,257)	(5,000,000)
Provisions		(4,000,000)	(4,875,000)	(4,905,257)
Total Current Liabilities		**(6,600,000)**	**(10,053,257)**	**(9,905,257)**
Unadjusted Net Current Assets		**25,249,343**	**33,069,443**	**33,823,443**
Adjustments				
Less Cash - Restricted	3	(25,249,343)	(28,530,443)	(33,823,443)
Total Adjustments		**(25,249,343)**	**(28,530,443)**	**(33,823,443)**
Adjusted Estimated Net Current Assets - Surplus / (Deficit)		**0**	**4,539,000**	**0**

Note 2 - Net Current Assets (continued)

Significant Accounting Policies

Current and Non-Current Classification
In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for sale where it is held as non-current based on Council's intentions to release for sale.

Trade and Other Receivables
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

Trade and Other Payables
Trade and other payables represent liabilities for goods and services provided to Council prior to the end of the financial year that are unpaid and arise when Council becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.

Provisions
Provisions are recognised when Council has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured. Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Inventories
Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Land Held for Resale
Land held for development and sale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is completed are expensed. Gains and losses are recognised in profit or loss at the time of signing an unconditional contract of sale if significant risks and rewards, and effective control over the land, are passed on to the buyer at this point. Land held for sale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

Short-Term Employee Benefits
Provision is made for Council's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled. Council's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the statement of financial position. Council's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Superannuation
Council contributes to a number of Superannuation Funds on behalf of employees. All funds to which Council contributes are defined contribution plans.

Note 3 - Reconciliation of Cash and Cash Equivalents

Reconciliation of Cash and Cash Equivalents

For the purposes of the Statement of Cash Flows, cash includes cash and cash equivalents, net of outstanding bank overdrafts. Estimated cash at the end of the reporting period is as follows -

Details of Estimated Cash and Cash Equivalents	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Cash - Unrestricted	4,080,896	12,738,757	7,903,757
Cash - Restricted	25,249,343	28,530,443	33,823,443
Total Estimated Cash and Cash Equivalents	**29,330,239**	**41,269,200**	**41,727,200**

Restricted Cash and Cash Equivalents

The following cash and cash equivalents have restrictions imposed by legislation, regulation or other externally imposed requirements -

Details of Estimated Restricted Cash and Cash Equivalents	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Reserve Funds			
Buildings Renewal	418,266	487,366	525,366
Cash-in-Lieu	0	0	0
Community Art	690,043	689,443	707,443
Drainage Renewal	225,920	225,520	256,520
Edward Millen Site	1,458,678	1,457,678	1,544,678
Furniture and Equipment Renewal	599,907	599,407	639,407
Future Fund	13,658,793	14,384,893	17,244,893
Future Projects	450,178	1,948,578	745,578
Harold Hawthorne - Carlisle Memorial	148,630	148,630	167,630
Information Technology Renewal	665,400	661,800	878,800
Insurance Risk	397,230	396,930	431,930
Land Asset Optimisation	0	801,300	2,208,300
Other Infrastructure Renewal	615,443	614,943	355,943
Parks Renewal	46,225	96,025	149,025
Pathways Renewal	420,397	419,697	255,697
Plant and Machinery Renewal	269,342	268,942	300,942
Renewable Energy	75,380	174,780	229,780
Roads Renewal	882,337	881,637	954,637
Underground Power	3,241,999	3,288,499	5,417,499
Waste Management	985,175	984,375	809,375
Total Estimated Restricted Cash and Cash Equivalents	**25,249,343**	**28,530,443**	**33,823,443**

Note 3 - Reconciliation of Cash and Cash Equivalents (continued)

Reconciliation of Net Cash Provided by Operating Activities to Net Result

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Net Result	5,524,777	8,847,900	2,942,000
Depreciation	7,936,000	8,623,000	8,037,500
(Profit) / Loss on Sale of Asset	0	697,500	(1,607,500)
Loss on Revaluation of Non-Current Assets	0	0	0
(Increase) / Decrease in Receivables	2,632,660	(2,000,000)	(148,000)
(Increase) / Decrease in Inventories	(1,419)	0	0
Increase / (Decrease) in Payables and Provisions	(269,277)	(333,200)	(148,000)
Grants and Contributions for Asset Development	(1,780,700)	(1,239,200)	(6,054,500)
Net Cash from Operating Activities	**14,042,041**	**14,596,000**	**3,021,500**

Significant Accounting Policies

Cash and Cash Equivalents

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks, other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are shown as short term borrowings in current liabilities in the Net Current Asset position.

Note 4 - Fixed Assets

Acquisition of Assets

The following asset acquisition values, broken down into asset classes, are budgeted this year -

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Land	0	2,900	71,000
Buildings	4,047,200	1,895,900	2,950,500
Plant and Machinery	1,107,000	881,400	934,500
Furniture and Equipment	280,900	166,300	336,500
Information and Technology	1,040,700	291,600	976,500
Roads	4,573,500	2,393,800	4,338,500
Drainage	642,000	326,200	444,500
Pathways	509,500	247,900	700,000
Parks	3,527,600	1,039,300	6,297,000
Other Infrastructure	925,300	1,052,100	1,339,500
Total Acquisition of Assets - By Class	**16,653,700**	**8,297,400**	**18,388,500**

A detailed breakdown of the acquisition of the assets summarised above is contained in the *Capital Expense Initiatives* section of this budget document.

Note 4 - Fixed Assets (continued)

Disposal of Assets - By Class

The following asset disposal values, broken down into asset classes, are budgeted this year -

Particulars	2018-2019 Book Value $	2018-2019 Proceeds $	2018-2019 Profit / (Loss) $
Land			
12 Lathlain Place, Lathlain	753,500	1,100,000	346,500
Catalina Estate Land	550,000	1,250,000	700,000
Various Land Parcels	350,000	900,000	550,000
Plant and Machinery			
105 VPK - Holden Colorado Dual Cab Ute (Plant 397)	23,000	24,000	1,000
107 VPK - Nissan X Trail Wagon (Plant 394)	16,000	17,000	1,000
111 VPK - Holden Colorado Wagon (Plant 360)	15,000	15,000	0
119 VPK - Holden Colorado Dual Cab Ute (Plant 383)	18,500	15,000	(3,500)
121 VPK - Nissan Navara Dual Cab Ute (Plant 390)	18,000	15,000	(3,000)
123 VPK - Holden Cruze Wagon (Plant 361)	10,000	8,000	(2,000)
125 VPK - Nissan Navara Ute (Plant 389)	14,500	15,000	500
126 VPK - VW Caddy Rangers (Plant 375)	14,000	18,000	4,000
128 VPK - Subaru Impreza (Plant 384)	10,000	10,000	0
129 VPK - VW Caddy Rangers (Plant 376)	14,000	18,000	4,000
131 VPK - Isuzu Premium Cab Truck (Plant 44)	20,000	20,000	0
132 VPK - Holden Colorado Dual Cab Ute (Plant 392)	20,000	15,000	(5,000)
141 VPK - Ford Transit (Plant 296)	15,000	15,000	0
145 VPK - Fuso Fighter Tipper Truck (Plant 43)	20,000	20,000	0
162 VPK - Road Sweeper (Plant 341)	64,000	75,000	11,000
166 VPK - Nissan X-Trail (Plant 379)	15,000	15,000	0
183 VPK - Holden Cruze Wagon (Plant 366)	9,000	9,000	0
1EFR 960 - Hyundai Sedan (Plant 333)	6,000	7,000	1,000
1EFZ 034 - Hyundai Parking (Plant 334)	6,000	7,000	1,000
1EFZ 074 - Hyundai Parking (Plant 335)	6,000	7,000	1,000
1EHK 762 - Hyundai Sedan (Plant 337)	6,000	7,000	1,000
1EIO 123 - VW Caddy Parking (Plant 342)	9,500	10,000	500
1EPG 777 - Hyundai i30 Parking (Plant 373)	8,500	7,000	(1,500)
1GEL 999 - Subaru (Plant 391)	12,000	12,000	0
Minor Plant Renewal - Engineering	700	700	0
Minor Plant Renewal - Parks	1,300	1,300	0
Total Disposal of Assets - By Class	**2,025,500**	**3,633,000**	**1,607,500**

Note 4 - Fixed Assets (continued)

Disposal of Assets - By Program

The following asset disposal values, broken down by program, are budgeted this year -

Particulars	2018-2019 Book Value $	2018-2019 Proceeds $	2018-2019 Profit / (Loss) $
Law, Order and Public Safety			
126 VPK - VW Caddy Rangers (Plant 375)	14,000	18,000	4,000
129 VPK - VW Caddy Rangers (Plant 376)	14,000	18,000	4,000
183 VPK - Holden Cruze Wagon (Plant 366)	9,000	9,000	0
1EPG 777 - Hyundai i30 Parking (Plant 373)	8,500	7,000	(1,500)
	45,500	**52,000**	**6,500**
Recreation and Culture			
132 VPK - Holden Colorado Dual Cab Ute (Plant 392)	20,000	15,000	(5,000)
Minor Plant Renewal - Parks	1,300	1,300	0
	21,300	**16,300**	**(5,000)**
Transport			
119 VPK - Holden Colorado Dual Cab Ute (Plant 383)	18,500	15,000	(3,500)
121 VPK - Nissan Navara Dual Cab Ute (Plant 390)	18,000	15,000	(3,000)
128 VPK - Subaru Impreza (Plant 384)	10,000	10,000	0
131 VPK - Isuzu Premium Cab Truck (Plant 44)	20,000	20,000	0
141 VPK - Ford Transit (Plant 296)	15,000	15,000	0
145 VPK - Fuso Fighter Tipper Truck (Plant 43)	20,000	20,000	0
162 VPK - Road Sweeper (Plant 341)	64,000	75,000	11,000
Minor Plant Renewal - Engineering	700	700	0
	166,200	**170,700**	**4,500**
Economic Services			
123 VPK - Holden Cruze Wagon (Plant 361)	10,000	8,000	(2,000)
1GEL 999 - Subaru (Plant 391)	12,000	12,000	0
	22,000	**20,000**	**(2,000)**

Note 4 - Fixed Assets (continued)

Particulars	2018-2019 Book Value $	2018-2019 Proceeds $	2018-2019 Profit / (Loss) $
Other Property and Services			
12 Lathlain Place, Lathlain	753,500	1,100,000	346,500
Catalina Estate Land	550,000	1,250,000	700,000
Various Land Parcels	350,000	900,000	550,000
105 VPK - Holden Colorado Dual Cab Ute (Plant 397)	23,000	24,000	1,000
107 VPK - Nissan X Trail Wagon (Plant 394)	16,000	17,000	1,000
111 VPK - Holden Colorado Wagon (Plant 360)	15,000	15,000	0
125 VPK - Nissan Navara Ute (Plant 389)	14,500	15,000	500
166 VPK - Nissan X-Trail (Plant 379)	15,000	15,000	0
1EFR 960 - Hyundai Sedan (Plant 333)	6,000	7,000	1,000
1EFZ 034 - Hyundai Parking (Plant 334)	6,000	7,000	1,000
1EFZ 074 - Hyundai Parking (Plant 335)	6,000	7,000	1,000
1EHK 762 - Hyundai Sedan (Plant 337)	6,000	7,000	1,000
1EIO 123 - VW Caddy Parking (Plant 342)	9,500	10,000	500
	1,770,500	**3,374,000**	**1,603,500**
Total Disposal of Assets - By Program	**2,025,500**	**3,633,000**	**1,607,500**

Profit on asset disposals	1,622,500
Loss on asset disposals	(15,000)
	1,607,500

Note 5 - Asset Depreciation

Depreciation of Assets - By Program

The following depreciation values are budgeted this year -

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
General Purpose Funding	0	0	0
Governance	0	0	0
Law, Order and Public Safety	0	0	0
Health	100,000	163,000	114,000
Education and Welfare	0	0	0
Community Amenities	310,000	109,100	182,500
Recreation and Culture	1,334,000	1,585,400	1,624,000
Transport	5,302,000	5,471,100	5,277,000
Economic Services	0	0	0
Other Property and Services	890,000	1,294,400	840,000
Total Depreciation of Assets - By Program	**7,936,000**	**8,623,000**	**8,037,500**

Depreciation of Assets - By Class

The following depreciation values are budgeted this year -

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Land	0	0	0
Buildings	1,234,000	1,445,700	1,015,000
Plant and Machinery	250,000	450,100	296,500
Furniture and Equipment	215,000	377,900	103,500
Information and Technology	225,000	318,400	323,500
Roads	3,650,000	3,795,400	3,910,500
Drainage	463,000	433,600	353,500
Pathways	1,189,000	1,116,600	775,000
Parks	250,000	319,500	565,000
Other Infrastructure	460,000	365,800	695,000
Total Depreciation of Assets - By Class	**7,936,000**	**8,623,000**	**8,037,500**

Note 5 - Asset Depreciation (continued)

Significant Accounting Policies

Depreciation
The depreciable amount of all fixed assets, including buildings (but excluding freehold land), are depreciated on a straight-line basis over the useful life of the individual asset from the time the asset is ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The asset residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in profit or loss in the period which they arise.

Major Depreciation Periods
Major depreciation periods used for each asset class of depreciable asset are -

- Buildings - 30 to 75 years
- Furniture and Equipment - 4 to 10 years
- Information Technology - 3 to 10 years
- Plant and Machinery - 5 to 15 years
- Sealed Roads and Streets
  - Formation - Not Depreciated
  - Pavement - 30 to 50 years
- Parks and Reserves - 10 to 25 years
- Pathways - 20 to 30 years
- Drainage System - 75 to 100 years

Note 6 - Information on Borrowings

Borrowing Repayments - Previous Financial Year

Movements in borrowings from the previous financial year are as shown below -

Particulars	Principal 1 July $	New Loans $	Principal Repayments $	Principal 30 June $	Interest Expense $
Law, Order and Public Safety					
14 - Parking Initiative	2,666,995	0	725,495	1,941,500	83,100
Recreation and Culture					
04 - Aqualife Centre	1,086,960	0	341,960	745,000	54,000
07 - Aqualife Centre II	1,449,828	0	329,328	1,120,500	70,100
11 - Fletcher Park	412,244	0	31,744	380,500	16,800
Economic Services					
13 - Underground Power	793,026	0	387,526	405,500	25,500
Other Property and Services					
02 - Depot Land	335,966	0	104,966	231,000	14,400
03 - Administration Centre	452,962	0	141,962	311,000	22,300
09 - 14 Kent Street	477,849	0	64,349	413,500	34,800
10 - 1 Harper Street	811,961	0	79,961	732,000	42,100
12 - Depot Upgrade	349,107	0	26,107	323,000	14,200
Total Borrowing Repayments - Previous Financial Year	**8,836,898**	**0**	**2,233,398**	**6,603,500**	**377,300**

Note 6 - Information on Borrowings (continued)

Borrowing Repayments - As Budgeted

Movements in borrowings for this financial year are as shown below -

Particulars	Principal 1 July $	New Loans $	Principal Repayments $	Principal 30 June $	Interest Expense $
Law, Order and Public Safety					
14 - Parking Initiative	1,941,500	0	754,500	1,187,000	67,500
Recreation and Culture					
04 - Aqualife Centre	745,000	0	362,000	383,000	37,000
07 - Aqualife Centre II	1,120,500	0	351,000	769,500	64,000
11 - Fletcher Park	380,500	0	34,500	346,000	18,000
Economic Services					
13 - Underground Power	405,500	0	405,500	0	13,500
15 - Underground Power - Carlisle North	0	2,550,000	239,500	2,310,500	35,500
16 - Underground Power - Victoria Park East	0	2,775,000	260,500	2,514,500	39,500
17 - Underground Power - Victoria Park West	0	4,050,000	380,500	3,669,500	57,000
Other Property and Services					
02 - Depot Land	231,000	0	112,000	119,000	13,000
03 - Administration Centre	311,000	0	151,000	160,000	16,000
09 - 14 Kent Street	413,500	0	71,000	342,500	30,000
10 - 1 Harper Street	732,000	0	86,000	646,000	45,500
12 - Depot Upgrade	323,000	0	29,500	293,500	15,500
Total Borrowing Repayments - As Budgeted	**6,603,500**	**9,375,000**	**3,237,500**	**12,741,000**	**452,000**

New Borrowings - As Budgeted

Details on new borrowings for this financial year are as shown below -

Particulars	Principal 1 July $	Amount Borrowed $	Interest and Charges $	Budgeted For Use $	Balance Unspent $
15 - Underground Power - Carlisle North	0	2,550,000	225,000	2,550,000	0
16 - Underground Power - Victoria Park East	0	2,775,000	250,000	2,775,000	0
17 - Underground Power - Victoria Park West	0	4,050,000	350,000	4,050,000	0
Total New Borrowings - As Budgeted	**0**	**9,375,000**	**825,000**	**9,375,000**	**0**

Each of the loans above are proposed to be drawn from the Western Australian Treasury Corporation, be of a debenture loan type, and for a term of 5 years. These new loans will be funded from service charges levied against those properties in the underground power regions (as defined).

Note 6 - Information on Borrowings (continued)

Unspent Borrowings

There were no unspent borrowings at the commencement of the coming financial year, and it is expected that there will be no unspent borrowings at the end of the coming financial year.

Credit Standby Arrangements

The following credit standby arrangements exist -

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Bank Overdraft Limit	200,000	200,000	200,000
Bank Overdraft at Balance Date	0	0	0
Credit Card Limit	20,000	0	20,000
Credit Card at Balance Date	0	0	0
	220,000	**200,000**	**220,000**

Significant Accounting Policies

Borrowing Costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset until such time as the asset is substantially ready for its intended use or sale.

Note 7 - Cash Backed Reserves

Cash Backed Reserves - Movement and Purpose

In accordance with Section 6.11 of the *Local Government Act 1995* , where Council wishes to set aside money for a purpose in the future financial year, it is to establish and maintain a Reserve Account for each such purpose. The movement and purpose of each of Council's Reserve Accounts are as follows -

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Buildings Renewal			
To be used to assist in funding renewal initiatives associated with Council's buildings.			
Opening balance	400,466	400,466	487,366
Transfer to Reserve - Municipal Funds	80,000	79,800	25,000
Transfer to Reserve - Interest Earnings	7,800	7,100	13,000
Transfer from Reserve	(70,000)	0	0
	418,266	**487,366**	**525,366**
Cash-in-Lieu			
To be used to assist in funding initiatives associated with payments received as cash in lieu of required obligations or works.			
Opening balance	0	0	0
Transfer to Reserve - Municipal Funds	0	0	0
Transfer to Reserve - Interest Earnings	0	0	0
Transfer from Reserve	0	0	0
	0	**0**	**0**
Community Art			
To be used to assist in funding the purchase and placement of art for the Council and community.			
Opening balance	641,043	641,043	689,443
Transfer to Reserve - Municipal Funds	40,000	40,400	25,000
Transfer to Reserve - Interest Earnings	9,000	8,000	18,000
Transfer from Reserve	0	0	(25,000)
	690,043	**689,443**	**707,443**
Drainage Renewal			
To be used to assist in funding renewal initiatives associated with Council's drainage.			
Opening balance	172,720	172,720	225,520
Transfer to Reserve - Municipal Funds	50,000	50,100	25,000
Transfer to Reserve - Interest Earnings	3,200	2,700	6,000
Transfer from Reserve	0	0	0
	225,920	**225,520**	**256,520**

Note 7 - Cash Backed Reserves (continued)

Cash Backed Reserves - Movement and Purpose (continued)

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Edward Millen Site			
To be used to assist in improving and / or maintaining the Edward Millen Site, including the associated grounds.			
Opening balance	1,356,878	1,356,878	1,457,678
Transfer to Reserve - Municipal Funds	75,000	76,900	50,000
Transfer to Reserve - Interest Earnings	26,800	23,900	37,000
Transfer from Reserve	0	0	0
	1,458,678	**1,457,678**	**1,544,678**
Furniture and Equipment Renewal			
To be used to assist in funding renewal initiatives associated with Council's furniture and equipment.			
Opening balance	558,907	558,907	599,407
Transfer to Reserve - Municipal Funds	30,000	30,700	25,000
Transfer to Reserve - Interest Earnings	11,000	9,800	15,000
Transfer from Reserve	0	0	0
	599,907	**599,407**	**639,407**
Future Fund			
To be used to assist in funding initiatives and purchases that diversify the revenue streams of Council.			
Opening balance	12,332,193	12,332,193	14,384,893
Transfer to Reserve - Municipal Funds	1,080,000	1,831,900	2,500,000
Transfer to Reserve - Interest Earnings	246,600	220,800	360,000
Transfer from Reserve	0	0	0
	13,658,793	**14,384,893**	**17,244,893**
Future Projects			
To assist in funding 'new' and 'upgrade' capital initiatives that are generally significant in nature.			
Opening balance	1,798,878	1,798,878	1,948,578
Transfer to Reserve - Municipal Funds	121,300	123,200	550,000
Transfer to Reserve - Interest Earnings	30,000	26,500	49,000
Transfer from Reserve	(1,500,000)	0	(1,802,000)
	450,178	**1,948,578**	**745,578**

Note 7 - Cash Backed Reserves (continued)

Cash Backed Reserves - Movement and Purpose (continued)

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Harold Hawthorne - Carlisle Memorial			
To assist in funding major appliances / equipment and structural repairs at these Council-responsibility facilities.			
Opening balance	126,430	126,430	148,630
Transfer to Reserve - Municipal Funds	20,000	19,900	15,000
Transfer to Reserve - Interest Earnings	2,200	2,300	4,000
Transfer from Reserve	0	0	0
	148,630	**148,630**	**167,630**
Information Technology Renewal			
To be used to assist in funding renewal initiatives associated with Council's information technology.			
Opening balance	358,400	358,400	661,800
Transfer to Reserve - Municipal Funds	300,000	297,200	200,000
Transfer to Reserve - Interest Earnings	7,000	6,200	17,000
Transfer from Reserve	0	0	0
	665,400	**661,800**	**878,800**
Insurance Risk			
To be used to assist in meeting any expense outlays in the event of significant insurance claims.			
Opening balance	367,830	367,830	396,930
Transfer to Reserve - Municipal Funds	25,000	25,100	25,000
Transfer to Reserve - Interest Earnings	4,400	4,000	10,000
Transfer from Reserve	0	0	0
	397,230	**396,930**	**431,930**
Land Asset Optimisation			
To be used to hold proceeds from, and meet expenses towards, Land Asset Optimisation Strategy initiatives.			
Opening balance	0	0	801,300
Transfer to Reserve - Municipal Funds	0	796,300	1,386,000
Transfer to Reserve - Interest Earnings	0	5,000	21,000
Transfer from Reserve	0	0	0
	0	**801,300**	**2,208,300**

Note 7 - Cash Backed Reserves (continued)

Cash Backed Reserves - Movement and Purpose (continued)

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Other Infrastructure Renewal Reserve			
To be used to assist in funding renewal initiatives associated with Council's other infrastructure.			
Opening balance	574,443	574,443	614,943
Transfer to Reserve - Municipal Funds	30,000	30,700	25,000
Transfer to Reserve - Interest Earnings	11,000	9,800	16,000
Transfer from Reserve	0	0	(300,000)
	615,443	**614,943**	**355,943**
Parks Renewal			
To be used to assist in funding renewal initiatives associated with Council's parks.			
Opening balance	261,025	261,025	96,025
Transfer to Reserve - Municipal Funds	30,000	30,500	50,000
Transfer to Reserve - Interest Earnings	5,200	4,500	3,000
Transfer from Reserve	(250,000)	(200,000)	0
	46,225	**96,025**	**149,025**
Pathways Renewal			
To be used to assist in funding renewal initiatives associated with Council's pathways.			
Opening balance	367,397	367,397	419,697
Transfer to Reserve - Municipal Funds	50,000	49,600	25,000
Transfer to Reserve - Interest Earnings	3,000	2,700	11,000
Transfer from Reserve	0	0	(200,000)
	420,397	**419,697**	**255,697**
Plant and Machinery Renewal			
To be used to assist in funding renewal initiatives associated with Council's plant and machinery.			
Opening balance	235,342	235,342	268,942
Transfer to Reserve - Municipal Funds	30,000	30,000	25,000
Transfer to Reserve - Interest Earnings	4,000	3,600	7,000
Transfer from Reserve	0	0	0
	269,342	**268,942**	**300,942**

Note 7 - Cash Backed Reserves (continued)

Cash Backed Reserves - Movement and Purpose (continued)

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Renewable Energy			
To assist in investigating and funding renewable energy initiatives within the District.			
Opening balance	220,980	220,980	174,780
Transfer to Reserve - Municipal Funds	50,000	49,800	50,000
Transfer to Reserve - Interest Earnings	4,400	4,000	5,000
Transfer from Reserve	(200,000)	(100,000)	0
	75,380	**174,780**	**229,780**
Roads Renewal			
To be used to assist in funding renewal initiatives associated with Council's roads.			
Opening balance	788,737	788,737	881,637
Transfer to Reserve - Municipal Funds	80,000	80,900	50,000
Transfer to Reserve - Interest Earnings	13,600	12,000	23,000
Transfer from Reserve	0	0	0
	882,337	**881,637**	**954,637**
Underground Power			
To be used to assist in funding initiatives associated with the installation of underground power and associated works.			
Opening balance	2,962,799	2,962,799	3,288,499
Transfer to Reserve - Municipal Funds	220,000	273,600	3,871,000
Transfer to Reserve - Interest Earnings	59,200	52,100	83,000
Transfer from Reserve	0	0	(1,825,000)
	3,241,999	**3,288,499**	**5,417,499**
Waste Management			
To be used to assist in funding waste management and waste minimisation initiatives.			
Opening balance	917,175	917,175	984,375
Transfer to Reserve - Municipal Funds	50,000	51,300	50,000
Transfer to Reserve - Interest Earnings	18,000	15,900	25,000
Transfer from Reserve	0	0	(250,000)
	985,175	**984,375**	**809,375**

Note 7 - Cash Backed Reserves (continued)

Cash Backed Reserves - Movement and Purpose (continued)

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Cash Backed Reserves - Summary			
Opening balance	**24,441,643**	**24,441,643**	**28,530,443**
Transfer to Reserve - Municipal Funds	**2,361,300**	**3,967,900**	**8,972,000**
Transfer to Reserve - Interest Earnings	**466,400**	**420,900**	**723,000**
Transfer from Reserve	**(2,020,000)**	**(300,000)**	**(4,402,000)**
Total Cash Backed Reserves	**25,249,343**	**28,530,443**	**33,823,443**

Cash Backed Reserves - Change In Use

In accordance with Section 6.11 of the *Local Government Act 1995* , Council may change the purpose of any, or all, Cash Backed Reserve Accounts, subject to meeting legislative requirements.

There were no changes of purpose in the previous financial year and it is not anticipated that any changes of purpose will occur in the coming financial year for the Cash Backed Reserve Accounts.

Note 8 - Fees and Charges

Imposition of Fees and Charges

In accordance with Section 6.16 of the *Local Government Act 1995* , Council may impose and recover a fee or charge for any goods or service it provides or proposes to provide, other than a service for which a service charge is imposed.

Set out below, by Program, is the revenue from imposing fees and charges budgeted for this year -

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
General Purpose Funding	314,700	328,700	314,500
Governance	0	0	0
Law, order, public safety	2,554,500	2,605,200	2,594,500
Health	241,300	274,600	259,000
Education and welfare	153,800	294,600	198,000
Community amenities	1,123,600	1,292,200	1,121,000
Recreation and culture	4,848,100	4,610,600	4,459,500
Transport	106,600	162,200	107,500
Economic services	333,000	415,100	434,000
Other property and services	140,600	880,500	139,500
Total Fees and Charges	**9,816,200**	**10,863,700**	**9,627,500**

Note 9 - Grant Revenue

Overview

In accordance with Section 6.15 of the *Local Government Act 1995* , Council may receive revenue from a number of sources, including Grants, Subsidies or Contributions.

Set out below, by Program, is the revenue associated with Operating and Non-Operating Grants, Subsidies or Contributions budgeted for this year -

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Operating Grants, Subsidies and Contributions			
General Purpose funding	1,121,000	1,159,700	1,145,000
Governance	0	0	0
Law, order, public safety	162,000	257,200	227,000
Health	0	400	2,000
Education and welfare	130,200	10,000	52,500
Community amenities	0	0	0
Recreation and culture	45,600	2,851,200	2,037,000
Transport	63,400	123,200	316,000
Economic services	0	0	0
Other property and services	9,500	51,500	0
Total Operating Grants, Subsidies and Contributions	**1,531,700**	**4,453,200**	**3,779,500**
Non-Operating Grants, Subsidies and Contributions			
General Purpose funding	0	0	0
Governance	0	0	0
Law, order, public safety	0	0	0
Health	0	0	0
Education and welfare	0	0	0
Community amenities	0	0	0
Recreation and culture	200,000	0	3,845,000
Transport	1,580,700	1,239,200	2,209,500
Economic services	0	0	0
Other property and services	0	0	0
Total Non-Operating Grants, Subsidies and Contributions	**1,780,700**	**1,239,200**	**6,054,500**
Total Grants, Subsidies and Contributions	**3,312,400**	**5,692,400**	**9,834,000**

Note 10 - Other Information

Included in the Net Result

The Net Result includes -

Particulars	2017-2018 Budget $	2017-2018 Actual $	2018-2019 Budget $
Interest Earnings			
Investments - Reserve Funds	466,400	420,900	723,000
Investments - Other Funds	389,400	549,300	414,000
Other Interest Revenue	388,200	442,300	397,500
Total Interest Earnings	**1,244,000**	**1,412,500**	**1,534,500**
Auditor Remuneration			
Audit and Other Services	35,500	25,400	76,000
Total Auditor Remuneration	**35,500**	**25,400**	**76,000**
Interest Expense (Finance Costs)			
Loan Borrowings	432,600	377,300	452,000
Other Interest Expense	0	0	0
Total Interest Expense (Finance Costs)	**432,600**	**377,300**	**452,000**
Elected Members Remuneration			
Mayoral Allowance	63,100	76,600	63,000
Deputy Mayoral Allowance	15,800	19,400	16,000
Members Meeting Fees	216,100	262,700	215,000
Information and Technology Allowance	31,600	38,300	31,500
Member Expenses	5,100	2,700	3,000
Members Travel Reimbursement	7,100	4,200	3,000
Total Elected Members Remuneration	**338,800**	**403,900**	**331,500**

Note - The higher actual than budget allocation for Elected Members Remuneration reflects a change in the accounting treatment with regards to the timing of payments to Elected Members, based on accrual accounting, and does not represent an overpayment.

Significant Accounting Policies

Leases

Leases of fixed assets, where substantially all the risks and benefits incidental to the ownership of the asset, but not legal ownership, are transferred to Council, are classified as finance leases. Finance leases are capitalised recording an asset and a liability at the lower amounts equal to the fair value of the leased property or the present value of the minimum lease payments, including any guaranteed residual values. Lease payments are allocated between the reduction of the lease liability and the lease interest expense for the period. Leased assets are depreciated on a straight live basis over the shorter of their estimated useful lives or the lease term. Lease payments for operating leases, where substantially all the risks and benefits remain with the lessor, are charged as expenses in the periods in which they are incurred. Lease incentives under operating leases are recognised as a liability and amortised on a straight line basis over the life of the

Note 11 - Major Land Transactions

Tamala Park

The Town is a 1/12th owner of Lot 9504 Tamala Park, in conjunction with the Cities of Perth, Joondalup, Stirling, Vincent, Wanneroo and the Town of Cambridge.

The owner Councils have established the Tamala Park Regional Council with the specific function of carrying out a residential land development, known as Catalina Estate. As part owner of the land, the Town is entitled to 1/12th of the net proceeds of the land development.

The Town has budgeted to receive $1.25 million in the coming financial year, and anticipates a further $23.25 million over the next decade. All revenue received from the Tamala Park Regional Council is transferred to the Future Fund Reserve Account of Council.

Note 12 - Trading Undertakings and Major Trading Undertakings

Council does not intend entering into any trading undertakings or major trading undertakings during the coming financial year.

Note 13 - Interests in Joint Ventures

Council Interests in Joint Ventures

Tamala Park Regional Council
The Tamala Park Regional Council was formally constituted in February 2006. The Town of Victoria Park, along with the Municipalities of Joondalup, Wanneroo, Stirling, Perth, Cambridge and Vincent, form the membership of the Tamala Park Regional Council. The purpose of the Regional Council is to create an urban development of 165 hectares immediately north of the Mindarie Regional Council leased land. The Town of Victoria Park has a one-twelfth (1/12) equity in the assets and liabilities of the development. Council's Net Assets Holding in the Tamala Park Regional Council is approximately $3.0 million.

Mindarie Regional Council
The Mindarie Regional Council was formally constituted in December 1987. The Town of Victoria Park, along with the Municipalities of Joondalup, Wanneroo, Stirling, Perth, Cambridge and Vincent, form the membership of the Mindarie Regional Council. The primary function of the Regional Council is for the orderly and efficient treatment and / or disposal of waste. The Town of Victoria Park has a one-twelfth (1/12) equity in the assets and liabilities of the refuse disposal facility as per the constitution amendment (25 November 1996). Council's Net Assets Holding in the Mindarie Regional Council is approximately $5.4 million.

Significant Accounting Policies

Interests in Joint Ventures
Joint arrangements represent the contractual sharing of control between parties in a business venture where unanimous decisions about relevant activities are required. Separate joint venture entities providing joint venturers with an interest to net assets are classified as a joint venture and accounted for using the equity method. Joint venture operations represent arrangements whereby joint operators maintain direct interests in each asset and exposure to each liability of the arrangement. The Council's interests in the assets, liabilities, revenue and expenses of joint operations are included in the respective line items of the financial statements.

Note 14 - Trust Funds

Overview

Part of Council's role includes holding funds over which it has no control. These funds are not included in the financial statements. Trust Funds budgeted to be held are as follows -

Particulars	1 July 2018 $	Estimated Receipts $	Estimated Payments $	30 June 2019 $
Pathways and Works Contributions	1,285,000	100,000	(85,000)	**1,300,000**
Miscellaneous Bonds and Deposits	51,000	55,000	(60,000)	**46,000**
Leisure Facility Bonds and Deposits	3,500	1,500	(2,000)	**3,000**
Total Trust Funds Held	**1,339,500**	**156,500**	**(147,000)**	**1,349,000**

Note 15 - Other Significant Accounting Policies

Goods and Services Tax (GST)
Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a Gross basis. The GST components of cash flows arising from investing or financing activities that are recoverable from, or payable to, the ATO are presented as operating cash flows.

Critical Accounting Estimates
The preparation of a budget in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that influence the application of policies and reported amounts of assets and liabilities, income and expenditure. The estimates, and associated assumptions, are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

Rounding Off Figures
All figures shown in this budget, other than a rate in the dollar, are rounded to the nearest dollar.

Comparative Values
Where required, comparative values have been adjusted to conform with changes in presentation for the current budget year.

Budget Comparative Values
Unless otherwise stated, the budget comparative values shown in the budget relate to the original budget estimate for the relevant item of disclosure.

Revenue Recognition
Rates, grants, donations and other contributions are recognised as revenues when Council obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

Service Area Estimates

Total Service Area Estimates - By Management Classification

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**56,915,500**	**54,046,100**	**1,208,000**	**64,599,500**	**65,807,500**
Employment	21,420,000	21,197,100	0	22,262,500	22,262,500
Office	834,000	620,900	0	916,000	916,000
Professional Services	3,104,000	1,807,500	795,000	2,643,500	3,438,500
Asset Operations	10,461,500	9,759,300	22,000	10,449,500	10,471,500
Programs	16,214,000	14,062,400	391,000	22,761,000	23,152,000
Interest Expense	432,500	377,300	0	452,000	452,000
Accounting Standards Expense	4,449,500	6,221,600	0	5,115,000	5,115,000
Revenue	**(62,653,326)**	**(62,894,000)**	**(448,000)**	**(68,301,500)**	**(68,749,500)**
Rates	(44,295,626)	(44,269,000)	0	(45,789,500)	(45,789,500)
Operating Funding	(3,919,000)	(4,453,200)	(75,000)	(3,704,500)	(3,779,500)
Capital Funding	(1,984,500)	(1,239,200)	(373,000)	(5,681,500)	(6,054,500)
Fees and Charges	(10,606,000)	(10,863,700)	0	(9,627,500)	(9,627,500)
Earnings Interest	(1,197,500)	(1,412,500)	0	(1,534,500)	(1,534,500)
Other Revenue	(646,700)	(633,200)	0	(341,500)	(341,500)
Service Charges	0	0	0	0	0
Accounting Standards Revenue	(4,000)	(23,200)	0	(1,622,500)	(1,622,500)
Capital	**15,881,700**	**8,297,400**	**3,583,000**	**14,805,500**	**18,388,500**
Land	74,000	2,900	71,000	0	71,000
Buildings	3,457,500	1,895,900	900,000	2,050,500	2,950,500
Plant and Machinery	1,019,200	881,400	55,500	879,000	934,500
Furniture and Equipment	296,000	166,300	32,000	304,500	336,500
Information Technology	945,000	291,600	526,500	450,000	976,500
Roads	3,744,500	2,393,800	1,070,000	3,268,500	4,338,500
Drainage	552,000	326,200	94,500	350,000	444,500
Pathways	432,500	247,900	0	700,000	700,000
Parks	3,786,000	1,039,300	550,000	5,747,000	6,297,000
Other Infrastructure	1,575,000	1,052,100	283,500	1,056,000	1,339,500
Non-Operating Revenue	**(2,001,500)**	**(1,289,700)**	**(104,000)**	**(17,306,000)**	**(17,410,000)**
From Reserve	(1,700,000)	(300,000)	0	(4,402,000)	(4,402,000)
Loan Proceeds	0	0	0	(9,375,000)	(9,375,000)
Sale Proceeds	(301,500)	(989,700)	(104,000)	(3,529,000)	(3,633,000)
Non-Operating Expense	**5,868,000**	**6,621,700**	**0**	**12,932,500**	**12,932,500**
To Reserve	3,627,000	4,388,800	0	9,695,000	9,695,000
Principal Repayments	2,241,000	2,232,900	0	3,237,500	3,237,500
Adjustments	**(7,807,000)**	**(8,870,400)**	**(4,539,000)**	**(6,430,000)**	**(10,969,000)**
Non-Cash Items	(7,807,000)	(8,870,400)	0	(6,430,000)	(6,430,000)
Opening Position	0	0	(4,539,000)	0	(4,539,000)
Total	**6,203,374**	**(4,088,900)**	**(300,000)**	**300,000**	**0**

Total Service Area Estimates - By Service Area

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Chief Executive Office	**4,399,500**	**3,993,900**	**32,500**	**4,315,500**	**4,348,000**
Chief Executive Office	1,063,000	962,300	32,500	1,040,500	**1,073,000**
Communications and Engagement	768,500	672,400	0	840,500	**840,500**
Customer Relations	821,000	753,800	0	878,500	**878,500**
Human Resources	1,104,000	874,700	0	841,000	**841,000**
Leadership and Governance	643,000	730,700	0	715,000	**715,000**
Community Planning	**7,061,000**	**5,918,600**	**351,000**	**6,656,000**	**7,007,000**
Building Services	198,500	152,700	0	126,000	**126,000**
Community Development	1,680,000	1,443,800	22,000	1,760,000	**1,782,000**
Community Planning Office	1,367,000	1,091,700	0	946,500	**946,500**
Digital Hub	169,000	131,700	0	151,500	**151,500**
Economic Development	193,000	117,300	0	194,500	**194,500**
Environmental Health	362,500	360,500	0	370,000	**370,000**
General Compliance	158,500	174,500	0	239,500	**239,500**
Healthy Community	208,000	232,000	0	233,500	**233,500**
Library Services	1,145,500	1,182,700	0	1,212,000	**1,212,000**
Place Management	151,500	31,500	0	302,500	**302,500**
Strategic Town Planning	761,000	472,300	304,000	421,000	**725,000**
Urban Planning	666,500	527,900	25,000	699,000	**724,000**
Finance	**(27,540,226)**	**(27,487,300)**	**804,000**	**(39,506,000)**	**(38,702,000)**
Aqualife	547,500	534,200	0	354,500	**354,500**
Budgeting	7,457,000	8,870,400	0	6,133,500	**6,133,500**
Corporate Funds	(41,347,326)	(40,565,900)	0	(51,661,000)	**(51,661,000)**
Finance Office	718,500	749,100	0	772,500	**772,500**
Financial Services	380,500	196,900	0	551,000	**551,000**
Information Systems	3,751,000	2,475,700	526,500	3,414,000	**3,940,500**
Leisurelife	549,100	250,800	0	550,500	**550,500**
Parking	(318,500)	(645,200)	237,000	(291,500)	**(54,500)**
Ranger Services	722,000	646,700	40,500	670,500	**711,000**
Operations	**30,090,100**	**22,356,000**	**3,051,500**	**35,264,500**	**38,316,000**
Asset Planning	7,194,900	4,959,700	1,171,500	11,893,000	**13,064,500**
Environment	108,500	140,200	0	185,500	**185,500**
Fleet Services	707,700	650,600	(48,500)	589,500	**541,000**
Operations Office	780,500	736,600	0	817,500	**817,500**
Parks and Reserves	7,956,000	5,452,400	620,000	7,507,500	**8,127,500**
Project Management	233,500	(51,900)	404,500	1,568,000	**1,972,500**
Street Improvement	1,251,000	993,300	34,000	1,120,500	**1,154,500**
Street Operations	6,600,500	4,773,000	870,000	5,873,500	**6,743,500**
Waste Services	5,257,500	4,702,100	0	5,709,500	**5,709,500**
Adjustments	**(7,807,000)**	**(8,870,400)**	**(4,539,000)**	**(6,430,000)**	**(10,969,000)**
Non-Cash Items	(7,807,000)	(8,870,400)	0	(6,430,000)	**(6,430,000)**
Opening Position ((Surplus) / Deficit)	0	0	(4,539,000)	0	**(4,539,000)**
Closing Position ((Surplus) / Deficit)	**6,203,374**	**(4,089,200)**	**(300,000)**	**300,000**	**0**

Chief Executive Office



Anthony Vuleta
Chief Executive Officer

The Chief Executive Office Functional Area comprises the following Service Areas -

- Communications and Engagement
- Customer Relations
- Human Resources and Organisational Development
- Leadership and Governance

The Chief Executive Office comprises the Chief Executive Officer and the directly associated employees to assist in delivering the key objectives of the area. The budget for this area is as below -

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**1,063,500**	**964,200**	**32,500**	**1,091,000**	**1,123,500**
Employment	892,500	868,600	0	863,500	**863,500**
Office	10,500	7,600	0	14,000	**14,000**
Professional Services	15,000	9,300	0	16,000	**16,000**
Asset Operations	10,000	10,200	0	0	**0**
Programs	135,500	68,500	32,500	197,500	**230,000**
Revenue	**(500)**	**(1,900)**	**0**	**(50,500)**	**(50,500)**
Other Revenue	(500)	(1,900)	0	(50,500)	**(50,500)**
Total	**1,063,000**	**962,300**	**32,500**	**1,040,500**	**1,073,000**

Communications and Engagement

Primary Strategic Objective
Everyone receives appropriate information in the most efficient and effective way for them.

Service Statement
Communications and Engagement manages the brand and reputation of Council, by driving mass communications and community engagement outcomes. This is achieved by building relationships, delivering clear and consistent messages, consulting with the community and working to reach a range of audiences, via several channels, through strategic marketing, communication and engagement planning and output.

Key Functions

- Marketing the District through a variety of channels, to identified audiences, conveying key messages
- Writing, designing, publishing and distributing Council publications
- Leading community engagement and consultation practices
- Developing and implementing communication and engagement strategies
- Internal and external stakeholder relationship building

At a Glance

- Managing all Council digital channels and content
- Publishing more than 70 media releases and publications annually
- Compiling over 40 speeches annually
- Developing over 200 graphic design concepts annually
- Guiding more than 30 engagement activities annually

Ongoing Activities

- Stakeholder relationship building
- Internal communications
- Publications and reports
- Brand management
- Graphic design
- Communication and Engagement advisory services
- Website, social media and intranet management
- Community consultation planning and delivery
- Media relations and marketing
- Advocacy

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**769,500**	**678,300**	**0**	**841,500**	**841,500**
Employment	599,000	551,800	0	622,500	**622,500**
Office	31,500	18,600	0	33,000	**33,000**
Professional Services	2,500	600	0	61,000	**61,000**
Asset Operations	10,000	10,000	0	10,000	**10,000**
Programs	126,500	97,300	0	115,000	**115,000**
Revenue	**(1,000)**	**(5,900)**	**0**	**(1,000)**	**(1,000)**
Other Revenue	(1,000)	(5,900)	0	(1,000)	**(1,000)**
Total	**768,500**	**672,400**	**0**	**840,500**	**840,500**

Customer Relations

Primary Strategic Objective
People have positive exchanges with the Town that inspires confidence in the information and the timely service provided.

Service Statement
Customer Relations manages the Customer Service Contact Centre, as the first point of contact for the organisation, and monitors the organisational performance against its Customer Service Standards.

Key Functions

- Provide frontline information services for telephone, in person and written contact, including digital media
- Coordinate Councillor satchels, outgoing mail, internal mail baskets and courier pick-ups or deliveries
- Manage cashiering services for in person and telephone payments
- Manage service requests on behalf of the organisation
- Provide administrative support to all Service Areas via first point of contact channels

At a Glance

- 50,000 phone calls annually, with 83% answered in less than 20 seconds
- 15,000+ in person contacts
- 1,000+ settlement enquiries completed, with 99.5% within timeframe
- 2,000+ animal renewals processed annually
- Website, email and social media queries

Ongoing Activities

- Cashiering services
- Face to face Customer first point of contact
- Level 1 and Level 2 query responses
- Animal registration and renewal
- Complaint handling
- Manage incoming telephone calls
- Outgoing mail, internal mail and courier management
- Administration support to Service Areas
- Monitor and measure organisation service standards
- Customer improvement initiatives

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**821,000**	**753,800**	**0**	**878,500**	**878,500**
Employment	739,000	688,100	0	781,000	**781,000**
Office	47,000	38,600	0	47,000	**47,000**
Professional Services	35,000	27,100	0	50,500	**50,500**
Total	**821,000**	**753,800**	**0**	**878,500**	**878,500**

Human Resources and Organisational Development

Primary Strategic Objective
Innovative, empowered and responsible organisational culture with the right people in the right job.

Service Statement
Human Resources and Organisational Development is responsible for attracting the right people to the right jobs and providing reward and recognition and learning and development opportunities for employees. It is also responsible for the development and implementation of occupational health and safety compliance, organisational development, employee relations, recruitment and payroll services of Council. This is achieved by building relationships, being consistent and being innovative and proactive.

Key Functions

- Best practice recruitment and selection based on merit and equity
- Implementation and support of the Cultural Optimisation program
- Coordination of occupational safety and health compliance
- Coordination of issues that arise from industrial relations matters
- Provision of payroll services and individual contract management

At a Glance

- 400+ organisational employees
- Training programs
- Over 60 vacancies filled per annum
- Health and wellbeing programs
- Cultural optimisation programs

Ongoing Activities

- Occupational Health and Safety
- Attraction and Retention
- Reward and recognition
- Training and development
- Recruitment and selection
- Grievance handling
- Workforce planning
- Organisational development
- Payroll processing
- Industrial relations advice

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**1,107,000**	**877,500**	**0**	**844,000**	**844,000**
Employment	745,000	604,600	0	562,500	**562,500**
Office	24,500	9,300	0	19,500	**19,500**
Professional Services	27,000	9,200	0	16,000	**16,000**
Asset Operations	10,000	13,800	0	10,000	**10,000**
Programs	300,500	240,600	0	236,000	**236,000**
Revenue	**(3,000)**	**(2,800)**	**0**	**(3,000)**	**(3,000)**
Other Revenue	(3,000)	(2,800)	0	(3,000)	**(3,000)**
Total	**1,104,000**	**874,700**	**0**	**841,000**	**841,000**

Leadership and Governance

Primary Strategic Objective
Visionary civic leadership with sound and accountable governance that reflects objective decision making.

Service Statement
The Leadership and Governance section leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity.

Key Functions

- Strategic direction setting
- Internal audit and risk management
- Provision of professional advice to elected members and employees
- Organisational compliance
- Community decision making

At a Glance

- One Mayor and eight Councillors, over two wards (Jarrah and Banksia)
- Council and Committees agenda management
- Risk register management
- Policy manual management
- Register of Delegations management

Ongoing Activities

- Undertake internal audits
- Co-ordinate the risk register
- Provide advice on risk mitigation
- Oversee preparation of Council agendas and minutes
- Provide advice to ensure legislative compliance
- Monthly Council and Committee meetings

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**644,000**	**732,400**	**0**	**715,500**	**715,500**
Employment	143,500	176,400	0	296,500	**296,500**
Office	14,500	13,500	0	21,500	**21,500**
Professional Services	5,500	1,300	0	13,500	**13,500**
Asset Operations	7,000	0	0	10,000	**10,000**
Programs	473,500	541,200	0	374,000	**374,000**
Revenue	**(1,000)**	**(1,700)**	**0**	**(500)**	**(500)**
Other Revenue	(1,000)	(1,700)	0	(500)	**(500)**
Total	**643,000**	**730,700**	**0**	**715,000**	**715,000**

Community Planning Office



Natalie Martin Goode
Chief Community Planner

Community Planning comprises the following Service Areas -

- Building Services
- Community Development
- Digital Hub
- Economic Development
- General Compliance
- Healthy Community
- Library Services
- Place Management
- Strategic Town Planning
- Urban Planning

The Community Planning Office comprises the Chief Community Planner and the directly associated employees to assist in delivering the key objectives of the area. The budget for this area is as below -

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**1,368,000**	**1,093,800**	**0**	**947,500**	**947,500**
Employment	1,144,000	939,800	0	876,000	**876,000**
Office	21,000	15,500	0	11,500	**11,500**
Professional Services	140,500	106,000	0	24,000	**24,000**
Asset Operations	26,000	23,900	0	10,000	**10,000**
Programs	36,500	8,600	0	26,000	**26,000**
Revenue	**(1,000)**	**(2,100)**	**0**	**(1,000)**	**(1,000)**
Other Revenue	(1,000)	(2,100)	0	(1,000)	**(1,000)**
Total	**1,367,000**	**1,091,700**	**0**	**946,500**	**946,500**

Building Services

Primary Strategic Objective

Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs, and enhances the Town's character.

Service Statement

Building Services ensure buildings are safe, healthy and accessible and meet statutory requirements.

Key Functions

- Processing applications for Buildings, Swimming Pool and Demolition Permits
- Investigating building-related complaints and undertaking on-site inspections
- Providing advice to customers on building-related matters and Australian building standards
- Inspecting existing buildings for compliance against current building approvals and standards
- Undertaking swimming pool and spa compliance inspections

At a Glance

- 850+ permits issued, in total, per annum with a value over $150 million
- 80+ demolition permits issued per annum
- 50+ swimming pool approvals per annum
- 500+ building permits issued per annum

Ongoing Activities

- Assess Building applications
- Conduct site inspections
- Permit and certificate issuing
- Stakeholder consultation
- Customer service and community education
- Manage compliance
- Site meetings

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**531,500**	**499,200**	**0**	**496,500**	**496,500**
Employment	443,500	441,200	0	445,000	**445,000**
Office	9,500	8,100	0	10,000	**10,000**
Professional Services	47,500	24,300	0	10,500	**10,500**
Asset Operations	30,000	25,700	0	29,000	**29,000**
Programs	1,000	(100)	0	2,000	**2,000**
Revenue	**(333,000)**	**(346,500)**	**0**	**(370,500)**	**(370,500)**
Fees and Charges	(322,500)	(338,700)	0	(359,000)	**(359,000)**
Other Revenue	(10,500)	(7,800)	0	(11,500)	**(11,500)**
Total	**198,500**	**152,700**	**0**	**126,000**	**126,000**

Community Development

Primary Strategic Objective
A place where all people have an awareness and appreciation of arts, culture, education and heritage.

Service Statement
The Community Development Team's vision is an empowered Victoria Park through community capacity building.

Key Functions

- Community events
- Cultural engagement
- Creative arts
- Seniors, access and Inclusion
- Safer neighbourhoods
- Parks and Reserves bookings for clubs and events
- Civic events
- Volunteering
- Grants, donations and sponsorship
- Youth engagement

At a Glance

- 20+ Council delivered events each year attracting over 53,000 participants / visitors
- 400+ parks and reserves bookings per annum
- 200+ grants, donations and sponsorships processed annually
- 100+ crime and safety educational site visits
- 50+ arts events each year attracting over 20,000 participants / visitors annually

Ongoing Activities

- Foster Strength Based Community Developme
- Promote a universally accessible community
- Facilitate community safety
- Embrace and promote cultural harmony
- Advocate for social justice
- Foster and promote artistic diversity
- Facilitate and deliver community events
- Foster sustainable and inclusive clubs
- Provide grants and donations
- Embrace and celebrate volunteers

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**2,065,000**	**1,798,900**	**22,000**	**1,940,500**	**1,962,500**
Employment	945,000	897,100	0	971,000	**971,000**
Office	49,000	28,700	0	42,500	**42,500**
Professional Services	10,000	0	0	44,000	**44,000**
Asset Operations	78,000	52,000	22,000	35,500	**57,500**
Programs	983,000	821,100	0	847,500	**847,500**
Revenue	**(405,000)**	**(375,000)**	**0**	**(268,500)**	**(268,500)**
Operating Funding	(161,000)	(57,400)	0	(83,500)	**(83,500)**
Fees and Charges	(195,500)	(267,500)	0	(170,500)	**(170,500)**
Other Revenue	(48,500)	(50,100)	0	(14,500)	**(14,500)**
Capital	**20,000**	**19,900**	**0**	**88,000**	**88,000**
Other Infrastructure	20,000	19,900	0	88,000	**88,000**
Total	**1,680,000**	**1,443,800**	**22,000**	**1,760,000**	**1,782,000**

Digital Hub

Primary Strategic Objective
An informed, enabled and knowledgeable community.

Service Statement
The Digital Hub provides free digital literacy and online training to build the capacity of the local community, not-for-profit organisations and local business operators, and to enhance a socially, digitally and empowered connected community.

Key Functions

- Providing one-on-one and group training addressing community needs regarding technology
- Undertaking home and business visits for those unable to make it in to the Digital Hub
- Providing training in cyber security and data protection
- Assisting local businesses on IT issues such as optimising their search engine; designing a webpage
- Providing training for developers / builders to allow online lodgement of applications
- Providing opportunity for community members who have IT skills to volunteer to assist at the Digital Hub

At a Glance

- Over 2,500 sessions per annum
- Help for local community groups
- 50+ residents assisted into employment
- Volunteers actively engaged in capacity building

Ongoing Activities

- Lifelong learning and education
- Economic development
- Home visits for senior residents
- School visits
- Internal and external digital training
- Home-school network
- Disability Services Commission sessions
- Red Cross sessions
- External and internal consulting
- Social inclusion

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**170,500**	**132,400**	**0**	**153,000**	**153,000**
Employment	152,000	119,700	0	129,500	**129,500**
Office	9,000	7,000	0	11,500	**11,500**
Asset Operations	8,000	4,900	0	0	**0**
Programs	1,500	800	0	12,000	**12,000**
Revenue	**(1,500)**	**(700)**	**0**	**(1,500)**	**(1,500)**
Fees and Charges	(1,000)	(300)	0	(1,000)	**(1,000)**
Other Revenue	(500)	(400)	0	(500)	**(500)**
Total	**169,000**	**131,700**	**0**	**151,500**	**151,500**

Economic Development

Primary Strategic Objective

A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship.

Service Statement

Economic Development seeks to increase the economic growth of the district through fostering business attraction and retention, tourism, marketing, community initiatives and creating robust relationships.

Key Functions

- Liaise with businesses to promote business support measures and business development opportunities
- Develop or identify existing support measures for emerging industries
- Seeking opportunities for external agencies to host events within the District
- Guide the creation, implementation and performance measurement of place activation initiatives
- Participation in regional economic development groups to further promote the District
- Prepares plans and strategies for the long term economic growth of the Town of Victoria Park
- Coordinate the delivery and of Council's Economic Development Strategy
- Investigate, research and study trends impacting the regional and local economy
- Develop, refine and implement Council's Activity Centre Performance Measurement Strategy

At a Glance

- 4,200+ registered business across the District, in a variety of varying scales
- Largest local industry - Education
- 25% of local businesses are in hospitality
- 35,500+ local jobs, expected to grow to 90,000+

Ongoing Activities

- New business support
- Cross-promotional marketing
- Promote business and community initiatives
- Sponsorship of community initiatives
- Economic development grant funding
- Red-tape reduction strategies
- Business networking support
- Commercial gap analysis
- Digital technology encouragement

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**193,000**	**117,300**	**0**	**194,500**	**194,500**
Employment	128,000	69,900	0	125,000	**125,000**
Office	6,000	3,800	0	8,000	**8,000**
Professional Services	32,000	18,400	0	36,000	**36,000**
Programs	27,000	25,200	0	25,500	**25,500**
Total	**193,000**	**117,300**	**0**	**194,500**	**194,500**

Environmental Health

Primary Strategic Objective
A clean, safe and accessible place to visit.

Service Statement
Environmental Health services seeks to protect public health and provide a healthy, safe and attractive environment for the community of Victoria Park in accordance with statutory obligations and Council policies and procedures.

Key Functions

- Ensure safe food practices in the community
- Ensure safe public buildings, lodging houses and events exist in the District
- Ensure everyone can enjoy safe public aquatic facilities
- Ensure safe hair dressing and skin penetration establishments operate
- Provide educational programs to the community

At a Glance

- 700+ food premises inspections annually
- 100+ public buildings inspections annually
- 500+ aquatic facility samples annually
- 9+ lodging house inspections annually
- 400+ service investigations annually
- 100+ public event approvals and inspections annually
- 500+ temporary food business assessments annually
- 150+ development and building assessments annually
- 100+ noise management assessments annually

Ongoing Activities

- Approvals and inspections of buildings
- Public aquatic facility water sampling
- Lodging house approvals and inspections
- Approvals and inspection of public events
- Approvals, sampling and inspections of food businesses
- Hair dressing and skin penetration business inspections
- Assessment of development and building permits
- Resolution and prevention of health nuisances

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**648,500**	**655,800**	**0**	**652,000**	**652,000**
Employment	515,000	548,800	0	506,500	**506,500**
Office	14,000	10,400	0	20,000	**20,000**
Professional Services	25,000	25,900	0	33,500	**33,500**
Asset Operations	40,000	38,600	0	39,000	**39,000**
Programs	54,500	32,100	0	53,000	**53,000**
Revenue	**(286,000)**	**(295,300)**	**0**	**(282,000)**	**(282,000)**
Operating Funding	0	(400)	0	(2,000)	**(2,000)**
Fees and Charges	(260,000)	(274,600)	0	(259,000)	**(259,000)**
Other Revenue	(26,000)	(20,300)	0	(21,000)	**(21,000)**
Total	**362,500**	**360,500**	**0**	**370,000**	**370,000**

General Compliance

Primary Strategic Objective

Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs, and enhances the Town's character.

Service Statement

General Compliance ensures that land is used and developed in accordance with State and Local Government legislation and meets community needs.

Key Functions

- Ensuring compliance with the State and Local Government legislation relating to planning
- Investigating complaints that relate to land use, development and building works
- Informing residents, land owners, business owners and other key stakeholders of relevant legislation
- Issuing permits and approvals for works and / or use on Council land

At a Glance

- Approximately 140 planning compliance matters investigated per year
- 380+ permits issued annually for activities or works on public thoroughfares

Ongoing Activities

- Customer service
- Site inspections
- Complaint investigation and resolution
- Issue work zone permits
- Process cross-over approvals

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**158,500**	**182,000**	**0**	**249,500**	**249,500**
Employment	103,500	173,700	0	193,000	**193,000**
Office	5,000	300	0	10,000	**10,000**
Professional Services	5,000	0	0	18,500	**18,500**
Asset Operations	35,000	8,000	0	28,000	**28,000**
Programs	10,000	0	0	0	**0**
Revenue	**0**	**(7,500)**	**0**	**(10,000)**	**(10,000)**
Other Revenue	0	(7,500)	0	(10,000)	**(10,000)**
Total	**158,500**	**174,500**	**0**	**239,500**	**239,500**

Healthy Community

Primary Strategic Objective
A healthy community.

Service Statement
The Healthy Community team connect people to services, resources, information, facilities and experiences that enhance their physical and social health and wellbeing.

Key Functions

- Develop and implement Council's Local Public Health Plan
- Promote and encourage health lifestyle choices
- Connect community to physical and social opportunities
- Create and encourage an environment in which our community has the opportunity and choice to be healthy
- Deliver and support initiatives for healthy eating, active lifestyles, and resilience and positive mental health
- Deliver the employee wellness program
- Promote active transport methods for schools and the wider community

At a Glance

- 4,500+ community visits per annum
- 1,700+ e-Newsletter subscribers
- 8-10 events stalls delivering healthy messaging
- Well@Work calendar of events

Ongoing Activities

- Strategic public health planning
- Resource awareness and distribution
- Employee health and wellbeing program
- Local community group talks
- Supporting and promoting community groups
- Program planning, delivery and evaluation

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**238,500**	**259,100**	**0**	**261,000**	**261,000**
Employment	187,000	233,500	0	213,000	**213,000**
Office	1,500	600	0	2,500	**2,500**
Programs	50,000	25,000	0	45,500	**45,500**
Revenue	**(30,500)**	**(27,100)**	**0**	**(27,500)**	**(27,500)**
Fees and Charges	(30,500)	(27,100)	0	(27,500)	**(27,500)**
Total	**208,000**	**232,000**	**0**	**233,500**	**233,500**

Library Services

Primary Strategic Objective
An informed and knowledgeable community.

Service Statement
Library Services plays a pivotal role in providing the community with access to resources, knowledge and technology in a safe, nurturing environment.

Key Functions

- Promoting literacy, a love of reading, and lifelong learning
- Preserving, sharing and celebrating the Town's rich heritage
- Enriching lives through programs, events and initiatives
- Providing opportunities to discover, share, collaborate, learn, innovate, grow and connect
- Providing free access to diverse collection of resources e.g. books, audiobooks, puzzles, games
- Providing free Wi-Fi access, as well as public access computers

At a Glance

- 13,000+ active members
- 215,000+ items borrowed annually
- 110,000+ visitors annually
- 30,000+ public computer logons annually

Ongoing Activities

- Digital and online resource management
- Adult programs and events
- Youth programs and events
- Books on Wheels service
- Provide public computer and Wi-Fi access
- Outreach and community group programs
- Local history

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**1,179,000**	**1,217,700**	**0**	**1,243,500**	**1,243,500**
Employment	972,500	1,044,100	0	1,022,000	**1,022,000**
Office	47,500	36,500	0	53,000	**53,000**
Asset Operations	8,000	8,900	0	10,000	**10,000**
Programs	151,000	128,200	0	158,500	**158,500**
Revenue	**(33,500)**	**(35,000)**	**0**	**(31,500)**	**(31,500)**
Operating Funding	(6,000)	(4,900)	0	(6,000)	**(6,000)**
Fees and Charges	(25,500)	(27,900)	0	(25,000)	**(25,000)**
Other Revenue	(2,000)	(2,200)	0	(500)	**(500)**
Total	**1,145,500**	**1,182,700**	**0**	**1,212,000**	**1,212,000**

Place Management

Primary Strategic Objective
An empowered community with a sense of pride, safety and belonging.

Service Statement
Place Management manages the wide range of issues, challenges and opportunities in the District centres in an integrated and coordinated way so they can reach their economic, social and environmental potential.

Key Functions

- Prepare and coordinate the implementation of Place Plans
- Identify potential resource and funding support streams with State and Federal Agencies
- Prepare the organisation to advocate for major activity centre improvements at a State and Federal level
- Support Town Teams to become more profitable, sustainable place based entities
- Perform a key role in the strategic planning and development of the District town centres
- Champion great place outcome in the organisation and establish place focussed culture
- Perform a key role in the design component of projects in activity centres
- Identify opportunities to update and improve the Local Planning Framework

At a Glance

- 4,200+ registered business across 20 activity centres of varying scales
- 1 active Town Team in operation

Ongoing Activities

- Prepare and deliver Place Plans
- Lead and coordinate great place outcomes
- Providing Urban Design expertise
- Support community groups to improve their area
- Encourage businesses to improve the public realm

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**151,500**	**31,500**	**0**	**302,500**	**302,500**
Employment	126,000	27,500	0	214,000	**214,000**
Office	5,000	0	0	9,500	**9,500**
Professional Services	2,500	4,000	0	79,000	**79,000**
Asset Operations	8,000	0	0	0	**0**
Programs	10,000	0	0	0	**0**
Total	**151,500**	**31,500**	**0**	**302,500**	**302,500**

Strategic Town Planning

Primary Strategic Objective

Land Use planning that puts people first in urban design; allows for different housing options for people with different housing needs; and enhances the Town's character.

Service Statement

Strategic Town Planning develops and implements strategies for the future growth of the District in line with the State Government objectives and aims to create vibrant places that improves the quality of life for residents and business.

Key Functions

- Prepares strategies that deliver great place outcomes and long term growth for the District
- Ensures State and Federal strategies and policies are embedded in strategic plans for Council
- Work with State Government agencies to ensure the integration of regional and local priorities
- Ensure town planning instruments are updated to guide decision making and to inform the community
- Awareness of future economic matters, transport and traffic planning, social resource and environmental practices
- Review and comment on regional planning documents and assess impacts on Council
- Identifies where business improvement is required to ensure delivery of strategic planning imperatives
- Manage key relationships with the local community and other major stakeholders

At a Glance

- Undertake planning initiatives for a future population of 110,000 persons
- Preparation of the Local Planning Strategy and its component parts
- Review and update the Town Planning Scheme
- Preparation of structure plans and / or local development plans for specific precincts

Ongoing Activities

- Structure Planning
- Lead and coordinate great place outcomes
- Explaining town planning to the community
- Local Planning Strategy and Scheme management
- Review the long term impact from other Agencies

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**761,500**	**472,500**	**304,000**	**422,000**	**726,000**
Employment	284,500	309,700	0	361,500	**361,500**
Office	9,000	5,700	0	12,500	**12,500**
Professional Services	460,000	149,400	304,000	48,000	**352,000**
Asset Operations	8,000	7,700	0	0	**0**
Revenue	**(500)**	**(200)**	**0**	**(1,000)**	**(1,000)**
Other Revenue	(500)	(200)	0	(1,000)	**(1,000)**
Total	**761,000**	**472,300**	**304,000**	**421,000**	**725,000**

Urban Planning

Primary Strategic Objective

Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs, and enhances the Town's character.

Service Statement

Urban Planning assesses applications for development approval and subdivision, provides advice to the community and ensures land is appropriately used and developed.

Key Functions

- Assessing applications for development approvals
- Responding to the Western Australian Planning Commission on subdivision applications
- Issuing subdivision clearance requests
- Representing the Town at the State Administrative Tribunal and Joint Development Assessment Panels
- Monitoring compliance with the Town Planning Scheme and approvals issued by Council
- Undertaking Town Planning Scheme amendments, and assessing proponent-led Scheme Amendments
- Providing advice to Council on planning issues
- Reviewing and proposing Council policies addressing relevant planning matters
- Providing planning advice to residents, land owners, business owners and other key stakeholders
- Community consultation

At a Glance

- 400+ development applications per annum
- $390+ million approved developments annually

Ongoing Activities

- Customer service
- Applications for Development Approval
- Subdivision applications and clearances
- Zoning and land-use enquiries
- Planning scheme amendments
- Internal consultation
- Community consultation
- Site inspections
- Policy review and preparation
- Structure plans and local development plans

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**1,036,000**	**955,000**	**25,000**	**1,058,500**	**1,083,500**
Employment	760,500	771,700	0	779,000	**779,000**
Office	30,500	29,000	0	31,500	**31,500**
Professional Services	115,000	68,400	25,000	111,500	**136,500**
Asset Operations	25,000	19,400	0	29,000	**29,000**
Programs	105,000	66,500	0	107,500	**107,500**
Revenue	**(369,500)**	**(427,100)**	**0**	**(359,500)**	**(359,500)**
Fees and Charges	(357,000)	(413,600)	0	(357,000)	**(357,000)**
Other Revenue	(12,500)	(13,500)	0	(2,500)	**(2,500)**
Total	**666,500**	**527,900**	**25,000**	**699,000**	**724,000**

Finance Office



Nathan Cain
Chief Financial Officer

Finance comprises the following Service Areas -

- Aqualife
- Budgeting
- Corporate Funds
- Financial Services
- Information Systems
- Leisurelife
- Parking
- Ranger Services

The Finance Office comprises the Chief Financial Officer and the directly associated employees to assist in delivering the key objectives of the area. The budget for this area is as below -

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**719,500**	**750,600**	**0**	**773,500**	**773,500**
Employment	614,000	658,200	0	696,000	**696,000**
Office	13,500	13,600	0	16,500	**16,500**
Professional Services	63,000	66,800	0	19,000	**19,000**
Asset Operations	8,000	7,800	0	10,000	**10,000**
Programs	21,000	4,200	0	32,000	**32,000**
Revenue	**(1,000)**	**(1,500)**	**0**	**(1,000)**	**(1,000)**
Other Revenue	(1,000)	(1,500)	0	(1,000)	**(1,000)**
Total	**718,500**	**749,100**	**0**	**772,500**	**772,500**

Aqualife

Primary Strategic Objective
A healthy community.

Service Statement
Aqualife aims to provide and facilitate a wide range of sport, recreation and healthy lifestyle opportunities for the community through the delivery of infrastructure, facility management and programs in a financially responsible manner.

Key Functions

- Provide family activities to teach swimming and survival skills, and prevent childhood drownings
- To increase participation in physical activity through the provision of contemporary facilities and programs
- Offer group fitness classes to inspire and motivate participants to reach health and wellbeing goals
- Provide a gymnasium with staff available to offer assistance, programs and training advice
- Provide opportunities for culturally and linguistically diverse participants to learn water confidence

At a Glance

- 36 Group fitness sessions per week
- Personal training
- 6 Aquatic Clubs
- Steam room and spa
- 50m heated outdoor pool
- 1800 – 2000 Learn to swim attendances per annum
- 400,000+ total Centre attendances per annum
- Gymnasium appraisals and programs
- 25m heated indoor pool
- Heated leisure and hydro pools

Ongoing Activities

- Learn to swim programs for all ages
- Group fitness Sessions
- Gym services / programs and appraisals
- Crèche
- Room hire
- Resident club squads / training
- Swim Carnivals
- Lap Swimming
- Water polo

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**2,824,500**	**2,736,700**	**0**	**2,537,000**	**2,537,000**
Employment	2,461,500	2,438,600	0	2,217,500	**2,217,500**
Office	83,500	67,400	0	85,500	**85,500**
Asset Operations	83,000	62,000	0	79,000	**79,000**
Programs	196,500	168,700	0	155,000	**155,000**
Revenue	**(2,300,000)**	**(2,210,500)**	**0**	**(2,182,500)**	**(2,182,500)**
Fees and Charges	(2,299,000)	(2,208,700)	0	(2,181,500)	**(2,181,500)**
Other Revenue	(1,000)	(1,800)	0	(1,000)	**(1,000)**
Capital	**23,000**	**8,000**	**0**	**0**	**0**
Furniture and Equipment	23,000	8,000	0	0	**0**
Total	**547,500**	**534,200**	**0**	**354,500**	**354,500**

Budgeting

Service Statement

The Budgeting area includes the administration of non-cash expenditure and revenue associated with local government accounting requirements, including profit and loss and depreciation. This area is considered a "non-management" area as all transactions are considered non-cash and are of an accounting / bookkeeping nature only.

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**7,461,000**	**8,893,600**	**0**	**7,756,000**	**7,756,000**
Accounting Standards Expense	7,461,000	8,893,600	0	7,756,000	**7,756,000**
Revenue	**(4,000)**	**(23,200)**	**0**	**(1,622,500)**	**(1,622,500)**
Accounting Standards Revenue	(4,000)	(23,200)	0	(1,622,500)	**(1,622,500)**
Total	**7,457,000**	**8,870,400**	**0**	**6,133,500**	**6,133,500**

Corporate Funds

Service Statement

The Corporate Funds area covers all aspects of funds management for the organisation. Transactions included in this area are predominantly outside of the control of any manager and, as such, this area is considered a "non-management" area. Items such as rate revenue and federal assistance grants feature in this area.

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**530,500**	**542,900**	**0**	**558,000**	**558,000**
Programs	98,000	165,600	0	106,000	**106,000**
Interest Expense	432,500	377,300	0	452,000	**452,000**
Revenue	**(46,045,826)**	**(46,680,500)**	**0**	**(48,124,500)**	**(48,124,500)**
Rates	(44,295,626)	(44,269,000)	0	(45,789,500)	**(45,789,500)**
Operating Funding	(525,000)	(1,117,400)	0	(1,100,000)	**(1,100,000)**
Earnings Interest	(800,000)	(970,200)	0	(1,137,000)	**(1,137,000)**
Other Revenue	(425,200)	(323,900)	0	(98,000)	**(98,000)**
Non-Operating Revenue	**(1,700,000)**	**(1,050,000)**	**0**	**(17,027,000)**	**(17,027,000)**
From Reserve	(1,700,000)	(300,000)	0	(4,402,000)	**(4,402,000)**
Loan Proceeds	0	0	0	(9,375,000)	**(9,375,000)**
Sale Proceeds	0	(750,000)	0	(3,250,000)	**(3,250,000)**
Non-Operating Expense	**5,868,000**	**6,621,700**	**0**	**12,932,500**	**12,932,500**
To Reserve	3,627,000	4,388,800	0	9,695,000	**9,695,000**
Principal Repayments	2,241,000	2,232,900	0	3,237,500	**3,237,500**
Total	**(41,347,326)**	**(40,565,900)**	**0**	**(51,661,000)**	**(51,661,000)**

Financial Services

Primary Strategic Objective
Finances are managed appropriately, sustainably and transparently for the benefit of the community.

Service Statement
The key role of Financial Services is to manage and control Council's finances in a sound and prudent manner.

Key Functions

- Management of Council's rates property database and financial management systems
- Coordinate the production and dispatch of annual and interim rate notices and instalment reminders
- Produce monthly and annual financial reports
- Timely and efficient collection of outstanding debts
- Manage and maintain Council's investments
- Ensure Council's taxation and statutory obligations, in connection with Finance, are met
- Administration of Council's insurance policies and claims
- Internal training and education
- Manage and maintain suppliers and debtors to ensure timely and accurate processing
- Administer procurement activities for the organisation

At a Glance

- 16,800+ rate assessments
- 250+ invoices processed weekly
- 98% rates collected annually
- 2,800 invoices raised annually

Ongoing Activities

- Maintain Rates and Finance Systems
- Produce regular financial reports
- Manage the budgeting process
- Manage cash investments
- Administer procurement activities for the organisation
- Manage insurance renewals and claims
- Process supplier invoices weekly
- Process and manage debtors and debtor invoices

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**1,128,000**	**991,600**	**0**	**1,298,500**	**1,298,500**
Employment	720,500	743,000	0	785,500	**785,500**
Office	76,000	54,800	0	80,500	**80,500**
Professional Services	46,500	2,200	0	33,500	**33,500**
Asset Operations	8,000	7,600	0	10,000	**10,000**
Programs	277,000	184,000	0	389,000	**389,000**
Revenue	**(747,500)**	**(794,700)**	**0**	**(747,500)**	**(747,500)**
Operating Funding	(45,000)	(42,300)	0	(45,000)	**(45,000)**
Fees and Charges	(314,500)	(328,700)	0	(314,500)	**(314,500)**
Earnings Interest	(386,500)	(422,000)	0	(386,500)	**(386,500)**
Other Revenue	(1,500)	(1,700)	0	(1,500)	**(1,500)**
Total	**380,500**	**196,900**	**0**	**551,000**	**551,000**

Information Systems

Primary Strategic Objective
Appropriate information management that is easily accessible, accurate and reliable.

Service Statement
Information Systems assists the organisation in operating efficiently with the smooth running of essential business computer programs and systems.

Key Functions

- Ensure all business systems and applications are operating effectively for all users
- Ensure all information and communications technology is maintained and renewed in a timely manner
- Provide suitable business continuity solutions on a continuing basis
- Ensure accurate and timely records management
- Manage system security from both internal and external threats
- Develop systems and services stay current with technology trends

At a Glance

- 3,000+ technology requests per annum
- 5,000+ records annually registered

Ongoing Activities

- Records management
- Computer technical support
- Free Public Wi-Fi provision
- Hardware infrastructure management
- Wireless communication management
- User training and support

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**2,819,000**	**2,186,200**	**0**	**2,966,000**	**2,966,000**
Employment	945,000	910,600	0	1,070,500	**1,070,500**
Office	26,000	18,400	0	31,000	**31,000**
Professional Services	347,000	254,300	0	367,000	**367,000**
Asset Operations	6,000	5,400	0	11,500	**11,500**
Programs	1,495,000	997,500	0	1,486,000	**1,486,000**
Revenue	**(13,000)**	**(2,100)**	**0**	**(2,000)**	**(2,000)**
Operating Funding	(9,500)	0	0	0	**0**
Fees and Charges	(500)	(1,100)	0	(500)	**(500)**
Other Revenue	(3,000)	(1,000)	0	(1,500)	**(1,500)**
Capital	**945,000**	**291,600**	**526,500**	**450,000**	**976,500**
Information Technology	945,000	291,600	526,500	450,000	**976,500**
Total	**3,751,000**	**2,475,700**	**526,500**	**3,414,000**	**3,940,500**

Leisurelife

Primary Strategic Objective
A healthy community.

Service Statement
Leisurelife aims to provide and facilitate a wide range of sport, recreation and healthy lifestyle opportunities for the community through the delivery of infrastructure, facility management and leisure programming in a financially responsible manner.

Key Functions

- Increasing participation in physical activity through the provision of contemporary facilities and programs
- Responsible for the management of Leisurelife facility, services and programs to meet community user needs.

At a Glance

- 3 indoor multipurpose sports courts
- 4 indoor squash courts
- 286,000+ annual attendances
- 2,600 current health club members
- 1,400+ social sports games per annum

Ongoing Activities

- Gym, group fitness and personal training
- Junior and senior sports competitions
- Social badminton program
- Indoor sports court hire
- Meeting and function room facilities
- Vacation Care Service
- Bingo program
- Café and catering services
- Crèche services
- Children birthday party service
- School sports coaching services

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**2,758,500**	**2,564,100**	**0**	**2,756,000**	**2,756,000**
Employment	1,821,500	1,702,900	0	1,912,000	**1,912,000**
Office	56,500	39,100	0	61,500	**61,500**
Asset Operations	8,500	7,300	0	11,000	**11,000**
Programs	872,000	814,800	0	771,500	**771,500**
Revenue	**(2,209,400)**	**(2,313,300)**	**0**	**(2,205,500)**	**(2,205,500)**
Fees and Charges	(2,207,900)	(2,311,600)	0	(2,204,000)	**(2,204,000)**
Other Revenue	(1,500)	(1,700)	0	(1,500)	**(1,500)**
Total	**549,100**	**250,800**	**0**	**550,500**	**550,500**

Parking

Primary Strategic Objective
A clean, safe and accessible place to visit.

Service Statement
The Parking Service Area guides future parking initiatives within the District, ensuring equitable access for everyone, whilst also monitoring existing parking areas and ensuring a safer community.

Key Functions

- Delivery and promotion of Council's Parking Management Plan
- Ensuing a fair and equitable parking strategy
- Delivery of customer service, communication and community engagement
- Ensuring signage and parking reviews are implemented in accordance with best practices
- Operation of paid and timed parking initiatives and compliance through regular patrols
- Monitor, review, improve and implement innovated diverse parking management systems / technology
- Providing event parking services

At a Glance

- 1.4+ million parking tickets issued annually across 2,800 controlled bays
- 5 major parking zones including 148 ticketing machines
- 16,000+ parking infringements issued annually
- 600+ warnings issued annually

Ongoing Activities

- Daily parking patrols
- Parking reviews, audits and improvements
- Event parking management
- Parking infringement management

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**2,050,000**	**1,981,900**	**0**	**2,442,500**	**2,442,500**
Employment	1,159,000	1,192,100	0	1,312,000	**1,312,000**
Office	53,500	50,600	0	59,500	**59,500**
Professional Services	400,000	339,700	0	409,500	**409,500**
Asset Operations	63,000	53,000	0	75,500	**75,500**
Programs	374,500	346,500	0	586,000	**586,000**
Revenue	**(2,735,500)**	**(2,755,800)**	**0**	**(2,734,000)**	**(2,734,000)**
Operating Funding	(200,500)	(253,900)	0	(220,500)	**(220,500)**
Fees and Charges	(2,523,000)	(2,497,600)	0	(2,502,000)	**(2,502,000)**
Other Revenue	(12,000)	(4,300)	0	(11,500)	**(11,500)**
Capital	**367,000**	**128,700**	**237,000**	**0**	**237,000**
Furniture and Equipment	32,000	0	32,000	0	**32,000**
Other Infrastructure	335,000	128,700	205,000	0	**205,000**
Total	**(318,500)**	**(645,200)**	**237,000**	**(291,500)**	**(54,500)**

Ranger Services

Primary Strategic Objective
An empowered community with a sense of pride, safety and belonging.

Service Statement
Ranger Services deliver a 24 hour / 7 days a week community service, covering safety, animal management and Local Law enforcement.

Key Functions

- Animal management including attack investigation, impoundments and infringements
- Local Law enforcement including breach investigations and prosecution
- Event management / enforcement in conjunction with internal and external stakeholders

At a Glance

- 100+ cats impounded annually
- 70+ dogs impounded annually
- 2,400+ park patrols annually
- 100+ vehicles impounded annually
- 2,500+ service requests attended to annually

Ongoing Activities

- Abandoned vehicles
- Dog attack investigation
- Litter investigation / infringements
- Seasonal fire mitigation, inspections and infringements
- Abandoned shopping trolley management
- Homeless, itinerant and camping management

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**843,000**	**780,000**	**40,500**	**784,500**	**825,000**
Employment	628,500	633,300	0	583,000	**583,000**
Office	42,500	36,400	0	43,000	**43,000**
Professional Services	4,000	1,700	0	4,500	**4,500**
Asset Operations	60,000	54,900	0	48,500	**48,500**
Programs	108,000	53,700	40,500	105,500	**146,000**
Revenue	**(121,000)**	**(133,300)**	**0**	**(114,000)**	**(114,000)**
Operating Funding	(6,500)	(3,300)	0	(6,500)	**(6,500)**
Fees and Charges	(99,500)	(107,600)	0	(92,500)	**(92,500)**
Other Revenue	(15,000)	(22,400)	0	(15,000)	**(15,000)**
Total	**722,000**	**646,700**	**40,500**	**670,500**	**711,000**

Operations Office



Ben Killigrew
Chief Operations Officer

Operations comprises the following Service Areas -

- Asset Planning
- Environment
- Fleet Services
- Parks and Reserves
- Project Management
- Street Improvement
- Street Operations
- Waste Services

The Operations Office comprises the Chief Operations Officer and the directly associated employees to assist in delivering the key objectives of the area. The budget for this area is as below -

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**3,583,000**	**3,536,600**	**0**	**2,820,000**	**2,820,000**
Employment	707,000	725,100	0	709,000	**709,000**
Office	19,000	15,800	0	16,000	**16,000**
Professional Services	35,000	4,500	0	26,000	**26,000**
Asset Operations	16,000	13,500	0	19,500	**19,500**
Programs	2,806,000	2,777,700	0	2,049,500	**2,049,500**
Revenue	**(2,802,500)**	**(2,800,000)**	**0**	**(2,002,500)**	**(2,002,500)**
Operating Funding	(2,800,000)	(2,798,900)	0	(2,000,000)	**(2,000,000)**
Other Revenue	(2,500)	(1,100)	0	(2,500)	**(2,500)**
Total	**780,500**	**736,600**	**0**	**817,500**	**817,500**

Asset Planning

Primary Strategic Objective
Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.

Service Statement
Asset Planning provides services to sustainably manage and maintain buildings and their related assets; provides and maintains the Council's Geographic Information System and Asset Management System and manages Council property leases.

Key Functions

- Manage and deliver building maintenance services and works for all Council facilities
- Contract manage the cleaning contract for the majority of Council facilities
- Administer Service Level Agreements for Council Buildings
- Manage and maintain Council's Geographic Information System (GIS) and asset data
- Administer leases, licences and other occupancy agreements for Council buildings
- Develop and administer Council's Asset Management Plans

At a Glance

- 30 leased properties
- 99 owned buildings
- 150+ internal sessions of Intramaps
- 250+ external sessions of Intramaps

Ongoing Activities

- Building maintenance
- Building renewal and upgrades
- Lease management
- Supervision of contractors
- Asset data maintenance
- Underground power

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**3,766,000**	**3,116,500**	**271,500**	**10,542,500**	**10,814,000**
Employment	623,500	569,000	0	659,000	**659,000**
Office	40,000	32,000	0	51,000	**51,000**
Professional Services	153,000	66,600	73,500	110,500	**184,000**
Asset Operations	2,711,500	2,423,700	0	2,755,000	**2,755,000**
Programs	238,000	25,200	198,000	6,967,000	**7,165,000**
Revenue	**(258,600)**	**(206,600)**	**0**	**(1,004,500)**	**(1,004,500)**
Capital Funding	0	0	0	(751,000)	**(751,000)**
Fees and Charges	(235,100)	(159,300)	0	(214,000)	**(214,000)**
Earnings Interest	(9,000)	(16,300)	0	(9,000)	**(9,000)**
Other Revenue	(14,500)	(31,000)	0	(30,500)	**(30,500)**
Capital	**3,687,500**	**2,049,800**	**900,000**	**2,355,000**	**3,255,000**
Buildings	3,457,500	1,895,900	900,000	2,050,500	**2,950,500**
Furniture and Equipment	230,000	153,900	0	304,500	**304,500**
Total	**7,194,900**	**4,959,700**	**1,171,500**	**11,893,000**	**13,064,500**

Environment

Primary Strategic Objective
A clean place where everyone knows the values of waste, water and energy.

Service Statement
The Environment section provides education, guidance and direction on environmental principles and place planning to a standard that promotes the District as a place where people want to live, work and recreate.

Key Functions

- Develop, prioritise, implement and monitor the effectiveness of environmental programs
- Oversee and produce environmental strategies, policies and management plans
- Develop and progress Council's Environment Plan
- Provide technical information, advice and guidance on the environment and environmental sustainability issues
- Facilitate community environmental education programs

At a Glance

- Delivery of a minimum of three waste management education initiatives each year
- Delivery to the community a minimum of four environmentally-oriented events each year

Ongoing Activities

- Develop and oversee environmental plans
- Obtain grant funding
- Work with community groups
- Develop and progress the Town's Environment Plan
- Facilitate community environmental education
- · Environmental advocacy

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**108,500**	**150,200**	**0**	**184,500**	**184,500**
Employment	61,500	93,300	0	97,000	**97,000**
Office	3,000	0	0	7,000	**7,000**
Professional Services	4,000	0	0	4,500	**4,500**
Programs	40,000	56,900	0	76,000	**76,000**
Revenue	**0**	**(10,000)**	**0**	**1,000**	**1,000**
Other Revenue	0	(10,000)	0	1,000	**1,000**
Total	**108,500**	**140,200**	**0**	**185,500**	**185,500**

Fleet Services

Primary Strategic Objective

Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs, and enhances the Town's character.

Service Statement

Fleet Services oversees the various items of light fleet, heavy fleet and plant and equipment.

Key Functions

- Maintenance and operation of a safe and effective workshop / depot
- Management of a safe and effective fleet
- Workshop equipment repairs and maintenance
- Design of customised load bodies for utes and trucks to best suit requirements
- Vehicle licencing, insurance and management services
- Servicing and repairs of vehicles and plant

At a Glance

- 65 light fleet items
- 29 major plant items
- 57 minor plant items

Ongoing Activities

- Fleet insurance claims management
- Fleet procurement and disposal
- Heavy and Light fleet maintenance
- Risk assessments
- Monthly Depot / Workshop Green Stamp audits
- Machinery safety audits
- Fuel usage management
- Creation of vehicle specification lists

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**0**	**31,300**	**0**	**0**	**0**
Employment	214,500	163,300	0	232,000	**232,000**
Office	11,500	11,700	0	13,500	**13,500**
Professional Services	60,000	58,800	0	40,500	**40,500**
Asset Operations	8,000	11,200	0	19,500	**19,500**
Programs	910,000	635,200	0	603,000	**603,000**
Accounting Standards Expense	(1,204,000)	(848,900)	0	(908,500)	**(908,500)**
Revenue	**(10,000)**	**(22,400)**	**0**	**(10,500)**	**(10,500)**
Other Revenue	(10,000)	(22,400)	0	(10,500)	**(10,500)**
Capital	**1,019,200**	**881,400**	**55,500**	**879,000**	**934,500**
Plant and Machinery	1,019,200	881,400	55,500	879,000	**934,500**
Non-Operating Revenue	**(301,500)**	**(239,700)**	**(104,000)**	**(279,000)**	**(383,000)**
Sale Proceeds	(301,500)	(239,700)	(104,000)	(279,000)	**(383,000)**
Total	**707,700**	**650,600**	**(48,500)**	**589,500**	**541,000**

Parks and Reserves

Primary Strategic Objective
Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.

Service Statement
The Parks and Reserves team deliver high quality horticultural works to parks, reserves and streetscapes.

Key Functions

- Pruning, by precinct, over 15,000 verge trees, as well as reactive pruning
- Planting a minimum of 300 trees per annum throughout the District
- Maintaining 96 hectares of irrigated active and passive reserves as well as natural bushland
- Mowing main and selected arterial road verges, as well as the industrial areas of Burswood and Carlisle
- Deliver water saving initiatives via the Water Efficiency Action Plan
- Delivering on the "Adopt a Verge" program

At a Glance

- 8 active reserves (playing fields)
- 1 significant bushland reserve
- 10 facility gardens
- 48 passive reserves

Ongoing Activities

- Mowing and turf maintenance
- Tree management
- Gardening
- Irrigation and reticulation
- Verge beautification
- Natural area management
- Streetscapes and weed management
- Environmental management

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**4,427,000**	**4,488,500**	**70,000**	**4,911,500**	**4,981,500**
Employment	632,000	828,400	0	747,500	**747,500**
Office	23,000	15,800	0	22,000	**22,000**
Professional Services	55,000	7,000	25,000	41,000	**66,000**
Asset Operations	4,517,000	4,458,200	0	4,541,000	**4,541,000**
Programs	154,000	110,000	45,000	474,500	**519,500**
Accounting Standards Expense	(954,000)	(930,900)	0	(914,500)	**(914,500)**
Revenue	**(257,000)**	**(75,400)**	**0**	**(3,151,000)**	**(3,151,000)**
Capital Funding	(200,000)	0	0	(3,094,000)	**(3,094,000)**
Fees and Charges	(48,000)	(62,100)	0	(48,000)	**(48,000)**
Other Revenue	(9,000)	(13,300)	0	(9,000)	**(9,000)**
Capital	**3,786,000**	**1,039,300**	**550,000**	**5,747,000**	**6,297,000**
Parks	3,786,000	1,039,300	550,000	5,747,000	**6,297,000**
Total	**7,956,000**	**5,452,400**	**620,000**	**7,507,500**	**8,127,500**

Project Management

Primary Strategic Objective
Well thought out and managed projects that are delivered successfully.

Service Statement
Project Management assists in improving the standards of project management and project delivery across the organisation and, where there is a cross-functional and / or strategic requirement, delivers nominated projects on behalf of Council.

Key Functions

- Development of project management process support materials for the organisation
- Provision of support and training for project management by other parts of the organisation
- Project management of strategic, organisationally cross functional, complex and high value projects

At a Glance

- Provision of Project Management assistance, guidance, coaching and mentoring
- Organisation wide project recognition, record keeping, status and progress updates
- Project management and delivery of cross functional strategic projects

Ongoing Activities

- Formulate and implement standard project management practices
- Preparation and updating of project management tools and templates
- Organisational training, coaching and mentoring for project management skills
- Create and be responsible for managing and maintaining Council's Projects Master List
- Formulate, implement and coordinate common project reporting
- Manage, collect, log and share project learnings
- Project manage individual, major, strategic projects as they arise

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**1,009,500**	**834,100**	**333,500**	**1,566,000**	**1,899,500**
Employment	476,500	651,100	0	875,000	**875,000**
Office	6,000	1,400	0	15,500	**15,500**
Professional Services	517,000	179,300	333,500	665,500	**999,000**
Asset Operations	0	2,300	0	10,000	**10,000**
Programs	10,000	0	0	0	**0**
Revenue	**(850,000)**	**(888,900)**	**0**	**2,000**	**2,000**
Operating Funding	(50,000)	(51,500)	0	0	**0**
Fees and Charges	(800,000)	(796,500)	0	0	**0**
Other Revenue	0	(40,900)	0	2,000	**2,000**
Capital	**74,000**	**2,900**	**71,000**	**0**	**71,000**
Land	74,000	2,900	71,000	0	**71,000**
Total	**233,500**	**(51,900)**	**404,500**	**1,568,000**	**1,972,500**

Street Improvement

Primary Strategic Objective
A safe, interconnected and well- maintained transport network that makes it easy for everyone to get around.

Service Statement
Street Improvement provides engineering advice, design, planning, and road safety initiatives.

Key Functions

- Traffic counts and analysis
- Road and pathway condition audits
- Deliver actions identified in the Integrated Movement Network Strategy
- Civil Engineering Design and Drafting functions associated with public works
- Bus shelter planning and other street furniture management
- Assessment of design proposal and development applications submitted by Developers
- Future Capital Works Planning and scheduling
- Working with other agencies in delivering safer transport solutions for all road users
- Traffic Impact Assessments

At a Glance

- 23 public carparks
- 115 bus shelters
- 90 drainage sumps

Ongoing Activities

- Engineering Design
- Traffic and Road Safety Investigations
- Street lighting audits
- Capital works planning
- Data collection

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**1,298,500**	**1,040,200**	**34,000**	**1,131,000**	**1,165,000**
Employment	791,000	656,700	0	751,500	**751,500**
Office	20,000	15,100	0	20,500	**20,500**
Professional Services	461,000	336,700	34,000	337,500	**371,500**
Asset Operations	16,000	19,500	0	10,000	**10,000**
Programs	10,500	12,200	0	11,500	**11,500**
Revenue	**(47,500)**	**(46,900)**	**0**	**(10,500)**	**(10,500)**
Operating Funding	(37,000)	(45,500)	0	0	**0**
Fees and Charges	(500)	0	0	(500)	**(500)**
Other Revenue	(10,000)	(1,400)	0	(10,000)	**(10,000)**
Total	**1,251,000**	**993,300**	**34,000**	**1,120,500**	**1,154,500**

Street Operations

Primary Strategic Objective
A safe, interconnected and well- maintained transport network that makes it easy for everyone to get around.

Service Statement
Street Operations ensure the maintenance and renewal of roads, pathways, drainage and associated assets.

Key Functions

- Maintenance and renewal of roads, car parks, bus shelters, and street furniture infrastructure
- Maintenance and renewal of pathways and laneways
- Maintenance and renewal of drainage assets

At a Glance

- 196 kilometres of sealed road
- 234 kilometres of pathways

Ongoing Activities

- Pathway construction and repair
- Street furniture maintenance
- Road construction and repair
- Stormwater drainage construction and repair
- Street signs installation and maintenance
- Contract management

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**2,629,500**	**2,384,400**	**75,000**	**2,779,500**	**2,854,500**
Employment	351,500	375,300	0	482,000	**482,000**
Office	12,500	6,000	0	15,000	**15,000**
Professional Services	20,000	2,400	0	10,500	**10,500**
Asset Operations	2,605,500	2,367,700	0	2,609,500	**2,609,500**
Programs	83,000	77,300	75,000	245,000	**320,000**
Accounting Standards Expense	(443,000)	(444,300)	0	(582,500)	**(582,500)**
Revenue	**(1,978,000)**	**(1,482,800)**	**(448,000)**	**(2,192,500)**	**(2,640,500)**
Operating Funding	(78,500)	(77,700)	(75,000)	(241,000)	**(316,000)**
Capital Funding	(1,784,500)	(1,239,200)	(373,000)	(1,836,500)	**(2,209,500)**
Fees and Charges	(107,000)	(162,200)	0	(107,000)	**(107,000)**
Other Revenue	(8,000)	(3,700)	0	(8,000)	**(8,000)**
Capital	**5,949,000**	**3,871,400**	**1,243,000**	**5,286,500**	**6,529,500**
Roads	3,744,500	2,393,800	1,070,000	3,268,500	**4,338,500**
Drainage	552,000	326,200	94,500	350,000	**444,500**
Pathways	432,500	247,900	0	700,000	**700,000**
Other Infrastructure	1,220,000	903,500	78,500	968,000	**1,046,500**
Total	**6,600,500**	**4,773,000**	**870,000**	**5,873,500**	**6,743,500**

Waste Services

Primary Strategic Objective
A clean place where everyone knows the value of waste, water and energy.

Service Statement
Waste Services implements waste collection, minimisation and disposal in a sustainable manner.

Key Functions

- Strategic waste management in collaboration with the Mindarie Regional Council
- Household and commercial waste collection of putrescible waste and recyclable materials
- Kerbside collection of green waste and bulk waste
- Collection and maintenance of street and park bins
- Street and pathway sweeping and cleaning
- Graffiti and painting maintenance
- Removal of illegally dumped items
- Clearing drainage gullies and manholes

At a Glance

- Albany Highway footpath sweeping 7 times per week
- Albany Highway road sweeping 3 times per week
- 3 business day turnaround on bin repairs

Ongoing Activities

- Contract management
- Graffiti removal
- Public litter bin and bus station cleaning
- Road and pathway sweeping
- Bin deliveries, collection and repairs
- Waste management services

Particulars	2017-2018 Revised Budget $	2017-2018 Forecasted Total $	2018-2019 Carried Forward $	2018-2019 New Initiatives $	2018-2019 Total Budget $
Expense	**6,053,000**	**5,615,000**	**0**	**6,501,000**	**6,501,000**
Employment	332,000	390,000	0	171,500	**171,500**
Office	12,500	9,600	0	20,500	**20,500**
Professional Services	16,000	43,600	0	12,000	**12,000**
Asset Operations	48,000	42,100	0	29,000	**29,000**
Programs	6,055,000	5,577,600	0	6,503,500	**6,503,500**
Accounting Standards Expense	(410,500)	(447,900)	0	(235,500)	**(235,500)**
Revenue	**(806,500)**	**(917,300)**	**0**	**(791,500)**	**(791,500)**
Fees and Charges	(779,000)	(878,600)	0	(764,000)	**(764,000)**
Earnings Interest	(2,000)	(4,000)	0	(2,000)	**(2,000)**
Other Revenue	(25,500)	(34,700)	0	(25,500)	**(25,500)**
Capital	**11,000**	**4,400**	**0**	**0**	**0**
Furniture and Equipment	11,000	4,400	0	0	**0**
Total	**5,257,500**	**4,702,100**	**0**	**5,709,500**	**5,709,500**

Capital Expense Initiatives

Capital Expense Initiatives

Capital Works Summary

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Capital Initiatives - By Asset Class				
Property, Plant and Equipment				
Land and Buildings	(796,000)	971,000	2,050,500	**3,021,500**
Plant and Machinery	(287,000)	55,500	879,000	**934,500**
Furniture and Equipment	0	32,000	304,500	**336,500**
Information Technology	0	526,500	450,000	**976,500**
Total Property, Plant and Equipment	**(1,083,000)**	**1,585,000**	**3,684,000**	**5,269,000**
Infrastructure				
Roads	(1,573,500)	1,070,000	3,268,500	**4,338,500**
Drainage	0	94,500	350,000	**444,500**
Pathways	(200,000)	0	700,000	**700,000**
Parks	(3,049,000)	550,000	5,747,000	**6,297,000**
Other Infrastructure	(368,000)	283,500	1,056,000	**1,339,500**
Total Infrastructure	**(5,190,500)**	**1,998,000**	**11,121,500**	**13,119,500**
Total Capital Initiatives - By Asset Class	**(6,273,500)**	**3,583,000**	**14,805,500**	**18,388,500**
Capital Initiatives - By Type				
Property, Plant and Equipment				
Renewal	(287,000)	989,500	2,246,500	**3,236,000**
Upgrade	0	372,000	67,500	**439,500**
New	(796,000)	223,500	1,370,000	**1,593,500**
Total Property, Plant and Equipment	**(1,083,000)**	**1,585,000**	**3,684,000**	**5,269,000**
Infrastructure				
Renewal	(678,500)	388,500	4,126,500	**4,515,000**
Upgrade	(1,108,000)	1,092,000	1,720,500	**2,812,500**
New	(3,404,000)	517,500	5,274,500	**5,792,000**
Total Infrastructure	**(5,190,500)**	**1,998,000**	**11,121,500**	**13,119,500**
Total Capital Initiatives - By Type	**(6,273,500)**	**3,583,000**	**14,805,500**	**18,388,500**

Capital Expense Initiatives

Land and Buildings

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Land and Buildings				
6 Kent Street - Facility - Internal Renewal	0	222,500	0	**222,500**
8 Kent Street - Facility - Internal Renewal	0	193,500	0	**193,500**
Administration Office - Ceiling - Lighting	0	0	20,000	**20,000**
Aqualife - First Aid Room - Refurbish	0	0	20,000	**20,000**
Aqualife - Function Room - Renew Floor	0	0	10,000	**10,000**
Aqualife - Plant Room - Ultraviolet Generators	0	0	125,000	**125,000**
Fletcher Park - Clubrooms - Plumbing Fixtures	0	0	10,000	**10,000**
Fraser Park - Clubrooms - Painting	0	0	10,000	**10,000**
Harold Hawthorne Centre - Various - Air Conditioning	0	0	100,000	**100,000**
Harold Rossiter Park - Clubrooms - Painting	0	0	5,000	**5,000**
Higgins Park - Clubrooms - Painting	0	0	10,000	**10,000**
Leisurelife - Drama Room - Floor Reseal	0	0	40,000	**40,000**
Leisurelife - Gym - Air Conditioning	0	0	230,000	**230,000**
Leisurelife - Sports Court Major- Roller Door	0	0	7,000	**7,000**
Leisurelife - Toilets and Change Rooms - Renewal	0	161,500	100,000	**261,500**
Library - Outdoor Staff Area - Courtyard Security	0	0	10,000	**10,000**
Library - Public Areas - Carpets	0	86,000	0	**86,000**
Library - Staff Kitchen - Refurbish	0	0	35,000	**35,000**
Library - Staff Locker Area - Compactus Area Ceiling	0	0	7,000	**7,000**
Library - Staff Office - Fit Out and Storage	0	0	80,000	**80,000**
Reactive Building Renewal Works - Various - Allocation	0	0	100,000	**100,000**
Taylor Reserve - Toilets - Renewal	0	185,500	0	**185,500**
Total Renewal - Land and Buildings	**0**	**849,000**	**919,000**	**1,768,000**
Upgrade - Land and Buildings				
Administration Office - Facility - Accessibility Upgrade	0	51,000	0	**51,000**
Land - 25 Boundary Road - Subdivision	0	71,000	0	**71,000**
Leisurelife - First Aid Room - Lighting	0	0	1,500	**1,500**
Total Upgrade - Land and Buildings	**0**	**122,000**	**1,500**	**123,500**
New - Land and Buildings				
Lathlain Redevelopment (Zone 2) - Buildings	(456,000)	0	750,000	**750,000**
Lathlain Redevelopment (Zone 2x) - Buildings	(340,000)	0	380,000	**380,000**
Total New - Land and Buildings	**(796,000)**	**0**	**1,130,000**	**1,130,000**
Total - Land and Buildings	**(796,000)**	**971,000**	**2,050,500**	**3,021,500**

Capital Expense Initiatives

Plant and Machinery

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Plant and Machinery				
105 VPK - Holden Colorado Dual Cab Ute (Plant 397)	(24,000)	0	35,000	**35,000**
107 VPK - Nissan X Trail Wagon (Plant 394)	(17,000)	0	35,000	**35,000**
119 VPK - Holden Colorado Dual Cab Ute (Plant 383)	(15,000)	0	32,000	**32,000**
121 VPK - Nissan Navara Dual Cab Ute (Plant 390)	(15,000)	0	32,000	**32,000**
123 VPK - Holden Cruze Wagon (Plant 361)	(8,000)	0	25,000	**25,000**
125 VPK - Nissan Navara Ute (Plant 389)	(15,000)	0	32,000	**32,000**
126 VPK - VW Caddy Rangers (Plant 375)	(18,000)	0	40,000	**40,000**
129 VPK - VW Caddy Rangers (Plant 376)	(18,000)	0	40,000	**40,000**
132 VPK - Holden Colorado Dual Cab Ute (Plant 392)	(15,000)	0	32,000	**32,000**
141 VPK - Ford Transit (Plant 296)	(15,000)	45,000	0	**45,000**
162 VPK - Road Sweeper (Plant 341)	(75,000)	0	380,000	**380,000**
1EFR 960 - Hyundai Sedan (Plant 333)	(7,000)	0	25,000	**25,000**
1EFZ 074 - Hyundai Parking (Plant 335)	(7,000)	0	25,000	**25,000**
1EHK 762 - Hyundai Sedan (Plant 337)	(7,000)	0	25,000	**25,000**
1EIO 123 - VW Caddy Parking (Plant 342)	(10,000)	0	45,000	**45,000**
1EPG 777 - Hyundai i30 Parking (Plant 373)	(7,000)	0	25,000	**25,000**
1GEL 999 - Subaru (Plant 391)	(12,000)	0	25,000	**25,000**
Electric Bicycles	0	10,500	0	**10,500**
Minor Plant Renewal - Parks	(1,000)	0	13,000	**13,000**
Minor Plant Renewal - Street Improvement	(1,000)	0	13,000	**13,000**
Total Renewal - Plant and Machinery	**(287,000)**	**55,500**	**879,000**	**934,500**
Upgrade - Plant and Machinery				
Nil				**0**
Total Upgrade - Plant and Machinery	**0**	**0**	**0**	**0**
New - Plant and Machinery				
Nil				**0**
Total New - Plant and Machinery	**0**	**0**	**0**	**0**
Total - Plant and Machinery	**(287,000)**	**55,500**	**879,000**	**934,500**

Capital Expense Initiatives

Furniture and Equipment

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Furniture and Equipment				
6 and 8 Kent Street - Minor Expense - Allocation	0	0	30,000	**30,000**
Administration Centre - Minor Expense - Allocation	0	0	30,000	**30,000**
Aqualife - Crèche - Play Equipment	0	0	1,000	**1,000**
Aqualife - Function Room - Group Fitness Equipment	0	0	3,000	**3,000**
Aqualife - Minor Expense - Allocation	0	0	11,000	**11,000**
Depot - Minor Expense - Allocation	0	0	10,000	**10,000**
Digital Hub - Minor Expense - Allocation	0	0	5,000	**5,000**
Leisure life - Minor Expense - Allocation	0	0	10,000	**10,000**
Leisurelife - Court 3 - Badminton Posts	0	0	4,000	**4,000**
Leisurelife - Court 3 - Equipment Storage	0	0	10,000	**10,000**
Leisurelife - Courts 1 and 2 - Volleyball Posts	0	0	4,500	**4,500**
Leisurelife - Gym - Gym Equipment	0	0	165,000	**165,000**
Library - Minor Expense - Allocation	0	0	15,000	**15,000**
Total Renewal - Furniture and Equipment	**0**	**0**	**298,500**	**298,500**
Upgrade - Furniture and Equipment				
Depot - Pedestrian Gate - Security Upgrade	0	0	6,000	**6,000**
Total Upgrade - Furniture and Equipment	**0**	**0**	**6,000**	**6,000**
New - Furniture and Equipment				
Parking - Enforcement - Parking Machine Cabling	0	23,000	0	**23,000**
Parking - Enforcement - Recognition Equipment	0	9,000	0	**9,000**
Total New - Furniture and Equipment	**0**	**32,000**	**0**	**32,000**
Total - Furniture and Equipment	**0**	**32,000**	**304,500**	**336,500**

Capital Expense Initiatives

Information Technology

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Information Technology				
Software - Customer Request Management System	0	0	150,000	**150,000**
System - Intranet and Portal	0	85,000	0	**85,000**
Total Renewal - Information Technology	**0**	**85,000**	**150,000**	**235,000**
Upgrade - Information Technology				
Hardware - Workstations and Peripherals	0	0	10,000	**10,000**
Network - Aqualife	0	0	5,000	**5,000**
Software - Leisure Facilities Management	0	95,000	0	**95,000**
Software - Library Management	0	95,000	0	**95,000**
Software - Records Management	0	60,000	0	**60,000**
System - Authority 7.x	0	0	45,000	**45,000**
Total Upgrade - Information Technology	**0**	**250,000**	**60,000**	**310,000**
New - Information Technology				
Software - Asset Management	0	0	190,000	**190,000**
Software - Minutes and Agendas	0	0	50,000	**50,000**
Software - Mobile App Lighten Up	0	1,500	0	**1,500**
Software - Mobile Health	0	100,000	0	**100,000**
System - RFID Self-Service Solution	0	90,000	0	**90,000**
Total New - Information Technology	**0**	**191,500**	**240,000**	**431,500**
Total - Information Technology	**0**	**526,500**	**450,000**	**976,500**

Capital Expense Initiatives

Roads

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Roads				
Albany Highway - Duncan to Teddington - Seal	(32,000)	10,000	0	**10,000**
Albany Highway - Kent - Miller Roundabout - Seal	(46,000)	0	68,500	**68,500**
Albany Highway - Service Lane to Shepperton - Seal	(24,000)	0	36,000	**36,000**
Custance Street - Getting to Roberts - Seal	0	0	36,500	**36,500**
Enfield Street - Goddard to Gallipoli - Seal	0	0	142,000	**142,000**
Enfield Street - Waller to Goddard - Seal	0	0	33,000	**33,000**
Esperance Street - Berwick to End - Seal -	0	0	97,000	**97,000**
Gloucester Street - Cargill to Leonard - Seal	0	0	163,000	**163,000**
Hampton Road - Howick to Teague - Seal	0	0	131,500	**131,500**
Hubert Street - Somerset to Oats - Seal	0	0	76,500	**76,500**
Kate Street - Norseman to Lake View - Seal	0	0	56,000	**56,000**
King George Street - Berwick to 60m South - Seal	0	0	27,500	**27,500**
Maple Street - Gallipoli to End - Seal	0	0	144,500	**144,500**
Oats Street - Mars to Planet - Seal	(87,500)	0	131,500	**131,500**
Oats Street - Tuckett to Rutland - Seal	(105,500)	0	158,500	**158,500**
Rathay Street - Berwick to Lansdowne - Seal	0	0	127,000	**127,000**
Salford Street - Albany to Lichfield - Seal	0	0	72,500	**72,500**
Staines Street - Goddard to Gallipoli - Seal	0	0	189,000	**189,000**
Star Street - Mid Block to Archer - Seal	(79,500)	0	119,500	**119,500**
Total Renewal - Roads	**(374,500)**	**10,000**	**1,810,000**	**1,820,000**
Upgrade - Roads				
Hill View Terrace - Oats and Albany - Pavement	(50,500)	0	76,000	**76,000**
Hill View Terrace and Oats Street - Intersection	(69,000)	170,000	0	**170,000**
Kent and Hayman - Stage 1 - Pavement	(420,000)	0	630,000	**630,000**
McCartney Crescent - Pavement	0	22,500	0	**22,500**
Roberts Road and Orrong Road - Intersection	(132,000)	220,000	0	**220,000**
Rutland Avenue - Oats to Welshpool - Pavement	(72,000)	449,500	0	**449,500**
Shepperton and Miller - Stage 2 - Pavement	(299,500)	0	449,500	**449,500**
Total Upgrade - Roads	**(1,043,000)**	**862,000**	**1,155,500**	**2,017,500**
Sub Total - Roads	**(1,417,500)**	**872,000**	**2,965,500**	**3,837,500**

Roads (continued)

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
New - Roads				
Cookham Road - Goddard to Gallipoli - Calming	(16,000)	0	24,000	**24,000**
Cornwall Street - Gallipoli to Castle - Calming	(20,000)	0	40,000	**40,000**
Egham Street - Goddard to Gallipoli - Calming	(20,000)	0	24,000	**24,000**
Gallipoli Street - Egham to Enfield - Calming	0	23,000	0	**23,000**
Gallipoli Street - Egham to Howick - Calming	0	23,000	0	**23,000**
Goddard Street - Egham to Howick - Calming	0	24,000	0	**24,000**
Goddard Street - Midgley to Cookham - Calming	0	24,000	0	**24,000**
Goddard Street - Saleham to McCartney - Calming	(70,000)	0	88,000	**88,000**
McCartney Crescent - Goddard to Roberts - Calming	0	51,500	0	**51,500**
Saleham Street - Goddard to Gallipoli - Calming	0	52,500	0	**52,500**
Staines Street - Rutland to Goddard - Calming	(10,000)	0	40,000	**40,000**
Streatley Road - Gallipoli to Castle - Calming	(20,000)	0	40,000	**40,000**
Various - Bike Plan Initiatives - On Road Facilities	0	0	47,000	**47,000**
Total New - Roads	**(156,000)**	**198,000**	**303,000**	**501,000**
Total - Roads	**(1,573,500)**	**1,070,000**	**3,268,500**	**4,338,500**

Capital Expense Initiatives

Drainage

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Drainage				
Hill View Terrace - Intersection Drainage	0	74,500	0	**74,500**
Pipe Renewal - Allocation	0	0	40,000	**40,000**
Pit Renewal - Allocation	0	0	20,000	**20,000**
Sump Renewal - Allocation	0	0	35,000	**35,000**
Total Renewal - Drainage	**0**	**74,500**	**95,000**	**169,500**
Upgrade - Drainage				
Nil				**0**
Total Upgrade - Drainage	**0**	**0**	**0**	**0**
New - Drainage				
Bishopsgate Street - Improvements	0	0	235,000	**235,000**
Lake View Terrace - Improvements	0	20,000	0	**20,000**
Right of Ways - Various	0	0	20,000	**20,000**
Total New - Drainage	**0**	**20,000**	**255,000**	**275,000**
Total - Drainage	**0**	**94,500**	**350,000**	**444,500**

Capital Expense Initiatives

Pathways

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Pathways				
Berwick Street - Mackie to McMaster - Surface	0	0	16,500	**16,500**
Berwick Street - Whittlesford to Hillview - Surface	0	0	37,000	**37,000**
Gloucester Street - McMaster to King George - Surface	0	0	17,000	**17,000**
Kitchener Avenue - Howick to Egham - Surface	0	0	18,500	**18,500**
Lathlain Redevelopment (Zone 7) - Pathways	0	0	150,000	**150,000**
Mint Street - Carnarvon to Shepperton - Surface	0	0	20,500	**20,500**
Total Renewal - Pathways	**0**	**0**	**259,500**	**259,500**
Upgrade - Pathways				
Nil				**0**
Total Upgrade - Pathways	**0**	**0**	**0**	**0**
New - Pathways				
Goodwood Parade - Shared Path - Surface	(200,000)	0	400,000	**400,000**
Turner Avenue - Kent to Brodie Hall - Surface	0	0	40,500	**40,500**
Total New - Pathways	**(200,000)**	**0**	**440,500**	**440,500**
Total - Pathways	**(200,000)**	**0**	**700,000**	**700,000**

Capital Expense Initiatives

Parks

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Parks				
George Street Reserve - Revegetation Project	0	0	60,000	**60,000**
GO Edwards Park - Renewal	0	0	1,000,000	**1,000,000**
Kensington Bushland - Information Shelters	0	0	7,000	**7,000**
Kent Street Reserve - Revegetation Project	0	0	10,000	**10,000**
Main and Arterial Roads - Landscaping and Planting	0	0	10,000	**10,000**
McCallum Park - River Wall - Foreshore Landscape	(304,000)	304,000	304,000	**608,000**
Tree Plan - Tree Replanting	0	0	78,000	**78,000**
Total Renewal - Parks	**(304,000)**	**304,000**	**1,469,000**	**1,773,000**
Upgrade - Parks				
Fletcher Park - Cricket Nets	0	0	70,000	**70,000**
Higgins Park - Tennis Courts	0	100,000	0	**100,000**
John Macmillan Park - Redevelopment	0	0	430,000	**430,000**
Total Upgrade - Parks	**0**	**100,000**	**500,000**	**600,000**
New - Parks				
Kensington Bushland - Jirdarup Signage	0	24,000	0	**24,000**
Lathlain Redevelopment (Zone 2) - Parks	(500,000)	0	1,533,000	**1,533,000**
Lathlain Redevelopment (Zone 2x) - Parks	(2,245,000)	0	2,245,000	**2,245,000**
Peninsula to Park - Landscaping	0	122,000	0	**122,000**
Total New - Parks	**(2,745,000)**	**146,000**	**3,778,000**	**3,924,000**
Total - Parks	**(3,049,000)**	**550,000**	**5,747,000**	**6,297,000**

Capital Expense Initiatives

Other Infrastructure

Particulars	Associated Revenue $	Carried Forward $	New Initiatives $	Expense Total $
Renewal - Other Infrastructure				
Car Parks - Car Park Kerbs - Allocation	0	0	5,000	**5,000**
Car Parks - GO Edwards No 17	0	0	33,000	**33,000**
Car Parks - Resurfacing - Allocation	0	0	20,000	**20,000**
Lathlain Redevelopment (Zone 7) - Carparks	0	0	350,000	**350,000**
Street Furniture - Bus Shelter - Allocation	0	0	55,000	**55,000**
Street Lighting - Albany Highway and Laneways	0	0	30,000	**30,000**
Total Renewal - Other Infrastructure	**0**	**0**	**493,000**	**493,000**
Upgrade - Other Infrastructure				
Parking - Parking Meters - Upgrade	0	130,000	0	**130,000**
Street Lighting - Leisurelife Car Park - Stage 2	(65,000)	0	65,000	**65,000**
Total Upgrade - Other Infrastructure	**(65,000)**	**130,000**	**65,000**	**195,000**
New - Other Infrastructure				
Artworks - Allocation	0	0	50,000	**50,000**
Lathlain Redevelopment (Zone 2) - Artwork	0	0	33,000	**33,000**
Lathlain Redevelopment (Zone 2) - Carparks	(303,000)	0	303,000	**303,000**
Lathlain Redevelopment (Zone 2x) - Artwork	0	0	55,000	**55,000**
Parking - ACROD Bays - Allocation	0	0	12,000	**12,000**
Parking - Parking Meters	0	75,000	0	**75,000**
Right of Way 51 - Resurface	0	23,500	0	**23,500**
Street Furniture - Allocation	0	0	15,000	**15,000**
Street Furniture - Bike Stations and Hoops	0	0	10,000	**10,000**
Street Lighting - Installation	0	55,000	0	**55,000**
Street Lighting - Safety Improvements - Allocation	0	0	20,000	**20,000**
Total New - Other Infrastructure	**(303,000)**	**153,500**	**498,000**	**651,500**
Total - Other Infrastructure	**(368,000)**	**283,500**	**1,056,000**	**1,339,500**

Items Carried Forward from the Previous Year

Items Carried Forward from the Previous Year

Summary

Particulars	2017-2018 Financial Year Budget $	Actual $	Balance $	Net Carried Forward $
Chief Executive Office	**38,500**	**0**	**38,500**	**32,500**
Chief Executive Office	38,500	0	38,500	32,500
Community Planning	**615,000**	**232,400**	**382,600**	**351,000**
Community Development	70,000	47,600	22,400	22,000
Strategic Town Planning	445,000	140,800	304,200	304,000
Urban Planning	100,000	44,000	56,000	25,000
Finance	**808,000**	**3,800**	**804,200**	**804,000**
Information Systems	530,000	3,300	526,700	526,500
Parking	237,000	0	237,000	237,000
Ranger Services	41,000	500	40,500	40,500
Operations	**4,133,200**	**877,000**	**3,256,200**	**3,051,500**
Asset Planning	1,270,000	86,100	1,183,900	1,171,500
Fleet Services	(41,800)	0	(41,800)	(48,500)
Parks and Reserves	1,011,000	117,800	893,200	620,000
Project Management	584,000	177,600	406,400	404,500
Street Improvement	110,000	55,500	54,500	34,000
Street Operations	1,200,000	440,000	760,000	870,000
Adjustments			**0**	**300,000**
Opening Position - Estimated Surplus				300,000
Total Carried Forward Items from the Previous Year				**4,539,000**

Items Carried Forward from the Previous Year

Service Area Carried Forward Items

Particulars	2017-2018 Financial Year Budget $	Actual $	Balance $	Net Carried Forward $
Chief Executive Office	**38,500**	**0**	**38,500**	**32,500**
CEO - Initiatives, Expansion and Contingencies	2,000	0	2,000	2,000
TAPP - Automation of Invoice Requests - Leisurelife and Aqualife	2,500	0	2,500	2,500
TAPP - Fixi Sport Programme Monitor	1,000	0	1,000	1,000
TAPP - Giant Banner - Community Engagement	5,000	0	5,000	5,000
TAPP - Innovation Project Fund	23,500	0	23,500	17,500
TAPP - Online Enrolment system for Vacation Care	500	0	500	500
TAPP - Online Governance	4,000	0	4,000	4,000
Community Development	**70,000**	**47,600**	**22,400**	**22,000**
Public Art Maintenance and Repairs	70,000	47,600	22,400	22,000
Strategic Town Planning	**445,000**	**140,800**	**304,200**	**304,000**
Planning Consultancies	445,000	140,800	304,200	304,000
Urban Planning	**100,000**	**44,000**	**56,000**	**25,000**
Planning Consultancies	100,000	44,000	56,000	25,000
Information Systems	**530,000**	**3,300**	**526,700**	**526,500**
Software - Leisure Facilities Management	95,000	0	95,000	95,000
Software - Library Management	95,000	0	95,000	95,000
Software - Mobile App Lighten Up	5,000	3,300	1,700	1,500
Software - Mobile Health	100,000	0	100,000	100,000
Software - Records Management	60,000	0	60,000	60,000
System - Intranet and Portal	85,000	0	85,000	85,000
System - RFID Self-Service Solution	90,000	0	90,000	90,000
Parking	**237,000**	**0**	**237,000**	**237,000**
Parking - Enforcement - Parking Machine Cabling	23,000	0	23,000	23,000
Parking - Enforcement - Recognition Equipment	9,000	0	9,000	9,000
Parking - Parking Meters	75,000	0	75,000	75,000
Parking - Parking Meters - Upgrade	130,000	0	130,000	130,000
Ranger Services	**41,000**	**500**	**40,500**	**40,500**
Pound Operations	41,000	500	40,500	40,500

Service Area Carried Forward Items (continued)

Particulars	2017-2018 Financial Year Budget $	Actual $	Balance $	Net Carried Forward $
Asset Planning	**1,270,000**	**86,100**	**1,183,900**	**1,171,500**
6 Kent Street - Facility - Internal Renewal	230,000	7,200	222,800	222,500
8 Kent Street - Facility - Internal Renewal	200,000	6,400	193,600	193,500
Administration Office - Facility - Accessibility Upgrade	70,000	8,100	61,900	51,000
Consultancy - Asset Infrastructure	40,000	6,000	34,000	34,000
Consultancy - General	50,000	10,400	39,600	39,500
Lathlain Precinct Redevelopment - Zone 1 operations	140,000	10,000	130,000	130,000
Lathlain Precinct Redevelopment - Zone 3 operations	80,000	11,700	68,300	68,000
Leisurelife - Toilets and Change Rooms - Renewal	170,000	8,100	161,900	161,500
Library - Public Areas - Carpets	100,000	13,800	86,200	86,000
Taylor Reserve - Toilets - Renewal	190,000	4,400	185,600	185,500
Fleet Services	**(41,800)**	**0**	**(41,800)**	**(48,500)**
111 VPK - Holden Colorado Wagon (Plant 360)	(15,000)	0	(15,000)	(15,000)
128 VPK - Subaru Impreza (Plant 384)	(10,000)	0	(10,000)	(10,000)
131 VPK - Isuzu Premium Cab Truck (Plant 44)	(20,000)	0	(20,000)	(20,000)
141 VPK - Ford Transit (Plant 296)	45,000	0	45,000	45,000
141 VPK - Ford Transit (Plant 296)	(15,000)	0	(15,000)	(15,000)
145 VPK - Fuso Fighter Tipper Truck (Plant 43)	(20,000)	0	(20,000)	(20,000)
166 VPK - Nissan X-Trail (Plant 379)	(15,000)	0	(15,000)	(15,000)
183 VPK - Holden Cruze Wagon (Plant 366)	(9,000)	0	(9,000)	(9,000)
Electric Bicycles	17,200	0	17,200	10,500
Parks and Reserves	**1,011,000**	**117,800**	**893,200**	**620,000**
Consultancy - General	35,000	7,000	28,000	25,000
Higgins Park - Tennis Courts	300,000	0	300,000	100,000
Kensington Bushland - Jirdarup Signage	30,000	5,700	24,300	24,000
Lathlain Precinct Redevelopment - Zone 2 operations	105,000	60,000	45,000	45,000
McCallum Park - River Wall - Foreshore Landscape	341,000	37,000	304,000	304,000
Peninsula to Park - Landscaping	200,000	8,100	191,900	122,000
Project Management	**584,000**	**177,600**	**406,400**	**404,500**
Consultancy - Burswood Peninsula Activation	200,000	93,300	106,700	105,000
Consultancy - Land Asset Optimisation	250,000	76,500	173,500	173,500
Consultancy - Laneway and Intersection Activation	60,000	4,800	55,200	55,000
Land - 25 Boundary Road - Subdivision	74,000	3,000	71,000	71,000

Service Area Carried Forward Items (continued)

Particulars	2017-2018 Financial Year Budget $	Actual $	Balance $	Net Carried Forward $
Street Improvement	**110,000**	**55,500**	**54,500**	**34,000**
Consultancy - General	95,000	49,900	45,100	25,000
Goodwood Parade - Stage 1 Detail Design	15,000	5,600	9,400	9,000
Street Operations	**1,200,000**	**440,000**	**760,000**	**870,000**
Albany Highway - Duncan to Teddington - Seal	330,000	340,500	(10,500)	10,000
Albany Highway - Duncan to Teddington - Seal - Funding	(233,500)	(153,300)	(80,200)	(32,000)
Bolton Avenue - Glenn to Path (Northbound) - Funding	(101,000)	(61,200)	(39,800)	(20,000)
Bolton Avenue - Glenn to Path (Southbound) - Funding	(69,000)	(48,400)	(20,600)	(20,000)
Gallipoli Street - Egham to Enfield - Calming	25,000	1,800	23,200	23,000
Gallipoli Street - Egham to Howick - Calming	25,000	1,800	23,200	23,000
Goddard Street - Egham to Howick - Calming	2,500	1,000	1,500	24,000
Goddard Street - Midgley to Cookham - Calming	25,000	1,000	24,000	24,000
Hill View Terrace - Intersection Drainage	87,500	12,900	74,600	74,500
Hill View Terrace and Oats Street - Intersection	180,000	9,900	170,100	170,000
Hill View Terrace and Oats Street - Intersection - Funding	(120,000)	(50,700)	(69,300)	(69,000)
Lake View Terrace - Drainage Improvements	20,000	0	20,000	20,000
McCartney Crescent - Goddard to Roberts - Calming	60,000	8,100	51,900	51,500
McCartney Crescent - Pavement	22,500	0	22,500	22,500
Right of Way 51 - Resurface	500,000	476,500	23,500	23,500
Roberts Road and Orrong Road - Intersection	220,000	0	220,000	220,000
Roberts Road and Orrong Road - Intersection - Funding	(220,000)	(88,000)	(132,000)	(132,000)
Rutland Avenue - Oats to Welshpool - Pavement	450,000	500	449,500	449,500
Rutland Avenue - Oats to Welshpool - Pavement - Funding	(90,000)	(18,000)	(72,000)	(72,000)
Rutland Avenue - Shared Path - Stage 2	(10,000)	(2,000)	(8,000)	(8,000)
Rutland Avenue - Safe Active Street - Funding	(25,000)	(5,000)	(20,000)	(20,000)
Safer Community Street Lighting - Stage 1	75,000	0	75,000	75,000
Safer Community Street Lighting - Stage 1 - Funding	(75,000)	0	(75,000)	(75,000)
Saleham Street - Goddard to Gallipoli - Calming	55,000	2,100	52,900	52,500
Street Lighting - Installation	66,000	10,500	55,500	55,000

Schedule of Fees and Charges for 2018-2019

Schedule of Fees and Charges for 2018-2019

Overview

The following pages outline the fees and charges set by Council for the 2018-2019 financial year. The authority to set fees and charges is contained within Section 6.16 (Imposition of fees and charges) and Section 6.17 (Setting the level of fees and charges) of the Local *Government Act 1995* .

Council acknowledges that, in determining the amount of a fee or charge for a service or for goods, consideration has been given to:

- The cost to the Council of providing the service or goods;
- The importance of the service or the goods to the community; and
- The price at which the service or goods could be provided by an alternative supplier.

The recommended fees aim to maintain affordable access to Council facilities and services. Fees and charges may need to increase each year in order to recover the increased cost of doing business - as consideration to those aforementioned points is measured and considered. Further reviews of management practices and the service levels provided by the Town may have an impact on fees and charges in the future.

#
Those items denoted with a hash symbol (#) are quoted items that may be subject to variation by the Town where additional work is required to be undertaken that was not outlined and included in the original fee.

*
Unless otherwise stated, those items denoted with an asterisk symbol (*) attract an additional fee for being a penalty fee if the development has commenced or been carried out.

Aqualife

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Aquatics Casual Entry				
Adult	Above 17 years	5.50	GST	**6.20**
Adult concession	Above 17 years, with card	4.50	GST	**4.60**
Child - with parent / guardian	Under 5 years	4.00	GST	**4.10**
Child	5 - 17 years still at school	4.00	GST	**4.10**
Child community club member	5 - 17 years still at school	3.50	GST	**3.50**
Adult multipass	10 sessions	50.00	GST	**55.80**
Adult multipass concession	10 sessions	40.00	GST	**41.40**
Child multipass	10 sessions	36.00	GST	**36.90**
Family pass	2 adults, 2 children or 1 adult, 3 children	16.50	GST	**16.50**
Child in term swim	Per child	3.20	-	**3.20**
Spectator	Per person	2.00	GST	**0.00 - 2.00**
Carers	With approved card	0.00	GST	**0.00**
Swim Plus				
Adult	Above 17 years	10.20	GST	**10.30**
Adult concession	Above 17 years, with card	8.00	GST	**8.20**
Child (Hydro only)	5 - 17 years still at school	6.00	GST	**6.20**
Adult multipass	10 sessions	91.80	GST	**95.00**
Adult multipass concession	10 sessions	72.00	GST	**76.00**
Lane Hire (Plus Appropriate Entry Fees)				
Lane hire - 25m indoor	Per lane, per hour	12.00	GST	**12.50**
Lane hire - 50m outdoor	Per lane, per hour	13.00	GST	**15.00**
Community lane hire	Per lane, per hour	7.80	GST	**8.50**
Hydrotherapy pool hire	Per hour	40.00	GST	**40.00**
Bookings alteration fee	More than 72 hours notice	5.00	GST	**10.00**
Bookings alteration fee	Less than 72 hours notice	15.00	GST	**25.00**

Aqualife

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Swim School				
30 minute session	Per session	14.80	-	**11.00 - 16.00**
45 minute session	Per session	-	-	**12.00 - 18.00**
60 minute session	Per session	-	-	**14.00 - 20.00**
Private 1-on-1 sessions	Per 30 minutes	50.00	-	**50.00**
Private 1-on-2 sessions	Per 30 minutes, per person	35.00	-	**35.00**
Private 1-on-1 sessions with disability	Per 30 minutes, per person	40.00	-	**40.00**
School session	Per session	-	-	**8.00**
Administration fee	Refunds, alterations etc.	25.00	-	**20.00**
CPR only	Per person	52.00	-	**52.00**
Bronze requalification	Per person	78.00	-	**78.00**
Swimming Carnivals				
Child within school hours	Per child to 17 years	3.10	GST	**3.20**
Child outside school hours	Per child to 17 years	3.50	GST	**3.50**
Full day carnival	No refund	350.00	GST	**380.00**
1/2 day morning carnival	9:00am-11:45am, no refund	200.00	GST	**220.00**
1/2 day afternoon carnival	12:15pm-3:00pm, no refund	200.00	GST	**220.00**
Non-school hour carnival	Per hour, no refund	140.00	GST	**150.00**
Carnival deposit	No refund	60.00	GST	**100.00**
Facility Membership (Gym, Fitness Classes and Aquatics)				
Standard upfront 12 month	Legacy - Existing memberships only	830.00	GST	**840.00**
Standard direct debit monthly rollover	Legacy - Existing memberships only	70.00	GST	**75.00**
Concession upfront 12 month	Legacy - Existing memberships only	650.00	GST	**660.00**
Concession direct debit monthly rollover	Legacy - Existing memberships only	54.00	GST	**60.00**
Corporate upfront 12 month	Legacy - Existing memberships only	700.00	GST	**710.00**
Corporate direct debit monthly rollover	Legacy - Existing memberships only	58.00	GST	**60.00**
All Access Membership (Gym, Group Fitness, Aquatics, Discount Casual Sports and Crèche)				
All access	Per month	-	GST	**50.00 - 80.00**
Flexi Pass (Gym, Fitness Classes, Aquatics and Casual Sport)				
Pass - 1 month	Not a membership	80.00	GST	**75.00**

Aqualife

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Essentials Membership (Choice of Gym or Fitness or Aquatics)				
Essentials membership	Per month	-	GST	**45.00**
Essentials concession	Per month	-	GST	**36.00**
Rehabilitation membership	Per month, by referral on medical grounds	315.00	GST	**100.00**
Personal Training				
1-on-1 session	30 minute session	45.00	GST	**45.00**
1-on-1 session	1 hour session	80.00	GST	**80.00**
Contractors	Per trainer, per month	840.00	GST	**800.00**
Group training non-members	5 to 20 participants	15.00	GST	**15.00**
Group training members	5 to 20 participants	12.00	GST	**12.00**
Administration				
Direct Debit Joining fee	Direct Debit Member only	50.00	GST	**40.00**
Administration fee	Alterations / suspensions	20.00	GST	**5.00**
Casual Entry Fees				
Standard single visit	Per person, per visit	15.00	GST	**15.00**
Concession single visit	Per person, per visit	8.00	GST	**8.00**
Programs (non-members)	Per person, per visit	0.00 - 500.00	GST	**10.00 - 100.00**
Programs (members)	Per person, per visit	0.00 - 300.00	GST	**8.00 - 80.00**
Gym assessment or program	30 minute session	50.00	GST	**40.00**
Discounted Membership Loyalty Fees				
Bronze (1 - 5 years membership)	Legacy - already qualified members only	10%	GST	**10%**
Silver (6 - 11 years membership)	Legacy - already qualified members only	15%	GST	**15%**
Gold (Above 12 years membership)	Legacy - already qualified members only	20%	GST	**20%**
Crèche Fees				
Crèche fees (non-members)	First 1 1/2 hours, per child	4.50	GST	**4.50**
Crèche fees (members)	First 1 1/2 hours, per child	3.50	GST	**3.50**
Late fees	10 to 30 minutes, per child	3.50	GST	**2.00**
Crèche fees	Extra 1 1/2 hours, per child	2.00	GST	**2.00**
Crèche fees	Group, extra hours, booked	80.00	GST	**84.00**

Aqualife and Leisurelife

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Room Hire				
Commercial kitchen hire	Per hour	25.00	GST	**25.00**
Medium room (peak)	Per hour	40.00	GST	**40.00**
Small room or office (peak)	Per hour	20.00	GST	**20.00**
Large room (peak)	Per hour	50.00	GST	**50.00**
Discount (charitable / community groups)	Per booking, Room and hall hire only	50%	GST	**50%**
Minor hall function	Per hour	125.00	GST	**75.00**
Major hall function	Per hour	225.00	GST	**118.00**
Bond (minimum)	Subject to application	1,000 - 5,000	-	**250 - 5,000**
Function deposit	Non refundable	110.00	GST	**110.00**
Public holiday function surcharge	Per hour	80.00	GST	**60.00**
Outside of opening hours	Per hour	85.00	GST	**120.00**
Function cancellation fee	% Fee payable under 24 hours notice	100%	GST	**100%**
User group cancellation fee	% Fee payable under 24 hours notice	50%	GST	**100%**
Liquor application fee for alcohol	Per application	62.00	GST	**62.00**
Bookings alteration fee	More than 72 hours notice	5.00	GST	**10.00**
Bookings alteration fee	Less than 72 hours notice	15.00	GST	**25.00**
Stage hire	Per booking	20.00	GST	**20.00**
Off peak room hire	Applies to all rooms except small room or office - Before 5pm, Per Hour	-	GST	**30.00**
Promotional Participation Incentive Programs				
All programs	Per program	Various	GST	**Various**

Leisurelife

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Sports Hall - Adult Sports				
Basketball team fee	Per game	64.00	GST	**65.00**
Netball team fee	Per game	72.00	GST	**70.00**
Soccer team fee	Per game	64.00	GST	**62.00**
Volleyball team fee	Per game	64.00	GST	**64.00**
Daytime social sport	Per person, includes crèche	13.00	GST	**10.00**
Disabled sports session	Per 1 hour session	8.50	GST	**8.50**
Forfeit - No show	Per team	99.00	GST	**100.00**
Forfeit - Notice on game day	Per team	89.00	GST	**89.00**
Forfeit - Notice earlier than game day	Per team	72.00	GST	**73.00**
Team withdrawal fine	Per team	120.00	GST	**120.00**
Team nomination - New team	Per team	71.00	GST	**70.00**
Team nomination - Existing team	Per team	55.00	GST	**50.00**
Sports bib hire	Per set	12.00	GST	**12.00**
Daytime adult sport team (with crèche)	Per game, including crèche	-	GST	**50.00**
Tournament fee	Per team, per tournament	-	GST	**120.00**
Sports Hall - Junior Sports				
Basketball team fee	Per game	47.00	GST	**47.00**
Netball team fee	Per game	57.00	GST	**59.00**
Soccer team fee	Per game	47.00	GST	**47.00**
Forfeit - Notice on game day	Per team	57.00	GST	**57.00**
Forfeit - Notice earlier than game day	Per team	38.00	GST	**38.00**
Team nomination	Per team	30.00	GST	**30.00**
Junior coaching	Per person, per session	8.50	GST	**8.50**
Junior activity fee	Per person, per class	8.50	GST	**8.50**
Netball team fee - summer season		-	GST	**50.00**
Carnival Fee		-	GST	**120.00**
Coaching Fee		-	GST	**30.00**
Sports Clinics and Sports Staff				
Adult coaching	Per clinic, per day	53.00	GST	**53.00**
Sports coach	Per hour	42.00	GST	**42.00**
Sports umpire	Per hour	35.00	GST	**35.00**

Leisurelife

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Court Hire				
Casual sports	Per hour, per person	5.00	GST	**5.00**
Badminton	Per hour, per court	27.00	GST	**24.00**
Court hire	Per hour, per court	54.00	GST	**50.00**
Half court hire	Per hour, per court	31.00	GST	**30.00**
Ball hire	Per ball	3.00	GST	**3.00**
Perth Basketball Association	3 courts, 8am to 4pm	37.00	GST	**38.00**
Basketball Membership (six months)	Per person	80.00	GST	**80.00**
Court Hire for Schools and Not-For Profit Groups				
Badminton	Per hour, per court	22.00	GST	**22.00**
Court hire	Per hour, per court	42.00	GST	**40.00**
Half court hire	Per hour, per court	42.00	GST	**20.00**
Badminton				
Social day session	Per session	7.00	GST	**6.00**
Social evening session	Per session	9.00	GST	**9.00**
Badminton pennants entry	Per person	13.00	GST	**13.00**
Leisurelife Racquet Member				
Badminton Court hire	Per hour, per court	18.00	GST	**18.00**
School Holiday Program				
Per child	Per day	68.00	-	**60.00 - 80.00**
Per child	Per week	340.00	-	**290 - 360**
Late fee	Per hour, per child	35.00	-	**35.00**
Squash				
Individuals				
Squash pennant entry	Per person	13.50	GST	**13.50**
Vic Park Squash Club junior rate	Per hour, under 19 years	9.50	GST	**9.50**

Leisurelife

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Vic Park Squash Club Bookings				
Court hire weekday - Resident club	Per hour, per court	15.00	GST	**15.00**
Court hire weekend day - Resident club	Per hour, per court	12.00	GST	**12.00**
Court hire - Resident Club Jnr Coaching	Per hour, per court	12.00	GST	**12.00**
Leisurelife Racquet Member				
Court hire - Weekday	Per hour, per court	15.00	GST	**15.00**
Court hire - Weekend	Per hour, per court	12.00	GST	**12.00**
Junior court hire	Per hour, per court	0.00	GST	**9.00**
Annual Racquet membership	Per person	80.00	GST	**80.00**
Annual racquet membership concession	Per person	-	GST	**60.00**
Annual racquet membership Junior	Per person	-	GST	**40.00**
Racquet hire (member)	Per racquet, per booking	-	GST	**0.00**
Social badminton day session	Per person	-	GST	**5.00**
Social badminton evening session	Per person	-	GST	**8.00**
Social squash day session	Per person	-	GST	**5.00**
Badminton shuttlecock hire	Per person	-	GST	**2.00**
Squash ball hire	Per person	-	GST	**2.00**
Squash pennant entry	Per person	-	GST	**12.00**
Squash coaching fee	Per person, per session	-	GST	**10.00**
Administration fee	Per person	-	GST	**10.00**
Squash non-member				
Off peak, before 4pm - 30 minutes	Per court	15.00	GST	**15.00**
Off peak, before 4pm - 1 hour	Per court	25.00	GST	**25.00**
Peak, after 4pm - 30 minutes	Per court	18.00	GST	**20.00**
Peak, after 4pm - 1 hour	Per court	31.00	GST	**32.00**
Schools and not-for-profits - 1 hour	Per court	17.50	GST	**17.50**
Social day session	Per person	7.00	GST	**6.00**
Racquet / ball hire (badminton / squash)	Per person, per racquet and ball	-	GST	**10.00**

Leisurelife

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Birthday Parties				
Parties - Up to 13 children	Per hour	180.00	GST	**180.00**
Parties - 14 to 24 children	Per hour	270.00	GST	**270.00**
Parties - 25 to 36 children	Per hour	400.00	GST	**400.00**
Extra child	Per child	10.00	GST	**10.00**
Extra leaders	Per leader, per hour	42.00	GST	**42.00**
Catering (minimum)	Per head	8.00	GST	**8.00**
Catering (maximum)	Per head	12.00	GST	**12.00**
Drink cooler		11.00	GST	**11.00**
Arts and craft material	Per child	3.00	GST	**3.00**
Party gift bags	Per child	3.00	GST	**3.00**

Healthy Community

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Programs and Sessions				
One-off session - Resident	Per person	8.00	GST	**8.00**
One-off session - Non resident	Per person	10.00	GST	**10.00**
Term program - Resident	Per person (9 sessions + 1 Free)	-	GST	**81.00**
Term program - Non resident	Per person (9 sessions + 1 Free)	-	GST	**99.00**
Low resource program	Per person	16.00	GST	**16.00**
Medium resource program	Per person	22.00	GST	**22.00**
High resource program	Per person	36.00	GST	**36.00**
General session - Resident	Per person	9.00	GST	**9.00**
General session - Non resident	Per person	11.00	GST	**11.00**
Children's program	Per child	12.00	GST	**10.00**
Living longer, living stronger - Appraisal	Per person	55.00	GST	**55.00**
Living longer, living stronger - Session	Per person	8.00	GST	**8.00**
Living longer, living stronger - Multipass	11 sessions (10 + 1 free)	80.00	GST	**80.00**
Equipment and Services				
Blender Bike - Community Group	Per day	20.00	GST	**20.00**
Blender Bike - Corporate	Per day	40.00	GST	**80.00**
Blender Bike - Small Business	Per day	-	GST	**40.00**
Temp Bike Parking - Community Group	Per day per piece	15.00	GST	**15.00**
Temp Bike Parking - Corporate	Per day per piece	30.00	GST	**30.00**
Activity Boxes - Community Group	Per day per box	20.00	GST	**20.00**
Activity Boxes - Corporate	Per day per piece	30.00	GST	**30.00**
Bond for equipment hire	Per hire	200.00	-	**200.00**
Bond for Activity Boxes	Per hire	-	-	**100.00**
Bond for temp bike parking	Per hire	-	-	**100.00**

Victoria Park Library

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Photocopying, Printing and Faxing				
Black and white - A4	Per page	0.20	GST	**0.20**
Black and white - A3	Per page	0.40	GST	**0.40**
Colour - A4	Per page	1.00	GST	**1.00**
Colour - A3	Per page	1.50	GST	**1.50**
Incoming or outgoing	Per facsimile	3.00	GST	**3.00**
Other Items				
Library bags	Per bag	1.00	GST	**1.00**
Replacement library cards	Per card	6.00	GST	**6.00**
Temporary membership	Per member	55.00	GST	**50.00**
Computer access - Non library member	Per 30 minutes	2.50	GST	**2.50**
Book sales - Written history (soft cover)	Per book	24.95	GST	**24.95**
Book sales - Written history (hard back)	Per book	44.95	GST	**44.95**
Lost or damaged library stock (minimum)	Per item	7.70	GST	**7.70**
Barcode replacement - Library stock	Per item	2.00	GST	**2.00**
Program or workshop attendance	Per participant	2.00 - 12.00	GST	**2.00 - 15.00**
External interlibrary loan	Per item	0.00	GST	**16.50**
Local History				
Photographs (minimum)	Size dependant, per item	5.50	GST	**5.50**
Photographs (maximum)	Size dependant, per item	75.00	GST	**75.00**
Time line	Per item	3.00	GST	**3.00**
Documents and maps (minimum)	Size dependant, per item	5.50	GST	**5.50**
Documents and maps (maximum)	Size dependant, per item	75.00	GST	**5.50**
Digitising items to electronic devices	Per item	7.70	GST	**7.70**
Booklet	Per item	3.00	GST	**3.00**
Meeting Room Hire (Max 8 people)				
Commercial Groups	Per hour	15.00	GST	**15.00**
Not for Profit Groups	Per hour	5.00	GST	**5.00**

Victoria Park Library

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Meeting Room Booking				
Corporate room hire - Half a day	8:30am to 12:30pm	200.00	GST	**200.00**
Corporate room hire - Full day	8:30am to 4:30pm	350.00	GST	**350.00**
Corporate room hire - Evening	5:00pm to 8:00pm	300.00	GST	**300.00**
Community room hire - Half a day	8:30am to 12:30pm	100.00	GST	**100.00**
Community room hire - Full day	8:30am to 4:30pm	175.00	GST	**175.00**
Community room hire - Evening	5:00pm to 8:00pm	225.00	GST	**225.00**
Printing and scanning	Per page	0.20	GST	**0.20**
3D printing - Up to 4 cm square	First print hour	10.00	GST	**10.00**
3D printing - Subsequent hour/part thereof	Time over first hour	2.00	GST	**2.00**
Training				
Metropolitan area - Half day	8:30am to 12:30pm	300.00	GST	**300.00**
Metropolitan area - Full day	8:30am to 4:30pm	550.00	GST	**550.00**
Country area - Half day	8:30am to 12:30pm	Application	GST	**Application**
Country area - Full day	8:30am to 4:30pm	Application	GST	**Application**
Country area - Half day and iVan	8:30am to 12:30pm	Application	GST	**Application**
Country area - Full day and iVan	8:30am to 4:30pm	Application	GST	**Application**
Consultancy				
Metropolitan area - Full day	Condition	600.00	GST	**600.00**
Country area - Full day	Condition	Application	GST	**Application**

Environmental Health

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Offensive Trades (Fees) Reg. 1976				
Laundries, dry-cleaning business	Per annum	147.00	-	**147.00**
Fish processing business	Per annum	298.00	-	**298.00**
Shellfish, crustacean processing business	Per annum	298.00	-	**298.00**
Other offensive trade not specified	Per annum	298.00	-	**298.00**
Health (Public Buildings) Reg. 1992 Applications				
Public building approval - High risk	Per application	871.00	-	**871.00**
Variation of approval - High risk	Per application	871.00	-	**871.00**
Public building approval - Medium risk	Per application	441.00	-	**441.00**
Variation of approval - Medium risk	Per application	441.00	-	**441.00**
Public building approval - Low risk	Per application	367.00	-	**367.00**
Variation of approval - Low risk	Per application	367.00	-	**367.00**
Accommodation and Large Public Events				
Lodging house registration	Per annum	232.00	-	**240.00**
Low risk public event - Application	Exemptions may apply	110.00	-	**114.00**
High risk public event - Application	Exemptions may apply	254.00	-	**263.00**
Waste Water Disposal				
Copy of on-site effluent disposal plan	Per request	59.00	-	**59.00**
Diseases Control Applications				
Hairdresser, skin penetration business	Per application	161.00	-	**167.00**

Environmental Health

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Food Safety				
Food business inspection - After hours	Per request	264.00	GST	**273.00**
Food business inspection	Per request	132.00	GST	**137.00**
Food sampling	Per request	178.00	GST	**184.00**
Food business notification	Once off	80.00	GST	**83.00**
Spoilt food condemnation	Per hour	89.00	GST	**92.00**
Temporary food stall certificate - Annual	Not trade permission, prorata	281.00	GST	**291.00**
Temporary food stall certificate - Single	Not trade permission	80.00	GST	**83.00**
Temporary food stall certificate - Exempt	Conditions apply	0.00	GST	**0.00**
Construction of new food business	Per application	241.00	GST	**250.00**
Major refurbishment of food business	Per application	241.00	GST	**250.00**
High risk food business	Per annum, prorata	638.00	GST	**660.00**
High risk food business - Exempt	Conditions apply	0.00	GST	**0.00**
Medium risk food business	Per annum, prorata	482.00	GST	**499.00**
Medium risk food business - Exempt	Conditions apply	0.00	GST	**0.00**
Low risk food business	Per annum, prorata	282.00	GST	**292.00**
Low risk food business - Exempt	Conditions apply	0.00	GST	**0.00**
Family day-care	Per annum, prorata	60.00	GST	**62.00**
Food businesses using commercial kitchen				
Application for assessment - once off	Per application	-	GST	**83.00**
Application for renewal - six months	Per application	-	GST	**85.00**
Application - pop-up restaurant up to 3 days p	Per application per six months	-	GST	**125.00**
Application - pop-up restaurant up to 7 days a	Per application per six months	-	GST	**250.00**
Mobile Food Trading				
Mobile Food Trading permit - single use	Per application	-	GST	**100.00**
Mobile Food Trading permit - per week	Per application	-	GST	**250.00**
Mobile Food Trading permit - per month	Per application	-	GST	**400.00**
Mobile Food Trading permit - per annum	Pro rata - Per application	-	GST	**1,600.00**
Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulation 1974				
Approval of apparatus - Application	Per application	118.00	-	**118.00**
Issuing of permit to use and apparatus	Per application	118.00	-	**118.00**

Environmental Health

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Water Quality				
Public aquatic facilities audit and monthly sampling				
One water body	Per annum	1,028.00	GST	**1,028.00**
One to three water bodies	Per annum	1,129.00	GST	**1,129.00**
More than three water bodies	Per annum	1,541.00	GST	**1,541.00**
Deep, shallow and spa	Per annum	1,541.00	GST	**1,541.00**
Other fees				
Water sampling - By request	Collection only, per request	169.00	GST	**175.00**
Water sampling - Analysis costs	Per sample	At Cost	GST	**At cost**
Pollution Control				
Contaminated site audit and report	Per application	441.00	GST	**441.00**
Approval for non-complying noise event	Per application	1,000.00	GST	**1,000.00**
Noise monitoring	Per hour	303.00	GST	**177.00**
Approval construction noise (Reg 13)	Per plan	221.00	GST	**221.00**
Approval for noise - waste collect (Reg 14)	Per application	0.00	GST	**500.00**
Approval for venue application (Reg 19B)	Per application	0.00	GST	**15,000.00**
Miscellaneous				
Officer attendance - Business hours	Per officer, per hour	88.00	GST	**91.00**
Officer attendance - After hours	Per officer, per hour	177.00	GST	**183.00**
Liquor Act certification (s.39)	Per application	126.00	GST	**130.00**
Gaming Act certification	Per application	126.00	GST	**130.00**
Extended trading permit (s.60)	Per application	126.00	GST	**130.00**
Non-compliance reinspection fee	Per reinspection, per hour	132.00	GST	**137.00**
Permit to keep bees or poultry	Per application	240.00	GST	**240.00**
Settlement inquiry	Per application	94.00	GST	**97.00**
Transfer of licence, permit, registrations	Exemptions may apply	86.00	GST	**89.00**
Late application fee	Per application	0.00	GST	**100.00**
Reinspection Fee	Per reinspection	150.00	GST	**155.00**

Ranger Services

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Animal Care Facility				
Daily maintenance	Per animal, per day	25.00	GST	**25.00**
Seizure and impounding	Per seizure	100.00	-	**100.00**
After hours opening	Per callout	150.00	GST	**150.00**
Euthanasia - With or without collection	Per request	330.00	GST	**330.00**
Animal pound vet vouchers	Per animal	At cost	GST	**At cost**
Impound Fees				
Towing abandoned vehicle	Per vehicle	At cost	-	**At cost**
Abandoned vehicles	Per vehicle	131.00	-	**131.00**
Livestock and cattle	Per animal	120.00	-	**120.00**
Abandoned shopping trolley	Per trolley	50.00	-	**50.00**
Illegal signage	Per item	50.00	-	**50.00**
Other items (miscellaneous)	Per item	50.00	-	**50.00**
Health Care and Pensioner Card discount	First instance only	50%	-	**50%**
Pound Fees				
Abandoned vehicles	Per vehicle, per day	34.00	-	**34.00**
Livestock and cattle	Per animal, per day	31.00	-	**31.00**
Health Care and Pensioner Card discount	First instance only	50%	-	**50%**
Other Fees				
Officer attendance - Business hours	Per hour	105.00	GST	**105.00**
Officer attendance - After hours	Per hour	210.00	GST	**210.00**
Club room after hours attendance	Per attendance	315.00	GST	**315.00**
Temporary parking - Install and remove	Per event	At cost	GST	**At cost**
Cat Licences				
Registration - Part year (after 31 May)	Per cat	10.00	-	**10.00**
Registration - 1 year	Per cat	20.00	-	**20.00**
Registration - 3 year	Per cat	42.50	-	**42.50**
Registration - Lifetime	Per cat	100.00	-	**100.00**
Breeding Approval	Per breeding cat	100.00	-	**100.00**
Pensioner concession to above fees	Conditions apply	50%	-	**50%**

Ranger Services

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Dog Licences				
Unsterilised registration - 1 year	Per dog	50.00	-	**50.00**
Unsterilised registration - 3 years	Per dog	120.00	-	**120.00**
Unsterilised registration - Lifetime	Per dog	250.00	-	**250.00**
Sterilised registration - 1 year	Per dog	20.00	-	**20.00**
Sterilised registration - 3 years	Per dog	42.50	-	**42.50**
Sterilised registration - Lifetime	Per dog	100.00	-	**100.00**
Pensioner concession to above fees	Conditions apply	50%	-	**50%**
Replacement dog tag	Per tag	2.00	GST	**2.00**
Administration Fees				
Dangerous dog signage	Per item	36.00	GST	**36.00**
Dangerous dog collar	Per item	52.00	GST	**52.00**
Declaration of dangerous dog	Per dog	294.00	-	**294.00**
Declared dangerous dog - Inspection	Per inspection	52.00	-	**52.00**
Declared dangerous dog - Investigation	Per investigation	52.00	-	**52.00**
Application to keep more than 2 dogs	Per application	294.00	-	**294.00**
Clean up bulk rubbish illegally dumped	Condition	At cost	GST	**At cost**
Fire break Installation to remove hazard	Condition	At cost	GST	**At cost**
Sale of abandoned vehicles	Condition	At auction	GST	**At auction**
Non compliance firebreak inspection	Per inspection	57.00	GST	**57.00**

Parking

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Parking Local Law				
Parking Work Zones				
Work zone - Per 5m length	Per bay, per half day	5.00	GST	**5.00**
Work zone - Per 5m length	Per bay, per day	10.00	GST	**10.00**
Work zone - Per 5m length	Per bay, per month	200.00	GST	**200.00**
Work zone - Application	Per application	30.00	GST	**30.00**
Work zone - Application (Food Truck)	Per application	10.00	GST	**10.00**
Parking Services				
Private Parking Agreements				
Private parking agreement - Registration	Per registration	75.00	GST	**75.00**
Private parking agreement - Renewal	Per renewal	75.00	GST	**75.00**
Private parking infringement withdrawal	Per infringement	50.00	GST	**50.00**
Residential permits - Application	Per permit	25.00	GST	**25.00**
Residential permits - Annual renewal	Per permit	0.00	GST	**0.00**
Residential permits - Replacement	Per permit	25.00	GST	**25.00**
King George Street Car Park				
First 60 minutes	Restrictions apply	0.00	GST	**0.00**
Per hour, or part thereof	Restrictions apply	1.50	GST	**1.50**
8 hours	Restrictions apply	10.00	GST	**7.50**
GO Edwards Reserve Car Park				
First 60 minutes	Restrictions apply	0.00	GST	**0.00**
Per hour, or part thereof	Restrictions apply	1.00	GST	**1.00**
All Day	Restrictions apply	5.00	GST	**5.00**
Hawthorne Place Car Park				
First 60 minutes	Restrictions apply	0.00	GST	**0.00**
Per hour, or part thereof	Restrictions apply	1.00	GST	**1.00**
All day	Restrictions apply	5.00	GST	**5.00**
Permanent Bay in Paid Car Park				
Private parking bay	Per annum	2,000.00	GST	**2,000.00**

Parking

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Somerset Street Car Park				
First 15 minutes	Restrictions apply	0.00	GST	**0.00**
Per hour, or part thereof	Restrictions apply	1.50	GST	**1.50**
8 hours	Restrictions apply	10.00	GST	**7.50**
Oats Street Parking Management Area				
Per hour, or part thereof	Restrictions apply	1.00	GST	**1.00**
All day fee	Restrictions apply	5.00	GST	**5.00**
Raphael Park Parking Management Area				
Per hour, or part thereof	Restrictions apply	1.00	GST	**1.00**
All day fee for applicable areas	Restrictions apply	5.00	GST	**5.00**
On Street Parking (not separately identified)				
First 15 minutes for applicable areas	Restrictions apply	0.00	GST	**0.00**
First 30 minutes for applicable areas	Restrictions apply	0.00	GST	**0.00**
Per hour, or part thereof	Restrictions apply	2.00	GST	**2.20**

Sportsgrounds and Reserves

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Active Reserves				
General				
Disability access obstruction to location	Per hour to remedy	60.50	GST	**60.50**
Sports Ground - Casual Use (Social Sports Events)				
Commercial groups / events	Per day, per pitch	237.00	GST	**237.00**
Commercial groups / events	Per half day, per pitch	134.00	GST	**134.00**
Unincorporated community groups	Per day, per pitch	123.00	GST	**123.00**
Unincorporated community groups	Per half day, per pitch	61.50	GST	**61.50**
Individual	Per day, per pitch	123.00	GST	**123.00**
Individual	Per half day, per pitch	61.50	GST	**61.50**
Edward Millen House and Sports Pavilion - Casual Use				
Functions (Weddings, birthdays etc.)	Per hour	52.00	GST	**52.00**
Day rate (up to 6pm)	Per hour	26.00	GST	**26.00**
Day rate (after 6pm)	Per hour	42.00	GST	**42.00**
Community or Not for Profit (up to 6pm)	Per hour	21.00	GST	**21.00**
Community or Not for Profit (after 6pm)	Per hour	26.00	GST	**26.00**
Venue Supervisor	Per hour	0.00	GST	**37.12 - 59.40**
McCallum Park Basketball Courts - Not For Hire By An Individual				
Community Groups - Hourly	Per court	21.00	GST	**21.00**
Community Groups - Four hours	Per court	61.00	GST	**61.00**
Community Groups - Full day	Per court	125.00	GST	**125.00**
Commercial Organisations - Hourly	Per court	41.00	GST	**41.00**
Commercial Organisations - Four hours	Per court	131.00	GST	**131.00**
Commercial Organisations - Full day	Per court	242.00	GST	**242.00**
McCallum Park Skate Bowl - Not For Hire By An Individual				
Community Groups - Four hours	Per court	61.00	GST	**61.00**
Community Groups - Full day	Per court	125.00	GST	**125.00**
Commercial Organisations - Four hours	Per court	131.00	GST	**131.00**
Commercial Organisations - Full day	Per court	242.00	GST	**242.00**

Sportsgrounds and Reserves

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Active Reserves				
Seasonal Charges				
Match play	Per player	31.30	GST	**31.30**
Training	Per player	16.15	GST	**16.15**
Club rooms	Per player	12.90	GST	**12.90**
Club rooms and toilets	Per player	7.60	GST	**7.60**
Alcohol consumption fee	Per player	6.45	GST	**6.45**
Flood lights - Raphael	Per pitch	15.40	GST	**15.40**
Flood lights - Parnham	Per pitch	12.80	GST	**12.80**
Flood lights - Higgins	Per pitch	12.80	GST	**12.80**
Flood lights - Carlisle	Per pitch	12.80	GST	**12.80**
Flood lights - Fraser	Per pitch	12.80	GST	**12.80**
Flood lights - Harold Rossiter Reserve	Per pitch	0.00	GST	**12.80**
Administration and maintenance fee		125.00	GST	**125.00**
Utilities	of metered use	At cost	GST	**At cost**
Bookings instalment fee	Per instalment	31.00	GST	**31.00**
Pre-season training	Per person, per session	3.60	GST	**3.60**
Juniors and Schools Reserve Hire				
Commercial junior sporting use	Per hour, $1,500 pa cap	10.30	GST	**10.30**
Sports carnivals, fairs, fetes etc.	Per event, per day or part	364.00	GST	**364.00**
Non-local schools training and activity	Per hour	18.45	GST	**18.45**
Passive Reserves				
General				
GO Edwards Reserve - Gazebo		82.00	GST	**82.00**
Casual Hire - Daily Fees per Site / Zone (Exclusive Use)				
Incorporated not for profit / charity groups	Per zone, per day	72.00	GST	**72.00**
Incorporated not for profit / charity groups	Per zone, per half day	41.00	GST	**41.00**
Unincorporated community groups	Per zone, per day	133.50	GST	**133.50**
Unincorporated community groups	Per zone, per half day	72.00	GST	**72.00**
Individual	Per zone, per day	133.50	GST	**133.50**
Individual	Per zone, per half day	72.00	GST	**72.00**
Commercial group	Per zone, per day	332.50	GST	**332.50**
Commercial group	Per zone, per half day	174.50	GST	**174.50**

Sportsgrounds and Reserves

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
All Reserves				
Group Fitness and Personal Training (General Purpose, Not Event)				
Weekly 5 to 10 people, non exclusive use	Per 6 months	364.00	GST	**364.00**
Weekly 11 to 40 people, non exclusive use	Per 6 months	608.00	GST	**608.00**
Weekly over 40 people, non exclusive use	Per 6 months	852.00	GST	**852.00**
Exclusive use	Per hour	37.00	GST	**37.00**
General				
Dog obedience, exclusive use	Per hour	7.70	GST	**7.70**
Dog trials and competition, exclusive use	Per hour	12.30	GST	**12.30**
Late booking fee - Event	Within 2 weeks	62.00	GST	**62.00**
Late booking fee - Special public event	Within 2 months	246.00	GST	**246.00**
Booking adjustment fee - Casual	Per adjustment	62.00	GST	**62.00**
Booking adjustment fee - Large event	Per adjustment	236.00	GST	**236.00**
Additional site meeting fee	Per meeting	101.00	GST	**101.00**
Utilities fee	Daily, per event	20.00	GST	**20.00**
Events Management				
Resident notification letter	Per 100 letters	185.00	GST	**185.00**
Liquor permit - Consumption and supply	Per permit	62.00	GST	**62.00**
Additional toilet cleaning	Monday - Friday, 6am to 6pm	99.00	GST	**99.00**
Additional toilet cleaning	Monday - Friday, 6pm to 6am	99.00	GST	**99.00**
Additional toilet cleaning	Saturday, all hours	121.00	GST	**121.00**
Additional toilet cleaning	Sunday, all hours	132.00	GST	**132.00**
Event bins (waste and recycle set)	Per set	49.00	GST	**49.00**
Event bins (waste only)	Per bin	37.00	GST	**37.00**
Road closure staff		Application	GST	**Application**
Reserve hire solely for parking	Not including special events	162.00	GST	**162.00**
Special Events (over 500 people)	Determined on application	Application	GST	**Application**
Community cinema hire	Per day	390.00	GST	**390.00**
Community cinema hire bond	Per hire	500.00	-	**500.00**

Sportsgrounds and Reserves

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
All Reserves				
Bonds				
Special event (minimum)	Per application	6,000.00	-	**6,000.00**
Heavy use (minimum)	Per application	6,000.00	-	**6,000.00**
Medium use (minimum)	Per application	3,000.00	-	**3,000.00**
Light use (minimum)	Per application	600.00	-	**600.00**
Casual booking hire (minimum)	Per application	200.00	-	**200.00**
Seasonal usage of clubrooms / pavilions		500.00	-	**500.00**
Key bond	Per key	100.00	-	**100.00**
Authorised use of sail track banner		500.00	-	**500.00**
Casual use - Low risk Bond				
Edward Millen House / Clubrooms	Per event	200.00	-	**200.00**
Casual use - Medium risk Bond				
Edward Millen House / Clubrooms	Per event	400.00	-	**400.00**
Casual use - High risk Bond				
Edward Millen House/Clubrooms	Per event	1,000.00	-	**1,000.00**
Casual Hire				
Individual	Allocated area, per hour	20.00	GST	**20.00**
Food Truck				
Annual permit	Per application	1,600.00	GST	**1,600.00**
Monthly permit	Per application	150.00	GST	**150.00**

Planning

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Fees for Development				
Between $0 to $50,000 *	Includes $0 developments	147.00	-	**147.00**
Between $50,001 to $500,000 *	% of development value	0.32%	-	**0.32%**
Between $500,001 to $2,500,000 *	$1,700 + 0.257% > $500,000	Calculation	-	**Calculation**
Between $2,500,001 to $5,000,000 *	$7,161 + 0.206% > $2.5m	Calculation	-	**Calculation**
Between $5,000,001 to $21,500,500 *	$12,633 + 0.123% > $5.0m	Calculation	-	**Calculation**
More than $21,500,001 *		34,196.00	-	**34,196.00**
Fees for Scheme Amendment, Structure Plan, Activity Centre Plan and Local Development Plan				
Application fee - Amendments	Per application	Application	GST	**Application**
Application fee - Structure plan	Per application	Application	GST	**Application**
Application fee - Activity centre plan	Per application	Application	GST	**Application**
Application fee - Local development plan	Per application	Application	GST	**Application**
Subdivision Clearance fees				
< 5 lots *	Per lot	73.00	-	**73.00**
6 - 195 lots - 1st 5 lots *	Per lot	73.00	-	**73.00**
6 - 195 lots - Subsequent lots *	Per lot	35.00	-	**35.00**
> 195 lots *		7,393.00	-	**7,393.00**
Form 24 Preliminary Strata Approval				
Up to, and including, 5 lots	Base fee	656.00	-	**656.00**
Up to, and including, 5 lots	Per lot	65.00	-	**65.00**
6 lots, up to 100 lots	Base fee	981.00	-	**981.00**
6 lots, up to 100 lots	Per lot	43.50	-	**43.50**
100 or more lots		5,113.50	-	**5,113.50**

Planning

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Development Assessment Panel (DAP) Application Fees				
From $2.0m to $7.0m estimated cost	Per application	4,548.00	-	**4,548.00**
From $7.0m to $10.0m estimated cost	Per application	7,021.00	-	**7,021.00**
From $10.0m to $12.5m estimated cost	Per application	7,639.00	-	**7,639.00**
From $12.5m to $15.0m estimated cost	Per application	7,857.00	-	**7,857.00**
From $15.0m to $17.5m estimated cost	Per application	8,075.00	-	**8,075.00**
From $17.5m to $20.0m estimated cost	Per application	8,294.00	-	**8,294.00**
$20m or more estimated cost	Per application	8,511.00	-	**8,511.00**
Application under regulation 17	Per application	196.00	-	**196.00**
Other Fees For Development				
Administration fee	Per application	At cost	GST	**At cost**
Change of use *	Per application	295.00	-	**295.00**
Change of use - Commenced penalty	Per application	500.00	-	**500.00**
Home occupation - Initial *	Per application	222.00	-	**222.00**
Home occupation - Commenced penalty	Per application	400.00	-	**400.00**
Demolition application *	Per application	147.00	-	**147.00**
Application for time extension	Minimum, per application	295.00	-	**147.00**
Signs where planning approval required *	Per application	147.00	-	**147.00**
Minor amendment - development approval	Per application	140.00	-	**147.00**
Major amendment - development approval	Per application	295.00	-	**295.00**
Other Fees and Charges				
Liquor licensing section 40 certificate	Per application	73.00	-	**73.00**
Written zoning query / planning advice	Per application	73.00	-	**73.00**
Planning approval clearance letter	Minimum, per application	100.00	-	**100.00**
Planning approval clearance letter	% of fee, per application	10%	-	**10%**
Cash-in-lieu payment for parking bays	Per bay	40,000.00	GST	**40,000.00**
Archival searches	Per application	75.00	-	**75.00**
Archival searches - Urgent (<48 hours)	Per application	200.00	-	**200.00**
Scheme policy manual or scheme text	Per application	25.00	GST	**25.00**
Scheme maps	Per map	4.50	GST	**4.50**

Building

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Application for building permits and demolition permits				
Certified Applications for a Building Permit				
Class 1 or Class 10 - Minimum	Per application	97.70	-	**97.70**
Class 1 or Class 10 - % of estimation	Per application	0.19%	-	**0.19%**
Class 2 to 9 - Minimum	Per application	97.70	-	**97.70**
Class 2 to 9 - % of estimation	Per application	0.09%	-	**0.09%**
Uncertified Applications for a Building Permit				
Class 1 or Class 10 - Minimum	Per application	97.70	-	**97.70**
Class 1 or Class 10 - % of estimation	Per application	0.32%	-	**0.32%**
Other Building and Demolition Permit Fees				
Amended plan relating to any permit	Per application	97.70	-	**97.70**
Time extension to permit	Per application	97.70	-	**97.70**
Demolition permit - Class 1, Class 10	Per storey, per property	97.70	-	**97.70**
Demolition permit - Class 2 - 9	Per storey, per property	97.70	-	**97.70**
Construction Training Fund Levy				
Over $20,000 - % of estimation	Per application	0.20%	-	**0.20%**
Building Services Levy - Building Permits				
Up to $45,000	Per application	61.65	-	**61.65**
Over $45,000 - % of estimation	Per application	0.137%	-	**0.137%**
Building Services Levy - Demolition Permits				
Up to $45,000 - % of estimation	Per application	61.65	-	**61.65**
Over $45,000 - % of estimation	Per application	0.137%	-	**0.137%**

Building

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Occupancy Permits and Building Approval Certificate Applications				
Occupancy permit for a completed building	Per application	97.70	-	**97.70**
Temporary occupancy permit for an incomplete building	Per application	97.70	-	**97.70**
Occupancy permit for additional use of a building on a temporary basis	Per application	97.70	-	**97.70**
Replacement occupancy permit for permanent change of the building's use classification	Per application	97.70	-	**97.70**
Occupancy permit or building approval certificate for registration of a strata scheme, plan of re-subdivision - minimum	Per application	107.70	-	**107.70**
Occupancy permit or building approval certificate for registration of a strata scheme, plan of re-subdivision - per strata unit with a minimum fee	Per application, per unit	10.80	-	**10.80**
Occupancy permit for a building in respect of which unauthorised work has been done - minimum	Per application	97.70	-	**97.70**
Occupancy permit for a building in respect of which unauthorised work has been done - % of the estimated value of building work	Per application	0.18%	-	**0.18%**
Building approval certificate for a building in respect of which unauthorised work has been done - minimum	Per application	97.70	-	**97.70**
Building approval certificate for a building in respect of which unauthorised work has been done - % of estimated value	Per application	0.38%	-	**0.38%**
Replace an occupancy permit for an existing building	Per application	97.70	-	**97.70**
Building approval certificate for an existing building where unauthorised work has not been done	Per application	97.70	-	**97.70**
Extend the time during which an occupancy permit or building approval certificate has effect	Per application	97.70	-	**97.70**

Building

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Occupancy Permits and Building Approval Certificate Applications (continued)				
Construction Training Fund Levy				
Over $20,000 - % of estimation	Per application	0.20%	-	**0.20%**
Building Services Levy - Occupancy Permits or Building Approval Certificate (Unauthorised Works)				
Up to $45,000	Per application	123.30	-	**123.30**
Over $45,000 - % of estimation	Per application	0.274%	-	**0.274%**
Building Services Levy - Occupancy Permits or Building Approval Certificate (No Unauthorised Works)				
Levy payment	Per application	61.65	-	**61.65**
Certificate of Design Compliance				
For Class 2 to 9 Certified Application for a Building Permit				
For construction works up to $150,000	Per application	290.00	GST	**290.00**
For construction works between $150,001 to $500,000 - Base fee	Per application	290.00	GST	**290.00**
For construction works between $150,001 to $500,000 - % for every $1 in excess of $150,000 (additional to base)	Per application	0.15%	GST	**0.15%**
For construction works between $500,001 to $1,000,000 - Base fee	Per application	820.00	GST	**820.00**
For construction works between $500,001 to $1,000,000 - % for every $1 in excess of $500,000 (additional base)	Per application	0.12%	GST	**0.12%**
$1,000,001 and above - Base fee	Per application	1,450.00	GST	**1,450.00**
$1,000,001 and above - % for every $1 in excess of $1,000,000 (additional to base)	Per application	0.10%	GST	**0.10%**
For Class 1 and 10 Certified Application for a Building Permit				
Certificate of Design Compliance	Minimum, per permit	120.00	GST	**120.00**
Certificate of Design Compliance	% of estimation, per permit	0.13%	GST	**0.13%**

Building

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Certificate of Building Compliance or Construction Compliance				
Certificate of Building Compliance or Certificate of Construction Compliance - minimum (1 on-site inspection included)		250.00	GST	**250.00**
Certificate of Building Compliance or Certificate of Construction Compliance - additional inspections		130.00	GST	**130.00**
Other Fees and Charges				
Swimming pool inspections (maximum)	Condition	57.45	GST	**57.45**
All sign licence applications	Condition	75.00	-	**75.00**
All sign licence applications	Condition	300.00	-	**300.00**
Inspection fee	Condition	90.00	GST	**90.00**
Inspection fee	Condition	30.00	GST	**30.00**
Canvas awnings	Condition	14.00	GST	**14.00**
Canvas awnings	Condition	71.00	GST	**71.00**
Monthly building licence statistics report	Condition	70.00	GST	**70.00**
Copy of permit or certificates	Condition	50.00	-	**50.00**
Approval of battery powered smoke alarm	Condition	176.30	-	**179.40**

Engineering

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
General				
Directional signage erection	Per sign	246.00	GST	**247.50**
Banner masts and flag poles erection	Per mast / pole	1,150.00	GST	**1,150.00**
Vehicular access from a right-of-way	Per square metre	240.00	GST	**240.00**
Hoarding application	Per square metre, per month	1.20	GST	**1.20**
Materials on street - Licence	Per square metre, per month	1.20	GST	**1.20**
Sump fence contribution (Super six or colourbond)	Subject to approval	50% of cost	GST	**50% of cost**
Removal / replacement of street tree	Per tree	At cost	GST	**At cost**
Tree removal administration cost	Per request	100.00	GST	**100.00**
Flower and fruit stand	Per annum	850.00	-	**850.00**
Verge reinstatement bond	Per square meter	-	-	**65.00**
Activities on Thoroughfares Permits				
Sign in a public place - Application	Per sign	30.00	GST	**40.00**
Sign in a public place - Renewal	Per sign	30.00	GST	**40.00**
Activity requiring permit (s2.2)	Per application	30.00	-	**40.00**
Free trade area demarcation fee	Per boundary marker	47.00	GST	**50.00**

Waste Management

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Rubbish Service Charges per Service per Annum (240L Bins General Waste)				
Weekly service - Non-rated / Exempt	Prorata, 6 months minimum	565.00	-	**570.00**
Additional weekly service - Rated	Prorata, 6 months minimum	565.00	-	**570.00**
Recycling Service Charges per Service per Annum (240L Bins Recycling)				
Fortnightly service - Non-rated / Exempt	Prorata, 6 months minimum	61.00	-	**65.00**
Additional:				
Fortnightly service - Rated (residential)	Prorata, 6 months minimum	61.00	-	**65.00**
Weekly service - Rated (non-residential)	Prorata, 6 months minimum	122.00	-	**130.00**
Recycling Service Charges per Service per Annum (360L Bins Recycling)				
1st upgrade from 240L (residential)	Prorata, 6 months minimum	0.00	-	**0.00**
1st upgrade from 240L (non-residential)	Prorata, 6 months minimum	61.00	-	**65.00**
Fortnightly service - Non-rated / Exempt	Prorata, 6 months minimum	61.00	-	**65.00**
Additional:				
Fortnightly service - Rated (residential)	Prorata, 6 months minimum	61.00	-	**65.00**
Weekly service - Rated (non-residential)	Prorata, 6 months minimum	122.00	-	**130.00**

Administration

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Meeting Minutes				
Removable media - Complete minutes	Microsoft Word	16.00	GST	**16.00**
Plan Printing and / or Scanning				
A0 size	Per page	8.50	GST	**8.50**
A1 size	Per page	7.50	GST	**7.50**
A2 size	Per page	6.50	GST	**6.50**
A3 size	Per page	0.40	GST	**0.40**
A4 size	Per page	0.20	GST	**0.20**
General Copying and / or Printing				
A3 size - Less than 10 pages	Per page	0.00	GST	**0.00**
A3 size - 10 or more pages	Per page	0.40	GST	**0.40**
A4 size - Less than 10 pages	Per page	0.00	GST	**0.00**
A4 size - 10 or more pages	Per page	0.20	GST	**0.20**
Freedom of Information				
Application	Non-personal information	30.00	-	**30.00**
Research and collation	Per hour	30.00	-	**30.00**
Supervised access	Per hour	30.00	-	**30.00**
Photocopying	Per page	0.20	-	**0.20**
Postage	Within acceptable reason	Cost	-	**Cost**
Special access arrangements	Within acceptable reason	Cost	-	**Cost**
Discounted access	Conditions apply	25% off	-	**25% off**
Miscellaneous				
Street listing and / or ownership roll	Removable media	190.00	GST	**190.00**
Election nomination deposit	Per page	80.00	-	**80.00**
Policy manual	Per page	65.00	GST	**65.00**
Settlement agency search	Orders, requisitions, rates	105.00	-	**108.00**
Settlement agency search	Orders, requisitions only	92.00	-	**93.00**
Settlement agency search	Rates only	15.00	-	**17.00**

Rate Services

Particulars	Conditions	Previous Year $	GST Applicable ?	2018-2019 $
Administrative fees				
Instalment Fee - 2nd, 3rd and 4th	Per instalment	13.00	-	**14.00**
Administration fee	Per instance	41.00	-	**41.00**
Dishonour fee	Per instance	16.00	-	**16.00**
Legal documentation preparation	Per application	75.00	-	**75.00**
Instalment interest rate	Per annum	6%	-	**6%**
Late payment penalty interest	Per annum	11%	-	**11%**

Town of Victoria Park

Council Resolution

Council Resolution

Will be inserted following adoption

14.1 Recommendation from the Finance and Audit Committee - Schedule of accounts for 31 May 2018

Municipal Fund Bank Account

Payments

Creditors Cheques

Payment	Date	Payee	Description	Amount
00608352	2-May-18	CSA Employer Services	Superannuation	807.93
00608366	30-May-18	CSA Employer Services	Superannuation	538.62
00608370	31-May-18	Department of Health Western Austra	Local Government Services	550.00
00608353	2-May-18	Local Government Racing and Cemeter	Superannuation	615.00
00608367	30-May-18	Local Government Racing and Cemeter	Superannuation	410.00
00608355	9-May-18	Office of State Revenue	Financial Services	9.48
00608356	9-May-18	Optus Billing Services Pty Ltd	Telephone Usage Charges	5,762.05
00608357	9-May-18	Telstra Corporation Ltd	Telephone Usage Charges	73.19
00608360	16-May-18	Telstra Corporation Ltd	Telephone Usage Charges	1,679.00
00608369	30-May-18	Telstra Corporation Ltd	Telephone Usage Charges	1,442.84
00608371	31-May-18	Telstra Network & Services	Telephone Usage Charges	1,024.99
00608354	2-May-18	Town of Victoria Park	Superannuation & Employee Deductions	5,889.95
00608368	30-May-18	Town of Victoria Park	Superannuation & Employee Deductions	3,953.63
00608358	9-May-18	Water Corporation	Water Usage Charges	1,844.72
00608361	16-May-18	Water Corporation	Water Usage Charges	5,683.61
00608364	23-May-18	Water Corporation	Water Usage Charges	325.95
			Total Creditors Cheques	**30,610.96**

Creditors EFT Payments

1166.3907-01	16-May-18	1300TEMPFENCE	Equipment Hire	275.00
1173.4473-01	23-May-18	283 Trading Unit Trust	Catering and Refreshments	45.00
1163.4462-01	9-May-18	2SE Pty Ltd T/As Wisdom in Your Lif	Event Performance and Activity	1,045.00
1163.1215-01	9-May-18	4 Logic	Software and IT Solutions	607.75
1164.5016-01	9-May-18	A Cumming	Grant - CCTV Partnership Program	750.00
1173.4-01	23-May-18	AAC Wristbands Australia Pty Ltd	Equipment Supply and Repair	955.00
1176.2419-01	30-May-18	AAPT Limited	Communication Services	4,956.74
1158.1328-01	2-May-18	Abco Products Pty Ltd	Cleaning Services and Equipment	937.01
1173.1328-01	23-May-18	Abco Products Pty Ltd	Cleaning Services and Equipment	1,011.41
1176.1328-01	30-May-18	Abco Products Pty Ltd	Cleaning Services and Equipment	119.13
1163.3400-01	9-May-18	Academy Services (WA) Pty Ltd	Cleaning Services and Equipment	7,896.16
1168.5073-01	16-May-18	Access Housing Australia Ltd	Refund - Rates	553.17
1166.8-01	16-May-18	Accidential First Aid Supplies	Medical Equipment and Services	161.48
1158.9-01	2-May-18	ACMV Design Consultants	Design and Drafting Services	2,062.50
1163.9-01	9-May-18	ACMV Design Consultants	Design and Drafting Services	2,062.50
1176.9-01	30-May-18	ACMV Design Consultants	Design and Drafting Services	1,787.50
1176.4732-01	30-May-18	Adept Photo Booths	Equipment Supply and Repair	499.00
1173.1303-01	23-May-18	Aecom Australia Pty Ltd	Planning and Building Services	9,719.99
1176.2555-01	30-May-18	AGS Metal Work	Steel Supplies	1,831.50
1173.750-01	23-May-18	Air Communications	Software and IT Solutions	1,100.00
1176.1764-01	30-May-18	Akcelik & Associates Pty Ltd	Software and IT Solutions	429.00
1166.1293-01	16-May-18	Alanco Australia Pty Ltd	Plant Supply and Servicing	67.47
1176.1293-01	30-May-18	Alanco Australia Pty Ltd	Plant Supply and Servicing	188.58
1173.2122-01	23-May-18	Alcolizer Pty Ltd	Equipment Supply and Repair	97.99
1176.2122-01	30-May-18	Alcolizer Pty Ltd	Equipment Supply and Repair	1,351.90
1163.1738-01	9-May-18	All Earth Waste Collection Services	Waste Management Services	15,973.65
1173.1738-01	23-May-18	All Earth Waste Collection Services	Waste Management Services	45,508.65
1158.18-01	2-May-18	All Signs	Sign Installation and Supply	1,045.00
1166.18-01	16-May-18	All Signs	Sign Installation and Supply	3,769.70
1166.570-01	16-May-18	Allflow Industrial	Machinery Servicing and Parts	521.84
1176.20-01	30-May-18	Allmark & Associates Pty Ltd	Uniforms and Protective Equipment	1,677.50
1163.17-01	9-May-18	Allpest WA	Pest Control Services	1,075.00
1166.17-01	16-May-18	Allpest WA	Pest Control Services	1,560.00
1173.17-01	23-May-18	Allpest WA	Pest Control Services	3,078.03
1166.3455-01	16-May-18	AllPet Products	Equipment Supply and Repair	551.06
1163.4391-01	9-May-18	Allstate Kerbing & Concrete	Footpath Materials and Construction	544.50
1158.4840-01	2-May-18	Altus Planning and Appeals	Planning and Building Services	2,200.00
1176.1175-01	30-May-18	Amalgamated Asphalt Services	Road Construction Materials and Services	11,550.00
1163.2774-01	9-May-18	Ampac Debt Recovery (WA) Pty Ltd	Financial Services	40.25
1176.4673-01	30-May-18	Anditi Pty Ltd	Photography and Imaging Services	16,720.00
1176.2665-01	30-May-18	Antz Inya Pantz Coffee Company Pty	Catering and Refreshments	150.00
1158.4759-01	2-May-18	APP Corporation Pty Ltd	Planning and Building Services	5,362.50
1176.1600-01	30-May-18	Arborwest Tree Farm	Landscaping Materials and Services	3,861.00

Payment	Date	Payee	Description	Amount
1158.4498-01	2-May-18	Ascot Sign Company	Printing Services	176.00
1166.662-01	16-May-18	Asphaltech Pty Ltd	Road Construction Materials and Services	25,000.00
1163.4121-01	9-May-18	Athletics Australia	Training Services	88.00
1173.3781-01	23-May-18	Atmos Foods	Resale Inventory	756.24
1177.5107-01	30-May-18	Au Li Ker Pty Ltd	Refund - Rates	157.89
1166.273-01	16-May-18	Australia Post	Postage Services	5,168.20
1173.2630-01	23-May-18	Australian Institute of Criminology	Training Services	800.00
1158.588-01	2-May-18	Australian Library & Information As	Conference and Workshop Enrolment	64.50
1159.50-01	2-May-18	Australian Service Union	Superannuation	82.38
1179.50-01	30-May-18	Australian Service Union	Superannuation	54.92
1159.98000-0	2-May-18	Australian Taxation Office	Taxation	166,932.00
1170.98000-0	16-May-18	Australian Taxation Office	Taxation	158,070.00
1179.98000-0	30-May-18	Australian Taxation Office	Taxation	162,690.00
1163.3881-01	9-May-18	AWB Building Co	Facility Maintenance Services	27,131.50
1173.3881-01	23-May-18	AWB Building Co	Facility Maintenance Services	32,523.70
1176.3881-01	30-May-18	AWB Building Co	Facility Maintenance Services	17,319.23
1174.5071-01	23-May-18	B Nuich	Grant - CCTV Partnership Program	750.00
1173.4454-01	23-May-18	Ballajura Junior Football Club Inc	Kidsport Program	150.00
1158.3046-01	2-May-18	Barn Babes Clarkson	Event Performance and Activity	300.00
1176.3046-01	30-May-18	Barn Babes Clarkson	Event Performance and Activity	375.00
1163.960-01	9-May-18	Batteries Plus Technologies	Equipment Supply and Repair	1,298.00
1166.192-01	16-May-18	Beacon Equipment	Machinery Servicing and Parts	167.75
1158.280-01	2-May-18	Beaver Tree Services	Landscaping Materials and Services	95,740.07
1173.280-01	23-May-18	Beaver Tree Services	Landscaping Materials and Services	159,607.98
1173.2699-01	23-May-18	Belmont Junior Football Club	Kidsport Program	120.00
1176.2699-01	30-May-18	Belmont Junior Football Club	Kidsport Program	150.00
1173.2992-01	23-May-18	Belmont Junior Soccer Club	Kidsport Program	150.00
1173.1241-01	23-May-18	Belmont Netball Association Inc	Kidsport Program	150.00
1173.281-01	23-May-18	Benara Nurseries	Landscaping Materials and Services	1,341.35
1176.281-01	30-May-18	Benara Nurseries	Landscaping Materials and Services	302.50
1163.409-01	9-May-18	Bidfood WA Pty Ltd	Resale Inventory	356.75
1173.409-01	23-May-18	Bidfood WA Pty Ltd	Resale Inventory	325.82
1158.4874-01	2-May-18	Black Label Events	Event Performance and Activity	2,244.00
1174.5070-01	23-May-18	BlackBurn Property Strata Manager	Grant - CCTV Partnership Program	750.00
1158.286-01	2-May-18	Bob Jane T-Mart Victoria Park	Tyres	275.00
1173.286-01	23-May-18	Bob Jane T-Mart Victoria Park	Tyres	101.00
1176.286-01	30-May-18	Bob Jane T-Mart Victoria Park	Tyres	1,158.00
1163.287-01	9-May-18	BOC Limited	Equipment Supply and Repair	1,352.21
1173.287-01	23-May-18	BOC Limited	Equipment Supply and Repair	78.96
1173.4684-01	23-May-18	Bollig Design Group	Design and Drafting Services	3,800.50
1163.384-01	9-May-18	Bonissimo	Resale Inventory	406.50
1173.333-01	23-May-18	Boral Construction Materials Group	Equipment Supply and Repair	573.79
1176.333-01	30-May-18	Boral Construction Materials Group	Equipment Supply and Repair	779.14
1166.3587-01	16-May-18	Bountiful Industries Pty Ltd	Equipment Supply and Repair	1,508.10
1162.2093-01	7-May-18	BP Australia Pty Ltd	Fuel and Oils	4,881.84
1166.1211-01	16-May-18	Brownes Foods Operations	Amenities	234.20
1176.442-01	30-May-18	Bucher Municipal Pty Ltd	Plant Supply and Servicing	253.00
1158.290-01	2-May-18	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	424.14
1163.290-01	9-May-18	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	601.97
1166.290-01	16-May-18	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	886.15
1173.290-01	23-May-18	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	277.52
1176.290-01	30-May-18	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	317.29
1166.3354-01	16-May-18	Burswood Isuzu Ute	Plant Supply and Servicing	558.80
1176.4821-01	30-May-18	Buzz Enterprises P/L T/A Sifting Sa	Equipment Supply and Repair	4,847.92
1158.4687-01	2-May-18	C Results Print Management	Printing Services	27.50
1166.527-01	16-May-18	Cabcharge Australia Ltd	Transport Services	121.79
1176.527-01	30-May-18	Cabcharge Australia Ltd	Transport Services	69.83
1176.1483-01	30-May-18	Cake Factory Australia Pty Ltd	Light Refreshments	558.70
1166.1656-01	16-May-18	CallTech	Equipment Supply and Repair	826.00
1166.279-01	16-May-18	Caltex Aust Limited	Fuel and Oils	10,688.22
1166.299-01	16-May-18	Cancer Council WA	Equipment Supply and Repair	144.32
1174.4200-01	23-May-18	Canning Cosmos Junior Soccer Club	Kidsport Program	150.00
1163.298-01	9-May-18	Canon Australia Pty Ltd	Printing Services	857.00
1163.857-01	9-May-18	Capital Recycling	Waste Management Services	64.90
1166.857-01	16-May-18	Capital Recycling	Waste Management Services	1,320.00
1176.857-01	30-May-18	Capital Recycling	Waste Management Services	1,540.00

Payment	Date	Payee	Description	Amount
1173.1129-01	23-May-18	Cardno (WA) Pty Ltd	Engineering & Surveying Services	1,980.00
1176.300-01	30-May-18	Carlisle Events Hire Pty Ltd	Equipment Hire	2,196.00
1166.2973-01	16-May-18	Carpets Online	Facility Maintenance Services	55,165.00
1173.4726-01	23-May-18	Catchpole Music Enterprises	Event Performance and Activity	150.00
1163.1503-01	9-May-18	CCM Furniture Pty Ltd t/as CCM Clea	Cleaning Services and Equipment	19,134.08
1166.1503-01	16-May-18	CCM Furniture Pty Ltd t/as CCM Clea	Cleaning Services and Equipment	148.50
1176.1503-01	30-May-18	CCM Furniture Pty Ltd t/as CCM Clea	Cleaning Services and Equipment	99.00
1158.1919-01	2-May-18	Centurion Temporary Fencing	Equipment Supply and Repair	396.00
1176.1919-01	30-May-18	Centurion Temporary Fencing	Equipment Supply and Repair	165.00
1176.3439-01	30-May-18	Champion Music	Event Performance and Activity	726.00
1166.4617-01	16-May-18	Chelsea Pizza Co EVP	Catering and Refreshments	435.60
1166.309-01	16-May-18	Chubb Fire & Security Pty Ltd	Fire Alarm and Security Services	488.62
1173.309-01	23-May-18	Chubb Fire & Security Pty Ltd	Fire Alarm and Security Services	451.00
1176.309-01	30-May-18	Chubb Fire & Security Pty Ltd	Fire Alarm and Security Services	920.68
1158.311-01	2-May-18	City of Belmont	Local Government Services	1,509.16
1173.311-01	23-May-18	City of Belmont	Local Government Services	200.00
1158.369-01	2-May-18	City of Perth	Local Government Services	302.30
1163.369-01	9-May-18	City of Perth	Local Government Services	47,206.00
1171.57-01	18-May-18	City of Perth Superannuation Plan	Superannuation	3,977.77
1180.57-01	30-May-18	City of Perth Superannuation Plan	Superannuation	2,755.67
1166.511-01	16-May-18	City Subaru	Plant Supply and Servicing	967.70
1173.511-01	23-May-18	City Subaru	Plant Supply and Servicing	308.85
1158.466-01	2-May-18	Civica Pty Ltd	Software and IT Solutions	1,965.83
1173.466-01	23-May-18	Civica Pty Ltd	Software and IT Solutions	91,841.17
1176.2342-01	30-May-18	Clark Rubber Cannington	Facility Maintenance Services	89.60
1163.483-01	9-May-18	Cleanaway	Waste Management Services	291,591.21
1173.483-01	23-May-18	Cleanaway	Waste Management Services	171,433.66
1166.3762-01	16-May-18	CleanFlow Environmental Solutions	Equipment Supply and Repair	1,523.50
1173.3762-01	23-May-18	CleanFlow Environmental Solutions	Equipment Supply and Repair	2,805.00
1166.629-01	16-May-18	Clever Patch Pty Ltd	Library Equipment and Stock	139.81
1173.3922-01	23-May-18	Cocktail Gastronomy Catering Pty Lt	Event Performance and Activity	104.00
1163.2588-01	9-May-18	Coles Supermarket Australia Pty Ltd	Resale Inventory	225.30
1166.2588-01	16-May-18	Coles Supermarket Australia Pty Ltd	Resale Inventory	271.43
1173.2588-01	23-May-18	Coles Supermarket Australia Pty Ltd	Resale Inventory	208.42
1176.2588-01	30-May-18	Coles Supermarket Australia Pty Ltd	Resale Inventory	105.16
1163.1199-01	9-May-18	ColleaguesNagels	Printing Services	4,318.22
1163.413-01	9-May-18	Construction Training Fund	Levy Payments	16,066.92
1158.689-01	2-May-18	Copley Contracting	Road Construction Materials and Services	9,801.00
1173.689-01	23-May-18	Copley Contracting	Road Construction Materials and Services	15,471.50
1176.689-01	30-May-18	Copley Contracting	Road Construction Materials and Services	13,321.00
1176.4154-01	30-May-18	CoreLogic Asia Pacific	Software and IT Solutions	2,243.87
1166.209-01	16-May-18	Coretex Australia Pty Ltd	Software and IT Solutions	752.40
1173.209-01	23-May-18	Coretex Australia Pty Ltd	Software and IT Solutions	752.40
1158.2186-01	2-May-18	Cornerstone Legal Pty Ltd	Legal Services	3,269.22
1173.2186-01	23-May-18	Cornerstone Legal Pty Ltd	Legal Services	1,199.10
1174.5093-01	23-May-18	Council of Owners 25 Harper St, Str	Grant - CCTV Partnership Program	750.00
1176.1735-01	30-May-18	Covs Parts Pty Ltd	Machinery Servicing and Parts	205.77
1173.4656-01	23-May-18	Creative ADM	Advertising Services	181.50
1163.953-01	9-May-18	Curtin University of Technology	Conference and Workshop Enrolment	4,995.00
1166.953-01	16-May-18	Curtin University of Technology	Conference and Workshop Enrolment	440.00
1173.953-01	23-May-18	Curtin University of Technology	Conference and Workshop Enrolment	165.00
1163.723-01	9-May-18	Data#3 Limited	Software and IT Solutions	86.31
1176.723-01	30-May-18	Data#3 Limited	Software and IT Solutions	6,587.34
1163.4769-01	9-May-18	Datacom Systems (AU) Pty Ltd	Software and IT Solutions	974.60
1173.4769-01	23-May-18	Datacom Systems (AU) Pty Ltd	Software and IT Solutions	359.92
1158.426-01	2-May-18	Daytone Printing Pty Ltd	Printing Services	938.30
1163.426-01	9-May-18	Daytone Printing Pty Ltd	Printing Services	850.30
1166.426-01	16-May-18	Daytone Printing Pty Ltd	Printing Services	323.00
1173.426-01	23-May-18	Daytone Printing Pty Ltd	Printing Services	370.70
1176.426-01	30-May-18	Daytone Printing Pty Ltd	Printing Services	382.80
1163.4782-01	9-May-18	DCM Services (KD Aire)	Air Conditioning Service & Maintenance	545.05
1173.4782-01	23-May-18	DCM Services (KD Aire)	Air Conditioning Service & Maintenance	2,963.57
1176.4782-01	30-May-18	DCM Services (KD Aire)	Air Conditioning Service & Maintenance	885.68
1176.4369-01	30-May-18	Delissimo	Catering and Refreshments	120.00
1163.1799-01	9-May-18	Department of Commerce	Levy Payments	17,463.31
1176.263-01	30-May-18	Department of Fire and Emergency	Contributions	650,796.16

Payment	Date	Payee	Description	Amount
1158.708-01	2-May-18	Department of Transport	Licencing and Subscriptions	3,862.55
1176.708-01	30-May-18	Department of Transport	Licencing and Subscriptions	2,221.05
1173.1372-01	23-May-18	Direct Coffee Supplies	Resale Inventory	350.00
1158.4466-01	2-May-18	Directions Workforce Solutions	Agency and Contract Staff	802.23
1166.4466-01	16-May-18	Directions Workforce Solutions	Agency and Contract Staff	802.24
1176.4466-01	30-May-18	Directions Workforce Solutions	Agency and Contract Staff	802.23
1173.3426-01	23-May-18	Discgolfpark Pty Ltd	Event Performance and Activity	495.00
1166.3516-01	16-May-18	Diversity Sustaniable Development	Environmental Services	2,612.50
1158.614-01	2-May-18	Domus Nursery	Landscaping Materials and Services	761.59
1166.614-01	16-May-18	Domus Nursery	Landscaping Materials and Services	612.70
1158.756-01	2-May-18	Dorma Automatics Pty Ltd	Machinery Servicing and Parts	198.00
1163.756-01	9-May-18	Dorma Automatics Pty Ltd	Machinery Servicing and Parts	3,806.99
1166.756-01	16-May-18	Dorma Automatics Pty Ltd	Machinery Servicing and Parts	297.00
1173.756-01	23-May-18	Dorma Automatics Pty Ltd	Machinery Servicing and Parts	3,415.72
1158.4697-01	2-May-18	Downer Engineering Power Pty Ltd	Equipment Supply and Repair	233.75
1176.849-01	30-May-18	DS Agencies Pty Ltd	Equipment Supply and Repair	4,752.00
1164.4987-01	9-May-18	DTH Construction Pty Ltd	Crossover Contribution	400.00
1176.859-01	30-May-18	Dulux Australia	Equipment Supply and Repair	1,062.81
1163.411-01	9-May-18	Dunbar Services (WA) Pty Ltd	Cleaning Services and Equipment	21.45
1176.3718-01	30-May-18	Duncan Nissan	Plant Supply and Servicing	34,229.60
1163.2375-01	9-May-18	Dynasty Embroidery (Australia) Pty	Uniforms and Protective Equipment	176.00
1168.5005-01	16-May-18	East Perth Women's Football Club	Kidsport Program	150.00
1173.3053-01	23-May-18	Edgefield Projects	Town Planning Services	726.00
1163.925-01	9-May-18	Educational Art Supplies	Library Equipment and Stock	112.82
1158.4041-01	2-May-18	Elite Compliance Pty Ltd	Design and Drafting Services	1,584.00
1163.4041-01	9-May-18	Elite Compliance Pty Ltd	Design and Drafting Services	1,452.00
1176.4041-01	30-May-18	Elite Compliance Pty Ltd	Design and Drafting Services	1,980.00
1173.778-01	23-May-18	Ellenby Tree Farm Pty Ltd	Landscaping Materials and Services	18,766.00
1173.451-01	23-May-18	Embroidery WA	Uniforms and Protective Equipment	136.24
1158.2372-01	2-May-18	Empire Estate Agent	Rental Payments	257.01
1173.2372-01	23-May-18	Empire Estate Agent	Rental Payments	5,518.02
1166.4752-01	16-May-18	Enzed Welshpool	Equipment Supply and Repair	52.88
1176.4752-01	30-May-18	Enzed Welshpool	Equipment Supply and Repair	308.00
1158.2064-01	2-May-18	Espresso Essential	Resale Inventory	945.80
1173.2064-01	23-May-18	Espresso Essential	Resale Inventory	1,299.89
1173.4458-01	23-May-18	Evolveplus Pty Ltd	Equipment Supply and Repair	1,760.00
1159.3243-01	2-May-18	Express Salary Packaging Pty Ltd	Superannuation & Employee Deductions	9,990.03
1170.3243-01	16-May-18	Express Salary Packaging Pty Ltd	Superannuation & Employee Deductions	9,990.03
1179.3243-01	30-May-18	Express Salary Packaging Pty Ltd	Superannuation & Employee Deductions	9,990.03
1166.541-01	16-May-18	Fennell Tyres Inernational Pty Ltd	Tyres	280.00
1173.541-01	23-May-18	Fennell Tyres Inernational Pty Ltd	Tyres	297.00
1176.541-01	30-May-18	Fennell Tyres Inernational Pty Ltd	Tyres	310.00
1163.4499-01	9-May-18	Financially Empowered	Community Planning Services	250.00
1173.2197-01	23-May-18	Find Wise Location Services	Road Construction Materials and Services	492.80
1158.4410-01	2-May-18	Fineline Print and Copy Service (WA	Printing Services	777.70
1173.4410-01	23-May-18	Fineline Print and Copy Service (WA	Printing Services	115.50
1173.621-01	23-May-18	Fleet Fitness	Equipment Supply and Repair	3,037.10
1176.621-01	30-May-18	Fleet Fitness	Equipment Supply and Repair	319.00
1158.4259-01	2-May-18	Flexi Staff Pty Ltd	Agency and Contract Staff	6,963.96
1163.4259-01	9-May-18	Flexi Staff Pty Ltd	Agency and Contract Staff	2,734.73
1166.4259-01	16-May-18	Flexi Staff Pty Ltd	Agency and Contract Staff	3,102.67
1176.4259-01	30-May-18	Flexi Staff Pty Ltd	Agency and Contract Staff	5,056.06
1166.2388-01	16-May-18	Flight Centre	Travelling Expenses	677.00
1173.2388-01	23-May-18	Flight Centre	Travelling Expenses	1,823.03
1163.4488-01	9-May-18	Floral Image Pty Ltd	Equipment Supply and Repair	157.30
1163.3828-01	9-May-18	Foost Pty Ltd	Catering and Refreshments	55.00
1173.1280-01	23-May-18	Forestvale Trees Pty Ltd	Landscaping Materials and Services	8,954.00
1158.371-01	2-May-18	Frazzcon Enterprises	Sign Installation and Supply	7,645.05
1173.371-01	23-May-18	Frazzcon Enterprises	Sign Installation and Supply	4,250.33
1176.371-01	30-May-18	Frazzcon Enterprises	Sign Installation and Supply	509.84
1176.351-01	30-May-18	Fuji Xerox Australia Pty Ltd	Equipment Hire	5,291.85
1163.2701-01	9-May-18	Full Steam Ahead Ironing Service	Cleaning Services and Equipment	100.00
1166.2701-01	16-May-18	Full Steam Ahead Ironing Service	Cleaning Services and Equipment	395.55
1174.5090-01	23-May-18	G Molga & Ms A Molga	Grant - CCTV Partnership Program	750.00
1166.4213-01	16-May-18	Galactic Co-Operative WA Ltd	Equipment Supply and Repair	35.00
1158.3826-01	2-May-18	Game Vault	School Holiday Program Activities	560.00

Payment	Date	Payee	Description	Amount
1158.2198-01	2-May-18	Garage Sale Trail Foundation	Membership and Subscription	5,500.00
1158.422-01	2-May-18	GHD Pty Ltd	Engineering Design	19,800.00
1173.469-01	23-May-18	Gladstone MRM (Australia) Pty Ltd	Software and IT Solutions	14,572.14
1176.2620-01	30-May-18	Glenn Swift Entertainment	School Holiday Program Activities	385.00
1173.3753-01	23-May-18	Go Graphics	Sign Installation and Supply	1,738.00
1158.4720-01	2-May-18	Go2cup	Catering and Refreshments	400.00
1166.4720-01	16-May-18	Go2cup	Catering and Refreshments	151.00
1168.5055-01	16-May-18	Goldblaze Nominees Pty Ltd ATF The	Refund - Rates	4,538.66
1163.4299-01	9-May-18	Goldpin Corporation Pty Ltd trading	Equipment Supply and Repair	3,080.00
1176.4299-01	30-May-18	Goldpin Corporation Pty Ltd trading	Equipment Supply and Repair	1,650.00
1163.682-01	9-May-18	Green Skills	Environmental Services	378.22
1166.4163-01	16-May-18	Grey Means Well	Event Performance and Activity	800.00
1176.4163-01	30-May-18	Grey Means Well	Event Performance and Activity	250.00
1166.3842-01	16-May-18	Griffon Alpha Group Pty Ltd	Fire Alarm and Security Services	5,082.00
1166.453-01	16-May-18	Gronbek Security	Fire Alarm and Security Services	204.55
1173.453-01	23-May-18	Gronbek Security	Fire Alarm and Security Services	189.00
1164.5023-01	9-May-18	H T Nguyen	Security Incentive Scheme	200.00
1158.491-01	2-May-18	Hays Personal Services	Agency and Contract Staff	3,259.06
1163.491-01	9-May-18	Hays Personal Services	Agency and Contract Staff	4,091.47
1166.491-01	16-May-18	Hays Personal Services	Agency and Contract Staff	3,619.77
1173.491-01	23-May-18	Hays Personal Services	Agency and Contract Staff	2,868.65
1176.491-01	30-May-18	Hays Personal Services	Agency and Contract Staff	1,726.03
1173.4996-01	23-May-18	Hi Tech Sport Pty Ltd	Equipment Supply and Repair	2,112.00
1158.364-01	2-May-18	Holcim (Australia) Pty Ltd	Road Construction Materials and Services	1,055.56
1173.364-01	23-May-18	Holcim (Australia) Pty Ltd	Road Construction Materials and Services	503.36
1164.5022-01	9-May-18	Home Fencing and Gates	Fencing	525.00
1163.3128-01	9-May-18	Horizon West Landscape and Irrigati	Landscaping Materials and Services	86,910.20
1158.523-01	2-May-18	Horizons West Bus & Coachlines	School Holiday Program Activities	2,241.25
1163.3079-01	9-May-18	Human Synergistics Australia Pty Lt	Training Services	5,438.75
1173.3079-01	23-May-18	Human Synergistics Australia Pty Lt	Training Services	1,158.69
1176.3079-01	30-May-18	Human Synergistics Australia Pty Lt	Training Services	1,554.19
1164.5013-01	9-May-18	I D'Antuono	Security Incentive Scheme	70.00
1173.3590-01	23-May-18	Icon Septech WA (Cascada)	Equipment Supply and Repair	9,843.90
1176.3590-01	30-May-18	Icon Septech WA (Cascada)	Equipment Supply and Repair	154.00
1158.3796-01	2-May-18	Iconic Property Services	Cleaning Services and Equipment	651.49
1163.3796-01	9-May-18	Iconic Property Services	Cleaning Services and Equipment	1,556.31
1166.3796-01	16-May-18	Iconic Property Services	Cleaning Services and Equipment	1,187.67
1173.3796-01	23-May-18	Iconic Property Services	Cleaning Services and Equipment	14,745.02
1176.3796-01	30-May-18	Iconic Property Services	Cleaning Services and Equipment	1,622.71
1158.4685-01	2-May-18	ILX Group Pty Ltd	Training Services	6,232.88
1163.210-01	9-May-18	Indoor Gardens Pty Ltd	Landscaping Materials and Services	1,180.30
1176.216-01	30-May-18	Insight CCS	Communication Services	1,373.52
1173.214-01	23-May-18	Instant Products Group	Equipment Supply and Repair	339.90
1166.2582-01	16-May-18	Instant Toilets and Showers Pty Ltd	Equipment Hire	304.17
1168.4745-01	16-May-18	Insurance Commission of WA	Refund - Debtor Overpayment	116.00
1176.970-01	30-May-18	Integral Development	Training Services	14,396.25
1176.5021-01	30-May-18	Integrity Audio Visual	Software and IT Solutions	374.00
1173.217-01	23-May-18	Interconnect It Solutions	Equipment Supply and Repair	3,325.00
1163.3859-01	9-May-18	IQ Cabinetmakers and Shop Fitters	Carpentry Services	1,067.00
1163.4837-01	9-May-18	Iron Mountain Australia Group Pty L	Record Management Services	1,503.48
1166.2294-01	16-May-18	Isentia Pty Ltd	Communication Services	1,094.50
1176.684-01	30-May-18	Isubscribe Pty Ltd	Library Equipment and Stock	369.95
1164.5017-01	9-May-18	Itsuwa Vault Australia	Grant - CCTV Partnership Program	750.00
1163.284-01	9-May-18	J Blackwoods & Sons Pty Ltd	Uniforms and Protective Equipment	6.01
1166.284-01	16-May-18	J Blackwoods & Sons Pty Ltd	Uniforms and Protective Equipment	1,299.84
1173.284-01	23-May-18	J Blackwoods & Sons Pty Ltd	Uniforms and Protective Equipment	809.40
1173.2431-01	23-May-18	J Van De Velde	Landscaping Materials and Services	915.20
1166.222-01	16-May-18	Jackson McDonald Lawyers	Legal Services	4,400.00
1173.330-01	23-May-18	Jason Signmakers	Sign Installation and Supply	25,261.47
1163.2762-01	9-May-18	JB HiFi Commerical	Equipment Supply and Repair	2,249.00
1176.1376-01	30-May-18	JBA Surveys	Engineering & Surveying Services	880.00
1164.5030-01	9-May-18	Jewel of the Park	Grant - CCTV Partnership Program	750.00
1158.3553-01	2-May-18	Jim's Fencing (North Perth)	Fencing	1,980.00
1166.3553-01	16-May-18	Jim's Fencing (North Perth)	Fencing	473.00
1173.3553-01	23-May-18	Jim's Fencing (North Perth)	Fencing	803.00
1173.2432-01	23-May-18	Jim's Mowing (Cloverdale)	Landscaping Materials and Services	480.00

Payment	Date	Payee	Description	Amount
1158.2432-01	2-May-18	Jim's Mowing Cloverdale	Landscaping Materials and Services	80.00
1163.2432-01	9-May-18	Jim's Mowing Cloverdale	Landscaping Materials and Services	50.00
1166.229-01	16-May-18	John Hughes Service	Plant Supply and Servicing	718.00
1158.230-01	2-May-18	Johns Building Supplies Pty Ltd	Equipment Supply and Repair	220.53
1166.230-01	16-May-18	Johns Building Supplies Pty Ltd	Equipment Supply and Repair	146.19
1173.230-01	23-May-18	Johns Building Supplies Pty Ltd	Equipment Supply and Repair	596.85
1176.230-01	30-May-18	Johns Building Supplies Pty Ltd	Equipment Supply and Repair	368.28
1163.3648-01	9-May-18	Josh Byrne & Associates Pty Ltd	Design and Drafting Services	20,663.50
1166.2351-01	16-May-18	JP Promotions	Uniforms and Protective Equipment	235.96
1173.2351-01	23-May-18	JP Promotions	Uniforms and Protective Equipment	878.74
1173.5036-01	23-May-18	Justinvest Financial Planning Pty L	Financial Services	330.00
1158.4753-01	2-May-18	Kaboom Toons Pty Ltd	Equipment Supply and Repair	400.00
1166.241-01	16-May-18	Kool-Line Electrical & Refrigeratio	Electrical Services and Maintenance	375.00
1173.241-01	23-May-18	Kool-Line Electrical & Refrigeratio	Electrical Services and Maintenance	490.00
1176.241-01	30-May-18	Kool-Line Electrical & Refrigeratio	Electrical Services and Maintenance	9,018.50
1169.2814-01	16-May-18	Landfill Gas & Power Pty Ltd	Electricity Usage Charges	53,145.49
1163.501-01	9-May-18	Landgate	Local Government Services	586.59
1173.501-01	23-May-18	Landgate	Local Government Services	330.02
1173.3543-01	23-May-18	Last Drop Reticulation & Landscapin	Landscaping Materials and Services	4,226.20
1173.5058-01	23-May-18	Latitude Perth Operations Pty Ltd	School Holiday Program Activities	450.00
1163.2447-01	9-May-18	Lazer Blaze Malaga	School Holiday Program Activities	390.00
1166.3670-01	16-May-18	LD Total	Landscaping Materials and Services	228,653.99
1163.252-01	9-May-18	Les Mills Asia Pacific	Licencing and Subscriptions	2,328.62
1166.252-01	16-May-18	Les Mills Asia Pacific	Licencing and Subscriptions	1,270.63
1173.5077-01	23-May-18	LG Professionals Australia	Training Services	275.00
1158.4395-01	2-May-18	LGC Group Pty Ltd	Traffic Control Services	7,375.50
1176.4395-01	30-May-18	LGC Group Pty Ltd	Traffic Control Services	2,514.05
1173.322-01	23-May-18	Local Government Planners Associati	Local Government Services	745.00
1163.3967-01	9-May-18	Local Government Professionals	Membership and Subscription	30.00
1166.3967-01	16-May-18	Local Government Professionals	Membership and Subscription	120.00
1176.3967-01	30-May-18	Local Government Professionals	Membership and Subscription	80.00
1158.3571-01	2-May-18	Local Government Professionals Aust	Local Government Services	275.00
1158.457-01	2-May-18	Lochness Pty Ltd	Landscaping Materials and Services	1,239.98
1163.457-01	9-May-18	Lochness Pty Ltd	Landscaping Materials and Services	12,870.00
1173.457-01	23-May-18	Lochness Pty Ltd	Landscaping Materials and Services	20,152.22
1166.3583-01	16-May-18	Lombard the Paper People	Event Performance and Activity	125.18
1163.687-01	9-May-18	Love Grid Badminton Academy Inc	Equipment Supply and Repair	511.25
1176.1904-01	30-May-18	Mackay Urbandesign	Planning and Building Services	2,337.50
1158.2515-01	2-May-18	Maia Financial Pty Ltd	Equipment Hire	13,045.90
1163.2515-01	9-May-18	Maia Financial Pty Ltd	Equipment Hire	40,358.04
1166.2515-01	16-May-18	Maia Financial Pty Ltd	Equipment Hire	14,023.56
1166.494-01	16-May-18	Major Motors Pty Ltd	Plant Supply and Servicing	101,906.55
1173.930-01	23-May-18	Malcolm & Caril Barker	Landscaping Materials and Services	770.00
1173.2706-01	23-May-18	Manning Magic Basketball Club Inc	Kidsport Program	150.00
1158.1693-01	2-May-18	Marketforce Pty Ltd	Advertising Services	4,132.56
1163.1693-01	9-May-18	Marketforce Pty Ltd	Advertising Services	2,788.35
1166.1693-01	16-May-18	Marketforce Pty Ltd	Advertising Services	2,666.02
1173.1693-01	23-May-18	Marketforce Pty Ltd	Advertising Services	3,519.31
1158.317-01	2-May-18	Marlbroh Bingo Enterprises	Bingo Costs	1,868.30
1163.317-01	9-May-18	Marlbroh Bingo Enterprises	Bingo Costs	5,551.40
1163.4980-01	9-May-18	Marr Mooditj Training Aboriginal	Training Services	1,777.05
1163.319-01	9-May-18	McLeods	Legal Services	2,489.52
1166.319-01	16-May-18	McLeods	Legal Services	2,043.65
1173.319-01	23-May-18	McLeods	Legal Services	3,075.09
1158.4936-01	2-May-18	McMillan Deli	Equipment Supply and Repair	469.95
1166.3084-01	16-May-18	MCW Corporation T/A Perth Security	Fire Alarm and Security Services	1,994.52
1176.3981-01	30-May-18	Melville Subaru	Plant Supply and Servicing	27,452.20
1163.600-01	9-May-18	Message4U Pty Ltd	Communication Services	218.68
1176.3082-01	30-May-18	Meter Australia Pty Limited	Office Supplies	169.40
1158.3408-01	2-May-18	Michael Page International	Agency and Contract Staff	5,861.63
1163.3408-01	9-May-18	Michael Page International	Agency and Contract Staff	14,006.43
1173.3408-01	23-May-18	Michael Page International	Agency and Contract Staff	1,179.09
1166.1568-01	16-May-18	Milford Framers	Printing Services	470.58
1158.4998-01	2-May-18	Military Shop	Event Performance and Activity	24.42
1158.189-01	2-May-18	Mindarie Regional Council	Waste Management Services	43,183.80
1163.189-01	9-May-18	Mindarie Regional Council	Waste Management Services	58,920.84

Payment	Date	Payee	Description	Amount
1166.189-01	16-May-18	Mindarie Regional Council	Waste Management Services	29,569.32
1173.189-01	23-May-18	Mindarie Regional Council	Waste Management Services	111,650.17
1173.2657-01	23-May-18	Miracle Recreation Equipment	Equipment Supply and Repair	5,737.60
1163.1933-01	9-May-18	MLC Roof Services Pty Ltd	Facility Maintenance Services	330.00
1173.1933-01	23-May-18	MLC Roof Services Pty Ltd	Facility Maintenance Services	242.00
1176.1817-01	30-May-18	Mobile Mouse	Training Services	200.00
1163.3280-01	9-May-18	Moore Stephens Perth Pty Ltd	Financial Services	214.50
1173.4490-01	23-May-18	Morley Districts Netball Club	Kidsport Program	150.00
1173.5025-01	23-May-18	Mr A A Jayamaha	Refund - Fees and Charges	200.00
1168.5052-01	16-May-18	Mr A B Coles	Security Incentive Scheme	140.00
1174.5088-01	23-May-18	Mr A J Deakin	Security Incentive Scheme	140.00
1158.5009-01	2-May-18	Mr A J Fishwick & Mrs M K Fishwick	Refund - Rates	731.95
1174.5065-01	23-May-18	Mr A S McIntyre	Grant - CCTV Partnership Program	750.00
1176.1506-01	30-May-18	Mr A Vuleta	Staff Payments and Reimbursement	80.00
1166.3862-01	16-May-18	Mr B McLean	Staff Payments and Reimbursement	36.97
1168.5075-01	16-May-18	Mr B S Butler	Refund - Rates	302.33
1163.4549-01	9-May-18	Mr B X Killigrew	Staff Payments and Reimbursement	1,535.00
1173.4549-01	23-May-18	Mr B X Killigrew	Staff Payments and Reimbursement	349.10
1174.5043-01	23-May-18	Mr C J Hallion	Refund - Memberships	46.67
1164.5026-01	9-May-18	Mr C Zimitat	Grant - CCTV Partnership Program	750.00
1174.5081-01	23-May-18	Mr C Zimitat & Mr B R Goodsell	Security Incentive Scheme	200.00
1173.5063-01	23-May-18	Mr D Ansted	Art and Event	8,140.00
1160.5008-01	2-May-18	Mr D G Gotti & Mrs R Gotti	Refund - Rates	261.82
1177.5097-01	30-May-18	Mr D J Sara	Security Incentive Scheme	200.00
1168.5051-01	16-May-18	Mr D Reilly	Security Incentive Scheme	220.00
1164.5029-01	9-May-18	Mr D S Callanan	Grant - CCTV Partnership Program	750.00
1163.1508-01	9-May-18	Mr G J Pattrick	Staff Payments and Reimbursement	75.65
1176.4920-01	30-May-18	Mr L Steed	Event Performance and Activity	250.00
1174.4970-01	23-May-18	Mr M A Robinson	Refund - Rates	76.14
1177.4970-01	30-May-18	Mr M A Robinson	Refund - Rates	72.37
1160.5010-01	2-May-18	Mr M White	Refund - Memberships	45.80
1173.5034-01	23-May-18	Mr N Chester	Communication Services	330.00
1174.5089-01	23-May-18	Mr N J Waghorn	Grant - CCTV Partnership Program	750.00
1168.5050-01	16-May-18	Mr O L Duarte	Security Incentive Scheme	110.00
1164.5027-01	9-May-18	Mr O M Browne	Grant - CCTV Partnership Program	750.00
1174.5068-01	23-May-18	Mr P R Belton	Grant - CCTV Partnership Program	750.00
1174.5091-01	23-May-18	Mr R D Stratton	Grant - CCTV Partnership Program	750.00
1174.5064-01	23-May-18	Mr R Danesfaleh	Grant - CCTV Partnership Program	750.00
1168.5032-01	16-May-18	Mr R Fischer	Refund - Rates	61.62
1164.5028-01	9-May-18	Mr R M Baker	Grant - CCTV Partnership Program	750.00
1173.5000-01	23-May-18	Mr R Steele	Event Performance and Activity	300.00
1158.5002-01	2-May-18	Mr R Vangelovski	Staff Payments and Reimbursement	48.00
1174.5096-01	23-May-18	Mr R W Anderson & Mrs S L Anderson	Refund - Rates	584.23
1158.2463-01	2-May-18	Mr S Nannup	Event Performance and Activity	550.00
1166.5062-01	16-May-18	Mr T C Ogilby	Staff Payments and Reimbursement	106.41
1166.2624-01	16-May-18	Mr V Riley	Event Performance and Activity	200.00
1164.5024-01	9-May-18	Mr W Harrison	Grant - CCTV Partnership Program	750.00
1174.5083-01	23-May-18	Mr W M Chong	Refund - Rates	3,669.93
1174.5069-01	23-May-18	Mr W M Scaini	Grant - CCTV Partnership Program	750.00
1174.5087-01	23-May-18	Mrs G S Fuller & Mr T B Fuller	Security Incentive Scheme	200.00
1164.5011-01	9-May-18	Mrs M Merryweather	Refund - Memberships	148.00
1163.4994-01	9-May-18	Mrs N E Martin Goode	Staff Payments and Reimbursement	98.00
1166.4994-01	16-May-18	Mrs N E Martin Goode	Staff Payments and Reimbursement	2,000.00
1174.5066-01	23-May-18	Mrs P M D'Cruze	Grant - CCTV Partnership Program	500.00
1177.5104-01	30-May-18	Ms A Flynn	Refund - Memberships	55.00
1174.4034-01	23-May-18	Ms A M Levett	Street Meet n Greet	737.85
1160.4197-01	2-May-18	Ms A Ripepi	Event Performance and Activity	250.00
1177.4707-01	30-May-18	Ms B E Parker	Refund - Rates	1,150.00
1168.5053-01	16-May-18	Ms B Pettina	Security Incentive Scheme	70.00
1166.5012-01	16-May-18	Ms C Gowland	Donation-Individual	200.00
1176.5056-01	30-May-18	Ms E Paull	Event Performance and Activity	40.00
1164.4915-01	9-May-18	Ms G M Cheng	Grant - CCTV Partnership Program	632.50
1174.5067-01	23-May-18	Ms H A Stockmann	Grant - CCTV Partnership Program	725.00
1173.3980-01	23-May-18	Ms H Campbell	Library Services	15.10
1168.5045-01	16-May-18	Ms J Davis	Refund - Memberships	133.20
1164.5015-01	9-May-18	Ms J L Fittock	Security Incentive Scheme	200.00

Payment	Date	Payee	Description	Amount
1174.5078-01	23-May-18	Ms J Mendonca	Security Incentive Scheme	200.00
1173.4735-01	23-May-18	Ms J Morris	Equipment Supply and Repair	200.00
1168.5046-01	16-May-18	Ms J Smith	Refund - Memberships	162.00
1164.5014-01	9-May-18	Ms K Greenslade	Security Incentive Scheme	120.00
1168.5044-01	16-May-18	Ms K Smith	Refund - Memberships	162.00
1174.3936-01	23-May-18	Ms K Wray	Street Meet n Greet	200.00
1176.5103-01	30-May-18	Ms L A Sabitzer	Staff Payments and Reimbursement	106.54
1168.5049-01	16-May-18	Ms L Blackburn	Refund - Memberships	108.20
1168.5007-01	16-May-18	Ms L Ward	Health Instructors	336.00
1176.4555-01	30-May-18	Ms N J Gregson	Event Performance and Activity	450.00
1174.5092-01	23-May-18	Ms P A Forte & Mr M Passalacqua	Grant - CCTV Partnership Program	750.00
1168.4484-01	16-May-18	Ms S Parkinson	Event Performance and Activity	200.00
1174.5072-01	23-May-18	Ms T Cook	Crossover Contribution	400.00
1168.5047-01	16-May-18	Ms Y Ta	Refund - Memberships	162.00
1168.5048-01	16-May-18	Ms Y Xiao	Refund - Memberships	108.20
1166.1527-01	16-May-18	ND Engineering	Engineering & Surveying Services	1,331.00
1173.4954-01	23-May-18	Nexus Point Pictures Pty Ltd	Event Performance and Activity	4,730.00
1163.4536-01	9-May-18	Ngala Boodja Aboriginal Land Care	Landscaping Materials and Services	440.00
1176.201-01	30-May-18	OCLC (UK) Ltd	Training Services	11,676.64
1173.2041-01	23-May-18	OCP Sales	Equipment Supply and Repair	3,696.00
1163.657-01	9-May-18	Octagon-BKG Lifts	Machinery Servicing and Parts	1,873.54
1163.2428-01	9-May-18	OfficeMax Australia Limited	Office Supplies	148.88
1176.2428-01	30-May-18	OfficeMax Australia Limited	Office Supplies	100.78
1158.202-01	2-May-18	Officeworks Superstores Pty Ltd	Office Supplies	1,474.54
1163.202-01	9-May-18	Officeworks Superstores Pty Ltd	Office Supplies	86.84
1166.202-01	16-May-18	Officeworks Superstores Pty Ltd	Office Supplies	383.95
1176.4596-01	30-May-18	One 20 Productions	Event Performance and Activity	959.20
1158.1287-01	2-May-18	Outsource Business Support Solution	Business Systems Development	1,542.75
1173.1287-01	23-May-18	Outsource Business Support Solution	Business Systems Development	1,179.75
1166.4584-01	16-May-18	Owen's Painting Services Pty Ltd	Painting Services	935.00
1176.4584-01	30-May-18	Owen's Painting Services Pty Ltd	Painting Services	4,400.00
1158.4947-01	2-May-18	Oxfords Carpentry and Renovations P	Equipment Supply and Repair	2,123.00
1173.2554-01	23-May-18	Paperbark Technologies Pty Ltd	Engineering & Surveying Services	330.00
1166.475-01	16-May-18	Parkland Mazda	Plant Supply and Servicing	59.79
1166.1385-01	16-May-18	Parks & Leisure Australia	Training Services	770.00
1173.1385-01	23-May-18	Parks & Leisure Australia	Training Services	770.00
1176.4081-01	30-May-18	Parties Kids Remember	Event Performance and Activity	265.00
1173.2725-01	23-May-18	Perth Basketball Association Inc	Kidsport Program	550.00
1176.2725-01	30-May-18	Perth Basketball Association Inc	Kidsport Program	330.00
1158.401-01	2-May-18	Perth Cricket Club Inc	Facility Maintenance Services	34,320.00
1166.4398-01	16-May-18	Perth Electric Bike Centre	Equipment Supply and Repair	149.00
1174.5031-01	23-May-18	Perth Football Club Inc	Grant - CCTV Partnership Program	580.00
1176.647-01	30-May-18	Perth Football Club Inc	Contributions	27,500.00
1176.866-01	30-May-18	Perth Garage Door Company	Equipment Supply and Repair	750.00
1163.1946-01	9-May-18	Perth Safety Products	Uniforms and Protective Equipment	82.50
1166.1571-01	16-May-18	Perth Stripes and Signs	Sign Installation and Supply	259.60
1173.1571-01	23-May-18	Perth Stripes and Signs	Sign Installation and Supply	720.50
1158.1521-01	2-May-18	Perth Zoo	School Holiday Program Activities	522.75
1166.3970-01	16-May-18	Pinpoint Communications Pty Ltd	Fleet Management Services	1,738.00
1173.2481-01	23-May-18	Plantrite	Landscaping Materials and Services	734.09
1176.2481-01	30-May-18	Plantrite	Landscaping Materials and Services	1,797.40
1176.482-01	30-May-18	PLE Computers	Software and IT Solutions	1,792.41
1176.1060-01	30-May-18	Portner Press Pty Ltd	Human Resource Services	495.00
1174.5054-01	23-May-18	Power Business Systems (WA) Pty Ltd	Refund - Rates	3,088.67
1173.3905-01	23-May-18	Powerlux WA	Electrical Services and Maintenance	19,117.96
1163.947-01	9-May-18	PowerVac Pty Ltd	Equipment Supply and Repair	200.55
1158.3317-01	2-May-18	PR Power Pty Ltd	Electrical Services and Maintenance	490.05
1158.677-01	2-May-18	Premier Glass & Mirrors	Facility Maintenance Services	341.57
1163.677-01	9-May-18	Premier Glass & Mirrors	Facility Maintenance Services	3,912.95
1163.4442-01	9-May-18	Prime Trophies	Equipment Supply and Repair	146.00
1163.2241-01	9-May-18	Progility Pty Ltd	Software and IT Solutions	6,137.01
1176.2241-01	30-May-18	Progility Pty Ltd	Software and IT Solutions	1,951.84
1158.746-01	2-May-18	Quick Corporate Australia	Office Supplies	1,178.55
1163.746-01	9-May-18	Quick Corporate Australia	Office Supplies	588.98
1173.746-01	23-May-18	Quick Corporate Australia	Office Supplies	1,702.57
1176.746-01	30-May-18	Quick Corporate Australia	Office Supplies	662.01

Payment	Date	Payee	Description	Amount
1176.2267-01	30-May-18	Quick Mail	Postage Services	559.90
1173.3689-01	23-May-18	RealmStudios Pty Ltd	Landscaping Materials and Services	18,605.57
1163.3856-01	9-May-18	Rebel Sport Limited	Equipment Supply and Repair	155.88
1163.4670-01	9-May-18	Recreational Music Making Pty Ltd	Event Performance and Activity	5,000.00
1176.2631-01	30-May-18	Recycle WA Pty Ltd	Waste Management Services	11,001.70
1158.3365-01	2-May-18	Red Eclectic	Photography and Imaging Services	1,100.00
1163.3365-01	9-May-18	Red Eclectic	Photography and Imaging Services	100.00
1166.2349-01	16-May-18	Redman Solutions	Software and IT Solutions	5,808.00
1173.2349-01	23-May-18	Redman Solutions	Software and IT Solutions	3,466.16
1158.2471-01	2-May-18	Refresh Waters Pty Ltd	Equipment Supply and Repair	157.50
1166.2471-01	16-May-18	Refresh Waters Pty Ltd	Equipment Supply and Repair	115.50
1173.2471-01	23-May-18	Refresh Waters Pty Ltd	Equipment Supply and Repair	52.50
1163.4579-01	9-May-18	Regents Isuzu Ute Osborne Park	Plant Supply and Servicing	35,029.19
1166.4579-01	16-May-18	Regents Isuzu Ute Osborne Park	Plant Supply and Servicing	328.68
1176.4579-01	30-May-18	Regents Isuzu Ute Osborne Park	Plant Supply and Servicing	839.99
1176.2457-01	30-May-18	Reino International Pty Ltd	Equipment Supply and Repair	88.00
1176.4397-01	30-May-18	Remote Civils Australia	Footpath Materials and Construction	78,592.57
1173.3033-01	23-May-18	Robs Shade Sail Repair	Shade Sails Supply and Installation	220.00
1158.4852-01	2-May-18	Rolloways	Art and Event	342.00
1158.3146-01	2-May-18	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	5,685.90
1163.3146-01	9-May-18	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	27,836.00
1166.3146-01	16-May-18	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	440.00
1173.3146-01	23-May-18	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	40,976.10
1176.3146-01	30-May-18	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	19,659.20
1176.813-01	30-May-18	Rotary Club of Victoria Park Wester	Contributions	1,500.00
1158.2738-01	2-May-18	Safer Sands	Landscaping Materials and Services	2,179.32
1158.3880-01	2-May-18	Schlager Group Pty Ltd	Facility Maintenance Services	561.78
1173.3880-01	23-May-18	Schlager Group Pty Ltd	Facility Maintenance Services	2,501.91
1176.3880-01	30-May-18	Schlager Group Pty Ltd	Facility Maintenance Services	649.29
1163.383-01	9-May-18	Schweppes Australia Pty Ltd	Resale Inventory	804.90
1173.383-01	23-May-18	Schweppes Australia Pty Ltd	Resale Inventory	238.84
1176.383-01	30-May-18	Schweppes Australia Pty Ltd	Resale Inventory	513.96
1173.4855-01	23-May-18	Scorpions Floorball Club Inc	Event Performance and Activity	55.00
1166.2455-01	16-May-18	Scott Print	Printing Services	319.00
1176.2455-01	30-May-18	Scott Print	Printing Services	176.00
1173.3763-01	23-May-18	SeamlessCMS Pty Ltd	Communication Services	71.50
1163.1816-01	9-May-18	Secure Cash	Financial Services	1,895.30
1163.1820-01	9-May-18	Secure Cash	Financial Services	722.25
1166.1820-01	16-May-18	Secure Cash	Financial Services	276.85
1158.2367-01	2-May-18	SEM Distribution	Equipment Supply and Repair	159.76
1163.2367-01	9-May-18	SEM Distribution	Equipment Supply and Repair	105.92
1166.2367-01	16-May-18	SEM Distribution	Equipment Supply and Repair	49.82
1176.2367-01	30-May-18	SEM Distribution	Equipment Supply and Repair	238.31
1166.1208-01	16-May-18	Shane McMaster Surveys	Engineering & Surveying Services	1,100.00
1173.1208-01	23-May-18	Shane McMaster Surveys	Engineering & Surveying Services	1,100.00
1173.4866-01	23-May-18	Sherwood Flooring Pty Ltd	Equipment Supply and Repair	131.47
1158.354-01	2-May-18	Sigma Chemicals	Equipment Supply and Repair	3,151.75
1163.354-01	9-May-18	Sigma Chemicals	Equipment Supply and Repair	206.80
1166.354-01	16-May-18	Sigma Chemicals	Equipment Supply and Repair	285.45
1173.354-01	23-May-18	Sigma Chemicals	Equipment Supply and Repair	1,653.31
1166.122-01	16-May-18	Signarama Burswood	Sign Installation and Supply	567.60
1163.127-01	9-May-18	Slater Gartrell Sports	Equipment Supply and Repair	61.60
1158.4953-01	2-May-18	Slidemaster Pty Ltd	Equipment Supply and Repair	4,224.00
1158.1528-01	2-May-18	Smoke and Mirrors Audio Visual	Equipment Supply and Repair	7,703.50
1158.2493-01	2-May-18	Sonic HealthPlus Pty Ltd	Medical Equipment and Services	1,057.10
1163.2493-01	9-May-18	Sonic HealthPlus Pty Ltd	Medical Equipment and Services	1,820.50
1166.2493-01	16-May-18	Sonic HealthPlus Pty Ltd	Medical Equipment and Services	305.25
1176.2493-01	30-May-18	Sonic HealthPlus Pty Ltd	Medical Equipment and Services	2,755.77
1173.4898-01	23-May-18	South Perth Junior Football Club	Kidsport Program	135.00
1173.2964-01	23-May-18	South Perth United Football Club	Kidsport Program	150.00
1163.138-01	9-May-18	St John Ambulance Australia (WA) In	Training Services	207.90
1173.138-01	23-May-18	St John Ambulance Australia (WA) In	Training Services	279.80
1176.138-01	30-May-18	St John Ambulance Australia (WA) In	Training Services	2,498.97
1173.3480-01	23-May-18	Stirling Panthers Soccer Club	Kidsport Program	165.00
1166.3996-01	16-May-18	StrataGreen	Landscaping Materials and Services	574.20
1173.3996-01	23-May-18	StrataGreen	Landscaping Materials and Services	2,271.71

Payment	Date	Payee	Description	Amount
1163.3985-01	9-May-18	Subaru Osborne Park and Osborne Par	Plant Supply and Servicing	27,281.00
1173.4960-01	23-May-18	Sublena Group Pty Ltd	Catering and Refreshments	16.00
1158.4612-01	2-May-18	Sullivan Commercial Pty Ltd	Valuation Services	1,815.00
1166.1363-01	16-May-18	Sunny Industrial Brushware	Sign Installation and Supply	1,743.50
1158.141-01	2-May-18	Sunny Sign Company Pty Ltd	Sign Installation and Supply	346.83
1163.141-01	9-May-18	Sunny Sign Company Pty Ltd	Sign Installation and Supply	299.97
1176.141-01	30-May-18	Sunny Sign Company Pty Ltd	Sign Installation and Supply	244.09
1163.1785-01	9-May-18	Supa Pest & Weed Control	Facility Maintenance Services	26,476.10
1174.4160-01	23-May-18	SupaNova Synchronised Swimming Club	Kidsport Program	150.00
1171.4916-01	18-May-18	SuperChoice Services	Superannuation	316,489.56
1180.4916-01	30-May-18	SuperChoice Services	Superannuation	206,257.75
1163.2109-01	9-May-18	Swan Towing	Towing Services	330.00
1166.3780-01	16-May-18	Swansea Street Markets	Catering and Refreshments	101.70
1176.3780-01	30-May-18	Swansea Street Markets	Catering and Refreshments	110.65
1161.144-01	2-May-18	Synergy	Electricity Usage Charges	5,326.75
1165.144-01	9-May-18	Synergy	Electricity Usage Charges	2,517.85
1169.144-01	16-May-18	Synergy	Electricity Usage Charges	64,272.45
1175.144-01	23-May-18	Synergy	Electricity Usage Charges	18,804.30
1178.144-01	30-May-18	Synergy	Electricity Usage Charges	2,353.40
1166.145-01	16-May-18	Taborda Contracting Pty Ltd	Traffic Control Services	2,488.20
1173.2666-01	23-May-18	Talis Consultants Pty Ltd	Noise Monitoring and Analysis	2,431.00
1176.2156-01	30-May-18	Tamala Park Regional Council	Environmental Services	17,261.54
1163.2016-01	9-May-18	Tanks for Hire	Equipment Supply and Repair	880.00
1173.5074-01	23-May-18	Taylor Hardyman Group Pty Ltd T/A	Equipment Supply and Repair	2,533.30
1166.3513-01	16-May-18	Technology One Limited	Software and IT Solutions	9,020.00
1158.1939-01	2-May-18	TenderLink.com	Advertising Services	172.70
1166.4480-01	16-May-18	Termico Pest Management Pty Ltd	Pest Control Services	1,245.50
1158.1869-01	2-May-18	The BBQ Man	Cleaning Services and Equipment	976.80
1166.408-01	16-May-18	The Distributors Perth	Resale Inventory	398.20
1173.408-01	23-May-18	The Distributors Perth	Resale Inventory	8.45
1176.408-01	30-May-18	The Distributors Perth	Resale Inventory	125.52
1166.3041-01	16-May-18	The Good Guys Discount Warehouse Be	Equipment Supply and Repair	99.00
1176.4306-01	30-May-18	The Green Life Soil Company	Landscaping Materials and Services	445.00
1173.158-01	23-May-18	The Lucky Charm Newsagency	Library Equipment and Stock	517.75
1164.4682-01	9-May-18	The Perth Folk and Roots Club (WA)	Event Performance and Activity	1,000.00
1158.1494-01	2-May-18	The Poster Girls	Postage Services	227.80
1163.1494-01	9-May-18	The Poster Girls	Postage Services	954.00
1166.1494-01	16-May-18	The Poster Girls	Postage Services	59.50
1163.156-01	9-May-18	The Pressure King	Cleaning Services and Equipment	1,481.70
1158.734-01	2-May-18	The Royal Life Saving Society WA In	Training Services	400.00
1173.4404-01	23-May-18	The Trustee for Spoon Media Trust	Communication Services	165.00
1176.1485-01	30-May-18	Think Tank Meda Pty Ltd	Conference and Workshop Enrolment	3,252.15
1176.3863-01	30-May-18	Tiger Batteries	Equipment Supply and Repair	165.00
1173.3682-01	23-May-18	Tocojepa Pty Ltd T/as T-Quip	Plant Supply and Servicing	2,170.10
1163.2421-01	9-May-18	Tom Stoddart Pty Ltd	Facility Maintenance Services	1,062.60
1166.725-01	16-May-18	Toolmart Australia Pty Ltd	Equipment Supply and Repair	536.00
1176.725-01	30-May-18	Toolmart Australia Pty Ltd	Equipment Supply and Repair	112.95
1173.931-01	23-May-18	Total Eden Pty Ltd	Irrigation Supply and Repair	8,983.37
1163.164-01	9-May-18	Totally Workwear Victoria Park	Uniforms and Protective Equipment	149.55
1173.164-01	23-May-18	Totally Workwear Victoria Park	Uniforms and Protective Equipment	932.48
1176.164-01	30-May-18	Totally Workwear Victoria Park	Uniforms and Protective Equipment	911.57
1159.59-01	2-May-18	Town of Victoria Park - Lotto Club	Superannuation & Employee Deductions	488.00
1179.59-01	30-May-18	Town of Victoria Park - Lotto Club	Superannuation & Employee Deductions	330.00
1159.63-01	2-May-18	Town of Victoria Park - Staff Socia	Superannuation & Employee Deductions	1,045.50
1179.63-01	30-May-18	Town of Victoria Park - Staff Socia	Superannuation & Employee Deductions	680.00
1166.168-01	16-May-18	Tranen Pty Ltd	Environmental Services	9,774.05
1176.168-01	30-May-18	Tranen Pty Ltd	Environmental Services	302.50
1163.171-01	9-May-18	Trisley Hydraulics Services	Plant Supply and Servicing	4,924.70
1166.171-01	16-May-18	Trisley Hydraulics Services	Plant Supply and Servicing	729.30
1173.171-01	23-May-18	Trisley Hydraulics Services	Plant Supply and Servicing	1,204.89
1173.173-01	23-May-18	Tudor House	Printing Services	341.00
1158.529-01	2-May-18	UN Plumbing	Facility Maintenance Services	7,727.50
1163.529-01	9-May-18	UN Plumbing	Facility Maintenance Services	1,408.00
1166.529-01	16-May-18	UN Plumbing	Facility Maintenance Services	1,881.00
1173.529-01	23-May-18	UN Plumbing	Facility Maintenance Services	2,172.50
1176.529-01	30-May-18	UN Plumbing	Facility Maintenance Services	1,474.00

Payment	Date	Payee	Description	Amount
1166.628-01	16-May-18	Uniqco (WA) Pty Ltd	Fleet Management Services	2,957.08
1166.4472-01	16-May-18	United Fasteners WA Pty Ltd	Equipment Supply and Repair	85.81
1166.3152-01	16-May-18	Unlimited Tow and Recovery	Towing Services	280.50
1176.3152-01	30-May-18	Unlimited Tow and Recovery	Towing Services	93.50
1166.1751-01	16-May-18	Urbis Pty Ltd	Town Planning Services	1,999.31
1166.858-01	16-May-18	Valvoline (Australia) Pty Limited	Fuel and Oils	938.25
1176.858-01	30-May-18	Valvoline (Australia) Pty Limited	Fuel and Oils	90.15
1158.3430-01	2-May-18	Variety WA Incorporated	Event Performance and Activity	550.00
1158.4117-01	2-May-18	Veris Australia Pty Ltd	Engineering & Surveying Services	5,478.00
1173.4241-01	23-May-18	Vetwest Animal Hospitals	Veterinary Services	17.77
1173.182-01	23-May-18	Victoria Park Centre For The Arts I	Community Art - Goods and Services	1,705.00
1173.927-01	23-May-18	Victoria Park Raiders Junior Footba	Kidsport Program	600.00
1176.927-01	30-May-18	Victoria Park Raiders Junior Footba	Kidsport Program	1,200.00
1173.334-01	23-May-18	Victoria Park Scout Group	Kidsport Program	150.00
1166.181-01	16-May-18	Victoria Park Veterinary Clinic	Veterinary Services	75.00
1173.181-01	23-May-18	Victoria Park Veterinary Clinic	Veterinary Services	192.50
1173.1201-01	23-May-18	Victoria Park Xavier Hockey Club (I	Kidsport Program	165.00
1176.1201-01	30-May-18	Victoria Park Xavier Hockey Club (I	Kidsport Program	450.00
1163.4008-01	9-May-18	Vital Interpreting Personal	Event Performance and Activity	295.90
1176.185-01	30-May-18	Volunteer Task Force Inc	Landscaping Materials and Services	6,435.88
1158.2009-01	2-May-18	Vorgee Pty Ltd	Equipment Supply and Repair	3,087.15
1176.2009-01	30-May-18	Vorgee Pty Ltd	Equipment Supply and Repair	1,379.51
1158.24-01	2-May-18	WA Hino Sales & Service	Machinery Servicing and Parts	2,760.50
1173.24-01	23-May-18	WA Hino Sales & Service	Machinery Servicing and Parts	866.53
1166.29-01	16-May-18	WA Local Government Association (WA	Local Government Services	1,046.00
1158.31-01	2-May-18	Warnes Assemblies	Equipment Supply and Repair	334.40
1166.37-01	16-May-18	Water 2 Water Pty Ltd	Amenities	4,135.14
1158.969-01	2-May-18	Wavesound Pty Ltd	Library Equipment and Stock	2,310.00
1163.375-01	9-May-18	Welshpool Central Waste	Waste Management Services	12,175.35
1173.2563-01	23-May-18	Wesley College	Event Performance and Activity	220.00
1166.2074-01	16-May-18	West Australian Newspapers Ltd	Membership and Subscription	149.99
1158.1153-01	2-May-18	West Coast Shade	Shade Sails Supply and Installation	440.00
1158.46-01	2-May-18	Westbooks	Library Equipment and Stock	700.55
1163.46-01	9-May-18	Westbooks	Library Equipment and Stock	420.87
1166.46-01	16-May-18	Westbooks	Library Equipment and Stock	760.68
1173.46-01	23-May-18	Westbooks	Library Equipment and Stock	593.88
1176.46-01	30-May-18	Westbooks	Library Equipment and Stock	796.19
1163.719-01	9-May-18	Western Australia Police	Human Resource Services	223.50
1163.2687-01	9-May-18	Western Australian Birds of Prey Ce	School Holiday Program Activities	450.00
1158.828-01	2-May-18	Western Australian Treasury Corpora	Loan Repayments	257,719.33
1173.828-01	23-May-18	Western Australian Treasury Corpora	Loan Repayments	83,421.86
1163.44-01	9-May-18	Western Resource Recovery Pty Ltd	Waste Management Services	1,020.80
1173.4276-01	23-May-18	Wildfire-Indigenous Education and	Community Planning Services	500.00
1158.376-01	2-May-18	WINC Australia Pty Limited	Office Supplies	473.48
1173.376-01	23-May-18	WINC Australia Pty Limited	Office Supplies	79.65
1176.376-01	30-May-18	WINC Australia Pty Limited	Office Supplies	152.31
1158.3345-01	2-May-18	Woodcourt Pty Ltd	Facility Maintenance Services	1,632.31
1163.3345-01	9-May-18	Woodcourt Pty Ltd	Facility Maintenance Services	233.07
1166.3345-01	16-May-18	Woodcourt Pty Ltd	Facility Maintenance Services	149.72
1173.3345-01	23-May-18	Woodcourt Pty Ltd	Facility Maintenance Services	1,931.68
1176.3345-01	30-May-18	Woodcourt Pty Ltd	Facility Maintenance Services	5,535.72
1166.99-01	16-May-18	Work Clobber	Uniforms and Protective Equipment	234.00
1173.3564-01	23-May-18	Worldwide Printing Solutions Cannin	Printing Services	110.00
1176.3564-01	30-May-18	Worldwide Printing Solutions Cannin	Printing Services	99.00
1176.98-01	30-May-18	Wormald	Fire Alarm and Security Services	286.37
1158.2383-01	2-May-18	Wright Express Australia Pty Ld	Resale Inventory	488.84
1163.2383-01	9-May-18	Wright Express Australia Pty Ld	Resale Inventory	346.48
1166.2383-01	16-May-18	Wright Express Australia Pty Ld	Resale Inventory	1,167.61
1173.2383-01	23-May-18	Wright Express Australia Pty Ld	Resale Inventory	743.58
1176.2383-01	30-May-18	Wright Express Australia Pty Ld	Resale Inventory	60.98
1166.104-01	16-May-18	Youngs Holden	Plant Supply and Servicing	386.41
			Total Creditors EFT Payments	**5,528,287.43**

Non Creditors Cheques

00608362	16-May-18	Dale Alcock Homes Pty Ltd T/as Dale	500.99
00608363	16-May-18	Islamic Centre of WA	200.00
00608365	23-May-18	Mr T Berardis	61.65

Payment	Date	Payee	Description	Amount
00608359	9-May-18	Ventura Home Group Pty Ltd		1,100.92
			Total Non Creditors Cheques	**1,863.56**

Payroll

PY01-23	13-May-18	Municipal Fund Bank Account		509,381.86
PY01-24	27-May-18	Municipal Fund Bank Account		519,438.38
PY99-23	13-May-18	Municipal Fund Bank Account		565.99
			Total Payroll	**1,029,386.23**
			Total Payments From Municipal Fund Bank Account	**6,590,148.18**

Trust Fund Bank Account

Payments

Non Creditors Cheques

00003574	16-May-18	BPS Holdings No 16 Pty Ltd		6,680.00
00003578	30-May-18	City of Kalamunda		200.00
00003567	3-May-18	City of South Perth		500.00
00003576	23-May-18	Coastal Breakers Gaelic Football Cl		800.00
00003572	16-May-18	Mr A W Hamilton		600.00
00003575	16-May-18	Mr J C McDowell		11,470.00
00003570	3-May-18	Mr J Wilson		9,000.00
00003573	16-May-18	Mr M A Qureshi		300.00
00003569	3-May-18	Mr M Constanzo		5,130.00
00003577	23-May-18	Mr P Princi		8,704.00
00003580	30-May-18	Mrs C Spycher		200.00
00003568	3-May-18	Ms J J Govey		4,498.56
00003579	30-May-18	Potters House Christian Fellowship		300.00
00003571	9-May-18	Toyota Enthusiasts Car Club of West		500.00
			Total Non Creditors Cheques	**48,882.56**
			Total Payments From Trust Fund Bank Account	**48,882.56**
				6,639,030.74

Cheques Cancelled between 1-May-18 and 31-May-18 that were raised in a prior period

Cheque	Payee	Raised	Value	Cancelled
Municipal Fund Bank Account				
00608284	BL Developments Pty Ltd	7-Feb-18	(6,006.15)	31-May-18
			(6,006.15)	
			(6,006.15)	

14.3 Recommendation from the Finance and Audit Committee - Auditor's Interim Audit Report 2017-2018 Financial Year

MACRI PARTNERS

Certified Practising Accountants

PARTNERS
Anthony Macri FCPA
Domenic Macri CPA
Connie De Felice CA

19 June 2018

Mr Anthony Vuleta
Chief Executive Officer
Town of Victoria Park
Locked Bag No. 437
VICTORIA PARK WA 6979

Dear Sir

RE: INTERIM AUDIT VISIT FOR THE YEAR ENDING 30 JUNE 2018

We recently carried out an interim audit of the Town of Victoria Park for the year ending 30 June 2018.

Our interim audit covered a review of the accounting and internal control procedures in operation, as well as testing of transactions, in the following areas:

- Bank Reconciliations
- Investment of Surplus Funds
- Purchases
- Payments and Creditors
- Rate Receipts and Rate Debtors
- Receipts and Sundry Debtors
- Payroll
- General Accounting (Journals, etc.)
- IT Controls
- Registers (Tenders Register, etc.)

Suite 2, 137 Burswood Rd, Burswood WA 6100 PO Box 398, Victoria Park WA 6979 P (08) 9470 4848 F (08) 9470 4849 E mail@macripartners.com.au W macripartners.com.au
Liability limited by a scheme approved under Professional Standards Legislation

- Property, Plant & Equipment, and Infrastructure
- Review of Council Minutes

Our review also covered an examination of some compliance matters, which are required under the *Local Government Act 1995* (as amended) and *Financial Management Regulations 1996*.

Please note that our examination of internal controls was carried out for audit purposes designed primarily for the purpose of expressing an opinion on the financial statements of the Town of Victoria Park.

Because of the inherent limitations of any internal control structure, it is possible that fraud, error, or non-compliance with laws and regulations may occur and not be detected. Any projection of the evaluation of control procedures to future periods is subject to the risk that the procedures may become inadequate because of changes in conditions, or that the degree of compliance with them may deteriorate.

It should be appreciated that the matters noted came to our attention during the course of our normal audit examination and as a result do not necessarily include all those matters which a more extensive or special examination might identify.

Accordingly, our comments in this management letter are not intended to cover all aspects of the Council's internal controls and accounting systems and are limited to those matters that arose from our normal audit procedures.

The matters noted and brought to your attention are detailed within **Annexure A.**

We thank your staff for the assistance provided during the audit. Should you have any queries with respect to the above or any other matters please do not hesitate to contact our office.

Yours faithfully

ANTHONY MACRI
AUDIT PARTNER

TOWN OF VICTORIA PARK
PERIOD OF AUDIT: YEAR ENDING 30 JUNE 2018
MATTERS IDENTIFIED DURING THE INTERIM AUDIT

SUMMARY OF FINDINGS

INDEX OF FINDINGS	RATING		
	Significant	Moderate	Minor
Purchases, Payments and Creditors			
1. Review of the outstanding purchase order file revealed that some purchase orders were outstanding since July 2016.		✓	
2. Instances noted where purchase orders were raised only after the purchase of goods and services.		✓	
Payroll			
3. Excessive annual leave balances		✓	
IT Controls			
4. Passwords have not been changed for over 12 months.	✓		
5. No formal process in place to review user access rights.	✓		

KEY TO RATINGS

The Ratings in this management letter are based on the audit team's assessment of risks and concerns with respect to the probability and/or consequence of adverse outcomes if action is not taken. We give consideration to these potential adverse outcomes in the context of both quantitative impact (for example financial loss) and qualitative impact (for example inefficiency, non-compliance, poor service to the public or loss of public confidence).

Significant - Those findings where there is potentially a significant risk to the entity should the finding not be addressed by the entity promptly. A significant rating could indicate the need for a modified audit opinion in the current year, or in a subsequent reporting period if not addressed. However, even if the issue is not likely to impact the audit opinion, it should be addressed promptly.

Moderate - Those findings which are of sufficient concern to warrant action being taken by the entity as soon as practicable.

Minor - Those findings that are not of primary concern but still warrant action being taken.

TOWN OF VICTORIA PARK
PERIOD OF AUDIT: YEAR ENDING 30 JUNE 2018
MATTERS IDENTIFIED DURING THE INTERIM AUDIT

PURCHASES, PAYMENTS AND CREDITORS

1. Matter

Our review of the outstanding purchase orders listing as at 31 March 2018 revealed that 17 purchase orders were outstanding since July 2016. Our checks revealed that some of these outstanding purchase orders were completed and require cancellation.

Rating: Moderate

Implication:

Such practice may increase the risk of unauthorised purchases being made.

Recommendation:

We request that management review the long outstanding purchase orders and purge unwanted and fulfilled purchase orders from the system. This will ensure that only valid outstanding purchase orders remain in the system.

Management Comment:

Management notes the observations as stated.

An open purchase order review is conducted by the Financial Services section on a monthly basis.

The outstanding purchase orders that were identified at the Interim Audit predominantly relate to standing orders, which are not currently included in the monthly review. Standing orders are generally raised at the commencement of the financial year to accommodate annual items such as cleaning services, tree management services, power, water, gas etc. or where an ongoing and continuing obligation exits (which may occur over multiple years).

Management will review the process in consideration of the recommendation from the auditor.

Responsible Person: Financial Controller
Completion Date: September 2018

TOWN OF VICTORIA PARK
PERIOD OF AUDIT: YEAR ENDING 30 JUNE 2018
MATTERS IDENTIFIED DURING THE INTERIM AUDIT

2. Matter

During our interim audit, we noted two (2) instances (22 samples tested) where purchase orders had been raised only after the goods and services have been supplied. These instances related to:

- Ticket machine upgrade for Tap & Go – Purchase Order No. 2028021
- Security system upgrade – Purchase Order No. 2028311

Rating: Moderate

Implication:

Such practice may increase the risk of unauthorised purchases being made.

Recommendation:

We request that purchase orders be raised when the goods and services are ordered and not after the goods and services have been received. This will ensure that goods and services have been obtained at the most competitive prices and ensure adherence to Council's purchasing policy.

Management Comment:

Management notes the observations as stated.

In general, purchase orders are raised when the goods and services are ordered and not after receipt. Management will review the appropriateness of employee training on procurement processes so as to minimise such instances in the future. It is unlikely that this issue will ever be fully removed from the organisation and so a risk reduction, rather than risk removal approach will be taken.

Responsible Person: Financial Controller
Completion Date: September 2018

TOWN OF VICTORIA PARK
PERIOD OF AUDIT: YEAR ENDING 30 JUNE 2018
MATTERS IDENTIFIED DURING THE INTERIM AUDIT

PAYROLL

3. Matter

The Town's "Human Resources Procedure – HRP038 Annual Leave" and Enterprise Agreement 2016 stipulates that employees may accrue a maximum of 10 weeks (380 hours) of annual leave at any time. During our review of the employee annual leave entitlement balances as at 10 May 2018, we noted that 27 employees with accrued annual leave in excess of 380 hours to a maximum of 837 hours (approximately 22 weeks).

This matter was raised in our previous interim audit management letter dated 9 August 2017. The management response then provided was as follows:

"Management confirms that leave reduction agreements are currently in place for most of the staff who have excess leave. Excess leave is monitored regularly by management in order to ensure agreements are in place to reduce any excess leave balance."

Rating: Moderate

Implication:

Excess annual leave entitlements may have adverse effects on the Town including:

- key staff not being rotated, a preventive control against fraud;
- health and safety concerns with staff members not taking their annual entitlements; and
- increase the Town's costs given salary rises and increments over time.

Recommendation:

We recommend that appropriates steps be taken by the management to manage and minimize the excessive annual leave balances in order to avoid the effects mentioned under implication.

Management Comment:

Management notes the observations as stated.

There are currently a number of instances where Leave Reduction Plans are being implemented.

Regular reporting and management review is currently occurring and, over time, this matter will be extinguished.

Responsible Person: Manager Human Resources and Organisational Development
Completion Date: Ongoing

TOWN OF VICTORIA PARK
PERIOD OF AUDIT: YEAR ENDING 30 JUNE 2018
MATTERS IDENTIFIED DURING THE INTERIM AUDIT

INFORMATION TECHNOLOGY

We discussed with the Information Services Officer about the general information technology controls operating at the Council. Generally, the controls appear to be operating satisfactorily.

However, the following matters were noted and are brought to your attention:

4. Matter

During our review of the IT general and application controls, we noted that passwords are not changed with sufficient regularity to maintain a secure system.

Rating: Significant

Implication:

Lack of such controls can lead to unauthorised access to the Town's accounting system.

Recommendation:

We recommend that the passwords be changed at periodic intervals to prevent the possibility of unauthorised access. Further consideration be given to password controls such as complexity, length, history, expiry and lock out as complex passwords provide a stronger control over access to the Town's systems, applications and data.

This matter was raised in our previous interim audit management letters dated 26 August 2016 and 9 August 2017. The management response then provided was as follows:

"Management confirms that controls to change computer/system passwords regularly have been reviewed and the Town is currently in the process of implementing this change."

Management Comment:

Management notes the observations as stated.

Changes have now been implemented that meet Australian Signals Directorate and the Australian Cyber Security Centre guidelines and standards.

Responsible Person: Principal ICT Specialist
Completion Date: Complete

TOWN OF VICTORIA PARK
PERIOD OF AUDIT: YEAR ENDING 30 JUNE 2018
MATTERS IDENTIFIED DURING THE INTERIM AUDIT

5. Matter

During our review, we noted that there is no formal process to review user access rights.

Rating: Significant

Implication:

The lack of control over user access rights could result in significant issues in data integrity of the system.

Recommendation:

We recommend that a formal process be put in place to review user access rights periodically. The user access rights to employees should be granted considering the job description.

Management Comment:

Management notes the observation as stated.

The process to fully resolve the matter identified by the auditor is currently scheduled for completion in the 2019-2020 financial year, which is following a significant programmed upgrade to the organisational core systems. Given the rating (of significant) of the matter noted by the auditor, management will seek to complete a review of user access rights in the 2018-2019 financial year.

Responsible Person: Principal ICT Specialist
Completion Date: September 2018 (interim issue resolution)

14.4 Review of Wards and Representation 2018

TOWN OF VICTORIA PARK

REVIEW of WARDS & REPRESENTATION

COMMUNITY DISCUSSION PAPER

Town of Victoria Park
Administration Centre
99 Shepperton Road
Victoria Park, WA, 6100

Locked Bag No. 437
Victoria Park, WA, 6979

www.victoriapark.wa.gov.au

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1. Background

The Town of Victoria Park has resolved to undertake a review of its ward system to comply with the requirements of the *Local Government Act 1995* (the Act).

Schedule 2.2 of the Act requires local governments with wards to carry out reviews of the ward boundaries and the number of councillors for each ward from time to time so that no more than eight years elapse between successive reviews.

This will be the third review undertaken since the Town was formed on 1 July 1994 following the decision of the State Government to split the City of Perth. The first review was completed on 26 February 2002 with no changes being made. The second review was completed on 25 May 2010 which resulted in a change to the boundary from Albany Highway to Shepperton Road between the two wards. In addition the ward names were changed from Carlisle to Banksia and from Victoria Park to Jarrah respectively.

2. Current situation

Currently the Town of Victoria Park has eight (8) councillors elected from two (2) wards as follows:

Table 1 - Current Councillor (Cr)/Elector Ratios

Ward	Number of Electors	Number of Crs	Cr: Elector Ratio	% Ratio Deviation
Banksia	10,154 *	4	1:2539	5.88%
Jarrah	11,423 *	4	1:2856	-5.88%
Total	**21,577**	**8**	**1:2697**	

The percentage deviation gives a clear indication of the percentage difference between the average councillor/elector ratios for each ward.

* Source: Western Australian Electoral Commission - October 2017.

It can be seen that there is a slight imbalance in representation between the two Wards with Banksia being slightly over represented and Jarrah being slightly under represented having 1,269 more electors than Banksia.

Notwithstanding the above, a balanced representation is considered appropriate where the percentage ratio deviation falls within plus or minus 10%. The percentage ratio deviation is currently 5.88% which is currently accepted as being balanced.

The following map (Diagram 1) shows the current ward boundaries, the railway and major roads within the Town:

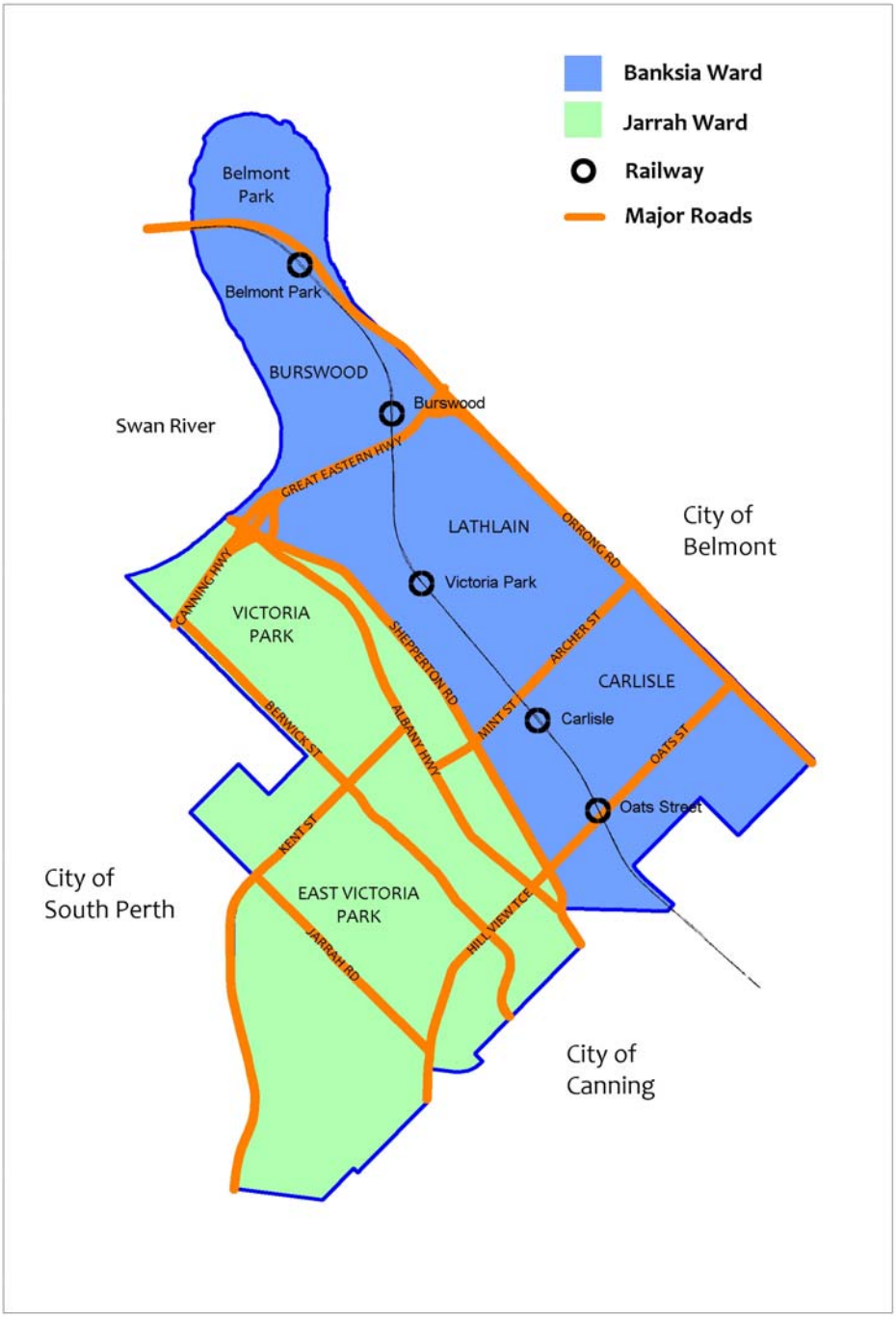


Diagram 1 – Current Ward Structure

3. Review process

The review process involves a number of steps:

1. Council resolves to undertake the review;
2. Public submission period opens;
3. Information provided to the community for discussion;
4. Public submission period closes;
5. The Council considers all submissions and relevant factors and makes a decision;
6. The Council submits a report to the Local Government Advisory Board (the Board) for its consideration; and
7. If a change is proposed, the Board submits a recommendation to the Minister for Local Government; Heritage; Culture and the Arts (the Minister).

Any changes approved by the Minister will be in place where possible for the next ordinary election.

4. Factors to be considered

When considering changes to wards and representation, Schedule 2.2 of the Act specifies factors that must be taken into account by a local government as part of the review process:

1. Community of interest;
2. Physical and topographic features;
3. Demographic trends;
4. Economic factors; and
5. Ratio of councillors to electors in the various wards.

The Board offers the following interpretation of these factors:

4.1 Community of interest

The term community of interest has a number of elements. These include a sense of community identity and belonging, similarities in the characteristics of the residents of a community and similarities in the economic activities. It can also include dependence on shared facilities in an area as reflected in catchment areas of local schools and sporting teams, or the circulation areas of local newspapers.

Neighbourhoods, suburbs and towns are important units in the physical, historical and social infrastructure and often generate a feeling of community and belonging.

4.2 Physical and topographical features

These may be natural or human made features that will vary from area to area. Water features such as rivers and catchment boundaries may be relevant considerations. Coastal plain and foothills regions, parks and reserves may be relevant as may other human made features such as railway lines and freeways.

4.3 Demographic trends

Several measurements of the characteristics of human population, such as population size, and its distribution by age, sex, occupation and location provide important demographic information. Current and projected population characteristics will be relevant as well as similarities and differences between areas within the local government.

4.4 Economic factors

Economic factors can be broadly interpreted to include any factor that reflects the character of economic activities and resources in the area. This may include the industries that occur in a local government area (or the release of land for these) and the distribution of community assets and infrastructure such as road networks.

4.5 Ratio of Councillors to Electors in the various wards

It is expected that each local government will have similar ratios of electors to councillors across the wards of its district.

5. Options to consider

The Council will consider the following options and members of the community may suggest others:

5.1 Option 1 Maintain the current two (2) ward system.

This option maintains the existing ward boundaries as shown in Diagram 1. If this option is preferred it may be necessary to undertake a further review in five to six years given the proposed residential developments to be undertaken in the Banksia Ward (mentioned in Option 2) which may create an imbalance in representation between the two Wards.

Whilst there is currently a slight imbalance in representation between the two Wards with Banksia (+5.88%) being slightly over represented and Jarrah (-5.88%) being slightly under represented as shown in Table 1, this may alter over the next five to six years due to the proposed redevelopment of the Belmont Park Racecourse.

The current councillor/elector percentage ratio deviation of 5.88% between the two Wards is acceptable.

5.2 Option 2A Change the two (2) ward boundary

With an increase in residential development at Belmont Park Racecourse, Burswood Station Area and the Causeway Precinct it is envisaged that the disparity of electors between the Wards may alter prior to the next review being due in eight years' time.

This could present an argument to amend Ward boundaries by using other roads and streets as the border between the current two Wards.

There are approximately 600 dwellings in that area east of Oats Street bounded by Shepperton Road, Oats Street and Orrong Road.

Applying an occupancy rate of 2.0 persons per dwelling and that an estimated 60% of the Town's population are electors would result in approximately 720 electors that could be transferred from the Banksia Ward to the Jarrah Ward.

The following map (Diagram 2) for Option 2A shows a new boundary whereby the section east of Oats Street is transferred from Banksia Ward to Jarrah Ward.

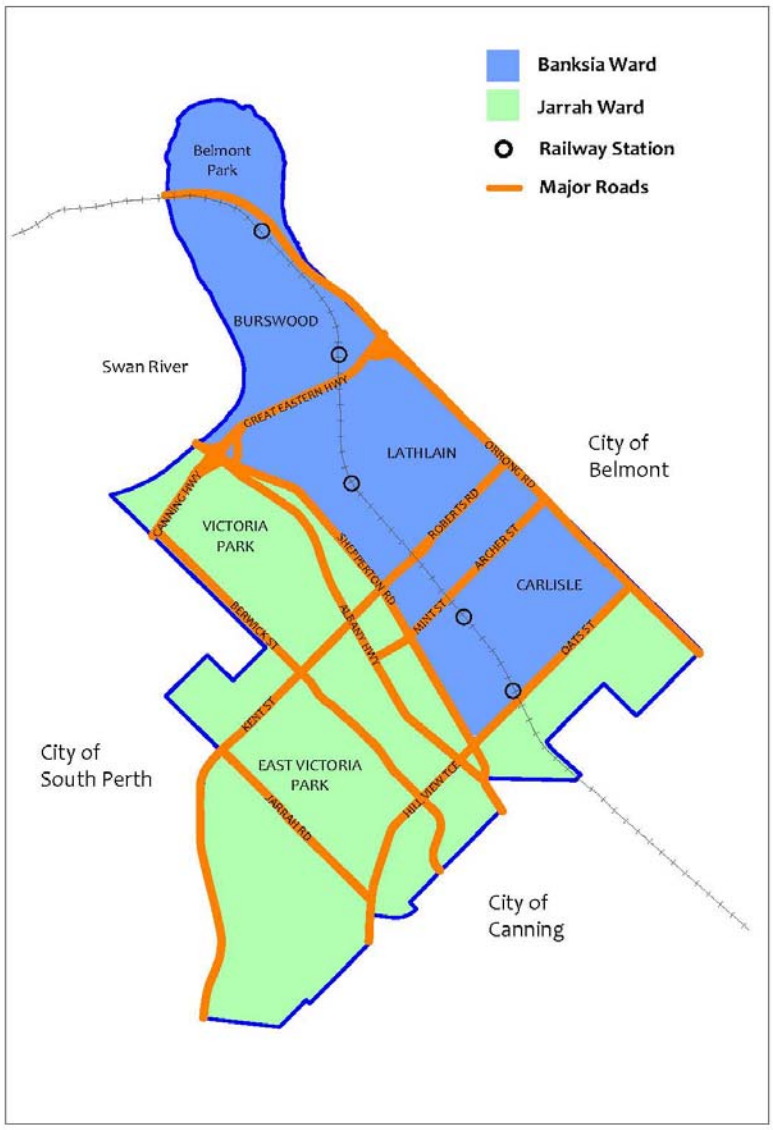


Diagram 2 – Increase in Jarrah Ward District

The following table shows an estimation of electors in the two Wards taking cognisance of the proposed boundary change.

Table 2 – Option 2A
2018 Boundary Change - Projected Councillor/Elector Ratios

Ward	Number of Electors	Number of Councillors	Councillor:Elector Ratio	% Ratio Deviation
Banksia	9,434	4	1:2359	12.5%
Jarrah	12,143	4	1:3036	-12.5%
Total	**21,577**	**8**	**1:2697**	

It can be seen that this would result in an unacceptable imbalance in representation between the two Wards with Jarrah being now under represented as the percentage ratio deviation is -12.5% and Banksia being over represented.

The acceptable balance within the allowable percentage ratio deviation is plus or minus 10%.

Notwithstanding the above, the imbalance between the two Wards may be reduced in future years given the proposed increase in residential development at the Belmont Park Racecourse, Burswood Station Area and the Causeway Precinct.

5.3 Option 2B Change the two (2) ward boundary

As in Option 2A with an increase in residential development at Belmont Park Racecourse, Burswood Station Area and the Causeway Precinct it is envisaged that the disparity of electors between the Wards may alter during the next eight years.

This could present an argument to amend Ward boundaries by using other roads and streets as the border between the current two Wards.

By using the suburb boundary between Carlisle and Lathlain of Roberts Road and the boundary between Victoria Park and East Victoria Park of Kent Street and Miller Street a proposed South Ward could be established. The remaining suburbs of Lathlain, Burswood and Victoria Park could then form a North Ward.

The following map (Diagram 3) for Option 2B shows the two Wards that could be established.

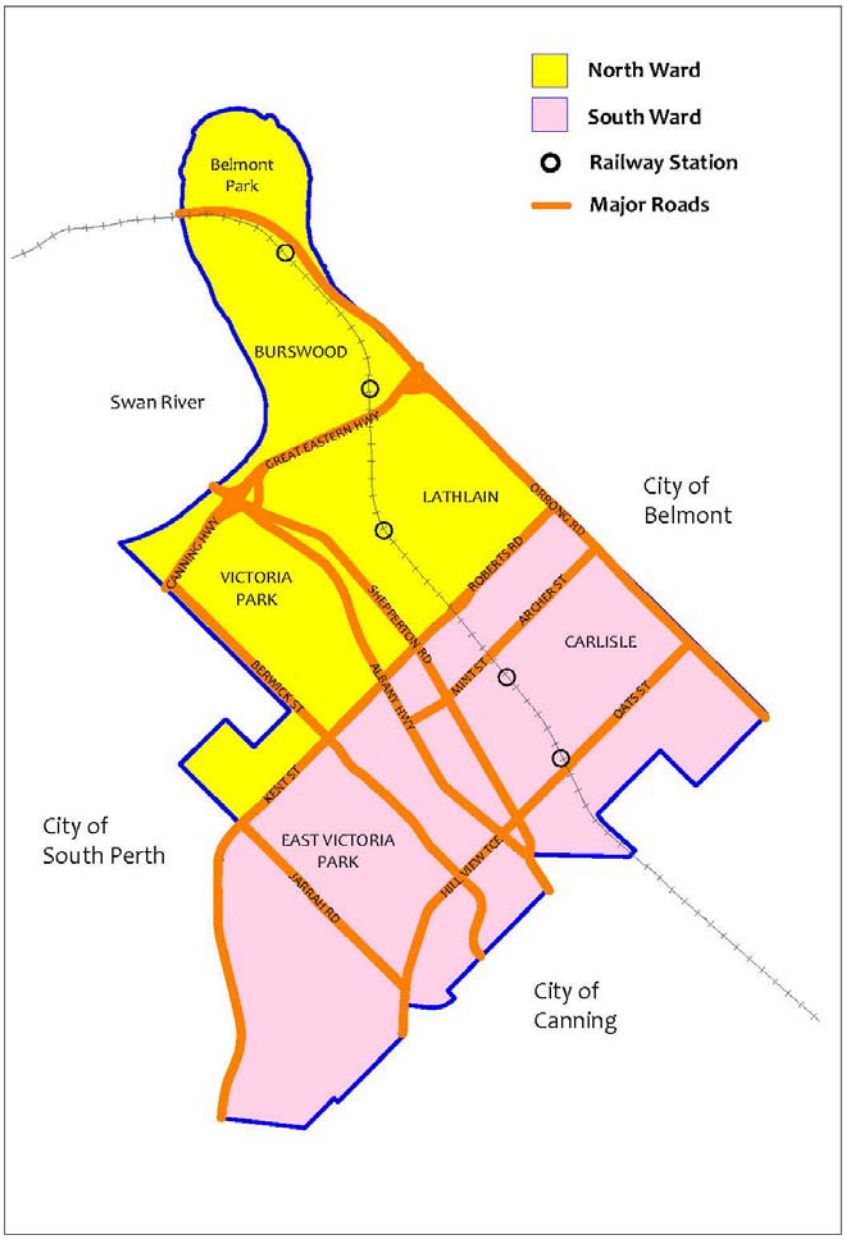


Diagram 3 – New North & South Ward (version 1)

The following table shows the estimated number of electors in the two wards:

Table 3 – Option 2 B
2018 Boundary Change - Projected Councillor/Elector Ratios

Ward	Number of Electors	Number of Councillors	Councillor:Elector Ratio	% Ratio Deviation
North	9,115	4	1:2279	15.5%
South	12,462	4	1:3116	-15.5%
Total	**21,577**	**8**	**1:2697**	

It can be seen that this would result in an unacceptable imbalance in representation between the two Wards with proposed South Ward being under represented with 3,347 more electors than and the proposed North Ward which would be over represented.

The acceptable balance within the allowable percentage ratio deviation is plus or minus 10%.

Notwithstanding the above, the imbalance between the two Wards may be reduced in future years given the proposed increase in residential development at the Belmont Park Racecourse, Burswood Station Area and the Causeway Precinct.

5.4 Option 2C Change the two (2) ward boundary

As in Option 2A with an increase in residential development at Belmont Park Racecourse, Burswood Station Area and the Causeway Precinct it is envisaged that the disparity of electors between the Wards may alter during the next eight years.

This could present an argument to amend Ward boundaries by using other roads and streets as the border between the current two Wards.

Option 2C is based on the North and South Ward scenario as shown in Option 2B. However that section bounded by Shepperton Road, Miller Street, Roberts Roads, Orrong Road, Archer Street and Mint Street is transferred to the proposed North Ward.

There are approximately 690 dwellings in the abovemention area and applying an occupancy rate of 2.0 persons per dwelling and that an estimated 60% of the Town's population are electors would result in approximately 830 electors that could be transferred from the proposed South Ward to the proposed North Ward. to the Jarrah Ward.

The following map (Diagram 4) for Option 2C shows the two wards that could be established.

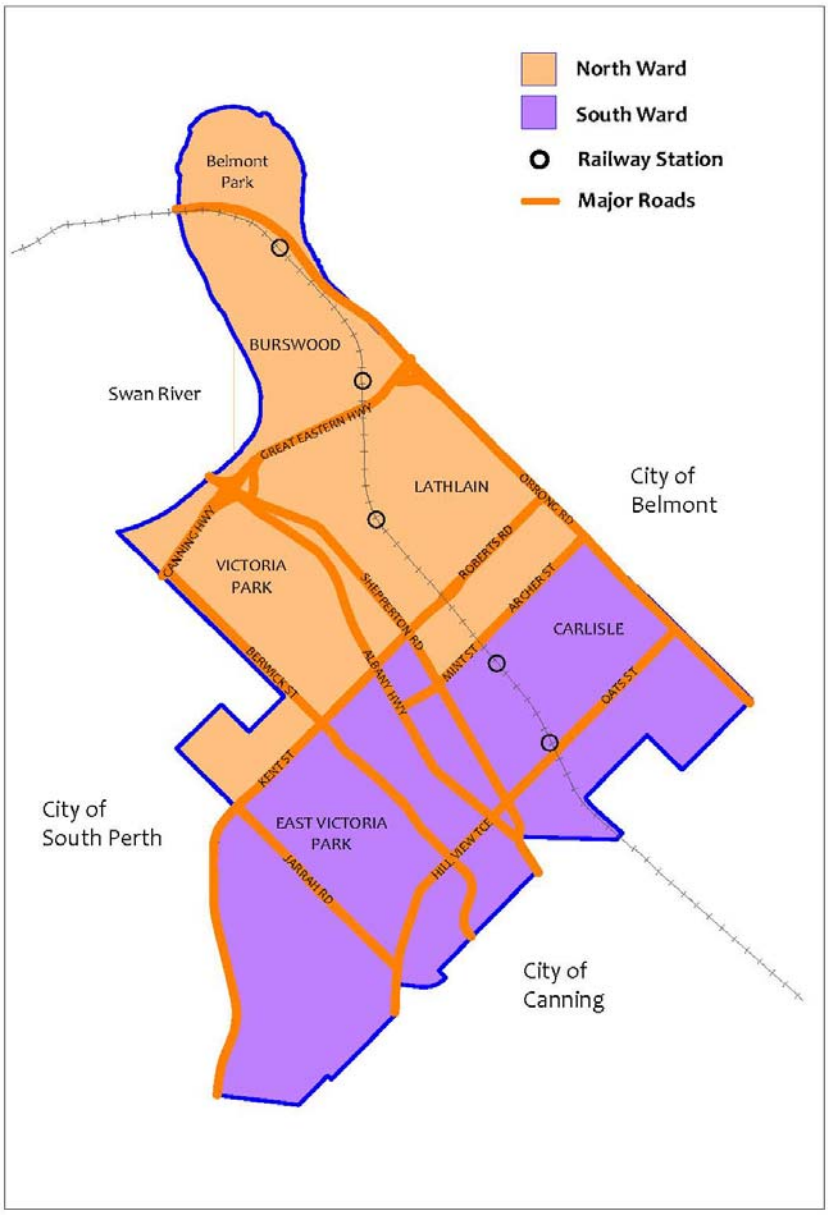


Diagram 4 – New North & South Ward (version 2)

The following table shows the estimated number of electors in the two Wards:

Table 4 – Option 2C
2018 Boundary Change - Projected Councillor/Elector Ratios

Ward	Number of Electors	Number of Councillors	Councillor:Elector Ratio	% Ratio Deviation
North	9,805	4	1:2451	9.1%
South	11,772	4	1:2943	-9.1%
Total	**21,577**	**8**	**1:2697**	

It can be seen that this would result in an acceptable balance in representation between the two Wards as it is within the allowable percentage ratio deviation is plus or minus 10%.

Whilst the proposed North Ward has 1,967 less electors than the proposed South Ward, the imbalance may be reduced in future years given the proposed increase in residential development at the Belmont Park Racecourse, Burswood Station Area and the Causeway Precinct.

5.5 Option 3 No wards.

The following table shows the estimated number of electors for 2028 in the two Wards as they currently exist.

Table 5 – 2028 Projected Councillor/Elector Ratios

Ward	Number of Electors	Number of Councillors	Councillor:Elector Ratio	% Ratio Deviation
Banksia	13,307	4	1:3327	6.83%
Jarrah	15,257	4	1:3814	-6.83%
Total	**28,564**	**8**	**1:3571**	

The percentage deviation shows the percentage difference between the average councillor/elector ratios for each ward.

It can be seen that there will no significant imbalance in representation between the two Wards with Banksia being over represented and Jarrah being under represented. The percentage ratio deviation remains within the acceptable percentage ratio deviation of plus or minus 10%.

Based upon the estimated representation between the two Wards as shown in 2028 projections where the percentage ratio deviation lies between plus 6.83% and minus 6.83% presents an argument for maintaining the current Ward structure. These estimates are based on the 2016 Census and do not take into consideration the proposed developments at the Belmont Park Racecourse, Burswood Station Area and the Causeway Precinct.

If a “No Ward” structure is implemented it would resolve any future imbalances as all 8 Councillors would represent all the electors within the Town’s district boundaries which would negate the requirement to review Ward boundaries every 8 years.

In larger metropolitan local governments such as the Cities of Stirling, Wanneroo and Joondalup the ward structure has advantages whereby councillors are elected to actively represent a particular ward. In the City of Wanneroo for example, this negates the councillors representing the suburb of Marangaroo having to travel the distance to Yanchep in order to undertake a site inspection and or meet with constituents as the councillors representing the suburb of Yanchep would be expected to undertake this task.

In the review of the *Local Government Act 1995* the Minister for Local Government; Heritage; Culture and the Arts (the Minister) has indicated that he would be considering implementing a no ward structure for small to medium sized metropolitan local governments to reduce the requirement for

reviews of wards and representation. This would reduce the workload on the Minister, State and Local Government Officers and also the Local Government Advisory Board.

The Town whilst having two wards does not identify a particular Ward when considering matters being presented to Council. Currently all Elected Members are representative of the whole district and the implementation of a "No Ward" structure has merit.

In large local governments such as the City of Stirling, its Doubleview Ward comprises 22,686 electors and is represented by two (2) councillors. A ward structure is therefore considered relevant given the size of the City of Stirling's local government district and its number of electors totalling 142,565.

There may savings in election costs by implementing the "No ward" option because when one elected members office becomes vacant there is no need to conduct an extraordinary election if approved by the Council with the concurrence of the Western Australian Electoral Commissioner.

5.6 Option 4 Changing the ward names.

For example, if the current structure is retained the ward names could be based on geographical locations such as North and South or it may be preferable to use the names of pioneering families in the district or revert back to the former names of Carlisle Ward (now Banksia) and Victoria Park Ward (now Jarrah).

6. Representation

Also under consideration is the number of councillors for each ward and the district. For example, it may be that more councillors will provide better representation and more effective decision-making, but it will result in an increase in costs and therefore be less efficient financially.

In 2009 the then Minister for Local Government, Heritage, Citizenship and Multicultural interests announced strategies for local government reform based on a voluntary reduction in the present number of individual local governments, as well as a reduction in the number of elected members per council to between 6 and 9.

As mentioned under Option 3 (No wards), the City of Stirling's Doubleview Ward comprises 22,686 electors and is represented by two (2) councillors. This equates to a Councillor Elector Ratio of 1:11,343 as compared with the Town's Banksia Ward of 1:2539 and the Jarrah Ward of 1:2586. Whilst this may present an argument that the Town's Wards are over represented, by comparison, the Councillor Elector Ratio in the Town of Claremont's West Ward which is represented by three (3) councillors is 1:750.

If the number of councillors is reduced from eight (8) to six (6) with three (3) representing each the current two (2) Wards the Councillor Elector Ratio is 1:3,385 for the Banksia Ward and 1:3,808 for the Jarrah Ward which is considered reasonable in comparison to the City of Stirling Doubleview Ward and the Town of Claremont West Ward.

Table 6 - Current Councillor (Cr)/Elector Ratios

Ward	Number of Electors	Number of Crs	Cr: Elector Ratio	% Ratio Deviation
Banksia	10,154 *	3	1:3385	5.88%
Jarrah	11,423 *	3	1:3808	-5.88%
Total	**21,577**	**6**	**1:3596**	

* Source: Western Australian Electoral Commission - October 2017.

Consideration could therefore be given to reduce the number of councillors from eight (8) to six (6) with three (3) representing each of a two (2) ward structure or the whole district if wards are abolished.

7. Public submission

Members of the community are invited to make a written submission about any aspect of ward boundaries and representation and lodge it by either:

Delivering it to:

Town of Victoria Park
Administration Building
99 Shepperton Road
VICTORIA PARK WA

OR

Posting it to:

Town of Victoria Park
Locked Bag 437
VICTORIA PARK WA 6979

OR

Email it to:

admin@vicpark.wa.gov.au

All submissions must be received by 5pm on xxxxxxxxx 2018

Thank you for your interest and involvement in this review. Council welcomes your comments on any matters that may assist it to make informed and responsible decisions for the benefit of the people of the Town of Victoria Park

Trevor Vaughan
MAYOR

Anthony Vuleta
CHIEF EXECUTIVE OFFICER

14.5 Recommendation from the Future Planning Committee - Draft HLTH6 Mobile Food Vendors (Vic Park Vendor's) Policy

TOWN OF VICTORIA PARK

Council Policy HLTH6

Mobile Food Vendors (Vic Park Vendor's) Policy

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PART ONE: GENERAL

1.1 Application of Policy

This Policy applies to mobile food vendors operating in the Town of Victoria Park.

1.2 Purpose

To guide and establish the appropriate location, management and operation of mobile food vendors within the Town of Victoria Park, in a manner that supports the use and enjoyment of the Town's public open spaces, while balancing the needs and interests of pedestrians, consumers and local business proprietors.

1.3 Objectives

The objectives of this Policy are to:

(a) Increase the vibrancy and activation of public open spaces within the Town of Victoria Park by increasing their attraction to the community as destinations to relax, recreate and socialise;

(b) Provide new interesting food experiences to the local community, particularly in suburban locations lacking in the number or diversity of available food options;

(c) To increase the use of public open spaces by making them available to mobile food vending businesses with the potential to offer culturally diverse, unique, healthy, fresh, high quality, safe and reasonably priced food;

(d) Promote the Town of Victoria Park as a food and beverage destination of choice;

(e) Provide opportunities for the development and growth of small businesses;

(f) Consolidate existing administrative procedures involved in the approval and regulation of mobile food vending activities.

(g) Ensure mobile food vending activities are of a temporary nature and do not unreasonably compromise the amenity of surrounding residential areas.

(h) Ensure that the activities of mobile food vendors can operate in harmony with other public open space users and do not result in damage to public open space vegetation or infrastructure.

1.4 Definitions

- **Designated Trading Area** means a Council approved location for permit holders to undertake mobile food vending in accordance with a valid *Vic Park Vendor's Permit*.

- Itinerant food vehicle means any vehicle selling food or drink from the roadway or other public place, that travels from place to place to engage in trade, and not staying in one location other than while executing a sale.
- Itinerant food vending is defined as the sale of food or drink from an itinerant food vehicle.
- Itinerant food vendor is a person or business involved in the preparation and dispensing of food products from an itinerant food vehicle.
- Local Law where mentioned in this Policy refers to the *Town of Victoria Park Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000*.
- Mobile food vehicle includes any:

  a) Registered vehicle, caravan, trailer or any other method of transport from which food is sold; and

  b) Non-road registered vehicles such as, but not limited to, coffee carts, hotdog carts or similar vehicles;

  but does not include a temporary food stall.
- Mobile food vending is defined as the use of public space within a Designated Trading Area for the preparation and dispensing of food products by mobile food vendors.
- Mobile food vendor is a person or business involved in the preparation and dispensing of food products from a mobile food vehicle.
- Permit holder means the person(s) whose name is written on the Vic Park Vendor's Permit issued by the Town of Victoria Park.
- Permit refers to a Vic Park Vendor's Permit issued by the Council in accordance with this Policy.
- Temporary food stall includes a stall, tent or barbecue stand that is used to sell food at an occasional event and is usually dismantled after an event.
- Vic Park Vendor's Permit means a permit issued by the Town of Victoria Park under the provisions of the *Town of Victoria Park Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000* (as amended), granting conditional approval to a permit holder for mobile food vending within the Designated Trading Areas approved under this Policy.

PART TWO: PERMIT REQUIREMENTS

2.1 General

(a) The operation and trading of mobile food vendors within the Town of Victoria Park will generally be restricted to the Designated Trading Areas adopted under this Policy.

(b) The exception to 2.1(a) is for those mobile food vendors that have obtained a Temporary Food Business Permit from the Town of Victoria Park to operate and trade at a community (Council organised) or privately operated event.

(c) All mobile food vendors trading at a Designated Trading Area within the Town of Victoria Park are required to:

i. Hold a valid *Vic Park Vendor's Permit*;

ii. Hold a current *Food Act 2008* Certificate of Registration from a Western Australian Local Government; and

iii. Obtain any other relevant approvals or consent.

2.2 Vic Park Vendor's Permit

(a) The approval and issue of a *Vic Park Vendor's Permit* by the Town of Victoria Park constitutes the issue of a *Trader's Permit* under Part 5 of the *Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000* (as amended) (Local Law).

(b) A permit holder must at all times comply with the requirements of the Local Law, this Policy and any conditions or restrictions specified on the permit.

(c) *Vic Park Vendor's Permits* will be issued for the financial year in which the permit is sought, but for no less than one month's duration, and will expire on June 30 of the financial year for which the permit is granted.

(d) The permit holder will be required to pay the relevant fees and charges as prescribed in the Town of Victoria Park's adopted Fees and Charges.

(e) Permits will not be issued until the required fee has been paid.

2.3 Application Requirements

(a) Applications for a *Vic Park Vendor's Permit* can be submitted year round but should be submitted at least one month (but no less than 14 days) prior to the intended commencement of trading.

The following information is required:

i. A completed *Vic Park Vendor's Permit* application form;

ii. A dimensioned site plan of the mobile food vehicle and its immediate surrounds, depicting the internal layout of the mobile food vehicle, the

extent of any projecting signs or fixtures, intended customer seating or queuing areas, etc.;

iii. Labelled photographs and/or elevations of the mobile food vehicle (from all sides) depicting the external appearance of the mobile food vehicle, including the servery area, all external fixtures and signage, the location of generators or waste receptacles, etc;

iv. A current Certificate of Currency (Public Liability Insurance) for a minimum of $10,000,000. Permits shall be conditional upon permit holders maintaining current public liability insurance to this value at all times of trading;

v. A copy of the manufacturer's specifications for any generators to be used (refer to clause 3.11(b));

vi. A copy of a current *Food Act 2008* Certificate of Registration issued by the local government where the mobile food vehicle is housed and/or where the majority of the food preparation activities are occurring; and

vii. other relevant documents or certification in support of the application (refer to section 2.4 below).

2.4 Application Assessment

(a) Applications will be assessed on a case by case basis by the Town of Victoria Park having regard (but not limited) to the following evaluation criteria:

i. Demonstrated compliance with the *Food Act 2008* and *Food Safety Standards*.

ii. Membership/accreditation from one or more relevant industry groups or associations (e.g. WA Mobile Food Vendors Association membership). *Note: membership/accreditation is not mandatory but will be favourably considered.*

iii. Quality and uniqueness of the business, the mobile food vehicle or its food offering.

iv. Competition (lack of) against local businesses with similar food offers.

v. Confirmation of self-sufficient operations without the need to connect to a power supply or any services.

vi. Public safety and comprehensiveness of information provided in application.

2.5 Permit Conditions

(a) The Council may impose conditions subject to which an application for a *Vic Park Vendor's Permit* is approved in accordance with any of the provisions contained in this Policy.

(b) As a condition of being granted approval for a *Vic Park Vendor's Permit*, permit holders must:

i. Display the permit on the dash or another visually prominent location of the approved vehicle at all operating times;

ii. Comply with the conditions stipulated on the *Vic Park Vendor's Permit* issued by the Town of Victoria Park; and

iii. Comply with the requirements set out within this Policy, unless otherwise approved by the Town.

(c) In accordance with Clause 6.2 of the Local Law, the Council may impose any other conditions it considers appropriate on the approval of an application for a *Vic Park Vendor's Permit*.

2.6 Change of Permit Details

(a) A permit holder with a valid *Vic Park Vendor's Permit* may apply to the Town to have their permit details altered to reflect a change of mobile food vending vehicle or vehicle registration details.

(b) A change of permit details does not extend the approval period of the original permit.

(c) A change of permit details may incur an administrative fee where the change in vehicle requires detailed reassessment by the Town to ensure continued compliance with this Policy, the Local Law or relevant Environmental Health legislation.

2.7 Permit Renewal

(a) A renewal application for a *Vic Park Vendor's Permit* should be submitted at least one month prior to the expiry of the permit and include the following:

i. A completed *Vic Park Vendor's Permit* application form;

ii. Details of any proposed changes to the mobile food vehicle or the manner in which it is operated;

iii. A copy of a current Certificate of Currency (Public Liability Insurance) for a minimum of $10,000,000. Permits shall be conditional upon permit holders maintaining current public liability insurance to this value at all times of trading.

iv. A copy of a current *Food Act 2008* Certificate of Registration issued by the local government where the mobile food vehicle is housed and/or where the majority of the food preparation activities are occurring.

(b) Renewal applications will be assessed on a case by case basis by the Town of Victoria Park.

2.8 Suspension and Cancellation of Permits

(a) The Town reserves the right to temporarily suspend or cancel a permit, and/or alter the conditions of a permit, where the permit holder has failed to comply with the permit conditions, this Policy, the Local Law or the *Food Act 2008*.

(b) Permit holders (as well as persons carrying out unauthorised trade or other activities on thoroughfares and public places in the Town) may be subject to infringement action where a breach of the Local Law has occurred. This includes a breach of any permit conditions applied by the Council in respect to this Policy.

(c) Circumstances that may result in the cancellation of a permit, include (but are not limited to) those where the permit holder has been classified as a high risk vendor by Council's Environmental Health Officers (or other authorised officer) due to non-compliance with the *Food Act 2008* and any other associated environmental health legislation or regulations.

2.9 Events Trading

(a) Mobile food vendors with a valid *Vic Park Vendor's Permit* will not need to apply for and obtain a separate Temporary Food Business Permit from the Town of Victoria Park to trade at an authorised/approved event occurring within the Town during the financial year for which the permit is valid. However, any permit holder must undertake the following prior to the approved/authorised event:

i. Obtain written consent from the event organiser to trade at the approved/authorised event; and

ii. Advise the Town of Victoria Park in writing (where the event is privately operated/not organised by the Town of Victoria Park) that they will be trading at the event.

(b) Mobile food vendors who do not hold a valid *Vic Park Vendor's Permit* are required to apply for and obtain a Temporary Food Business Permit from the Town of Victoria Park, in addition to the written consent requirements outlined in section 2.9(a) above.

(c) Existing permit holders to note that the possession of a *Vic Park Vendor's Permit* does not imply any right to trade at a community event run by the Town or a private operator. Written consent must be obtained from the event organiser to trade at any event and the Council must be kept informed in all instances.

2.10 Itinerant Food Vending

(a) Itinerant food vending is generally not supported by the Council, in view of the following:

i. the unregulated and highly transient nature of trading that may present a public safety risk to pedestrians, vehicles and other road users though frequent stopping and moving on of itinerant food vehicles, and the potential conflict between customers and vehicles that may occur during trade;

ii. the playing of music or other forms of noise to attract customers that may cause disruption or nuisance to the residents of locations that itinerant vendors may travel through or trade within; and

iii. the highly transient nature of the trade, which undermines the objectives of this Policy to increase the activation and enjoyment of the Town's public open spaces, as places for community members to gather and recreate.

(b) Itinerant food vendors are instead encouraged to obtain a *Vic Park Vendor's Permit* from the Town to enable them to trade as a mobile food vendor at one or more of the Designated Trading Areas identified in this Policy.

(c) Itinerant food vendors may apply for a Temporary Food Business Permit in order to trade at an approved event run by the Town or a private operator in the Town of Victoria Park.

PART THREE: VENDOR TRADING AND LOCATION GUIDELINES

3.1 Approved Locations (Designated Trading Areas)

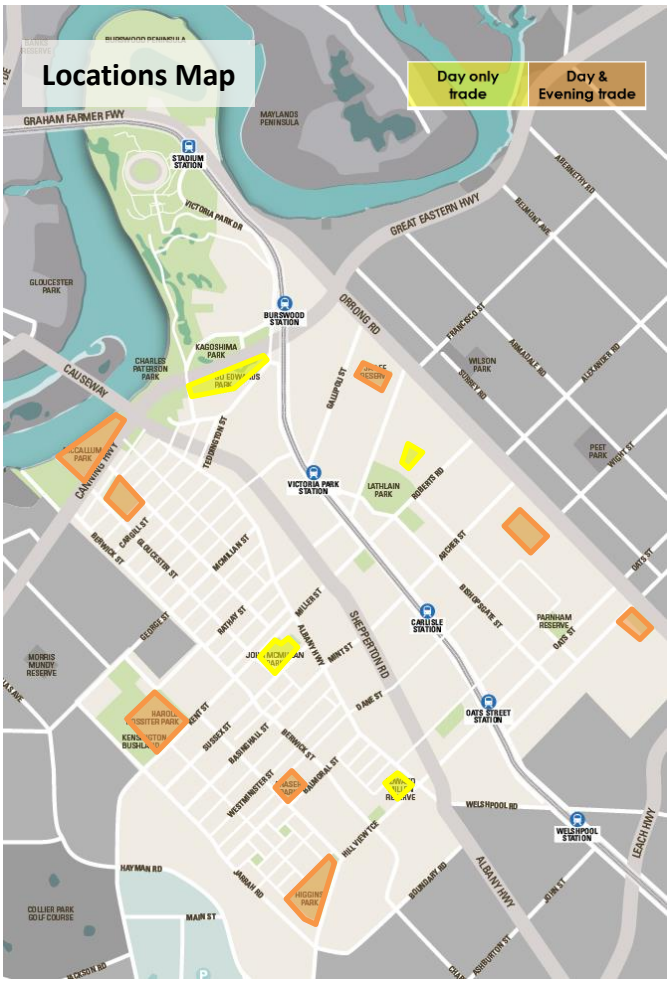
(a) The Town of Victoria Park has approved the locations listed within Table 1 below for mobile food vending.

(b) Only an approved permit holder with a valid *Vic Park Vendor's Permit* is permitted to trade within a Designated Trading Area.

(c) Alternative or additional trading locations may be considered by the Council where they are considered to meet the objectives of this Policy.

Locations:	Burswood	Victoria Park	East Vic Park	Lathlain	Carlisle	St James
Day Only 7am - 5pm	G O Edwards Park	Edward Millen Reserve	John Macmillan Park	Rayment Reserve		
Day and Evening 7am – 9pm		Raphael Park	Harold Rossiter Park	J A Lee Reserve	Carlisle Reserve	Higgins Park
		McCallum Park	Fraser Park		Parnham Park	

Table 1: Approved Mobile Food Vending Locations



The above locations have been identified by the Council having regard to the distribution and diversity of trading opportunities throughout the Town, as well as the characteristics and available amenities and infrastructure at the public open spaces themselves.

Such public open spaces (which may often be under-utilised) are considered suitable and attractive to members of the community to recreate and enjoy their leisure time with family and friends, in a manner that is compatible with and potentially viable as a trading location for mobile food vendors.

Issues of proximity and competition with existing "bricks and mortar" food businesses and the objective to increase the choice and diversity of food options to the community have also been considered.

Maps of the Designated Trading Areas are located in Part Four of this Policy, in alphabetical order of their location. These indicate the trading area boundary, maximum number of vendors, permitted trading hours and points of access and egress for mobile food vendors.

3.2 Trading Hours

(a) Trading in Designated Trading Areas at "Day Only" locations is permitted to occur from 7am to 5pm.

(b) Trading in Designated Trading Areas at "Day and Evening" locations is permitted to occur from 7am to 9pm.

3.3 General Trading Requirements at Designated Trading Areas

The following requirements apply to all mobile food vendors trading within a Designated Trading Area:

(a) The permit holder has obtained approval/authorisation from the Town to trade at the Designated Trading Area prior to the commencement of trade (Refer section 3.5).

(b) Arrangements have been made for entry onto and securing the controlled access to the public open space on which the Designated Trading Area is located, prior to and at the end of trade. (i.e. The last trader to exit a Designated Trading Area is responsible for securing access onto the public open space when they leave).

(c) All mobile food vending activities must occur within the boundaries of the Designated Trading Area detailed on the relevant map for each of the approved locations contained in Part Four of this Policy.

(d) All mobile food vending vehicles are located so as not to obstruct pedestrian flow, vehicular traffic or access for emergency services.

(e) The permit holder trades for a minimum of three (3) hours duration at the Designated Trading Area during any morning (7am to 12pm), afternoon (12pm to 5pm) and/or evening (5pm to 9:00pm) trading period that they have arranged and sought approval from Council to trade in.

(f) The maximum number of mobile food vendors (on the relevant map for each of the Designated Trading Areas) is not exceeded during any trading period.

(g) The Town reserves the right to refuse consent to permit holders to trade at the same trading area/public open space location if it is considered by the Town that the diversity or mix of traders would be adversely impacted by the permit holder trading at the same time as another permit holder with the same or similar food offer that has already been granted permission to trade at that time.

(h) The Town reserves the right to refuse consent to permit holders to trade during any trading period in which organised sporting clubs or other groups have booked and reserved use of the public open space/playing field from

the Town, unless agreement has been obtained from that sporting club/group to trade during that trading period. This includes circumstances where trading is considered by the Town to conflict with incidental fundraising or charitable activities (e.g. sausage sizzles, spectator/club member events, etc.) of the sporting club/group.

3.4 Trading at Multiple Locations

Approved permit holders are permitted to operate at multiple locations within the Town of Victoria Park provided:

(a) Each location of trade is authorised by the Town prior to the commencement of trade; and

(b) All requirements of this Policy as apply to trading at a single location are met by the permit holder for all trading locations.

3.5 Booking of Trading Times and Locations

(a) Permit holders must request and obtain a booking to trade during a particular morning (7am to 12pm), afternoon (12 pm to 5pm) and/or evening (5pm to 9:00pm) trading period at a Designated Trading Area through the Town's Community Development Officer – Clubs, Events and Booking (or other appointed Council Officer).

(b) Bookings shall be made at least 1 week prior to the time of trading, and will be secured on a first come, first served basis.

(c) Advance bookings or more than once month prior to the requested trading date will not be permitted.

(d) Any permit holder who is unable to trade during a booked trading period should contact the Town to cancel the booking as early as possible, and preferably more than 1 week in advance of the trading period.

(e) Permit holders are not permitted to make a booking to trade at more than one Designated Trading Area during the same trading period (morning, afternoon or evening).

(f) Permit holders who make bookings to trade and then fail to trade without prior cancellation of their booking on two or more occasions may be refused further bookings to trade at a particular Designated Trading Area or have their permit cancelled.

(g) A single permit holder may collectively book to trade at a Designated Trading Area on behalf of a number of permit holders, where the consent of all other permit holders has been provided to do so.

(h) A collective booking does not over-ride any previous bookings made by any single permit holder(s) to trade at that same time/location being requested. In such circumstances, the collective booking will need to be altered/reduced such that the trading limitations for the requested Designated Trading Area continue to be met at all times.

3.6 Self-promotion, rostering and vendor management

(a) All permit holders are strongly encouraged to utilise at least one social media platform to advertise and promote their arranged (booked) trading times to their friends/followers and the general public.

(b) Mobile food vendors are encouraged to collectively roster, promote and manage their trading at the approved Designated Trading Areas within the Town of Victoria Park, on the proviso that all mobile food vendors are in possession of a valid *Vic Park Vendor's Permit*, and the booking procedures outlined in Section3.5 are observed at all times.

(c) The Town of Victoria Park will endeavour to make the details of the approved Designated Trading Areas and approved *Vic Park Vendors* (permit holders) available on the Council's website.

(d) A group of permit holders may apply to the Council for approval to operate a Special Event at a Designated Trading Area location that exceeds the maximum number of permit holders normally permitted to trade. Examples may include themed cuisine events or cultural celebrations such as Chinese New Year, St Patricks Day, Christmas, etc.

(e) Applications for Special Events will be considered by the Council on a case by case basis and should be submitted at least 2 months in advance of the event.

(f) Special Event applications are to be submitted by the event organiser/manager and detail the number of mobile food vendors intended to trade, provide confirmation that all traders hold a valid permit and that any non-permit holders (if relevant) will be applying for a Temporary Food Business Permit for the event.

(g) Priority should be provided to existing permit holders to trade at a Special Event, where the event is occurring at or within close proximity to the location of a Designated Trading Area.

3.7 Suspension or Restriction of Trading at Designated Trading Areas

(a) When an approved Town of Victoria Park event is held within or adjacent to a Designated Trading Area location, a permit holder must obtain the event organiser's consent to continue to trade at the specified event.

(b) If the Town of Victoria Park states that a location is temporarily unavailable due to maintenance works (or for any other reasons) then the permit holder cannot trade at the specified location for that given time frame.

(c) The Town has the right to make an approved location unavailable for a set period of time for community events, for works to be undertaken or any other reason the Town deems necessary.

(d) The Council (without notice) may reduce the size/extent of a Designated Trading Area where it is considered necessary by the Council to ensure

public safety, address issues of public amenity due to excessive noise or other disturbances, or for any other reason the Town deems necessary.

3.8 Waste Management

(a) The mobile food vendor is required to maintain the mobile food vehicle and the surrounding area to a high standard at all times of trading and in accordance with the following requirements:

i. When trading at an approved location the trading area must be cleaned frequently;

ii. No waste or litter from the vehicle may be disposed of into the Town of Victoria Park's rubbish bins. Mobile food vendors must provide adequately sized bins for patrons' and business use and remove all rubbish from the approved location at the end of trade;

iii. A mobile food vehicle must have a holding tank for wastewater; and

iv. Wastewater, solid waste, litter or any other pollutant must not be placed or discharged on to the site or allowed to enter the stormwater drainage system.

3.9 Temporary Fixtures (seating, tables, etc.)

(a) A mobile food vehicle is permitted and strongly encouraged to provide temporary fixtures such as tables, chairs and umbrellas for the use of customers in accordance with the following:

i. The fixtures are to be of a temporary nature and removed from the site at the end of trade;

ii. The mobile food vehicle and temporary fixtures must be kept in a safe and well-maintained condition at all times;

iii. All temporary fixtures relating to the mobile food vehicle should be sturdy and made of quality materials without sharp edges or other features likely to cause harm;

iv. Any temporary fixtures relating to mobile food vehicles must not obstruct pedestrian flow or vehicular traffic;

v. The tethering or securing of mobile food vehicles and any associated fixtures must not result in any damage/penetration of the public open space surface, or any damage to Council buildings or trees/vegetation; and

vi. The tethering of any sign, canopy or any other object to Council buildings, trees or any other public open space infrastructure is not permitted, except with prior Council approval.

3.10 Signage and Advertising

(a) All advertising is to be fitted to the mobile food vehicle with the exception of one temporary A-frame sign which:

i. Shall be located within 75m of the location of the mobile food vehicle;

ii. Shall not exceed any dimension of 1m or an area of $1m^2$ on any side;

iii. Be secured in accordance with any requirements of the Town of Victoria Park; and

iv. An A-frame sign will be considered a temporary fixture and must comply with the requirements detailed in section 3.9 of this Policy.

3.11 Noise

(a) The use of low level amplified noise (i.e. music) is permitted to create atmosphere and ambience during trading;

(b) Permit holders that emit excessive levels of noise from their vehicles that is considered by Council to cause unacceptable nuisance to surrounding neighbours/properties may have their permission to emit low level amplified noise removed at the discretion of the Town;

(c) Generators must not have a manufacturer specified operational volume greater than 75dB; and

(d) All mobile food vehicle noise (including the generator) must comply with the assigned noise levels specified under the *Environmental Protection (Noise) Regulations 1997*.

3.12 Power and Utilities

(a) All mobile food vehicles must be fully self-sufficient and not require any connection to Council services or utilities to carry out their operations.

3.13 Parking

(a) Towing vehicles used to transport a detachable mobile food vehicle (e.g. a trailer or caravan) are not permitted to park within any Designated Trading Area or any part of the Council public open space and must be legally parked within a public car parking bay or other location.

(b) Towing vehicles are to be driven away from the site during trading, and then return to collect the mobile food vehicle at the end of trade.

(c) Any towing vehicles or staff vehicles parked within a public car park adjacent to a Designated Trading Area should park as far from the Designated Trading Area as possible to prioritise access and convenience for members of the public.

3.14 Public Liability and Risk Management

(a) The mobile food vehicle permit holder must, for the duration of the permit, maintain public and product liability insurance for at least ten million dollars ($10,000,000).

(b) The permit holder assumes responsibility for any acts of negligence arising from their activity.

(c) The mobile food vehicle permit holder assumes responsibility for any liability issues which may arise as a result of the operation of the mobile food vehicle being at the location, the activities of any staff related to the mobile food activity and any issues arising from the installation and use of temporary fixtures placed in association with the mobile food vehicle.

PART FOUR: APPROVED DESIGNATED TRADING AREAS MAPS

Carlisle Reserve	111 Briggs St, Carlisle



Designated Trading Area Boundary

Point of access and egress for mobile food vehicles

No. of vendors: Maximum of six (6) mobile food vendors operating at any one time

Trading Hours: Daytime trading ONLY from 7AM to 5PM

Vendor Access and Location Notes:

1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency.
2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

Edward Millen Reserve	999 Albany Highway, East Victoria Park



Designated Trading Area Boundary

Point of access and egress for mobile food vehicles

No. of vendors: Maximum of ten (10) mobile food vendors operating at any one time

Trading Hours: Daytime trading ONLY from 7AM to 5PM

Vendor Access and Location Notes:

1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency.
2. ALL mobile food vehicles (including all towing vehicles) are to traverse the periphery of ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

Fraser Park	Fraser Park Road, East Victoria Park



	Designated Trading Area Boundary
	Point of access and egress for mobile food vehicles
No. of vendors:	Maximum of six (6) mobile food vendors operating at any one time
Trading Hours:	Daytime (7AM to 5PM) AND evening trading (5PM to 9PM)
Vendor Access and Location Notes:	1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency. 2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

G O Edwards Park	171 Burswood Rd, Burswood



Designated Trading Area A	Designated Trading Area B





	Designated Trading Area Boundary
	Point of access and egress for mobile food vehicles
No. of vendors:	Maximum of six (6) mobile food vendors per trading area at any one time
Trading Hours:	Daytime trading ONLY from 7AM to 5PM
Vendor Access and Location Notes:	1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency. 2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

Harold Rossiter Park

Etwell and Kent Streets, Kensington



Designated Trading Area Boundary

Point of access and egress for mobile food vehicles

No. of vendors: Maximum of six (6) mobile food vendors operating at any one time

Trading Hours: Daytime (7AM to 5PM) AND evening trading (5PM to 9PM)

Vendor Access and Location Notes:

1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency.
2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

Higgins Park	Playfield Street, St James



	Designated Trading Area Boundary
	Point of access and egress for mobile food vehicles
No. of vendors:	Maximum of six (6) mobile food vendors operating at any one time
Trading Hours:	Daytime (7AM to 5PM) AND evening trading (5PM to 9PM)
Vendor Access and Location Notes:	1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency. 2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

J A Lee Reserve

Midgley St and Streatley Rd, Lathlain



Designated Trading Area Boundary

Point of access and egress for mobile food vehicles

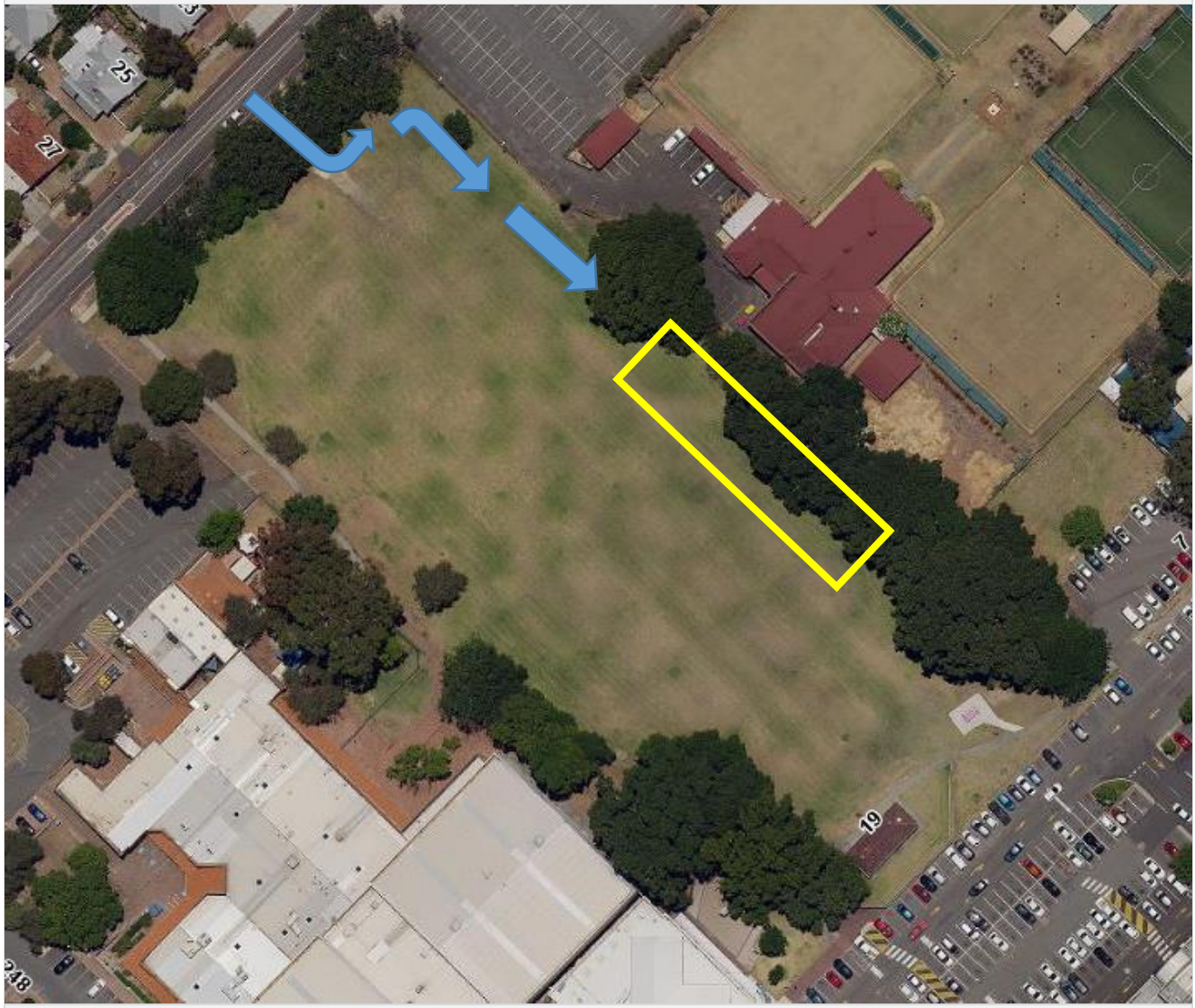
No. of vendors: Maximum of six (6) mobile food vendors operating at any one time

Trading Hours: Daytime (7AM to 5PM) AND evening trading (5PM to 9PM)

Vendor Access and Location Notes:

1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency.
2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

John Macmillan Park	19 Sussex St, East Victoria Park



	Designated Trading Area Boundary
	Point of access and egress for mobile food vehicles
No. of vendors:	Maximum of six (6) mobile food vendors operating at any one time
Trading Hours:	Daytime trading ONLY from 7AM to 5PM
Vendor Access and Location Notes:	1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency. 2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.
Other:	At the time of adoption of this Policy, this public open space is the location of an approved event on Friday evenings. Permit holders are not permitted to trade at this event without the prior consent of the event operator/organiser.

McCallum Park

Taylor St, Victoria Park



Designated Trading Area A	Designated Trading Area B	Designated Trading Area C
		

Designated Trading Area Boundary

Point of access and egress for mobile food vehicles

No. of vendors: Maximum of six (6) mobile food vendors per trading area operating at any one time

Trading Hours: Daytime (7AM to 5PM) AND evening trading (5PM to 9PM)

Vendor Access and Location Notes:

1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency.

Parnham Park

140 Mars St, Carlisle



Designated Trading Area Boundary

Point of access and egress for mobile food vehicles

No. of vendors: Maximum of six (6) mobile food vendors operating at any one time

Trading Hours: Daytime (7AM to 5PM) AND evening trading (5PM to 9PM)

Vendor Access and Location Notes:

1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency.
2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

Raphael Park	Gloucester Street, Victoria Park



	Designated Trading Area Boundary
	Point of access and egress for mobile food vehicles
No. of vendors:	Maximum of eight (8) mobile food vendors operating at any one time
Trading Hours:	Daytime (7AM to 5PM) AND evening trading (5PM to 9PM)
Vendor Access and Location Notes:	1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency. 2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

Rayment Park	1 Petherbridge St, Lathlain



	Designated Trading Area Boundary
	Point of access and egress for mobile food vehicles
No. of vendors:	Maximum of six (6) mobile food vendors operating at any one time
Trading Hours:	Daytime trading ONLY from 7AM to 5PM
Vendor Access and Location Notes:	1. ALL Mobile Food Vendors must be parked/arranged so as not to obstruct entry gates and vehicular access onto the main public open space or its buildings in the event of an emergency. 2. ALL mobile food vehicles (including all towing vehicles) are to travel along the periphery of the public open space when accessing or exiting the Designated Trading Area(s) and not travel across the main public open space/playing field area.

Project Report

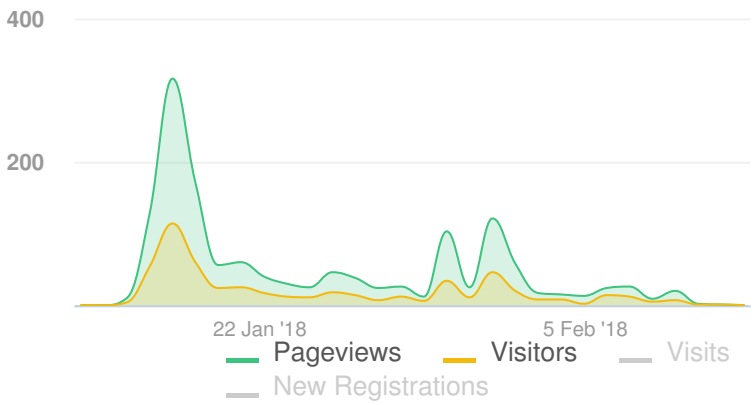
13 January 2018 - 11 February 2018

Your Thoughts

Mobile Food Vendor Policy

engagement hq by Bang the Table

Visitors Summary



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
587	114	93

ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
168	346	497

Aware Participants	497
Aware Actions Performed	Participants
Visited a Project or Tool Page	497

Informed Participants	346
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	0
Visited the Key Dates page	3
Visited an FAQ list Page	20
Visited Instagram Page	0
Visited Multiple Project Pages	179
Contributed to a tool (engaged)	168

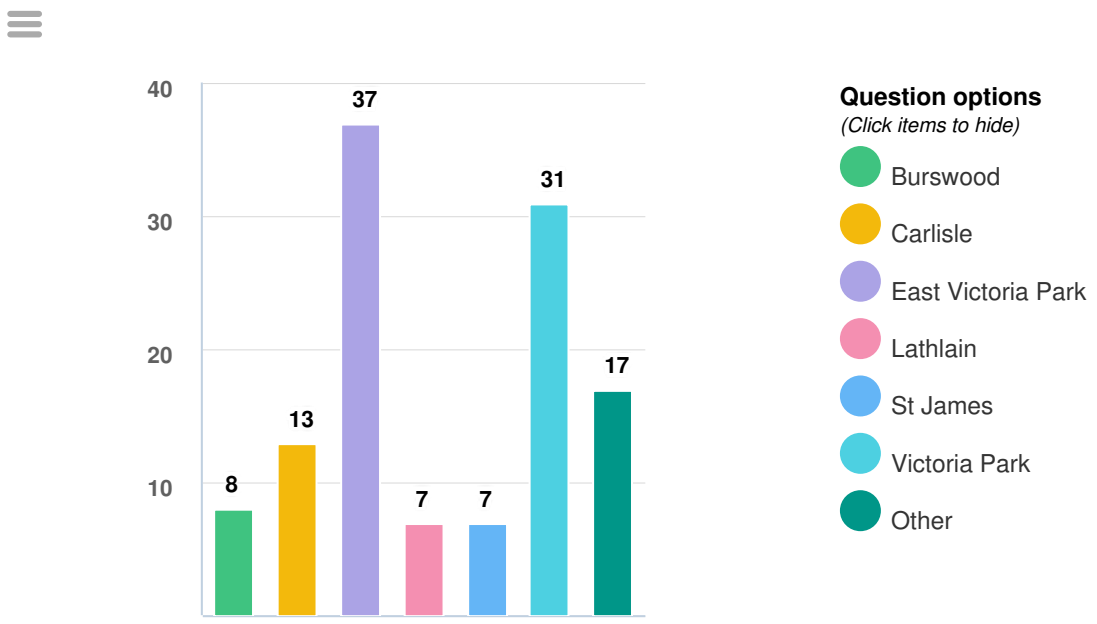
Engaged	168		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	118	0	0
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	74	33	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	3	0	0
Placed Pins on Maps	24	0	0
Contributed to Ideas	0	0	0

ENGAGEMENT TOOL: SURVEY TOOL

Community Survey

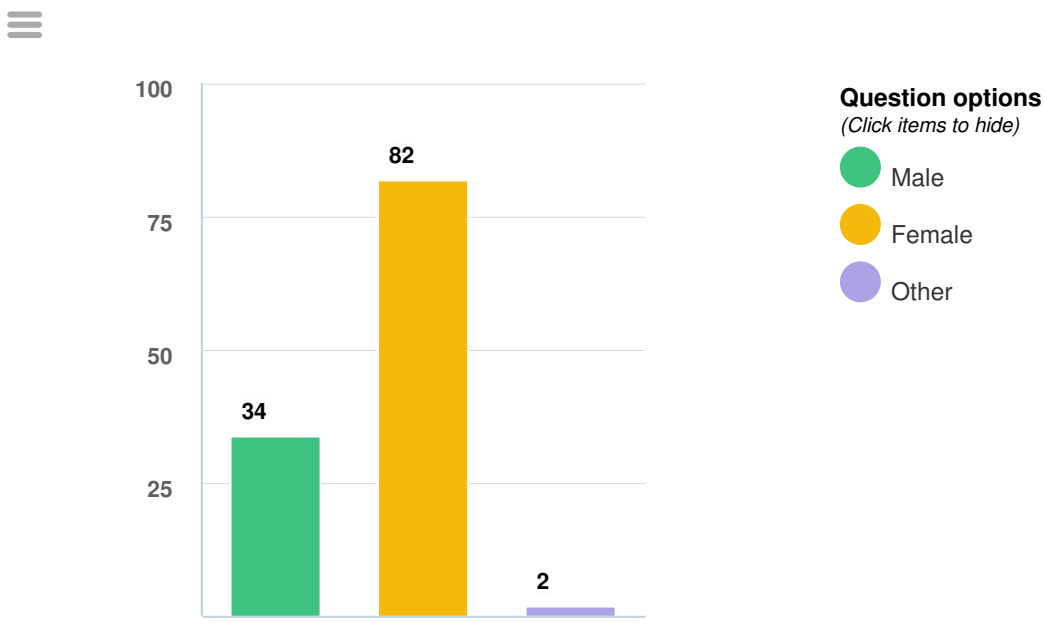
VISITORS 323	CONTRIBUTORS 118	CONTRIBUTIONS 118

Suburb



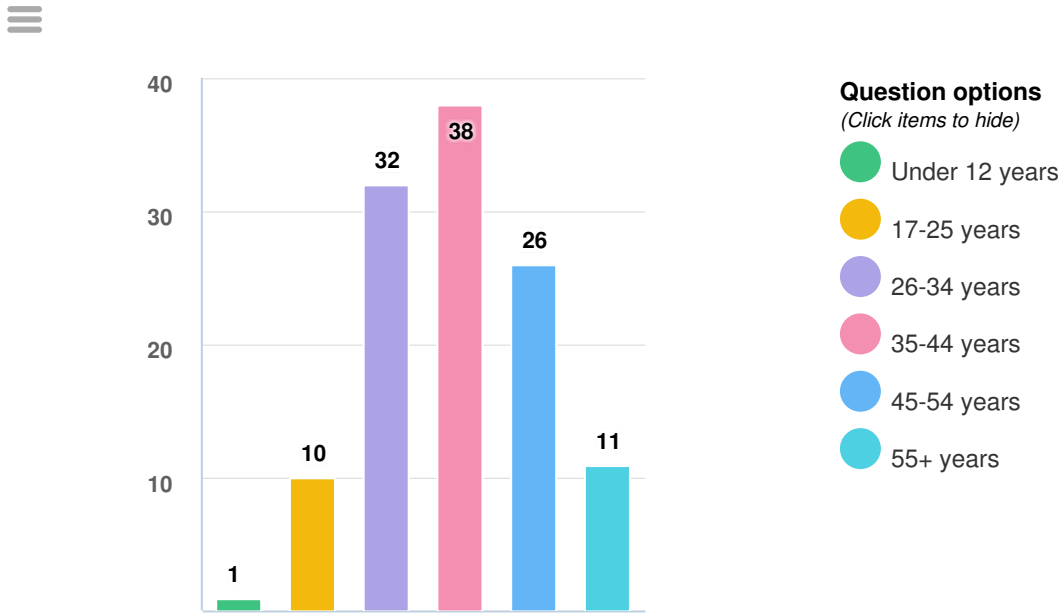
(118 responses, 0 skipped)

What is your gender?



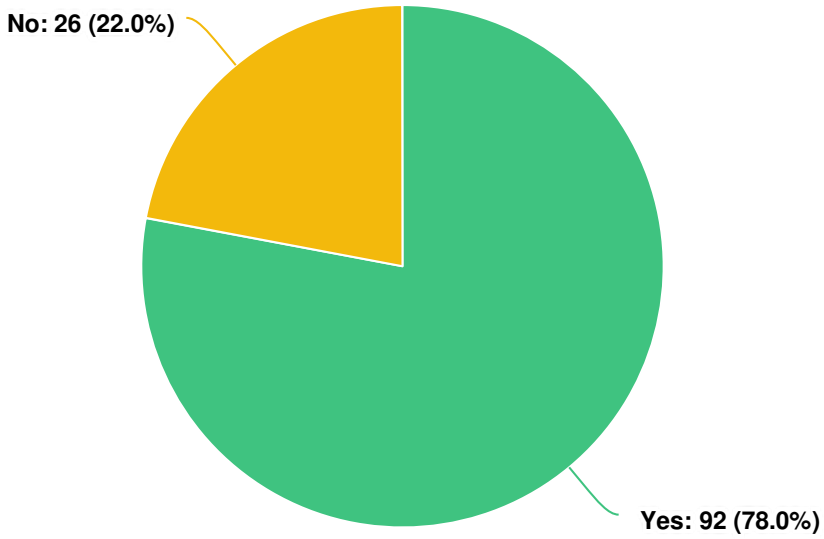
(118 responses, 0 skipped)

What is your age?



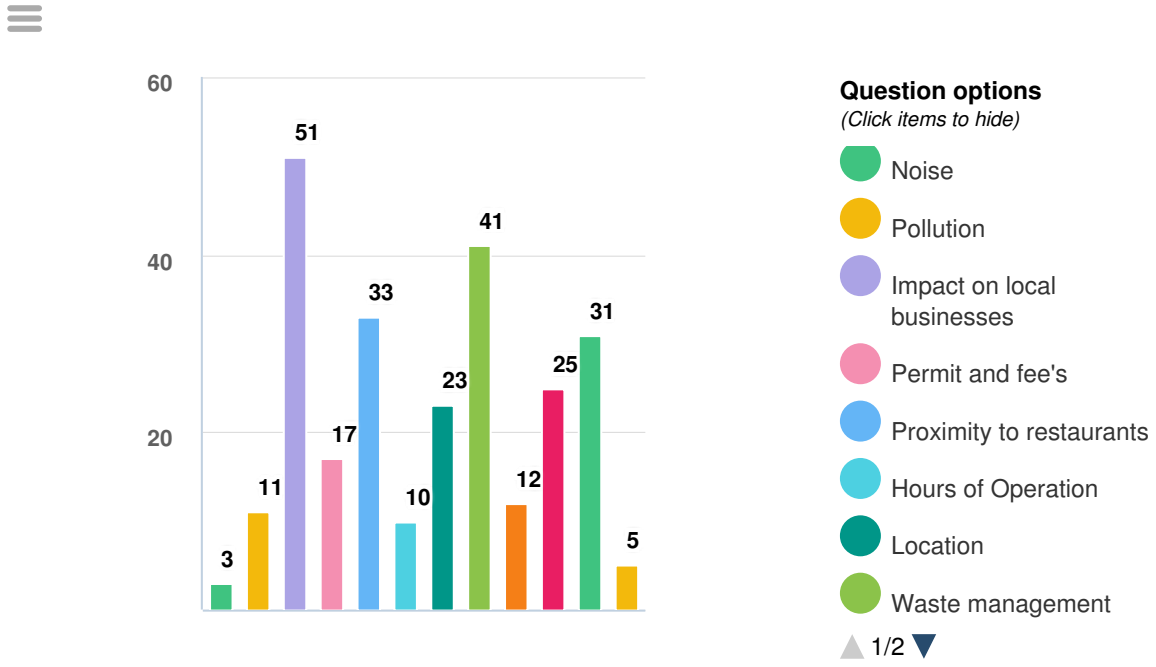
(118 responses, 0 skipped)

Do you think food trucks could fill a particular niche or demand that is not currently being met in the community?



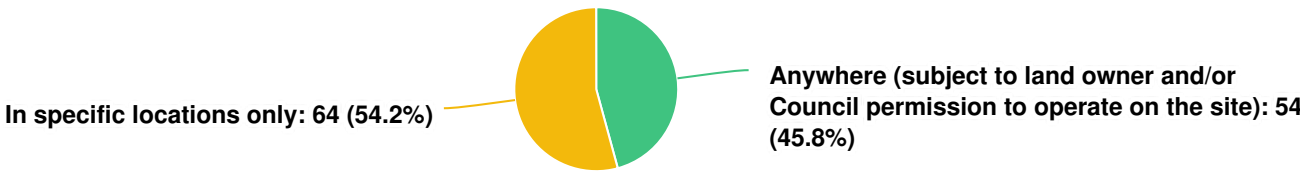
(118 responses, 0 skipped)

What are your main concerns (if any) with mobile food vendors? (Please tick all that apply)



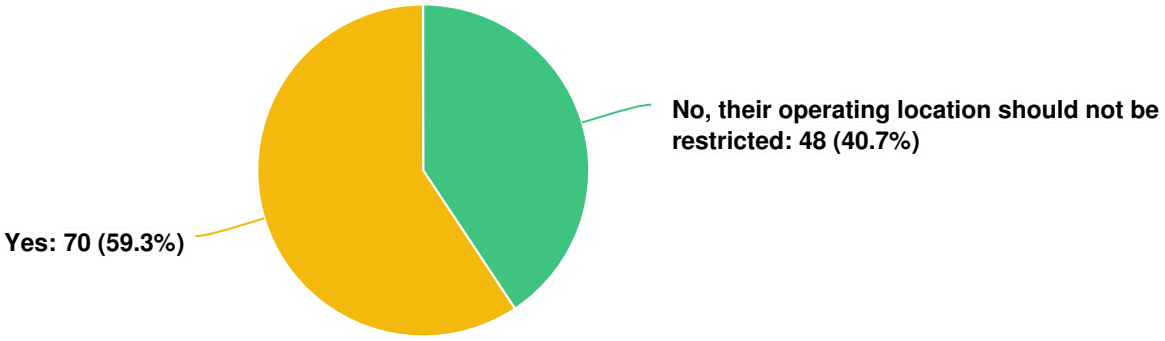
(118 responses, 0 skipped)

Where should food trucks be allowed to operate in the Town?



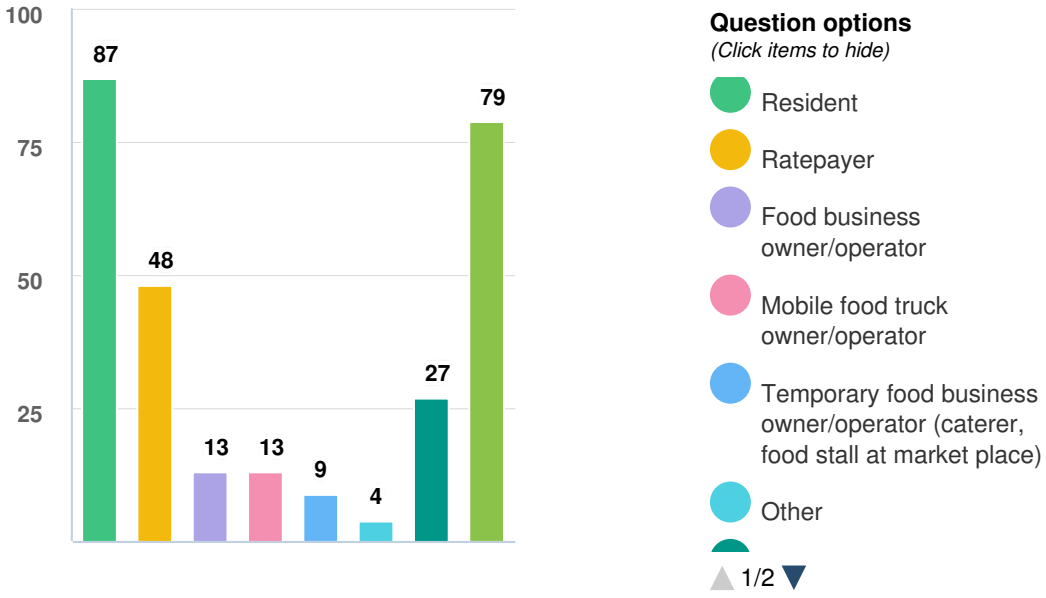
(118 responses, 0 skipped)

5. Are there any locations you think food trucks should not operate?



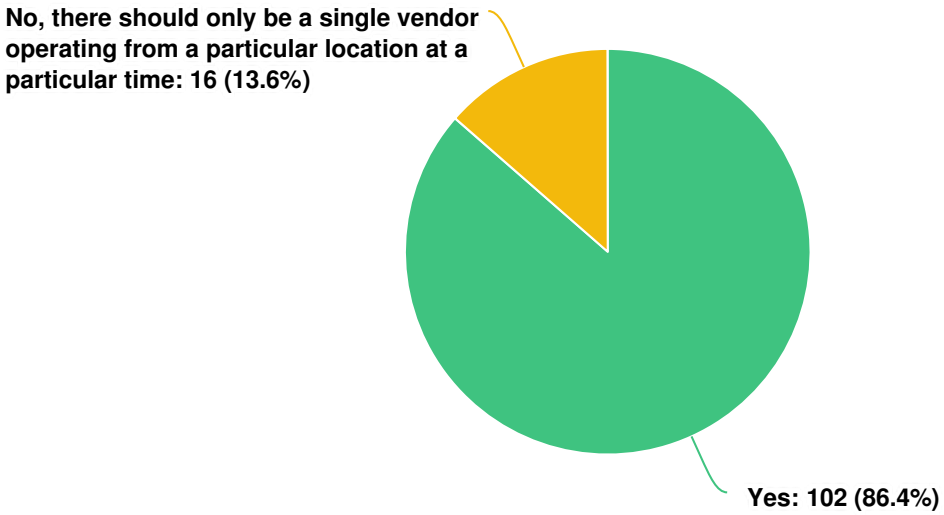
(118 responses, 0 skipped)

What is your primary interest in this project? Please select all that apply.



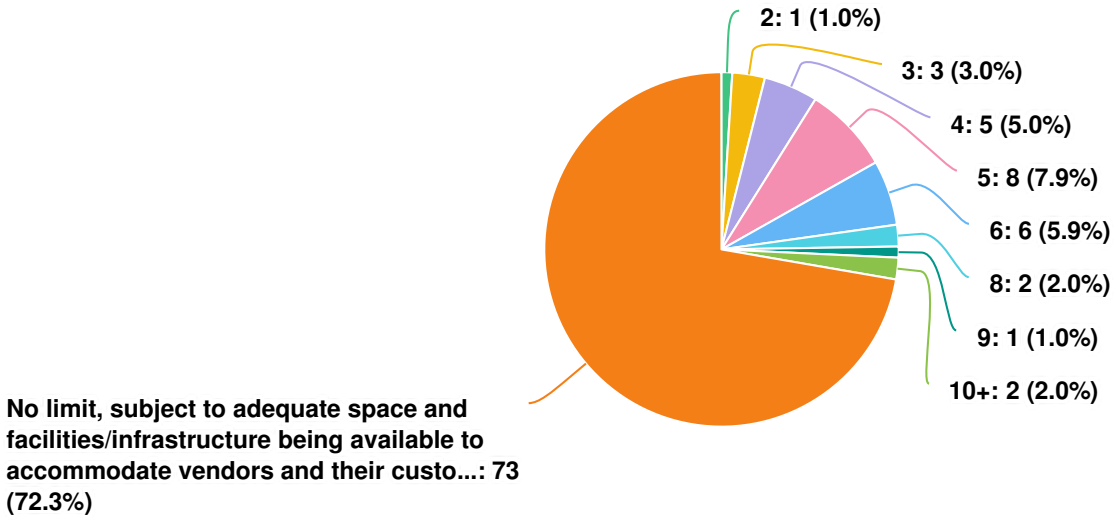
(118 responses, 0 skipped)

Should multiple food trucks be allowed to co-locate (cluster/group together)?



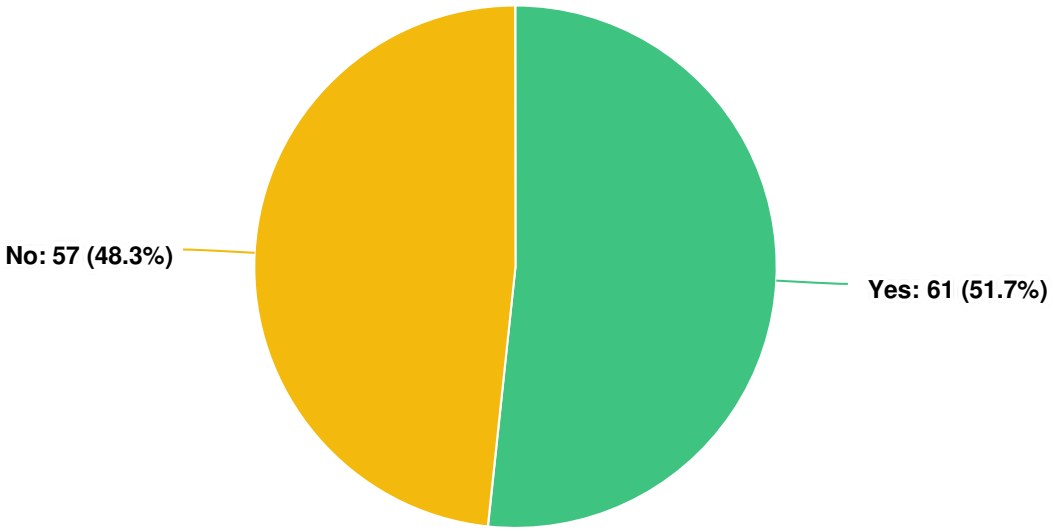
(118 responses, 0 skipped)

If 'Yes' to the above, what number of food trucks should be allowed to operate from a single location?



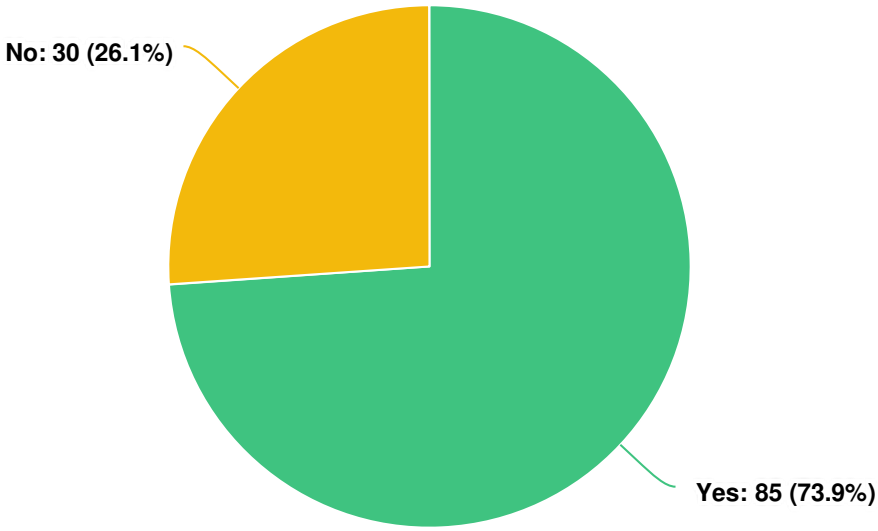
(101 responses, 17 skipped)

Should the operating times (start/finish times) or hours (length of time) that food trucks operate be restricted?



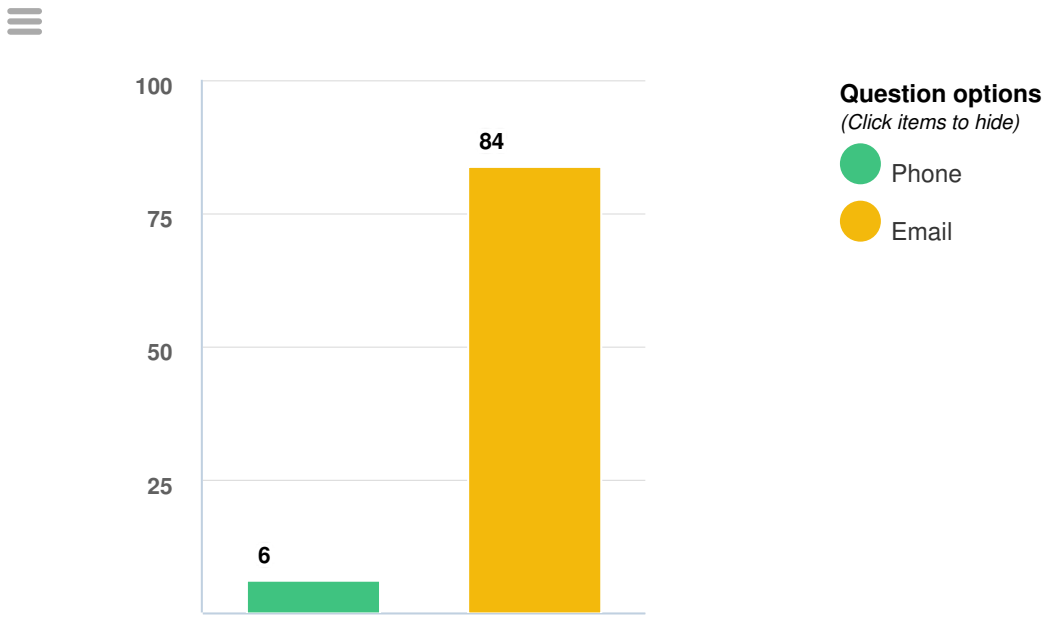
(118 responses, 0 skipped)

Would you like to be kept informed of any future engagement opportunities or updated on the outcomes of this project?



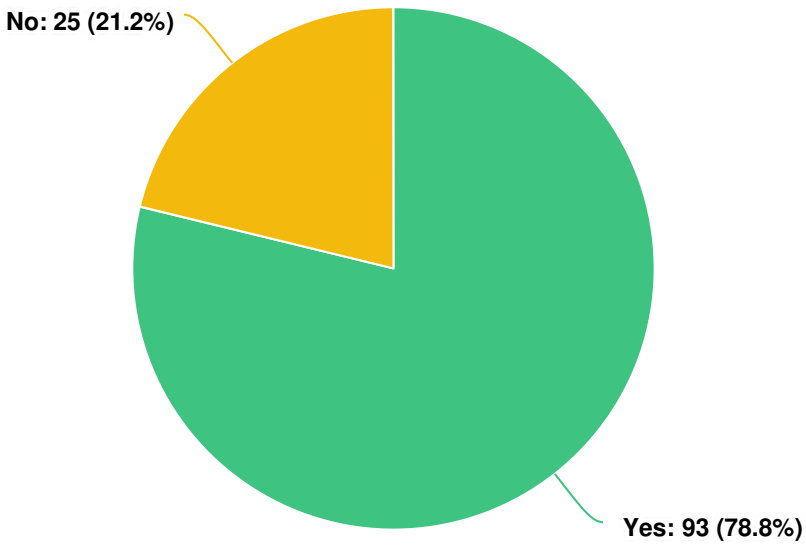
Optional question (115 responses, 3 skipped)

What is your preferred method of contact?



(118 responses, 0 skipped)

Would you specifically seek out food truck businesses for their food/products or other perceived benefits they may bring to locations if you knew they were operating in the Town?

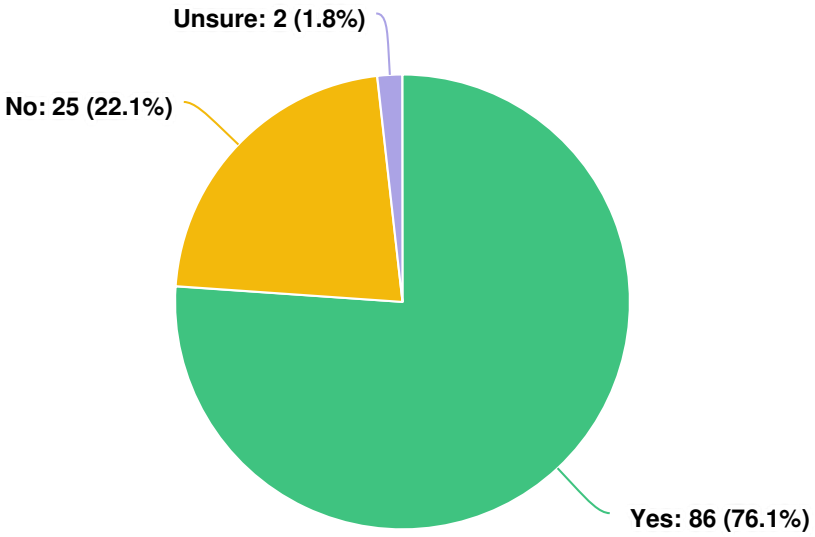


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ENGAGEMENT TOOL: QUICK POLL

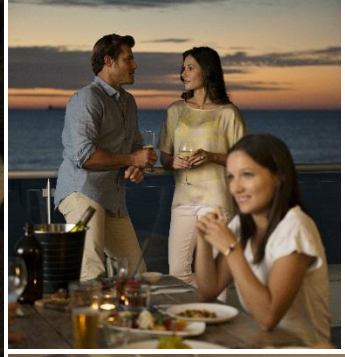
Do you support food trucks in the Town?

VISITORS 107	CONTRIBUTORS 107	CONTRIBUTIONS 113



(113 responses, 0 skipped)










Restaurant & Catering

Town of Victoria Park – Mobile Food Vendor Policy

R&CA Submission

February 2018

RESTAURANT & CATERING AUSTRALIA

Restaurant & Catering Australia (R&CA) is the national industry association representing the interests of over 40,000 restaurants, cafes and catering businesses across Australia. R&CA delivers tangible outcomes to small businesses within the hospitality industry by influencing the policy decisions and regulations that impact the sector's operating environment.

R&CA is committed to ensuring the industry is recognised as one of excellence, professionalism, profitability and sustainability. This includes advocating the broader social and economic contribution of the sector to industry and government stakeholders, as well as highlighting the value of the restaurant experience to the public.

All cover images courtesy of Tourism Australia:

Restaurant & Catering

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INTRODUCTION

R&CA welcomes the opportunity to provide a submission to the Town of Victoria Park in relation to the development of its mobile food vendors policy. The overriding priority of R&CA is to ensure that bricks and mortar restaurant and café businesses and mobile food vendors are each operating on a level playing field. R&CA's position on mobile food vendors is that specific parameters need to be set regarding their number, location and operation in the Town of Victoria Park. In R&CA's view, the implementation of these parameters is warranted given the significant overheads involved in operating a standalone café or restaurant which mobile food vendors may only have to pay a smaller proportion of, or in some cases, none at all. R&CA's position is consistent with those put forward in a number of other local Councils in other Australian jurisdictions.

R&CA warns that unless adequate regulations are put in place governing the number, location and operation of mobile food vendors, the profitability and sustainability of existing food businesses within the Town of Victoria Park will be severely eroded. Existing café and restaurant businesses already operate on very small profit margins and any move to entirely deregulate the operation of mobile food vendor businesses by the Town of Victoria Park will have a deleterious effect on these businesses. R&CA believes that the absence of sufficient regulation governing mobile food vendors vis-à-vis existing food businesses will also negatively impact the future economic and employment outcomes for the café, restaurant and catering sector as a whole.

R&CA is cognisant of the Town of Victoria Park's desire to expand the diversity of food offerings to residents and tourists alike. R&CA points out that it does not seek to prevent the establishment of mobile food businesses entirely. Rather, R&CA would like to see a business operating environment where neither existing bricks and mortar businesses nor mobile food vendors are placed at an unfair advantage.

POLICY RECOMMENDATIONS

In relation to its mobile food vendor policy, R&CA proposes that the Town of Victoria Park incorporate the following 7 policy recommendations:

1) That no mobile food vendors are permitted to operate within a 100-metre radius of an existing café of restaurant business. This rule would only apply during the normal operating hours of these existing food businesses;
2) That the Town of Victoria Park impose a limit on the overall number of mobile food vendors permitted to operate within its boundaries at any one time;
3) That there should only be incremental increases in the number of operators permitted to trade each year to allow the Town of Victoria Park a sufficient opportunity to monitor the impact of mobile food vendors on existing businesses.
4) That the operation of mobile food businesses be subject to all applicable regulations that existing food businesses are required to comply with;
5) That the same the same standards of enforcement must also apply to mobile food vendors as existing food businesses;
6) That the maximum permit cost paid by mobile food vendors reflects the commercial value of trading in certain precincts, and is comparable to the Council rates applied to the operation of bricks and mortar food businesses; and
7) The Town of Victoria Park explicitly outline its support for existing bricks and mortar food businesses in all relevant Council collateral and communications material regarding the regulation of mobile food vendors.

OVERVIEW OF HOSPITALITY SECTOR IN WESTERN AUSTRALIA

TURNOVER

Businesses in Western Australia's hospitality sector generate billions of dollars a year for the state's economy, with total turnover for the café, restaurant and catering sector for the year ending November 2017 just under $3.5 billion.[1] When including turnover generated from takeaway sales as part of this figure, the total industry turnover in Western Australia over this period was $5.5 billion.[2] Turnover generated in Western Australia's café, restaurant and catering sector experienced Year-on-Year (YoY) percentage growth of 5.9 per cent.[3] This figures increases to 7.8 per cent when encompassing turnover generated from takeaway sales. A detailed breakdown of the industry turnover statistics for Western Australia, including a comparison to other Australian states and territories, is available in the table below.

Figure 1: Turnover in the Café, Restaurant & Catering Industry

Turnover in the Café, Restaurant & Catering Industry							
		Month of November			Year Ending November		
State	Sector	Nov 16 ($M)	Nov 17 ($M)	% Change MoM	Nov 16 ($M)	Nov 17 ($M)	% Change YoY
NSW	Café, Restaurant & Catering Services	690.0	771.9	11.9%	8229.4	8499.3	3.3%
	Café, Restaurant & Takeaway Services	1265.9	1327.5	4.9%	14502.0	15152.1	4.5%
VIC	Café, Restaurant & Catering Services	536.8	576.0	7.3%	6111.5	6520.2	6.7%
	Café, Restaurant & Takeaway Services	879.5	925.7	5.3%	9935.6	10426.3	4.9%
QLD	Café, Restaurant & Catering Services	424.8	395.1	-7.0%	4959.3	4875.7	-1.7%
	Café, Restaurant & Takeaway Services	733.2	712.9	-2.8%	8705.7	8588.7	-1.3%
SA	Café, Restaurant & Catering Services	100.3	126.1	25.7%	1140.9	1355.9	18.8%
	Café, Restaurant & Takeaway Services	191.7	222.4	16.0%	2211.4	2448.1	10.7%
WA	Café, Restaurant & Catering Services	282.9	293.9	3.9%	3301.5	3495.2	5.9%
	Café, Restaurant & Takeaway Services	447.2	476.0	6.4%	5144.6	5543.8	7.8%
TAS	Café, Restaurant & Catering Services	26.7	28.0	4.9%	306.3	328.9	7.4%
	Café, Restaurant & Takeaway Services	53.5	57.9	8.2%	619.3	677.9	9.5%
NT	Café, Restaurant & Catering Services	21.4	21.4	0.0%	231.6	246.8	6.6%
	Café, Restaurant & Takeaway Services	41.6	39.7	-4.6%	474.6	467.4	-1.5%
ACT	Café, Restaurant & Catering Services	41.6	40.9	-1.7%	509.0	495.8	-2.6%
	Café, Restaurant & Takeaway Services	65.9	66.0	0.2%	789.5	791.9	0.3%
Total	Café, Restaurant & Catering Services	2124.5	2253.4	6.1%	24789.1	25817.7	4.1%
	Café, Restaurant & Takeaway Services	3678.5	3828.1	4.1%	42382.3	44096.3	4.0%

Source: ABS 8501.0 Retail Trade, Australia; State by Industry Subgroup, Original.

[1] Australian Bureau of Statistics, (ABS), (2017) Retail *Trade Data 8501.0*.

[2] Ibid.

[3] Ibid.

BUSINESS COUNT

As of June 2016, there were 3,807 cafés, restaurants and catering businesses in operation throughout Western Australia.[4] Of these businesses, there are a total of 3,471 cafés and restaurants and 336 catering companies.[5] Over the 2015-16 financial year, the number of Western Australian cafés and restaurants grew by 4 per cent, with an additional 135 businesses in operation, whilst the number of catering businesses also grew by 1.5 per cent.[6] Significantly, 88 per cent of all Western Australia's cafés, restaurants and catering businesses are small businesses employing 19 people or less. The growth in Western Australia's hospitality industry in terms of business count, including entry and exit rates, can be found in Figure 2 below.

Figure 2: Business Count Data Turnover 2015-16 Financial Year

Café, Restaurant and Catering Businesses operating at end of financial year - June 2016											
State	Business Type	Non Employ.	1-19 Employ.	20-199 Employ.	200+ Employ.	Change	% Change	Entry Rate %	Exit Rate %	Sub Total	Total No. Businesses
NSW	Café & Restaurants	2643	10216	778	17	677	5.2	24.2	19.0	13660	15,030
	Catering Services	474	798	83	9	42	3.2	20.9	17.8	1370	
VIC	Café & Restaurants	2308	8327	715	18	737	6.9	24.5	17.6	11366	12,308
	Catering Services	366	478	86	5	2	0.2	18.2	18.4	942	
QLD	Café & Restaurants	1311	5105	645	9	442	6.7	25.2	18.6	7068	7,676
	Catering Services	262	306	33	3	22	3.8	19.8	15.7	608	
SA	Café & Restaurants	393	1617	189	0	134	6.5	23.4	16.7	2196	2,429
	Catering Services	90	123	22	0	-2	-0.9	12.3	11.9	233	
WA	Café & Restaurants	633	2403	437	7	135	4.0	21.7	17.6	3471	3,807
	Catering Services	141	171	28	3	5	1.5	22.1	20.5	336	
TAS	Café & Restaurants	105	530	57	3	24	3.6	20.4	16.0	691	756
	Catering Services	25	40	3	0	-8	-11.0	19.2	19.2	65	
NT	Café & Restaurants	38	135	31	3	22	12.0	25.0	14.7	206	242
	Catering Services	12	18	3	0	1	2.9	17.1	14.3	36	
ACT	Café & Restaurants	143	578	84	4	20	2.5	21.2	19.0	811	870
	Catering Services	18	42	6	0	-3	-4.8	8.1	21.0	59	

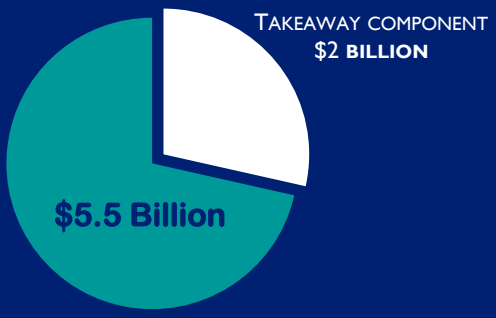
Source: ABS 8165.0 Counts of Australian Businesses, including Entries and Exits, Jun 2012 to Jun 2016.

[4] Australian Bureau of Statistics 8165.0 *Counts of Australian Businesses, including Entries and Exits*, Jun 2012 to Jun 2016.
[5] Ibid.
[6] Ibid.

WA INDUSTRY SNAPSHOT: CAFÉ, RESTAURANT AND CATERING SECTOR

THE SECTOR CONTRIBUTES

$5.5 BILLION TO THE WA STATE ECONOMY





INTERNATIONAL VISITORS SPENT **$1.2 BILLION** ON FOOD, DRINK AND ACCOMODATION IN WA (YEAR ENDING JUNE 2017)



THE SECTOR EMPLOYS

75,400 WESTERN AUSTRALIANS

23,200 MORE POSITIONS TO BE ADDED OVER THE NEXT 5 YEARS



3,807

CAFÉS, RESTAURANTS & CATERING BUSINESSES IN WESTERN AUSTRALIA

88% ARE SMALL BUSINESSES WITH ≤19 EMPLOYEES



EMPLOYMENT GROWTH IS PROJECTED AT 13.8% OR 84,100 JOBS BY May 2022.

THIS RATE OF GROWTH IS HIGHER THAN ANY OTHER SUB-SECTOR IN THE AUSTRALIAN ECONOMY

MOBILE FOOD VENDOR POLICIES

R&CA's overarching position regarding the Town of Victoria Park's mobile food vendor policy is that specific parameters must be set around their number, location and operation to avoid placing existing food businesses at an unfair disadvantage. At a basic level, the Town of Victoria Park should act to limit the hours of operation, proximity to existing food businesses and specific sites of operation for mobile food vendors to achieve a level playing field. In addition, mobile food vendors should be required to comply with all applicable regulations that existing food businesses are required to comply with. R&CA provides further elaboration on these points below:

LIMITATIONS ON THE NUMBER OF MOBILE FOOD VENDORS

R&CA strongly argues that a limit should be place on the total number of mobile food vendors permitted to operate within the Town of Victoria Park's jurisdiction at any one time. In this way, the unlimited and unfettered proliferation of mobile food businesses, as is currently the case within South Australia's Local Government Areas, should be avoided as a matter of high priority. In R&CA's view, the total number of food trucks operating within any one Council's jurisdiction should be guided by the concentration of existing food businesses in key dining precincts, along with the associated residential and working population. R&CA believes there should only be an incremental increase in the number of operators permitted to trade each year to allow the Town of Victoria Park a sufficient opportunity to monitor the impact of mobile food vendors on existing food businesses.

Should an unlimited number of mobile food vendors be permitted to operate in the Town of Victoria Park's boundaries, R&CA is highly concerned that this measure will result in a market saturation of food offerings that make minimal contribution to the dining experience. Subsequently, this saturation will damage existing café and restaurant businesses as well as the overall amenity of the Town of Victoria Park area. By granting mobile food vendors the ability to serve a similar or identical product at an underinflated price directly in front of an existing food business, this will have a detrimental effect on the sales and sustainability of these operators. R&CA therefore seeks urgent clarification from the Town of Victoria Park as to the intended maximum number of mobile food vendors permitted to operate within its boundaries at any one time.

RESTRICTIONS ON THE LOCATION OF MOBILE FOOD VENDORS

R&CA supports the development of 'location guidelines' that clearly articulate where within the Town of Victoria Park's boundaries that mobile food vendors are permitted to trade. These guidelines would provide mobile food vendors with certainty as to the designated areas in which they are able to trade. R&CA argues that, as a minimum, mobile food vendors should not be permitted to operate within 100 metres of an existing café or restaurant business. An exemption to this rule could apply in the instance that a mobile food vendor's operating hours are outside the existing trading hours of a nearby food business. R&CA points out that this policy in relation to the location of food trucks already applies in other Council areas such as the City of Yarra Council. R&CA's preference is for this location policy to apply consistently throughout the entire Town of Victoria Park area.[7]

APPLICATION OF IDENTICAL REGULATIONS

R&CA points out the fact that existing bricks and mortar food businesses are each required to operate according to a number of different regulations and conditions with respect to items such as sanitary conditions and food waste disposal. R&CA urges the Town of Victoria Park to establish a clear set of rules with regards to the operation of mobile food vendors which mirror those currently experienced by existing food businesses. R&CA believes that a 'like-for-like' set of operating conditions must apply to mobile food vendors and existing food businesses both in the interests of consumer safety and the establishment of a level playing field. Furthermore, R&CA argues that the same standards of enforcement must also apply to mobile food vendors in upholding these standards.

Similar precedents concerning the operation of mobile food vendors have already been established in other Australian jurisdictions. For instance, all food businesses in NSW regardless of their structure are subjected to the same set of food safety requirements. The NSW Food Authority's Guidelines for Mobile Food Vendors make explicit reference to this, stating that 'A food business is required to sell safe and suitable food in accordance with the provisions of the NSW Food Act 2003, Food Regulation 2010 and Food Standards Code. (noting that 'food premises' includes 'vehicles').[8] R&CA argues that mobile food vendors should also be required to adhere to the relevant legislative and regulatory frameworks governing existing food businesses in Western Australia. R&CA is in favour of a consistent set of standards applying to mobile food vendors across all Council jurisdictions.

[7] Yarra City Council (2017) *Mobile food trucks in Yarra* https://www.yarracity.vic.gov.au/services/business-in-yarra/business-permits-and-regulations/new-mobile-food-truck-permits

[8] NSW Food Authority, (2017) *Guidelines for mobile food vending vehicles*.

COST OF MOBILE FOOD VENDOR PERMITS

R&CA also seeks to ensure that the maximum permit cost paid by mobile food vendors reflects the commercial value of trading in certain precincts, and is comparable to the Council rates that a bricks and mortar business would be expected to pay for operating in that municipality. In other jurisdictions, mobile food vendors have been granted permission to use prominent public land during festivals and events at peppercorn rates, creating an unfair advantage over existing businesses. R&CA points out that the overheads of operating a bricks and mortar food business significantly outweigh those associated with a mobile food vendor. R&CA therefore believes that setting the costs of a mobile food business permit in line with Council rates of existing food business businesses is an entirely reasonable expectation. Figure 3 below outlines the major expenses involved in the operation of a conventional, bricks and mortar café or restaurant business, many of which do not apply to a mobile food vendor.

Figure 3: Major Business Expenditure Items on Average for a Typical Hospitality Business

Expense Item	2015-16	2014-15	2013-14	2012-13
Food *(food cost to food sales)*	31.6%	31.2%	34.9%	29.3%
Beverage *(beverage cost to beverage sales)*	29.2%	29.3%	31.8%	30.7%
Rent	7.5%	8.3%	8.8%	9.9%
Rates and Taxes	4.8%	3.7%	4.7%	3.1%
Property Insurance	1.3%	0.8%	1.5%	1.5%
Electricity, lighting and gas	3.4%	3.2%	3.9%	3.3%
Wages and salaries *(including super)*	37.0%	37.9%	35.8%	39.3%
Staff on-costs *(payroll tax, workers compensation)*	5.3%	5.4%	4.9%	4.4%
Staff training	1.7%	0.9%	1.5%	1.6%
Equipment, depreciation / lease	3.6%	2.7%	3.2%	2.9%
Repairs, maintenance and replacement	2.9%	2.5%	3.3%	2.4%
Cleaning, laundry and rubbish removal	2.1%	2.0%	2.3%	1.5%
Insurance	2.1%	1.5%	1.7%	1.5%
Interest	1.8%	1.0%	2.0%	1.0%
Accounting and management	2.5%	2.5%	3.1%	1.8%
Advertising and promotion *(social media/website)*	2.7%	2.9%	3.0%	2.6%
Printing and stationary	1.5%	0.8%	1.3%	0.8%
Credit card charges	1.9%	1.3%	1.9%	1.1%
Telephone and postage	1.4%	0.8%	1.3%	1.0%
Travel *(including motor vehicle expenses)*	1.7%	1.0%	1.1%	1.1%

CONCLUSION

R&CA is pleased to respond to the Town of Victoria Park in relation to the development of its mobile food vendor policy. In previous submissions regarding this issue, R&CA has emphasised the importance of establishing a fair and level playing field between mobile food vendors and traditional, bricks and mortar food businesses. In the absence of adequate regulations concerning their operation, location and distribution, mobile food vendors may have the ability to compete unfairly with existing food business. By their very nature, mobile food vendors are exempt from having to pay for many of the overheads faced by café and restaurant owners. R&CA therefore believes that the Torn of Victoria Park's policy on mobile food vendors must take these factors into account throughout its development.

R&CA specifically argues that restrictions on the number, location and distribution of mobile food vendors are required so as not to unfairly disadvantage existing bricks and mortar businesses. R&CA also contends that mobile food vendors must adhere to the same sets of rules and regulations as bricks and mortar businesses in all applicable circumstances. The same standards of enforcement must be applied to mobile food vendors as well as bricks and mortar businesses as is already the case in other jurisdictions across Australia. R&CA looks forward to providing additional comment to the Town of Victoria Park Council regarding its mobile food vendor policy, once this process is further developed.

REFERENCES LIST

Australian Bureau of Statistics, (ABS), (2017) Retail *Trade Data 8501.0*.

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14.6 Recommendation from the Future Planning Committee - Draft Local Planning Strategy – Victoria Park Towards 2050

Draft revised Local Planning Policy 3

‘Non-Residential Uses in or Adjacent to Residential Areas’

TOWN OF VICTORIA PARK

Local Planning Policy No. 3
Non-Residential Uses In or Adjacent to Residential Areas

Date of Adoption: 30 September 1998 Date Amended: Draft June 2018

INTRODUCTION

The Council recognises that certain non-residential uses can co-exist with and integrate into residential areas without adversely affecting residential amenity. A range of such uses is provided for under the Town Planning Scheme, and some of these are subject to separate policies.

The purpose of this Policy is to provide general guidance and development standards applicable to non-residential development in or adjacent to residential areas, notwithstanding any additional requirements stipulated under the relevant Scheme Precinct Plan or in other Policies or area-specific Design Guidelines adopted by the Council.

Non-residential uses are to have regard to the objectives and Statement of Intent contained in the relevant Precinct Plan for the locality in which it is located, and demonstrate that the use of the land for non-residential purposes and any associated amenity impacts will not detrimentally impact upon the amenity of residential properties and areas.

OBJECTIVES

The objectives of this policy are:

a) to ensure non-residential uses are compatible with the residential character, scale and amenity of surrounding residential properties;

b) to provide for non-residential uses which serve the needs of the community;

c) to encourage the re-use of existing purpose built non-residential buildings for a mix of appropriate local convenience/service and commercial uses where it results in an economically viable use of the building and provides a service to the community;

d) to minimise the impacts of non-residential development through appropriate and sufficient management of car parking and traffic generation, noise, visual amenity and any other form of emissions or activities that may be incompatible with surrounding residential uses;

e) to ensure that the appearance and design of non-residential development is compatible with surrounding residential properties and the streetscape in terms of building size and scale, the provision of adequate landscaping treatments, the retention of existing mature trees and the suitable design and location of advertising signage;

f) to maintain and enhance the amenity of residential environments through ensuring appropriate landscaping treatments, location of car parking and vehicular access legs, and the protection of visual privacy when considering applications for non-residential development;

g) to avoid the concentration of non-residential uses where it would create a de-facto commercial area, isolate residential properties or contribute to the unplanned expansion of commercial or mixed use zones into surrounding residential zoned land.

POLICY SCOPE

This Policy applies to both :

(a) Non-residential development on Residential zoned land; and
(b) Non-residential development adjacent to land zoned Residential or used for residential purposes.

Unless otherwise specifically stated, the Policy provisions apply in both situations.

This Policy does not however apply to Home Occupations, which are subject to Local Planning Policy 2, or a Home Office**.**

POLICY REQUIREMENTS

1. Preferred Location

a) Non-residential uses are generally encouraged to locate on sites which have access to main streets or major roads, and are discouraged from locating within a local access street or laneway. Other locations may be considered where it can be demonstrated that residential amenity can be protected;

b) Should be located such that residential properties are not isolated between non-residential uses;

2. Traffic Generation

a) Non-residential development should only be permitted where it does not negatively impact the function or safety of the adjacent roads or cause undue conflict through the generation of traffic or demand for parking.

b) In assessing an application for non-residential development, in addition to considering matters such as traffic volumes, road capacity and road safety from a technical engineering perspective, Council will have also regard to these matters from a residential amenity perspective

b) A Transport Impact Statement (TIS) or Transport Impact Assessment (TIA) prepared by a suitably qualified independent traffic consultant may be required to be submitted as part of a development application, which assesses the likely traffic impacts associated with the proposed development.

c) The appropriate level of traffic assessment required to be undertaken for the proposed development will be determined by Council having regard to the requirements of the Western Australian Planning Commission's (WAPC) (2016) *Transport Impact Assessment Guidelines*.

3. Control of Noise, Pollution or Other Impacts Associated with the Use

Non-residential development shall only be permitted where the nature of the non-residential use will not cause undue conflict or adversely affect the amenity of the neighbourhood through the emission of light, noise, fumes, odours, dust, vibration, electrical interference, waste water, or any other form of pollution which may be undesirable in residential areas. Development applications for a non-residential use should be accompanied by a statement and/or specialist reports outlining if and how

any impacts arising from the activities proposed to be conducted on the site will be prevented or appropriately managed to ensure that the amenity of surrounding residential properties is maintained (eg. Acoustic Report).

4. Plot Ratio

Non-residential development on Residential zoned land is required to comply with the plot ratio development standards for Multiple Dwellings of the relevant R-Code on which the development is located. For the purposes of this Policy, in areas with a density coding of less than R40, a plot ratio of 0.5:1 applies.

5. Building Setbacks

a) Front setback requirements

(i) For non-residential development on Residential zoned land - to comply with those applicable to residential development under the relevant Precinct Plan, R-Codes and/or Council Policies.

(ii) For non-residential development adjacent to land zoned Residential or used for residential purposes - to comply with those applicable under the relevant Precinct Plan and/or Council Policies.

b) Side setbacks to any neighbouring residential property are to be in accordance with the requirements for residential development under the Residential Design Codes. For the purposes of this Policy a wall containing a window, door or other opening which is capable of affecting the privacy or amenity (e.g. through associated access/activity/noise) of nearby residences or future residences will be treated as a 'major opening' for calculating the required side setback.

c) A nil side setback may be permitted to an adjoining residential property where the length and height of the boundary wall complies with the requirements for residential development applicable to the adjoining residential property under Council's Local Planning Policy No.26 – Boundary Walls.

6. Visual Privacy

Major openings (any window, door or other opening which may affect the privacy of nearby residences or future residences) should be located such that they do not directly face or are screened from surrounding residential properties. This is particularly important where they may serve as a means of frequent access, allow the escape of noise, or serve as sources of overlooking into adjoining residential properties by staff or visitors/customers to the site.

Where located adjacent to existing residential properties, developments are to be designed to satisfy the following criteria:

a) All major openings to operational rooms or amenities frequented by staff/customers of the development that have a finished floor level raised 0.5 metres or more above natural ground level which overlook any part of an adjoining residential property behind its street setback line, are to be:

i. setback, in direct line of sight, a minimum of 6.0 metres from the boundary of the adjoining residential property (as measured from a 45 degree cone of vision from the external face of the opening); or

ii. provided with permanent vertical screening to a minimum height of 1.6 metres above

the finished floor level.

b) All unenclosed outdoor spaces (balconies, decks, verandahs and the like) where the finished floor level is raised 0.5 metres or more above natural ground level which overlook any part of an adjoining residential property behind its street setback line, are to be:

i. setback, in direct line of sight, a minimum of 7.5 metres from the boundary of the adjoining residential property (as measured from a 45 degree cone of vision from the external perimeter of the unenclosed outdoor space); or

ii. provided with permanent vertical screening to a minimum height of 1.6 metres above the finished floor level of the unenclosed outdoor space.

7. Building Design

The design and siting of new non-residential buildings/facilities on Residential zoned land should have regard to the existing neighbourhood character and reflect a residential scale and appearance, particularly with regard to the following elements:

a) Building and roof form
b) Building height and setback
c) Design detail, including façade articulation, verandahs, window and door style and placement; and
d) Building materials, colours and finishes.

8. Location of Vehicular Access/Car Parking and Provision of Boundary Fencing

a) Where car parking or vehicular access ways are already provided in the vicinity of adjacent residential properties or cannot be (re)located elsewhere, suitable barriers shall be provided to protect boundary fencing, which may be required to be upgraded to protect the amenity and/or privacy of adjoining residents.

b) New or upgraded boundary fencing should be a minimum of 1.8 metres high and be of masonry construction in a colour/finish that complements the development as well as being of compatible colours and materials to any neighbouring residential properties.

c) It is recommended that the applicant obtain agreement with neighbouring properties regarding the height, materials and finish of any new/upgraded boundary fencing.

d) The provision of new/upgraded boundary fencing may be applied as a condition of development approval where it is deemed necessary by the Council to reduce the impacts of the non-residential development on adjoining residential properties.

9. Location of Building Services and Bin Storage Areas

a) Delivery, loading and building services areas are to be located such that they are not visible from the street or adjoining residential properties.

b) Bin storage areas are to be appropriately screened and located so that they do not harm the amenity of surrounding residential properties by way of visual nuisance, noise, odours or other impacts.

10. Antisocial Behaviour & Crime Prevention

The development should demonstrate that it has been designed and will operate in a manner that

does not encourage crime or antisocial behaviour to occur. Non-residential development should be designed in accordance with relevant Crime Prevention Through Environmental Design (CPTED) principles, having regard to the Policies adopted by Council as well as relevant State Planning Guidelines, to address matters including propensity for crime and antisocial behaviour to occur, personal safety, passive surveillance, vandalism/graffiti etc. Roller doors/shutters will not be acceptable in any instance.

11. Landscaping

a) A high quality of landscaping should be provided to soften the appearance of the development, screen car parking areas and provide for a pleasing aspect that is compatible with the streetscape and amenity of surrounding residential properties.

b) For non-residential development on Residential zoned land, a minimum of twenty five per cent (25%) of the site area is to be landscaped, and a minimum of fifty per cent (50%) of the front setback area is to be soft landscaping.

(c) For non-residential development adjacent to land zoned Residential or used for residential purposes, on-site landscaping is to be provided in accordance with any standards applicable under the Precinct Plan and/or Council Policies.

d) Car parking areas located within the front setback area are to be setback from the front property boundary behind a soft landscaping strip of at least 1.5 metres in width.

e) The development to be designed to retain and conserve existing mature trees on the site as well as existing Council verge trees, wherever possible.

f) Where a vehicular access way or car parking area is located adjacent to any residential property and is unable to be (re)located elsewhere, it shall be setback behind a barrier to protect neighbouring boundary fencing that incorporates a planted perimeter strip of at least 1.0 metre in width between the car park/vehicular access way and any adjoining residential property.

12. Signage

a) All signage associated with the non-residential development should be detailed as part of the development application for the main (re)development. Where final specifications are unknown, a signage strategy identifying the location, size and type of external advertising signage to be installed on the building/site is to be submitted to Council as part of the development application.

b) All signage is to be designed and located so as to provide a balance between providing appropriate identification for visitors to the site and ensuring that the signage has regard to its residential context and minimises any adverse amenity impacts, as follows:

i. being designed integrally with the building, and being of a modest size and scale that respects the amenity and streetscape of surrounding residential properties;

ii. where illuminated, not containing any flashing, pulsating or chasing light, and being located and baffled to prevent light spill/glare into surrounding residential properties;

iii. not comprising highly reflective materials or visually ‘loud’/obtrusive colour schemes that cause glare or visual nuisance in direct line of site of adjoining residential properties; and

iv. are generally located (or are provided with screening or landscaping) such that they primarily face the street/public realm and do not directly face dwelling entries or windows to habitable rooms of adjoining residential properties.

c) The design, type, location and number of signs on the site/building is subject to the requirements of Council's Local Planning Policy and/or Local Law related to Signs and/or a signage strategy approved by Council as part of a development application.

13. Hours of Operation

a) Hours of operation for all non-residential uses will be considered having regard to the nature and intensity of the use and the context of the site and surrounding areas.

b) Loading and unloading of vehicles should only occur between the hours of 7am to 7pm.

CONSIDERATION OF APPLICATION FOR DEVELOPMENT APPROVAL

Submission Requirements

A development application should be accompanied by the following:

a) a description of the proposal that responds to the requirements of this Policy, including proposed hours and days of operation, number of staff, type and frequency of deliveries, number of visitors/patrons/customers, length of appointments and any other relevant information;

b) a traffic impact statement or traffic impact assessment should be provided where the proposed development is of a scale that warrants their submission, in accordance with the WAPC's *Transport Impact Assessment Guideline*;

c) a written explanation of the need for the proposed facility or service in the area; and

d) details of how amenity impacts will be managed to an acceptable level, which may include specialist reports (eg. Acoustic Report).

Conditions of approval

The Council shall have regard to and may apply conditions relating to matters including hours and days of operation, number of clients/customers to the site, car parking, deliveries, advertising signs (including hours of illumination), provision of landscaping and boundary fencing, and other matters pertaining to the design and operation of the development.

VERSION CONTROL

Date Initially Adopted :	Former Policy 3.5 under Town Planning Scheme Policy Manual – adopted 30 September 1998
Date(s) Amended :	1. Adopted as Local Planning Policy 3 at Ordinary Council Meeting 9 February 2016;

Draft revised Local Planning Policy 4

‘Mixed Use Development and Residential Uses in Non-Residential Areas’

INTRODUCTION

It is possible to develop housing amongst many areas which are primarily of a non-residential (commercial) nature. Council's Scheme also encourages residential uses to be developed in conjunction with non-residential activities in certain areas, for example within the Residential/Commercial Zone or District Centre Zone, found along the Albany Highway activity corridor. Here, the residents of appropriately designed mixed use developments or stand-alone residential developments can benefit from proximity to various services, facilities and attractions often available in non-residential and mixed-use environments, and can contribute to after-hours activity.

This Policy has been prepared to provide guidelines for residential and mixed-use development proposed within non-residential areas.

OBJECTIVES

a) To ensure that, where residential and non-residential uses are developed on the site, the activities are compatible so that each can function without undue interference from another use, and are developed in such a manner that the amenity of all uses is safeguarded.

b) To promote successful development of residential uses in non-residential areas, as a means of achieving a diversity of uses, benefitting from proximity to services and attractions, and contributing to after-hours activity.

c) To ensure non-residential uses are able to conduct their normal day to day activities without undue influence from or conflict with residential uses.

POLICY SCOPE

Where permitted under the relevant Scheme and Precinct provisions.

POLICY REQUIREMENTS

1. <u>WHOLLY RESIDENTIAL DEVELOPMENT</u>

In considering an application for a wholly residential development within a non-residential area (i.e. on non-Residential zoned land), the Council shall have regard to:

a) protecting the character of the area and ensuring non-residential uses are able to conduct their normal day to day activities without undue influence from residential uses;

b) ensuring residential uses are not developed where it will result in significant unacceptable disturbance to residents resulting in a reduced level of amenity, acknowledging that residential uses in non-residential areas should expect a different level of amenity to that available in a residential area; and

c) the relevant provisions of the Residential Design Codes and the development standards of the Scheme.

2. MIXED USE DEVELOPMENT

Where residential uses are to be developed in conjunction with non- residential uses, the development should have regard to the following matters, in addition to any area-specific development standards or design guidelines applicable to the site under Council's Scheme or adopted State and/or Local Planning Policies:

a) Address, Servicing and Access

The address and entry points for the residential use must be separate from other uses and readily identifiable. All necessary rubbish bin areas, letterboxes, drying areas and similar facilities and services must be separately provided for residential uses.

b) Amenity and Security

A high level of amenity and security should be ensured for all uses, particularly residential. All development should be designed to avoid problems such as overlooking, overshadowing and nuisances. In addition, maximum advantage should be taken of available views and favourable orientation for residential development.

c) Parking

Car parking shall be provided as required under the relevant Local Planning Policy requirements. Parking for the residential use(s) shall be separate from parking for other uses. Access to car parking spaces shall be available for all uses at all times of operation.

d) Setbacks

Setbacks for residential development shall be provided as required under the Scheme and precinct requirements. For the purpose of determining the distance between non-residential and residential buildings or parts of buildings, both shall be treated as though they are residential and set back accordingly. Likewise, windows, doors and similar openings in non-residential buildings shall be treated, for the purposes of calculating setbacks, as though they are major openings in residential buildings.

e) Open Space

Open space shall be provided for residential uses as required under the Residential Design Codes. For the purposes of calculating the amount of required open space for single houses and grouped dwellings, the 'site' (area) shall be that portion of the site set aside for residential purposes.

f) Visual Privacy

The non-residential portion of any mixed-use development is to be designed to minimise overlooking of major openings and outdoor active habitable spaces of the multiple dwellings within the site.

VERSION CONTROL

Date Initially Adopted :	Former Policy 3.6 and 3.7 under Town Planning Scheme Policy Manual – adopted 30 September 1998
Date(s) Amended :	1. Adopted as Local Planning Policies 4 and 5 at Ordinary Council Meeting 9 February 2016;

Town of Victoria Park

TOWARDS 2050

Draft Local Planning Strategy

Summary of Strategies and Actions

June 2018

LOCAL PLANNING STRATEGY

1.0 Vision

Consistent with the Town's Strategic Community Plan 2017-2032, the vision of the LPS is for the Town to be a dynamic place for everyone that is:

- Home to Perth's most empowered and engaged community.
- Perth's premier place for entertainment and entrepreneurship.
- A leader in sustainability.
- Somewhere that people come first in urban design and safety.
- Inclusive and connected, with a thriving community.

2.0 Planning Principles and Objectives

The principles that underpin the LPS similarly mirror the mission of the Strategic Community Plan. The mission is based on the four pillars of sustainability:

- Social
- Economic
- Environment
- Civic Leadership

The objective is for the Town to be a place for everyone that is sustainable, connected, safe, diverse, resilient and prosperous by focussing on achieving strategic outcomes for:

- A community that is healthy, informed and knowledgeable, empowered with a sense of pride, safety and belonging and has an awareness and appreciation of arts, culture, education and heritage.
- Provision of clean, safe and accessible places to visit, where the value of waste, water and energy is recognised.
- Provision of desirable places for commerce and tourism that support equity, diverse local employment and entrepreneurship.
- Land use planning that puts people first in urban design, allows for housing options for people with different needs and enhances the Town's character.
- A safe, sustainable, interconnected, convenient and well-maintained transport network that makes it easy for everyone to get around.
- Appropriate and sustainable facilities that are well built, maintained and managed.
- Enhancement and protection of the Town's natural environment and provide appropriate, inviting and sustainable green spaces that are well maintained and managed.

3.0 Strategies and Actions

Analysis of the regional and local planning framework, Town characteristics, trends and projections and community input outlined in Part 2 has led to the identification of various strategies and actions to achieve the vision, principles and outcomes set out above. Strategies and actions are arranged under the following headings:

- Economy, Employment and Activity Centres
- Population and Housing
- Urban Design and Heritage
- Recreation and Open Space
- Community Facilities
- Tourism and Visitors
- Environment
- Transport
- Infrastructure Services

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3.1 Population and Housing

Strategy #	1
Provide housing development opportunities in identified areas where the capacity of infrastructure and services can support a more intensive form of development and the character and amenity of the neighbourhood would not be prejudiced.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character.
Actions	
1.1	Undertake master planning, the preparation of form-based codes and the implementation of changes to local planning scheme and policy provisions for the following areas: • Burswood Peninsula • Causeway Precinct • Albany Highway Secondary Centre • Oats Street Station Precinct • Carlisle Station Precinct • Victoria Park Station Precinct • Curtin-Bentley Specialised Centre • Berwick Street/Canning Highway
1.2	Investigate opportunities through the preparation of a Local Housing Strategy for more intensive residential development in the following areas: • Areas identified in Action 1.1 • East Victoria Park interface with Curtin/Bentley Activity Centre • Along Urban Corridors shown on the Local Planning Strategy Map and other road corridors identified in Action 3.2 • The transition from the Albany Highway Activity Centre to lower density residential areas, where there are fewer original character dwellings remaining.

Strategy #	2
Facilitate well designed and connected urban environments providing a diversity of housing choice serving the needs of the Town's population now and into the future.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character.
Actions	
2.1	Consider the use of Scheme provisions that allow Council to negotiate development incentives where appropriate with developers proposing affordable housing.
2.2	Review Local Planning Policy 20: Design Guidelines for Developments with Buildings Above 3 Storeys, which contains sustainability requirements for high density residential, commercial or mixed-use developments, to ensure it remains up-to-date and relevant.
2.3	Consider the use of Scheme provisions to better provide for the development of alternative housing options, such as share houses and student housing.
2.4	Encourage dispersed small-scale accessible housing within residential areas for independent living for persons with disabilities or special needs through Scheme provisions and subject to location criteria: • Within or close to activity centres • In close proximity to public transport • In close proximity to major services such as shops, medical centres and similar.
2.5	Ensure that the local planning scheme maintains existing low density residential codes where appropriate to provide properties of sufficient size to cater for the needs of larger households.

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3.2 Economy, Employment and Activity Centres

Strategy #	3
Facilitate the continued transition of the Town into a dynamic 'inner city' destination for residents, workers and visitors.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that support equity, diverse local employment and entrepreneurship. En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character.
Actions	
3.1	Ensure that the planning initiatives referred to in Action 1.1 include provision for economic development, jobs creation and activation.
3.2	Provide for development of multi-functional corridors along key transport routes that support efficient movement, connections to and between activity centres, integration with transit and high amenity, including investigation of the potential for increased densities and a mix of land uses. The following roads within the Town have potential to form such corridors: • Canning Highway. • Albany Highway. • Causeway precinct. • Geddes Street. • Shepperton Road. • Orrong Road between Archer and Oats Streets. • Archer Street. • Oats Street/Hillview Terrace. • Berwick Street – Geddes to Kent Street. • Berwick Street – Hillview Terrace to Boundary Road. • Kent Street – Berwick Street to Jarrah Road, and • Carlisle train station.
3.3	Support the development of additional retail floorspace in accordance with the Activity Centres Strategy.
3.4	Formulate and implement a public realm strategy and place making strategies and place plans to activate and manage key centres and places in the Town.

Strategy #	4
Diversify and strengthen the Town's economic capacity and employment self-sufficiency through appropriate land use mix and built form outcomes specific to each of the Town's activity centres and station precincts.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship.
Actions	
4.1	Advocate that the State Government redefine the Burswood Peninsula as a specialised centre and the entire length of Albany Highway within the Town as a single Secondary Centre in the Perth region's activity centres network.
4.2	Review the zoning of Industrial zoned land in Welshpool and its interface with Residential zoned land in East Victoria Park and Carlisle in the context of opportunities to facilitate the creation of an origin and destination transit oriented development at the Oats Street station.
4.3	Designate the Albany Highway Secondary Centre as a 'Regional Centre' under the new local planning scheme.

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Strategy #	5
Attract investment to the Town to provide a prosperous, diverse and resilient economy and a hub for business, education, technology and research.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that support equity, diverse local employment and entrepreneurship.
Actions	
5.1	Partner with the State Government, Curtin University and other stakeholders for the continued development of Bentley-Curtin as a specialised centre for knowledge that evolves to become more urban with high-quality access.
5.2	Prepare and implement an Economic Development Strategy.
5.3	Support planning and development that leverages and stimulates economic development.
5.4	Enhance a regional approach to economic development and strategic planning and enhance partnership collaboration activity with Federal, State and Local Government agencies.

3.3 Urban Design and Heritage

Strategy #	6
Embrace and enhance the Town's Aboriginal and European heritage and character.	
Strategic Community Plan (2017-2032) - Strategic Outcome	S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
6.1	Identify character areas that require protection through lower density residential coding and/or additional planning controls.
6.2	Update the heritage municipal inventory, designate heritage areas and establish heritage lists under the local planning scheme and take account of the Town's heritage assets and their contribution to Town character.
6.3	Reconnect with indigenous heritage, including investigation of potential recognition of sites with heritage significance and entry and exit art installations at Town borders and key Town attractions.
6.4	Investigate the potential for development of a heritage walking trail throughout the Town.

Strategy #	7
Promote excellence in built form outcomes for the Town that capture the identity and character of its neighbourhoods and centres and promote a sense of place and high standards of amenity and liveability.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character. S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
7.1	Create points of difference between the two main retail nodes that comprise critical components of the Albany Highway Secondary Centre to: • Consolidate retail activity to the two main centres. • Diversify the retail offer. • Establish a unifying approach to landscaping, entry statements and small parks for each of the Centre's six sub-precincts. • Relax parking standards for non-residential uses. • Maximise density development opportunities within the walkable catchment of the Centre.
7.2	Encourage safe environments, community identity and high standards of urban design and sustainability through the local planning framework.
7.3	Develop and implement initiatives to activate laneways and other inactive public spaces in centres.
7.4	CPTED principles should be embedded in the planning framework to ensure that the built environment contributes to a safe public realm.

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3.4 Recreation and Open Space

Strategy #	8
Ensure optimisation of environmentally sustainable recreation spaces, enhance parklands and ensure accessibility for all residents, workers and visitors.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec2 – A clean, safe and accessible place to visit. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.
Actions	
8.1	Prepare a public open space strategy that considers: • The definition of public open space and development of an inventory, classification system and maintenance standards for existing sites. • A recreational needs analysis and assessment of notional POS supply deficiencies. • Where population growth is projected to occur. • Opportunity for usage and management. • Alternative ways of providing for the community's recreation needs.
8.2	Encourage the use of roof top gardens and other high quality and innovative landscaping treatments in private open space where appropriate.
8.3	Explore potential partnership opportunities with Curtin University for increased community access to its recreation facilities.
8.4	Develop master plans for Town reserves identified in the Sport and Recreation Facilities Strategy.
8.5	Incorporate sustainable design and equal access provision in the development of new and upgraded recreation facilities.
8.6	Provide land and facilities for recreation and other community use on the Burswood Peninsula.

Strategy #	9
Improve connectivity to the Swan River foreshore and enhance its health, amenity and landscape values.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec2 – A clean, safe and accessible place to visit. En2 – A safe, interconnected and well maintained transport network that makes it easy for everyone to get around. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.
Actions	
9.1	Ensure that land use and development maintain and enhance the health, amenity and landscape values of the river foreshore, including its recreational and scenic values.
9.2	Provide well designed, safe and legible access to the Swan River foreshore for pedestrians and cyclists.

3.5 Community Facilities

Strategy #	10
Provide appropriate community facilities and services and a high level of accessibility to them for the current and future Town community.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En5 - Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.
Actions	
10.1	Ensure land is available to accommodate community needs and that community facilities are well-planned, fit for purpose and provide equal access for people of all abilities.
10.2	Work with the Department of Education and non-government school providers to address primary and secondary school needs in the Town, including provision of a new primary school in Burswood.
10.3	Consider the impact of land use and development proposals on Town assets and their future management, including community, recreation and transport facilities and other Town property.

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Strategy #	11
Attract major cultural opportunities to meet the local and regional needs of residents, businesses and tourists.	
Strategic Community Plan (2017-2032) - Strategic Outcome	S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
11.1	Concentrate commercial, health, education, entertainment and cultural developments in and around activity centres and corridors with good access to public transport.

3.6 Tourism and Visitors

Strategy #	12
Make the Town a desirable place to visit.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship. Ec2 – A clean, safe and accessible place to visit.
Actions	
12.1	Ensure that the local planning framework provides appropriate provisions for tourism-related development.
12.2	Address the rise of small-scale tourist accommodation, such as that which can be booked through emerging technologies like Airbnb, and its impact on local residential communities by ensuring policy guidance sets appropriate standards and location criteria.
12.3	Identify the nature and importance of tourism to the Town, including the type of facilities and attractions, their level of amenity and accommodation supply, gaps and opportunities.
12.4	Encourage tourism growth and development that reinforces the local tourism identity, including innovative tourist accommodation development and facilities to meet tourists' needs.
12.5	Identify service capacity and infrastructure projects that could potentially impact on tourism growth and visitors' experiences, including how tourists access accommodation and move between attractions.
12.6	Improve wayfinding and connections between Burswood Peninsula and the Albany Highway main street for tourists and visitors.

3.7 Environment

Strategy #	13
To promote sustainable, liveable, healthy and green places for everyone.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character. En4 – A clean place where everyone knows the value of waste, water and energy. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed. En7 – Increased vegetation and tree cover.
Actions	
13.1	Develop planning measures to protect water resources, apply water-sensitive urban design principles and ensure the efficient use of water, energy and other resources in the design, construction and maintenance of public and private development.
13.2	Ensure the planning framework provides for the conservation of ecological systems and biodiversity and protection of sites with environmental value from inappropriate use and development.
13.3	Avoid or minimise environmental degradation and hazards and prevent environmental problems that could arise from siting incompatible land uses close together or failing to consider the capability of land to accommodate proposed development.
13.4	Consider flood, fire, nuisance insects and acid sulphate soils risk in proposals for land use and development.

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13.5	Prepare and implement strategies for the protection of significant bushland and increasing the amount of vegetation and tree canopy in the Town, including implementation of the recommendations of the Urban Forest Strategy.
13.6	Recognise and consider degraded or contaminated land and facilitate its rehabilitation or remediation for appropriate future use.
13.7	Implement as applicable the actions of the Town's Climate Change Adaptation Plan.

3.8 Transport

Strategy #	14
Provide an integrated urban transport system focussed on moving people effectively and efficiently within the Town, providing connections between suburbs, activity centres and major destinations.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec2 – A clean, safe and accessible place to visit. En2 – A safe, interconnected and well maintained transport network that makes it easy to get around. En3 – A place with sustainable, safe and convenient transport options for everyone.
Actions	
14.1	Improve wayfinding and connectivity to public transport, activity centres and recreation facilities through upgrades to the pedestrian and cycling network.
14.2	Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals.
14.3	Capitalise on opportunities provided by implementation of the State Government's Metronet initiative in respect to improvements to public transport infrastructure and transit oriented development.
14.4	Utilise the Swan River as a way of connecting communities and attractions.
14.5	Develop and implement a Bike Plan for the Town.
14.6	Develop tools to measure public transport accessibility and link to development requirements within the local planning framework.
14.7	Ensure provision of land for public transport infrastructure within activity centres and along the Perth-Armadale railway.
14.8	Consider the need for planning provision for parking for key users, end of trip facilities for cyclists, travel plans and cash-in-lieu contributions for public parking or alternative transport modes.

Strategy #	15
Ensure that the movement of regional transport through the Town is managed whilst maintaining a high level of connectivity for local transport.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En2 – A safe, interconnected and well maintained transport network that makes it easy to get around. En3 – A place with sustainable, safe and convenient transport options for everyone.
Actions	
15.1	Ensure planning proposals for noise-sensitive land uses in close proximity to primary transport corridors address the potential for noise impacts and incorporate noise amelioration measures as appropriate.
15.2	Protect major transport corridors and freight operations from incompatible urban encroachment.
15.3	Advocate for the upgrade of Burswood rail station to provide an improved and safer user-experience for patrons and to support proposed development of land in the adjoining precincts.
15.4	Promote the conversion of the Perth Stadium rail station to a commuter station when appropriate in future to support additional development planned for the Burswood Peninsula.
15.5	Improve the level of accessibility in those parts of the Town where the rail corridor forms a physical barrier dividing the community, by advocated for sinking the railway and or grade-separating the Oats Street and Archer Street rail crossings.

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15.6	Explore options for a light rail link between Curtin University and the City (and beyond) via the Albany Highway Secondary Centre, including investigate of the issues and benefits of routing light rail along Albany Highway (in addition to Shepperton Road as an alternative) and potential stop locations and land use/development integration.
15.7	Explore the potential for a bus service and/or light rail from the Causeway to the Burswood Peninsula to better connect the Peninsula to the City and Albany Highway Secondary Centre.
15.8	Ensure that development proposed under protected airspace over the Town appropriately addresses safety risks and applicable standards and requirements associated with aircraft flights in and out of Perth Airport.

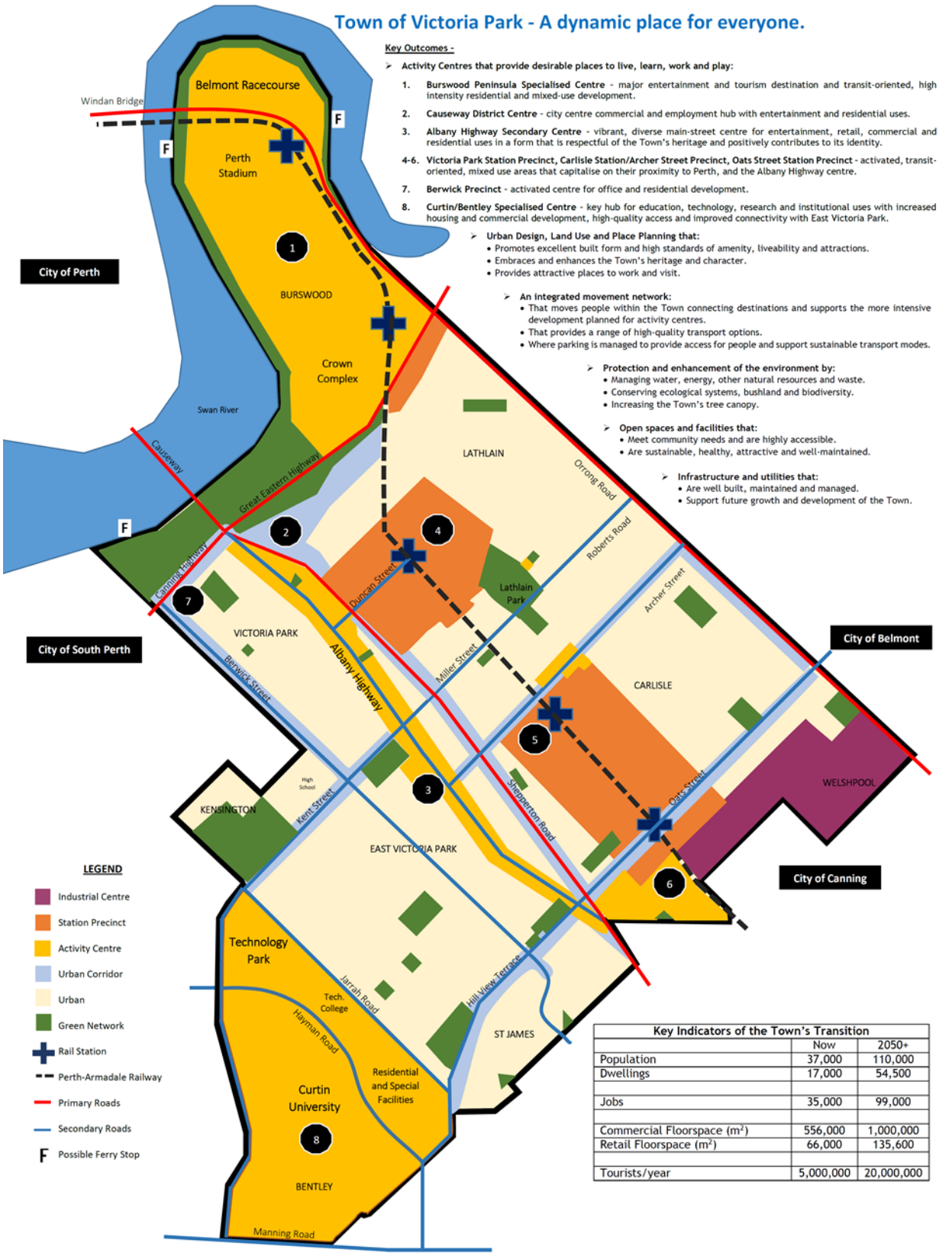
Strategy #	16
Adopt a parking management approach that is focussed on providing access for people and not vehicles, supports sustainable transport modes and constrains parking demand.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En2 – A safe, interconnected and well maintained transport network that makes it easy to get around. En3 – A place with sustainable, safe and convenient transport options for everyone.
Actions	
16.1	Review planning provisions for managing on and off-street parking supply that reflect public transport accessibility and other more sustainable modes of transport and public parking availability.
16.2	Consider inclusion of provisions in the local planning framework requiring the construction of decked or multi-storey car parks with sufficient floor-to-ceiling heights that can be converted to other uses in the future should the need for on-site car parking be reduced over time.
16.3	Prepare and implement parking management plan/s.

3.9 Infrastructure Services

Strategy #	17
Ensure that utilities required for development and growth of the Town are provided in a timely and sustainable manner.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.
Actions	
17.1	Invest in infrastructure that stimulates growth and productivity.
17.2	Coordinate cost-efficient provision of infrastructure and services with new growth, possibly involving developer contribution arrangements to fund improvements in areas of fragmented land ownership.
17.3	Undertake early consultation with infrastructure service providers to determine the capacity of essential services and upgrading requirements for any new major development projects and developments areas within the Town.
17.4	Address sewer capacity/network issues that exist in Burswood and Carlisle.
17.5	Explore the potential for repurposing drainage sumps where appropriate so that land may be productively used or shared with other uses.
17.6	Continue to lobby the State Government to co-fund underground power conversions in suburbs where overhead power supplies remain in place.
17.7	Ensure that development proposed adjacent to high pressure gas mains that run through the Town appropriately addresses the safety risks and applicable development standards associated with the gas supply network.

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TOWARDS 2050 – TOWN OF VICTORIA PARK - LOCAL PLANNING STRATEGY MAP



Key Indicators of the Town's Transition		
	Now	2050+
Population	37,000	110,000
Dwellings	17,000	54,500
Jobs	35,000	99,000
Commercial Floorspace (m^2)	556,000	1,000,000
Retail Floorspace (m^2)	66,000	135,600
Tourists/year	5,000,000	20,000,000

This document is a conceptual illustration of the key strategic outcomes of the Town of Victoria Park's draft Local Planning Strategy. It is not drawn to scale and does not prevail over any adopted regional or local planning scheme, plan or policy. It should be read in conjunction with the complete Local Planning Strategy document.

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14.7 Recommendation from the Future Planning Committee - Adoption of the City of South Perth and Town of Victoria Park Joint Bike Plan



Draft Joint Bike Plan

City of South Perth and Town of Victoria Park

May 2018



City of South Perth

Town of Victoria Park

aurecon

Bringing ideas to life

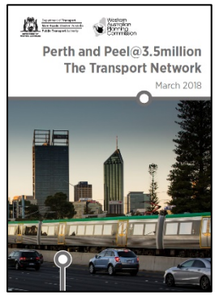
Executive Summary

1. Introduction

Aurecon was commissioned to develop the joint Bike Plan for the City of South Perth (CoSP) and Town of Victoria Park (ToVP). The joint Bike Plan has been part funded through the WA Bicycle Network Grants Program, which is administered by the Department of Transport (DoT).

This is the first time two local governments have worked together to deliver a bike plan in Western Australia, providing an excellent opportunity to provide a consistent outcome and benefits for the local cycling community.

The joint Bike Plan sets out the long term vision for the strategic cycling network over the CoSP and ToVP area, in line with State Government's Perth and Peel Transport Plan for 3.5 million People and Beyond ('Perth Transport Plan for 3.5 million'). The joint Bike Plan also outlines five-year action plans for specific improvements to the cycle network and environment for each local government to further investigate and implement.



2. Structure of this Plan

The joint Bike Plan (the 'Plan') is divided into the following key sections:

Executive Summary

The executive summary outlines the key findings of the consultation; surveys, research and investigation for the Plan. In addition, it displays the vision for the overarching long term strategic bicycle network over both local government areas.

Introduction, Policy and Strategic Context

This section outlines the key objectives and background information of the Plan and provides context regarding the relevant policies and strategies that have influenced the development of the Plan.

City of South Perth

This section of the report focuses on the CoSP local government area. It details the findings from the consultation, surveys, research and investigation of the existing cycle network within the CoSP. In addition, it outlines the proposed five-year action plan, including a prioritised list of projects for the CoSP to further investigate and implement.

Town of Victoria Park

This section of the report focuses on the ToVP local government area. It details the findings from the consultation, surveys, research and investigation of the existing cycle network within the ToVP. In addition, it outlines the proposed five-year action plan, including a prioritised list of projects for the ToVP to further investigate and implement.

3. Stakeholder Consultation

As part of the development of the Plan, extensive consultation was undertaken with the local community and cycling groups and other key agencies. The marketing and promotion of the community engagement activities were carried out jointly by the CoSP and ToVP.

The local community were invited to provide feedback on their cycling journey via an online questionnaire, online mapping tools and community workshops. This provided the opportunity to identify common routes, existing issues, barriers to cycling, and desired locations to improve or provide additional facilities and infrastructure.

Throughout the development of the Plan, several agencies were consulted, including state government agencies, adjacent local government authorities, Curtin University and local cycling groups. Local government officers within the CoSP and ToVP were also consulted to ensure the Plan aligns with local strategies and future projects.

4. Research and Investigation

In a rapidly changing transport environment and with predicted increase in advanced technologies, such as autonomous vehicles, how will cycling fit into everyday travel behaviour in the next 30 years? The future of cycling is explored in this Plan with consideration into how future infrastructure can be integrated with future technologies.

To understand the existing cycling conditions within the CoSP and ToVP, significant investigation into the following was undertaken:

- Detailed literature review, including previous cycle planning documents;
- Interrogation of key demographic statistics of both CoSP and ToVP to understand the potential for increased cycling;
- Analysis of existing recorded crash data involving cyclists to understand trouble spots and wider trends;
- Assessment of the overall transport network to determine gaps in the existing cycle network and appropriate cycling connections to key existing and future trip generators; and
- Infrastructure audits, including saddle surveys, to assess the condition of existing and potential future cycle routes.

5. Strategic Cycle Network

The first key component of the Plan is the establishment of the long term aspirational cycle network, i.e. what the cycle network within the CoSP and ToVP endeavours to look like by the time Perth's population grows to 3.5 million (towards the year 2050).

The proposed aspirational cycle network outlines several ambitious routes aimed at making cycling a realistic and appealing option for a high proportion of the population. The aspirational cycle network has been influenced by the routes identified in the Perth Transport Plan for 3.5 million and the research, investigation and consultation undertaken as part of the project.

The proposed network is based on a cycling route hierarchy, developed by the DoT, which aims to provide consistency in cycle planning across the State. The function of each cycling route is briefly described below:

- **Primary Routes (red)** – These routes provide safe, prioritised and uninterrupted facilities which form the spine of a cycle network. They are conducive to medium and long distance commuting, recreational and tourism trips;
- **Secondary Routes (blue)** – These routes provide safe and direct connections, typically between primary routes and major trip generators such as shopping centres, industrial areas or major health, education, sporting and civic facilities; and
- **Local Routes (green)** – These routes provide safe cycling conditions in local (predominantly residential) areas. The purpose of local routes is to collect cycling traffic from local roads within towns and suburbs and distribute it to the primary and secondary networks.







The proposed aspirational network over both the CoSP and ToVP areas is shown at the end of the executive summary (refer to Figure A).

6. 5-Year Implementation Plan

The second key component of the Plan is the establishment of a 5-year action plan for both the CoSP and ToVP that identifies key cycle infrastructure projects to be further investigated and delivered by each council. A total of 13 key infrastructure projects are proposed for delivery over both council areas, as described in Figures B-1, B-2 and B-3.

High level order of cost estimates have been determined for these projects, however further investigation will need to be undertaken to develop detailed concepts and understand the true cost of each project. Funding assistance from other agencies, such as the DoT, will need to be explored by both CoSP and ToVP during implementation of the Plan.

In addition to the key cycling infrastructure projects identified, there are several minor works improvements that were identified throughout the infrastructure audits and investigation. These are generally considered low cost 'quick wins' and intended to be incorporated into each council's capital works programs where possible. Proposed improvements include items such as new or improved cycle bypass paths through roundabouts and intersections, improved pavement markings and signage and other infrastructure modifications that aim to further enhance the existing cycle routes, with particular regard to safety and convenience. An additional common issue is the consistency of application of bicycle detection loops at signalised intersections. The CoSP and ToVP should audit all intersections within their jurisdiction to identify all intersections that do not have bicycle detection loops and liaise with Main Roads to implement them.

It is intended that this Plan is revisited every 5 years to assess the outcomes of the previous 5-year implementation program in continuing the journey of achieving the long term aspirational network.

7. Supplementary Initiatives

Whilst investment in cycling infrastructure is vital in providing safe, connected options for cyclists, there are a range of additional measures that are just as critical in promoting mode shift towards cycling.

Several initiatives are proposed for each council area, and are summarised in Figure C at the end of the executive summary. Many of the proposed initiatives should be delivered simultaneously with the implementation of the proposed infrastructure projects as they are complementary and have the potential to increase the potential for behaviour change towards increased cycling.

8. Plans under Development

Clontarf-Waterford-Salter Point Foreshore Area (CoSP)

The CoSP is developing a masterplan for the section of foreshore from Clontarf through to Waterford and Salter Point. The Masterplan will provide a consolidated management strategy recognising the ecological, cultural and recreational values of the area. The Plan identifies the entire foreshore path as a long term cycle route within the CoSP, including a potential future cycling connection to the principal route along the Kwinana Freeway. It is proposed that cycle infrastructure is investigated to be provided along the full length of the foreshore to provide consistency and legibility and to capitalise on the beautiful scenery that is offered and encourage increased cycling in the community. The Plan aims to acknowledge a future cycling connection to the Mt Henry Bridge as a long term aspiration and one that will require significant further investigation and community consultation. An alternative route connecting to the Kwinana Freeway will need to be considered as part of this investigation.

Taylor Reserve and McCallum Park (ToVP)

Taylor Reserve and McCallum Park is proposed to be redeveloped in line with the Town of Victoria Park's 2015 Foreshore Access and Management Plan. The draft Concept Report (2017) details a variety of new high-quality spaces throughout the park with the intention to create a destination for the region, whilst maintaining the core function as an event space. Four precincts are proposed including a Parkland and Event Space, Beach and Activity Node, River Edge and Revegetation and Parking.

The existing separated cycle path along the foreshore is proposed to be realigned to the rear of the site and connected to the existing cycle paths on both sides of the park. This will provide cyclists with a direct route with minimal interruptions caused from other users of the park. The development of the concept is currently in progress.

As part of the redevelopment, an area is proposed for a BMX trail as part of the 'All Ages Play' Activity Hub (Taylor Reserve & McCallum Park Concept Report, November 2017). It is recommended that the feasibility of a hybrid style pump/BMX track similar to that at Shepherds Bush Park in Kingsley, but at a smaller scale, be constructed at this location. A Bike Skills Track, which has a considerably smaller footprint to the pump track, could also be considered at the Activity Hub if there is space. The facility should consider CPTED (Crime prevention through environmental design) principles.

9. Areas outside of Council Control

During the development of the Plan, several issues were identified regarding the safety, connectivity and convenience for cyclists, both in areas within council boundaries that are outside of local government control and adjoining routes to the study area. It is proposed that both the CoSP and ToVP lobby the following improvements to the respective agencies responsible for the below infrastructure:

- Canning Bridge & Kwinana Freeway principal shared path (PSP) (south of Canning Bridge)
  - Replace the existing degraded path with high quality red asphalt path with lighting. Investigate the feasibility of separation or path widening;
  - Investigate treatment to sections of the PSP under Canning Bridge where flooding occurs during high river tides and wet weather;
  - Investigate improving priority for cyclists connecting to Canning Station. The above should be considered in any future works planned in this area by the Transport Portfolio and as part of the Canning Bridge Activity Centre Plan; and
  - Monitor the usage of the bicycle storage facilities (through consultation with the Public Transport Authority (PTA). Any future works should consider modifications and potential upgrades to storage facilities.
- Canning Highway crossing at Cale Street
  - Cale Street provides an important east-west connection through the CoSP and provides a convenient connection to the Labouchere Road cycling route. The existing crossing of Canning Highway is an issue as it is not wide enough to accommodate cyclists. Investigate providing an appropriate crossing across the Canning Highway intersection to facilitate cyclists, in liaison with Main Roads.
- The Causeway shared path
  - The Causeway is a critical connection between the ToVP and the Perth CBD, with significant conflicts experienced between pedestrians and cyclists. A pedestrian/cycle bridge across Heirisson Island is highlighted in the Perth Transport Plan at 3.5 million, and the acceleration of the implementation of this project is recommended.
- Burswood Park (controlled by the Burswood Park Board)
  - The existing shared path along the Swan River caters for high demand for a mix of users, creating the potential for conflict. Investigation into the feasibility of separation or path widening should be undertaken, as well as improved path lighting.
- Orrong Road
  - Orrong Road is under the control of Main Roads, with long term plans for the road unclear. The ToVP should continue to liaise with Main Roads and the City of Belmont to ensure that any future plans consider cyclists

10. Summary Figures

The following figures within the Executive Summary summarise the key findings of the Plan for both the CoSP and ToVP:

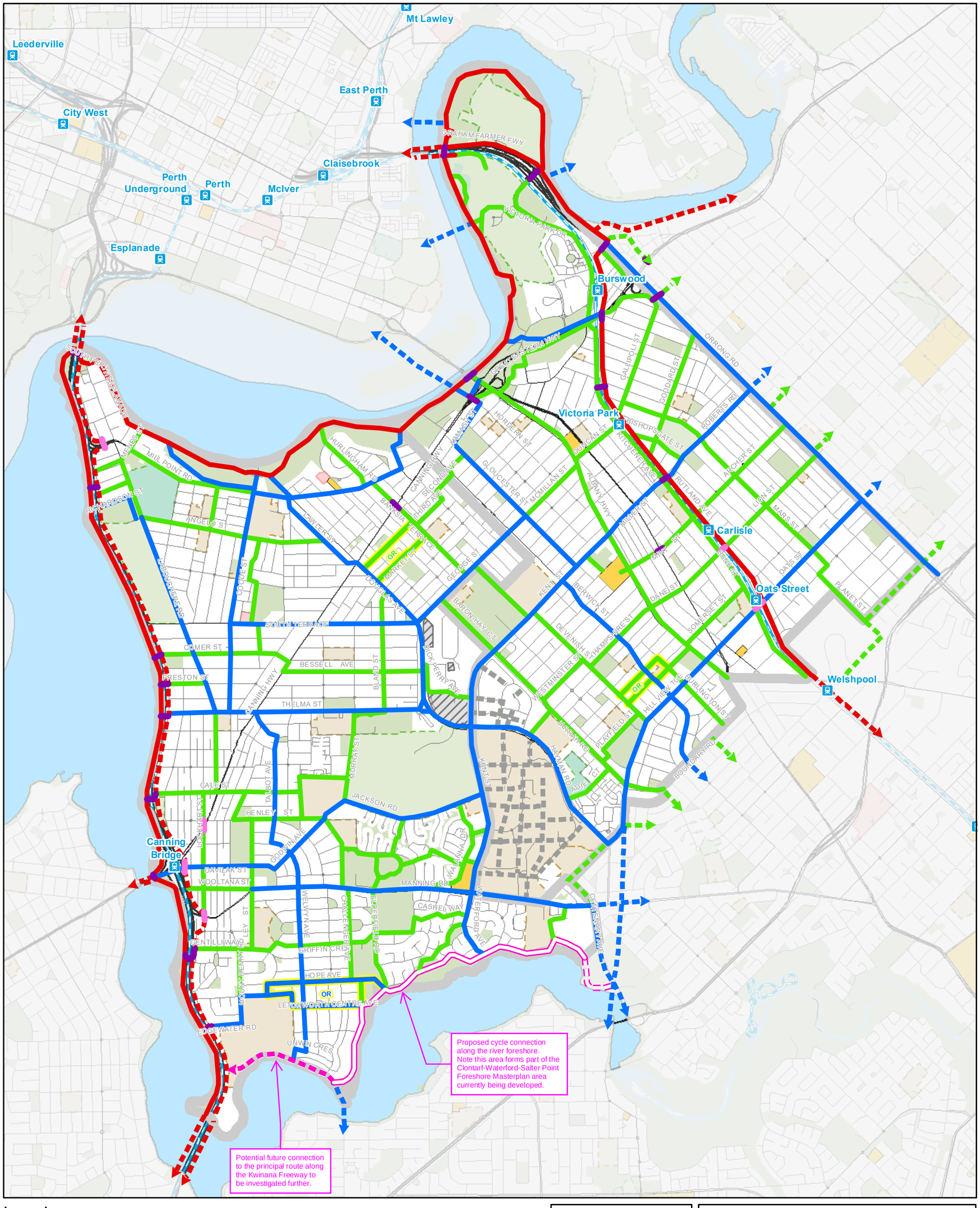
Figure A: The proposed aspirational network over both the CoSP and ToVP areas

Figure B-1: A figure showing the proposed 5-year implementation plan for both the CoSP and ToVP

Figure B-2: A summary description of the proposed 5-year action plan for the CoSP

Figure B-3: A summary description of the proposed 5-year action plan for the ToVP

Figure C: A summary of the proposed supplementary initiatives for both the CoSP and ToVP



Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Aspirational Network
- Principal Route
- Principal Route - by others
- Strategic Routes
- Strategic Routes - by other
- Local Routes
- Local Routes - by others
- Within Curtin University

Overpass/Underpass
- Existing Overpass/Underpass
- Proposed Overpass/Underpass

- LGA Boundary (Town of Victoria Park/City of South Perth)
- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



Figure A
Aspirational Cycle Network

Revision: 1	Project No: 255909	Date: May 2018
Prepared: S.Richards	Checked: M.LaGalia	Approved: M.LaGalia
Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:34,000

Source: © Landgate 2017, OpenStreetMap

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Client: Town of Victoria Park, City of South Perth

aurecon

Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Prioritised Proposed Projects

- Separated Path (Bikes Only)
- High Quality Shared Path (Bikes and Pedestrians)
- Bicycle Lanes or Sealed Shoulders
- Safe Active Street
- LGA Boundary (Town of Victoria Park/City of South Perth)

- 1 CoSP Prioritised Project
- 1 ToVP Prioritised Project
- Prioritised Project 1
- Prioritised Project 2
- Prioritised Project 3
- Prioritised Project 4
- Prioritised Project 5
- Prioritised Project 6
- Prioritised Project 7

- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



Figure B
5-Year Implementation Plan

Revision: 1	Project No: 255909	Date: May 2018
Prepared: S.Richards	Checked: M.LaGalia	Approved: M.LaGalia
Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:34,000

Source: © Landgate 2017, OpenStreetMap

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Client: Town of Victoria Park, City of South Perth

aurecon

Figure B-2
5-Year Action Plan (CoSP)

City of South Perth

1 South Perth Esplanade Project



2 Canning Bridge to Curtin Link



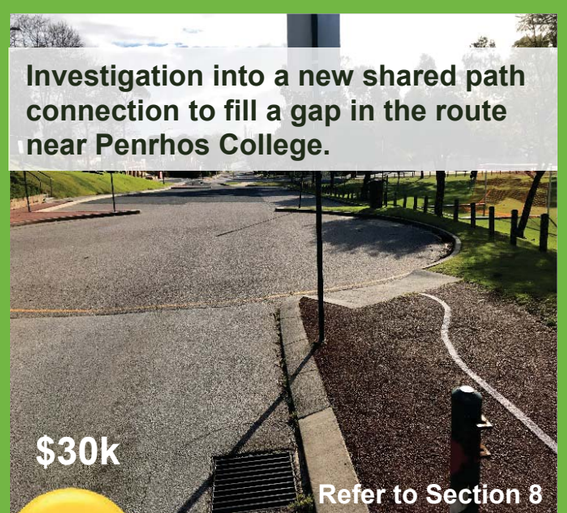
3 Manning Road Project



4 Douglas Avenue Project



5 Thelma Street Investigation



6 Kent Street Project



7 Coode Street Project



Figure B-3
5-Year Action Plan (ToVP)

TOWN OF VICTORIA PARK

1 Rutland Avenue Project

New cycle facilities between Welshpool Road and Riversdale Road.



2 Kent Street Project

Upgraded shared path facilities between Curtin University and Orrong Road along Kent Street, Miller Street and Roberts Road.



3 Albany Highway Investigation

Investigation into the long term treatment of Albany Highway to incorporate and enhance access for cyclists, plus interim measures to improve cyclist safety and awareness.



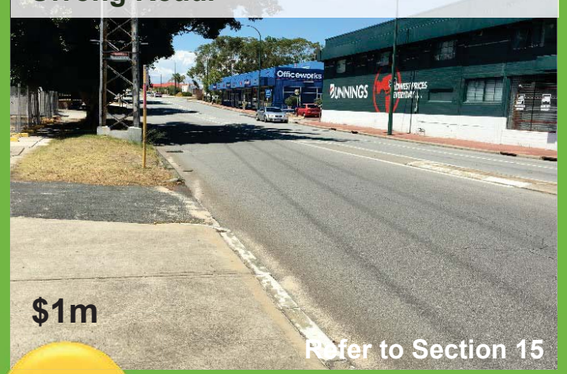
4 Gloucester Street Project

New safe active street between The Park Centre and McCallum Park.



5 Oats Street Project

New and upgraded on-road cycle lanes between Albany Highway and Orrong Road.



6 Hayman Road Project

Upgraded shared path facilities between Adie Court and Holder Street.

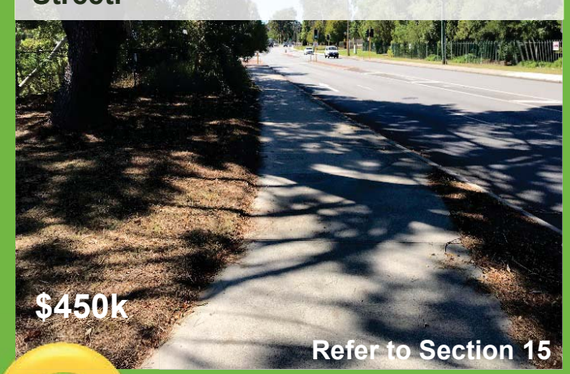


Figure C
Supplementary Initiatives



Innovative Solutions to Improve Cycling Priority

Exploring opportunities for creative solutions to increase cycling priority should be encouraged, particularly within challenging areas.

CoSP	ToVP
Mends Street Precinct and Foreshore • As part of the Connect South Project, support the introduction of a 'shared space' along the high activity area of Mends Street. The shared space concept involves reducing the posted speed limit to 30km/h and integrating all road users to provide pedestrians and cyclists with movement priority.	Kent Street/Albany Highway/Miller Street Intersection • Investigate modifications to improve safe access for cyclists and reduce vehicle speeds. This will require consultation with the PTA in order to consider bus movements. Hayman Road/Curtin University Main Street Intersection • Investigate reconfiguration of the signal phasing to allow the pedestrian/cyclist signal phase to remain green until left and right turning vehicles trigger the loop detectors. This will require consultation with Main Roads.

Curtin University Bike Share Scheme

With the implementation of the Bike Plan recommendations, connectivity between Curtin University and Public Transport infrastructure will be enhanced. As such, there is an opportunity to establish a trial bike share scheme to complement the infrastructure projects.



CoSP	ToVP
Work with Curtin University to investigate establishing a bike share scheme	
• Potential docking stations in the vicinity of Canning Bridge Station, complementing the Davilak Street/Jackson Road bicycle link.	• Potential docking stations at Victoria Park Station, Albany Highway and/or Carlisle Station, complementing the Kent Street/Miller Street bicycle link.



Cycle Volume and Speed Device

In addition to the installation of new permanent cycle counters, investigation should be undertaken into trial devices that indicate the following:

- Real-time number of cyclists and pedestrians using the path that day and year raising awareness and acknowledging the positive impacts. Potential locations could include the shared paths on the approach to the Narrows Bridge and Causeway.
- Real-time speed (similar to roadwork sites) and to 'slow down' if required. This can help promote behaviour change, encouraging cyclists to reduce speed in areas of high pedestrian and cyclist demand. Potential locations could include the shared paths at west of Mends Street and Burswood Park.

Wayfinding

Informs users of their surroundings in the built environment and guides them to key destinations.

CoSP	ToVP
Undertake a joint cycling wayfinding strategy to provide a consistent approach over the council areas. The strategy should consider DoT guidance.	
Key destinations for wayfinding include:	
• Rail stations • Curtin University • Perth Zoo • Mends Street Precinct • Preston Street Precinct	• Manning Hub • Albany Highway Commercial Precinct • Perth Stadium • Crown Perth
Locations to intersecting cycle routes, road names, and bike parking facilities should also be incorporated.	

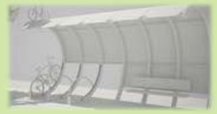


Bike Parking and Amenities

Bike parking and amenities help complement the cycle network by reducing inconveniences associated with cycling.

- Amenities include bicycle pump stations, repair stations, water fountains and e-bike charging stations.
- Types of bike parking recommended include secure and sheltered, sheltered and unsheltered facilities.

CoSP	ToVP
Complete an audit/gap analysis of existing end of trip facilities	
Locations to install additional public bike parking and amenities should include:	
• Mends Street and Jetty • Manning Hub • George Burnett Park • South Perth foreshore at Coode Street • Angelo Street shops • Preston Street shops • Como IGA • Canning Bridge • South Perth Operations Centre • Clontarf Campus • Richardson Park • Moresby Street Shops	• Albany Highway • Swansea Street markets • Archer Street shop • Bentley Technology Park • Burswood Park • John McMillan Park • Major bus stations



Cycle Monitoring

Helps to understand cycling patterns over time and inform cycle-related projects into the future. Pedestrian volumes should also be monitored as part of this on shared paths.

CoSP	ToVP
Potential locations for permanent cycle counters include:	
• Hayman Road • Lawler Street	• Rutland Avenue • Kent Street • Taylor McCallum Park • Burswood Park





Awareness Campaigns

Help encourage consideration amongst all users of the transport network . Examples of potential campaigns that could be considered by each council include:

- Positive encouragement pavement markings and signage. An example is the 'Take Care' pavement markings along shared paths within the City of Perth.
- Advertisement methods such as area-wide publicity campaigns. An example is the 'Share our Roads' campaign from the Road Safety Commission (RSC).



E-Bike Salary Sacrifice

E-bike salary sacrificing has recently been ruled in favour of by the ATO and as a result, there are leasing and financing companies that provide e-bike packages.

E-bikes are gaining in popularity and could help encourage people to cycle because they do not require as much physical energy to operate compared to traditional bikes and e-bikes allow a longer distance of travel for the equivalent amount of energy expenditure.

CoSP	ToVP
Offer an e-bike salary sacrifice service to City staff and promote to other organisations to offer the same service.	

Your Move

The Department of Transport's Your Move program supports communities, local governments, schools and workplaces to promote active transport and reduce congestion.

CoSP	ToVP
Each council should actively participate in the Your Move program, by utilising the tools available to promote active transport for council staff. Each council should also encourage other organisations within the community to participate.	
Investigate the establishment of an intensive project partnership with DoT, similar to the successfully run 'Your Move Central' program, by targeting local schools.	Investigate extending the intensive project partnership 'Your Move Central' to target schools and organisations that have yet to participate.

Events

Events encourage new cyclists to 'give it a try' and also consolidate travel behaviours for existing cyclists. It is recommended that both Councils:

- Continue to promote and participate in annual public events including Bike Week, Ride2Work Day and Ride2School Day.

BIKE WEEK 2018

Kids Skills Track

Encourages youth to cycle and develop their skills in a safe environment.

It is proposed the existing cycle track at George Burnett Park is upgraded to include a revitalised skills track, consisting of asphalt path circuits with pavement markings and signage simulating an urban traffic environment.

The track should be supported by improved nearby cycle infrastructure connections.





Pump Track

Encourages people of all ages to cycle for recreational use.

It is proposed that a pump track is installed within George Burnett Park to complement the kids skills track. The track could consist of circular loops with smooth dirt mounds and berms that cyclists can ride around in a pumping motion.

Supplementary Bike Initiatives

Infrastructure

Trial Projects

Behaviour Change

Recreational Facilities

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Appendix B – Detailed Infrastructure Audit Results (CoSP)
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Appendix D – Community Consultation Summary (ToVP)
Appendix E – Detailed Infrastructure Audit Results (ToVP)
Appendix F – Infrastructure Project Sheets (ToVP)

1 Introduction

1.1 Objective

The joint Bike Plan for the City of South Perth (CoSP) and Town of Victoria Park (ToVP) sets out an action plan for immediate improvements to the cycle network and environment, and a long term aspirational vision for the continued development and promotion of cycling within the CoSP and ToVP.

The joint Bike Plan has been part funded through the WA Bicycle Network Grants Program, which is administered by the Department of Transport (DoT), and is in line with State Government's Perth Transport Plan for 3.5 million.

Sections 3 to 9 focus on the CoSP local government area, while Sections 10 to 17 focus on the ToVP local government area. The following are the key objectives of the Plan:

- Evaluating cycling and associated infrastructure in the study area, considering cycling safety and the needs of all categories of cyclists regardless of their age, gender, experience or reason for cycling;
- Consulting with key stakeholders, including local and state government, and the local community regarding the future of cycling within the CoSP;
- Planning the expansion of the bicycle network to link key attractors and destinations including schools, public transport nodes and community priorities;
- Encouraging and promoting cycling; and
- Developing a five-year action plan with a prioritised schedule of works.

The desired outcome of this Plan is simple – to increase the number of people cycling. Specifically, the Plan aims to double the number of people cycling in the CoSP and ToVP over the next five years.

Increasing the number of trips undertaken by bike has proven economic, social and transport benefits. Particular emphasis on maximising shorter trips made by bikes is a key aspect to consider. A 5km to 10km ride to work will only take 15 to 30 minutes to complete on average, while peak-hour city trips up to 10km are generally faster by bike than any other form of transport, door to door.

Double the number of people cycling over the next five years

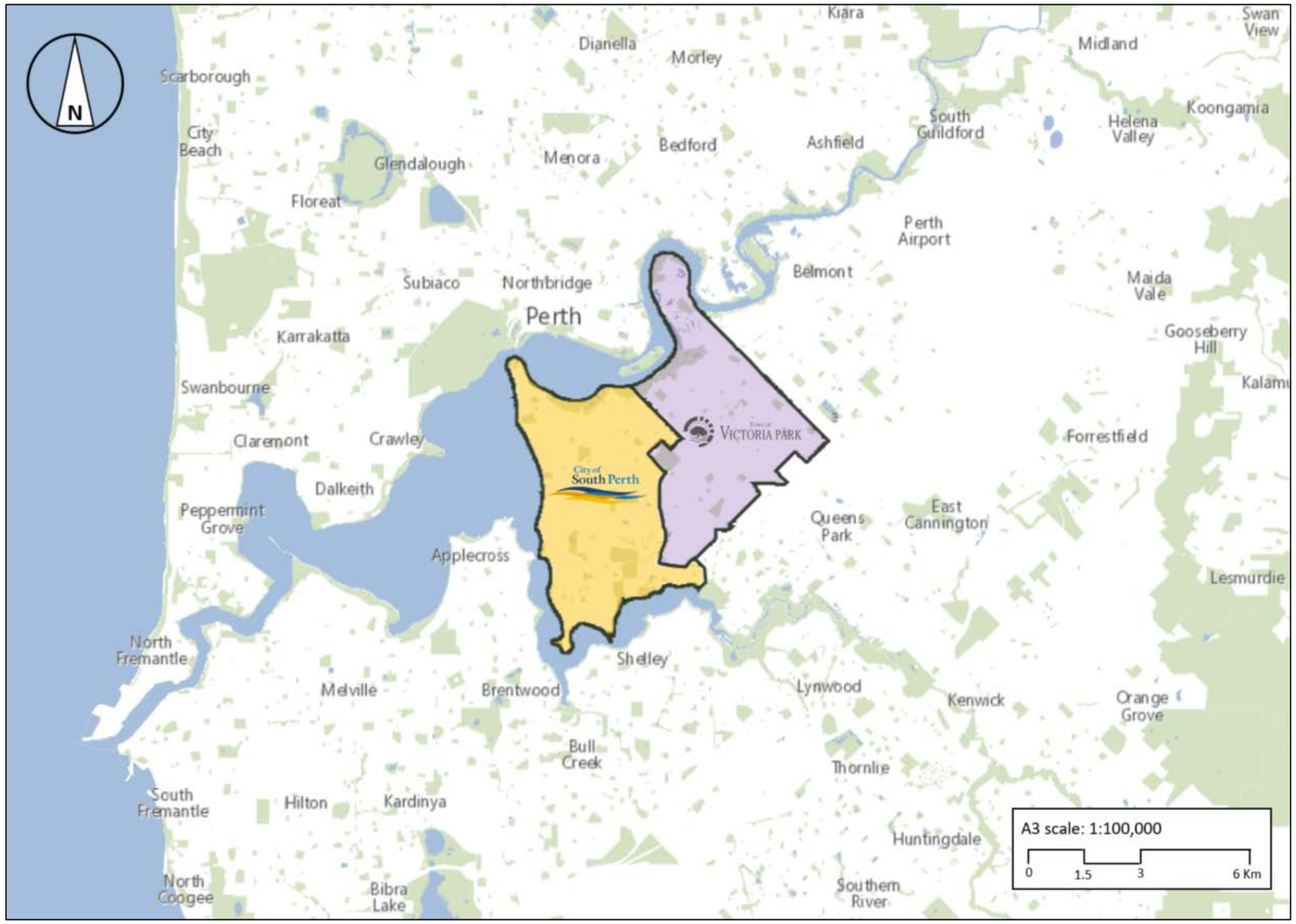


Figure 1-1: Locality map

1.2 Bicycle Users

There is a well-known planning concept of 880 cities, that if everything we do in our public spaces is great for an 8 year old and an 80 year old then it will be great for all people. The Plan aims to consider the 880 concept to allow for a safe and practical cycle network for all users.

*"**Step 1:** Think of a child that you love and care for who is approximately **8 years of age**. This could be a child, grandchild, sister, brother, cousin etc.*

***Step 2:** Think of an adult, approximately **80 years of age** who you love and care for. This could be a parent, grandparent, friend etc.*

***Step 3:** Ask yourself: Would you send that 8 year old along with the 80 year old on a walk, or a bike ride on that infrastructure? If you would, then it is safe enough, if you would not, then it is not safe enough."*

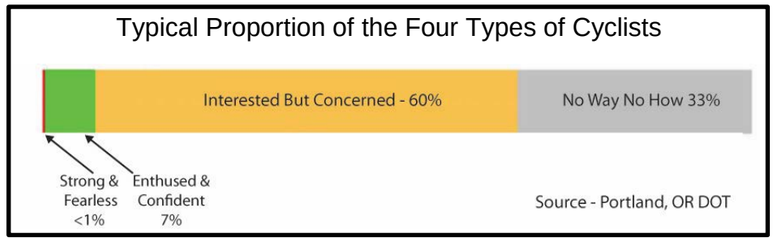


Cyclists can be separated into two main groups, those who cycle as a form of transport to reach a destination, and those who cycle for fitness and recreation.



There are generally considered to be four different attitudes towards cycling:

- 'Strong and Fearless' cyclists are people who will cycle regardless of roadway conditions;
- 'Enthused and Confident' are comfortable sharing the roadway with general traffic but prefer to do so operating on their own facilities;
- 'Interested but Concerned' rarely cycle but would if they felt safer on the roadways with less and slower cars; and
- 'No Way No How' who are currently not interested in bicycling at all, for reasons of topography, inability, or complete lack of interest.



Source: Portland Office of Transportation

1.3 Bicycle Infrastructure

A variety of infrastructure is available for use by cyclists, as listed below. The minimum requirements for each type of infrastructure is also described:

- Footpaths
  - Provide limited priority for cyclists, however can legally be ridden by cyclists; and
  - Generally concrete, narrow (1.5m to 1.8m) with no signage or line marking.
- Shared Paths
  - Provide direct connections between primary routes and major trip generators such as shopping centres, industrial areas, major health and educational institutions, sporting and civic facilities;
  - Typically located on corridors situated within urban or built-up environments;
  - Typically vary in width from 2.5m to 3.0m;
  - Pavement surface can be concrete or asphalt (black or red);
  - Requires signage and pavement markings, and line markings; and
  - There are no official speed limits for cyclists by law on shared paths, however speed limits can be set by local governments.
- Separated Cycle Path
  - Typically located in areas of significant cycling and pedestrian demand; and
  - Similar purpose and design to a shared path, although signage and pavement markings indicate that the path is restricted to cyclist use only.







- Principle Shared Paths
  - Conducive to medium and long distance commuting, recreational and tourism trips;
  - Typically take the form of high quality shared paths and run alongside major roads and rail corridors, parallel to river and ocean foreshores;
  - In areas of high pedestrian activity, consideration should be given to separating cyclists and pedestrians;
  - Grade separation is preferred at major intersecting roads/railways to avoid interruptions to cyclists;
  - Generally owned and controlled by Main Roads WA; and
  - Consist of red asphalt, 3.0m to 3.5m width, signage and pavement markings and line markings.



- On-Road Cycle Lanes
  - Similar to shared paths, cycle lanes provide direct connections between primary routes and major trip generators;
  - Cycle lanes are located on-road on the outer edge of each direction of general traffic lane;
  - Typically vary in width between 1.2 – 1.5m;
  - Red coloured surface treatment along the cycle lanes helps indicate priority to cyclists;
  - Green coloured surface treatments are used to help indicate priority to cyclists at intersections. This should be used sparingly to maintain its effectiveness;
  - DoT guidance indicates the requirement for some form of separation/protection by 'soft' measures such as painted hatching, plastic kerbing or armadillos which is necessary to provide high quality; and
  - Vertical signage and bicycle symbol pavement markings are required.





- Safe Active Street (previously known as 'Bicycle Boulevard')
  - Typically form part of the local route network, which connects traffic from local roads within towns and suburbs and distribute it to the primary and secondary networks;
  - Safe active streets are constructed along low traffic and slow speed roads;

- Adopt ‘self -explaining street’ and ‘filtered permeability’ urban design principals;
- Typically involve a speed reduction to 30km/h, chicanes at regular intervals to slow vehicles, formalised parking bays, signage and pavement markings indicating an on-road environment shared by pedestrians, cyclists and vehicles; and
- DoT is currently in process of developing typical standards. There is the potential to integrate the design principles of Safe Active Streets into standard local area traffic management works.



1.3.1 Engineering Guidance

A range of best practice guidance is available for the selection of suitable cycle infrastructure which considers the environment and situation and desired user types.

Austroads – Cycling Aspects of Austroads Guides (2017 Edition)

Austroads provides recommendations for proposed on-road infrastructure relative to the volume and speed of vehicles along the road (see Figure 1-2).

This guide recommends that a shared environment is suitable with low volumes and speeds, cycle lanes are suitable for medium to high volumes relative to speeds ranging from 30 to 60km/h, and physical segregation is required for remaining scenarios.

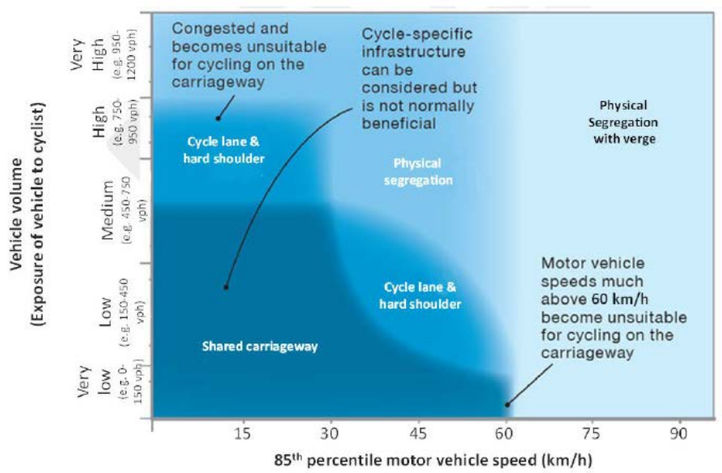


Figure 1-2: Recommended traffic volume/speed thresholds and cycle infrastructure (Source: Austroads)

Austroads also provides recommendations for proposed off-road infrastructure relative to the volume of pedestrians and cyclists along a bicycle path (see Figure 1-3).

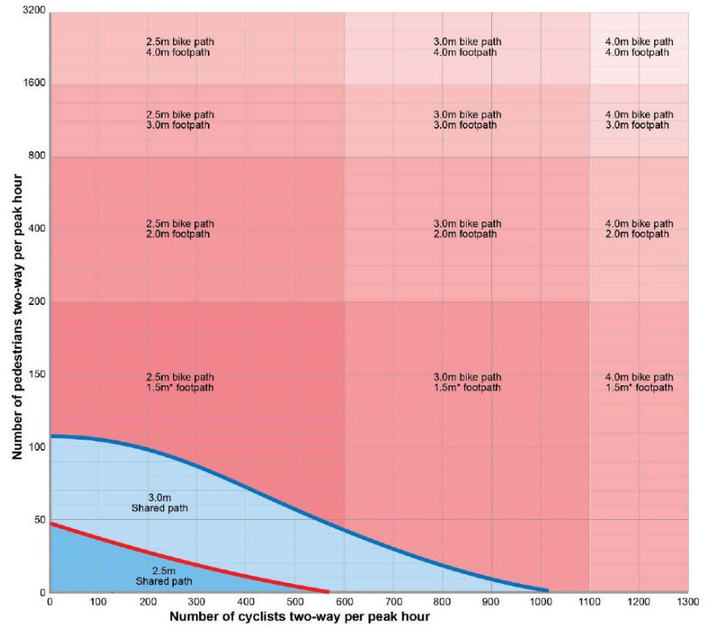


Figure 1-3: Recommended pedestrian/cyclist thresholds and cycle infrastructure for 50/50 directional split (Source: Austroads)

In general, the types of infrastructure preferred by various types of cyclists for different ride purposes are shown in Figure 1-4.

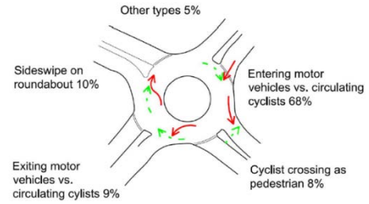


Figure 1-4: Preferred infrastructure for user types

Draft Main Roads Cycling Guidelines for Western Australia for Local Area Traffic Management (LATM) (November 2016)

The draft guidelines outline various traffic engineering measures to enhance cyclist safety at LATM devices. This guidance should be considered for all traffic management works across the local street environment in order to reduce any discouragement towards cycling due to inappropriate selection of traffic calming treatments.

Roundabouts are often safer than other types of intersections, although they may not be as safe for cyclists as other road users. The majority of crashes for cyclists at roundabouts occur when vehicles fail to give way to circulating cyclists (see Figure 1-5). Multi-lane roundabouts present even greater challenges for cyclists.



If a roundabout is to be located along a cycle route, the following treatments should be applied:

- On-road circulation: Cyclists are encouraged to ‘claim the lane’ and negotiate the roundabout in the centre of the circulatory carriageway. Bicycle pavement markings at the centre of the approach lanes can be used to highlight to motorists that cyclists are circulating; and
- Off-road navigation: Cyclists are encouraged to negotiate the roundabout without entering the circulating carriageway. Smooth transition paths at the approaches should be used to connect bike lanes to off-road paths and crossing points should be provided on the arms of the roundabout. Bypass paths should consider pedestrians and mobility aid scooters.

On-road circulation is more common for confident cyclists, although off-road navigation is considered safer and preferred by non-confident cyclists. Vehicle speed is major a contributor to safety concerns for cyclists at roundabouts. As a result, a number of speed reductions techniques can be used, including:

- Vertical deflection devices at approach arms, potentially in the form of wombat (raised zebra) crossings;
- Horizontal deflection devices at approaches (which may include semi-mountable aprons for heavy vehicles). These are generally preferred to vertical deflections if they do not create a squeeze point for cyclists;
- Tighter approach radii; and
- Consideration of radial (rather than tangential) roundabout design philosophy.

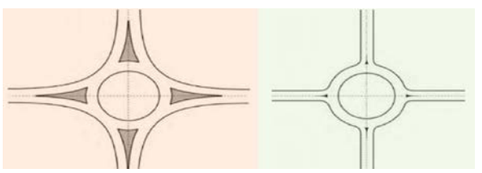


Figure 1-6: Tangential roundabout design (left, poor for cyclists) compared to radial design (right, better for cyclists) (source: Main Roads)

A range of alternative treatments are also available such as grade separation and cyclist priority at crossings.

1.4 The Future of Cycling

In a rapidly changing transport environment, how will cycling fit into everyday travel behaviour in the next 30 years? With advanced technologies, such as autonomous vehicles, set to become commercially available in the near future, what cycling infrastructure is needed now to future proof and integrate with these technologies?

Data Monitoring

Technology advances have resulted in the development of software which enables piezoelectric strips to record bike volume, speed, direction, separation, and clusters, along with pedestrian volumes. This means that both cyclist and pedestrian usage can be calculated and analysed to get an accurate representation of the volumes of people that use an area at any specific time. This advancement can greatly assist in the planning of future pedestrian and cycling related infrastructure and investment.

Other cyclist-pedestrian counters, such as the Eco-DISPLAY, have been installed in various locations across the globe, each giving the public a visual display of path user numbers.



(source: *https://www.eco-compteur.com/en/*)

E-Bikes

With the increasing cyclist numbers over recent years, global cycling technology and developments have prospered beyond the wildest of expectations. The e-bike revolution, bike sharing schemes and safer street designs now make it easier, more affordable and safer for people to pedal their way around their city. An electronic bike, commonly referred to as an e-bike, is a form of assisted cycling, whereby a battery power source supplements the effort needed to get from A to B. Global e-bike sales have increased exponentially over the past few years and with the trend expected to continue, will see some 35 million sold this year alone. With this increase in popularity, many Europeans are expected to adopt e-bikes as a legitimate form of transport, allowing them to go further than before and with much less effort.



International Best Practise

For decades, the Dutch have been at the forefront of cycling culture and infrastructure. A cycling oriented mentality, coupled with innovative design, provides substantiating evidence to support the fact that Dutch people cycle, on average, 2.9 kilometres per day. To cater for these bicycles, the Utrecht municipality will soon complete the construction of the worlds largest bicycle parking facility. The 12,500 strong facility will greatly contribute to the regions parking facilities, increasing it to a total of 33,000.

Another addition to the Dutch cycling network is the Hovenring, a 72 meter diameter elevated roundabout (solely for cyclists) that facilitates the navigation of a busy intersection. A similar design was also previously implemented in Norway, with this structure separating cyclists from some 40,000 vehicles per day.



(source: *http://ipvdelft.com/portfolio-item/hovenring/*)

Countries around the world, including India and Iceland have installed creative 3-dimensional zebra crossings to help slow vehicles down in areas of high pedestrian activity. The idea came about as an alternative to speed humps which were not preferred by local authorities.



(source: *http://icelandreview.com*)

Smartphone Applications

The invention of the smartphone has revolutionised our way of life. They connect us to the world, can remind us to do things and with the help of applications (or 'apps') can help cyclists navigate the intricate network of cycle paths all over the globe. The map app, that is factory installed onto most smartphones, does well at navigating any street network. However, increased traffic volume along with restrictions on cycling activities, can make some roads dangerous and even illegal to cycle on.

A number of Cycling GPS apps currently exist on the smartphone market, such as:

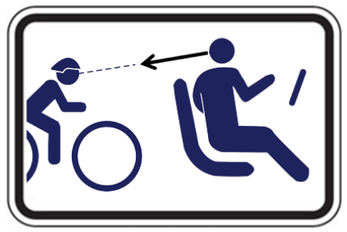
- *Ride with GPS* was released in 2007 and enables users to enter a destination, be navigated to that destination and track their ride whilst simultaneously being provided with their ride statistics and metrics. Available on both Apple and Android devices, the app has a focus on 'sharing' our ride with your network – from geotagged photos to outside software compatibility.

RIDE WITH GPS VOICE NAVIGATION

- *Bike Citizens* has over 450 downloadable city maps, which can find the best way to get from A to B. This app can be customised to suit the cyclist's confidence level as well as their level of urgency to get to their destination – planning a route to cater for their individual needs. Turn-by-turn navigation can easily guide the cyclist on a range of roads and bike paths, sharing their journey with the wider community. The collective data can be used by local planning authorities to make cycling schemes in urban areas easier to plan.

Apps, such as those mentioned above, represent the future of recreational and social cycling. With the rapid development of technology, resulting in increased mobile phone battery life, the useability and application of GPS apps will continue to grow into the future.

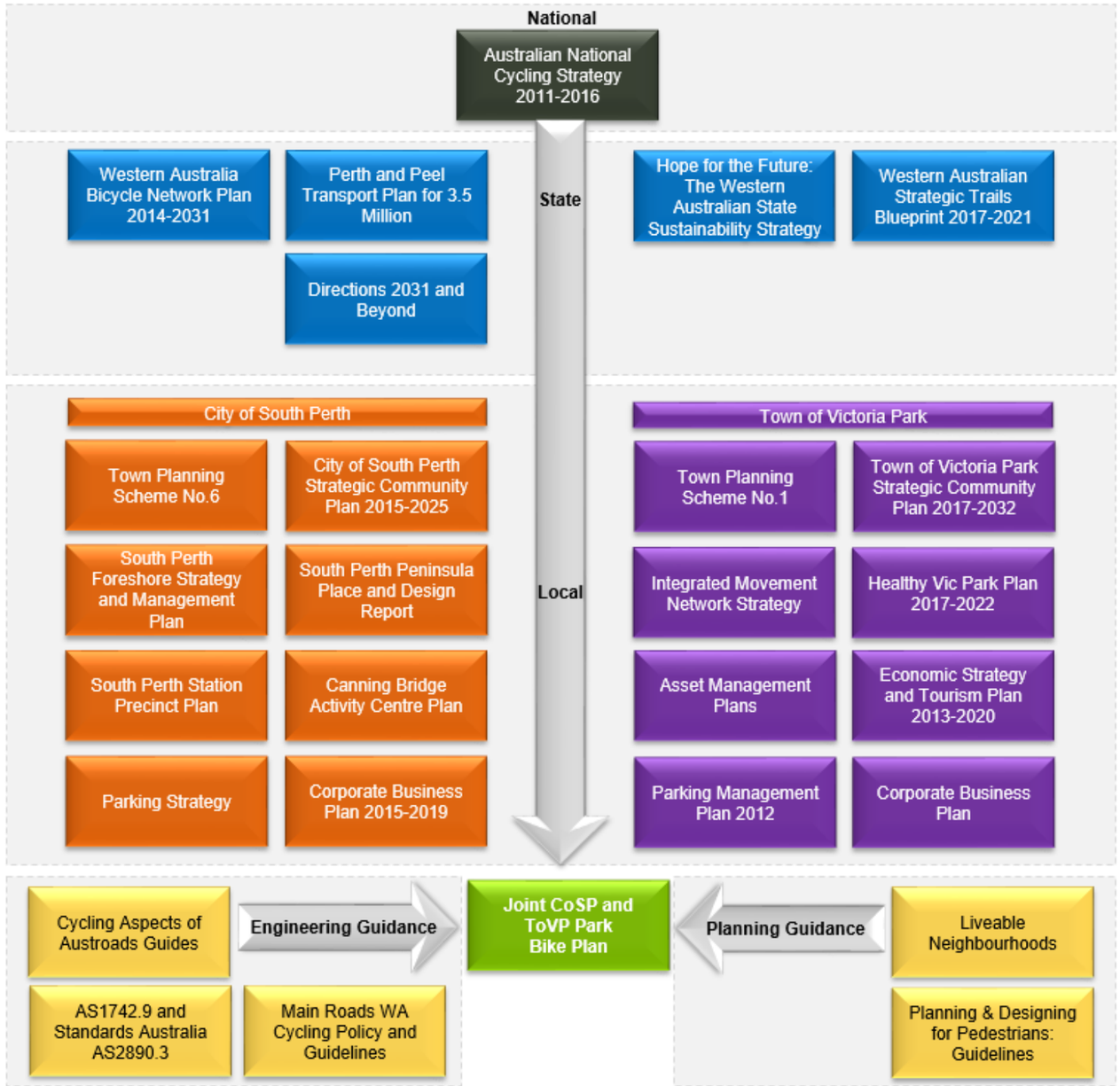
All the above initiatives aim to make cycling more enjoyable and ultimately a safer form of transportation. There are also non-infrastructural means of increasing cyclist safety. Simple spatial awareness by employing such methods as the 'Dutch reach' (*https://www.dutchreach.org/*) to open your car door, makes it safer for cyclists and the public. Many local governments have begun to recognise the benefits that cycling can provide – a better lifestyle, enhanced sense of community and reduced traffic congestion to name a few.



Increased levels of investment, along with the adoption of a cycling mentality, mean that the future of cycling in Australia looks promising. Governments and councils all over Australia are working with the community to better plan, prioritise and deliver better connected cycling infrastructure to increase the percentage of cyclists nationally.

2 Policy and Strategic Context

A range of national, state and local policies and strategies are applicable to the preparation of the Plan. The relationship between the policies and strategies for both the CoSP and ToVP and how they pertain to each other and the Plan is diagrammatically represented in Figure 2-1. This section describes how each of these influences the Plan in more detail.



2.1 National

On a national level the policy documents intend to promote a standardised level of planning for various levels of government.

2.1.1 Australian National Cycling Strategy, 2011-2016 (Australian Bicycle Council)

The Australian National Cycling Strategy (NCS) set out a series of actions intended to deliver the overarching vision to double the number of people cycling in Australia over the five year period of the strategy. The NCS focused on areas considered critical to maintaining momentum regarding cycling, whilst aiming to ensure that all local planning and transport plans are fully integrated and address the needs of cycling.

Following a review of the NCS in 2017, it was reinforced that increased walking and cycling is in the national interest whilst identifying that a fresh approach to national cycling and walking coordination is required. As a result, it was decided that there is no immediate need for a new national cycling or walking strategy in the short term. The Australian Bicycle Council (ABC) is proposed to be reformed into the *Cycling and Walking Australian/New Zealand* (CWANZ) group which is expected to be established by May 2018. CWANZ will be responsible for the national coordination of action on cycling, whilst focusing on a small number of strategic actions that aim to deliver outcomes that are in the national interest and that cannot be delivered effectively by jurisdictions working alone. It is also intended that the scope is expanded to include walking.

On a national level, the following objectives will be a key focus for CWANZ:

- **Cycling and Walking as an integral element of liveable, healthy and productive communities;**
- **Increased investment in cycling and walking from all levels of government;**
- **Applied innovation and learning; and**
- **National consistency and harmonisation.**

The implementation of the joint Bike Plan supports the goal of the NCS in doubling cycling mode share and incorporates a series of actions to create a comprehensive network of safe and attractive cycling routes.

2.2 Western Australia

2.2.1 Directions 2031 and Beyond (Department of Planning, WA Planning Commission, 2010)

Directions 2031 recognises the importance of walking and cycling as not only the most sustainable form of transport, but also a major contributor to the health of our communities and for the contribution it can make to the overall travel picture as other parts of the movement network become more heavily congested. The framework also encourages a long-term approach to the provision of infrastructure in an economically sustainable way.

The following outlines the key messages that guide the way forward in terms of bike planning:

- Encourage increased opportunities, and a shift to more sustainable transport modes including cycling;
- Activity centres that are integrated with and encourage the efficient operation of the transport network, including the promotion of cycling;
- Encourage local government to institute public open space strategies to encourage cycling as part of the overall community health picture; and
- Finalising the review of and subsequently implementing the Perth bicycle network to build upon the current cycling infrastructure and policy development to support state and local government initiatives to increase cycling activity.

2.2.2 Western Australian Bicycle Network Plan (DoT, 2014-2031)

The Western Australian Bicycle Network Plan (WABN) is part of the DoT Integrated Transport Framework and Moving People ideology. The WABN Plan aims to leave a lasting legacy for cyclists and potential cyclists. The WABN Plan replaces the Perth Bicycle Network as the strategic level of planning for WA and Perth.

The WABN Plan is focussed on achieving several strategic initiatives to provide a safe and sustainable cycling network to ultimately promote and encourage cycling as a mode of transport. The key recommendations of the WABN Plan include:

- Expansion of the PSP network;
- A feasibility study for an end-of-trip facility in the CBD;
- A connections to schools program;
- A connections to rail/major bus stations program;
- Review of traffic management on local roads;
- Review of the local bicycle routes;
- Development of an online journey planner;
- Planning for cycling facilities in larger regional cities;
- Formulation of a WABN Implementation Reference Group; and
- Biennial review of the Plan.

A clear theme throughout the plan is that Perth has significant potential for increased cycling should infrastructure be provided and current attitudes be contested.

2.2.3 Perth and Peel Transport Plan for 3.5 Million (WA Department of Transport, 2017)

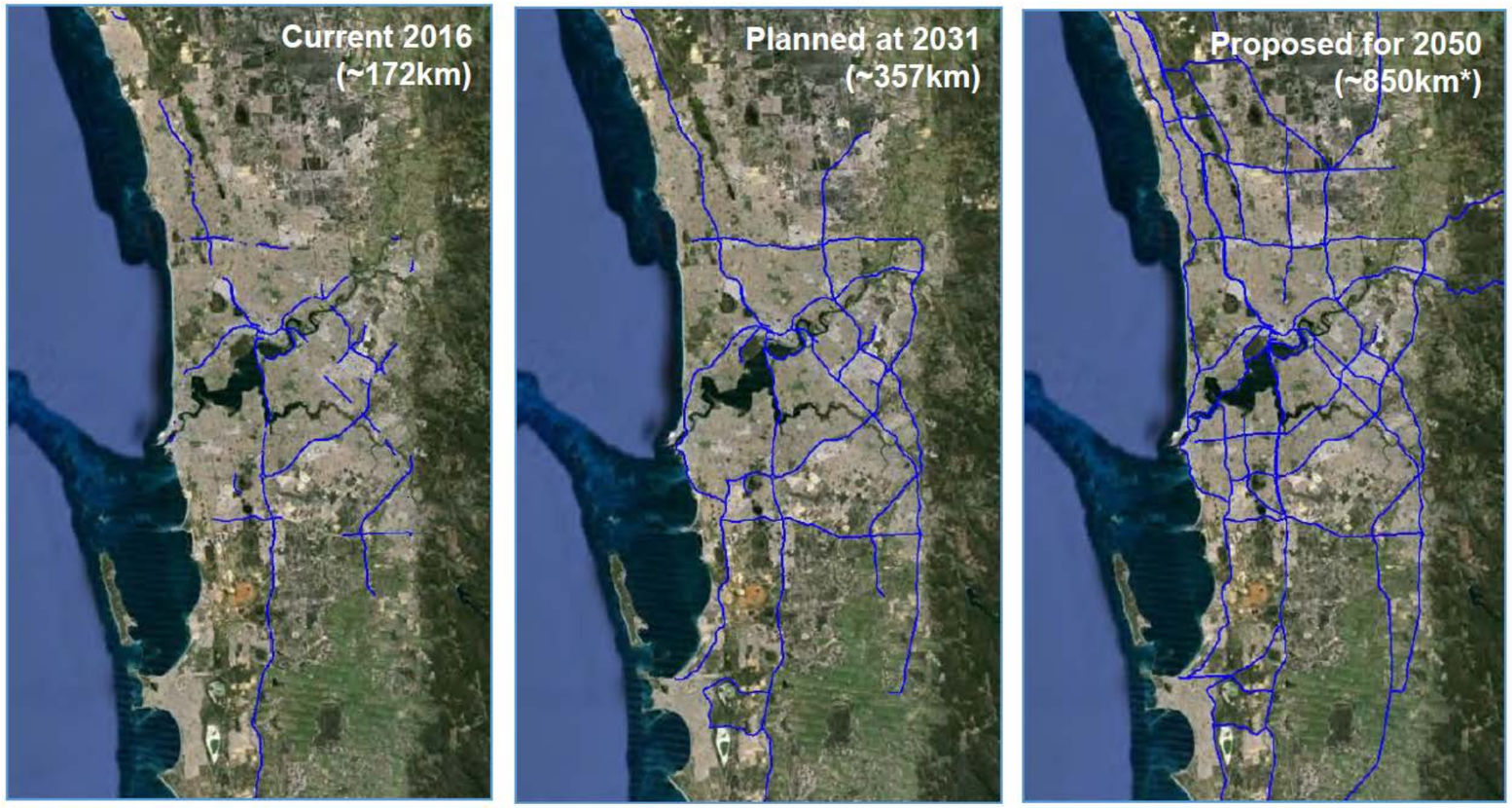
The Perth and Peel Transport Plan (PTP) establishes the transport infrastructure that is needed in the long term to ensure Perth remains one of the most liveable cities in the world. The PTP presents several infrastructure projects with reference to population-based timelines of 2.7 million, 3.5 million and beyond 3.5 million in the Perth and Peel region. The following key objectives of the PTP relate to cycling:

- The need for Perth to have a transport network that optimises use of the existing network as it grows;
- The need for integration of land use across the public transport, active transport and road networks; and
- Provision for a safe, connected active transport network of primarily off-road cycleways and walkways.

The PTP aims to deliver the following outcomes, related to cycling:

- Increase cycling and walking to 18 per cent of all day trips;
- Reduce the mode share of car driver trips to 50 per cent of all-day trips, and to 29 per cent of peak period trips to the CBD.

The PTP identifies that Perth light rail will create an important connection with Canning Bridge, Curtin University, Victoria Park, Perth CBD and the Queen Elizabeth II (QEII)/ University of Western Australia (UWA) precinct. The PTP also identifies a number of 'Green Bridges' which aim to improve travel times and connectivity for cyclists and pedestrians across rivers and lakes. In particular, the Heirisson Island Bridge is proposed to be built by the time Perth reaches a population of 2.7 million, intended to replace the existing off-road shared path on the Causeway (intended to be reconfigured to accommodate light rail). Additionally, the current 172 km of off-road commuter and recreational cycleways is proposed to be extended to approximately 850 km, with 185 km added by the time the Perth population reaches 2.7 million, and 500 km by 3.5 million.



2.2.4 Hope for the Future: The Western Australian State Sustainability Strategy (Government of WA, 2003)

This strategy was developed by the State Government in 2003 and establishes illustrative actions for sustainability in Western Australia, recognising that overcoming car dependence is fundamental to sustainability in cities. One chapter of the strategy focuses on "Sustainability and Settlements," with a priority area identified as "integrating land use and balanced transport." An objective of this item was to "achieve a more sustainable balance between car use and other transport options through the promotion and provision of efficient and effective public transport and non-motorised personal transport alternatives."

2.2.5 Western Australian Strategic Trails Blueprint 2017-2021

This is an overarching guide for consistent and coordinated planning, development and management of quality trails and trail experiences across Western Australia. It provides a vision, guiding principles, strategic directions and actions for consideration across the State for government, trail managers, landholders, trail support groups, tourism operators and the community. Some cycle paths used for recreational use in Perth are part of the trails portfolio, which are in close proximity to CoSP and ToVP.

2.3 Local Government

City of South Perth

2.3.1 Town Planning Scheme No.6

The CoSP's *Town Planning Scheme No.6* outlines how land is to be used and developed within the city. It classifies areas for land use and includes provisions to coordinate infrastructure and development within the local government area. The overriding objective of the Town Planning Scheme is to require and encourage performance-based development in each of the 15 precincts of the City in a manner which retains and enhances the attributes of the City and recognises individual precinct objectives and desired future character as specified in the Precinct Plan for each precinct.

Bicycle parking requirements for various land uses, are outlined in the scheme in addition to provisions of end-of-trip facilities for staff. The South Perth Station Precinct and Canning Bridge Activity Centre each have specific bicycle parking and end-of-trip facility requirements.

2.3.2 Parking Strategy (2015)

The Parking Strategy provides a strategic citywide parking framework for the short, medium and longer terms and identifies a comprehensive action plan to assist in the future preparation of Parking Control Areas (PCA) plans. The strategy supports and encourages different forms of sustainable transport. It recommends investing funding from parking into sustainable transport initiatives such as cycle paths and other cycling support facilities.

2.3.3 Canning Bridge Activity Centre Plan (2016)

This Canning Bridge Activity Centre Plan (CBACP) has been prepared to provide a guide to development of the CBACP area. It is proposed that the CBACP area will comprise of a mix of residential, civic, office, retail and entertainment uses against the backdrop of the Swan and Canning Rivers and the adjacent open space. The CBACP establishes a foundation for the future of the area including objectives and goals for its ongoing development, guidelines for the style of built form which is expected, and an implementation framework for orderly improvements to infrastructure and land over time. The future cycle network is detailed, outlining the proposed infrastructure and the potential conflict points. Provisions for end of trip facilities are also outlined for new developments.

As part of the proposed public transport interchange, which includes rail, bus and ferry services, consideration for priority cycle access and parking is required, with a focus on maximising convenience and safety.

2.3.4 South Perth Station Place and Design Report (2017)

The report sets the vision and direction of the South Perth Peninsula area, with one of the key goals to improve movement and connectivity. A modal shift from private vehicles is emphasised as part of this goal and hence strategies for improving the cycling network are proposed. One of the key recommendations is for the development of an Integrated Transport Plan.

2.3.5 South Perth Station Precinct Plan (2011)

The South Perth Station Precinct Plan guides development in the precinct surrounding the planned South Perth railway station on the Perth/Mandurah line. A number of cycling links throughout the precinct are to be enhanced to be safer and more attractive for use.

2.3.6 South Perth School Bicycle Infrastructure Audit (2014)

The South Perth School Bicycle Infrastructure Audit assesses bicycle infrastructure surrounding four primary schools; Collier, Como, Kensington and South Perth. A prioritised work schedule was developed for each school with a focus on addressing safety issues.

2.3.7 City of South Perth Strategic Community Plan 2015-2025 (2015)

The Strategic Community Plan 2015-2025 is the overarching plan to guide the Council over the next 10 years and has a long-term focus and emphasis on the community's aspirations, priorities and vision for the future. Infrastructure and Transport is a key emergent theme from the plan that prioritises a safe transport network that is cycle friendly.

The Plan details that sustainability is at the core of the community's expectations and underpins the City's Integrated Planning and Reporting Framework. The current Sustainability Strategy 2012-2015 is due to be updated in 2017-18 to further align with this.

2.3.8 South Perth Foreshore Strategy and Management Plan (2015)

The South Perth Foreshore Strategy and Management Plan (The SPF Plan) guides the management of the foreshore into the future, balancing the competing demands for use. Strategies and priorities for the SPF are outlined, to guide the long-term plan to revitalise the foreshore and adjacent commercial and tourist precincts. As such, the SPF Plan outlines four area-wide strategies and 10 prioritised site specific nodes that require revitalisation. Transport and access is one of the four area-wide strategies and Mends Street is identified as the highest priority node. The Mends Street project forms the basis of the 'Connect South' project which will include a $7.5 million upgrade by 2020, including upgrades to several roads in the precinct.

2.3.9 National Cycling Participation Survey (2017)

The National Cycling Participation Survey (NCPS) is a standardised survey that is repeated biennially to estimate the participation for each state and territory. This report aims to complement this by collecting data from a sample within South Perth to better analyse participation within the local government.

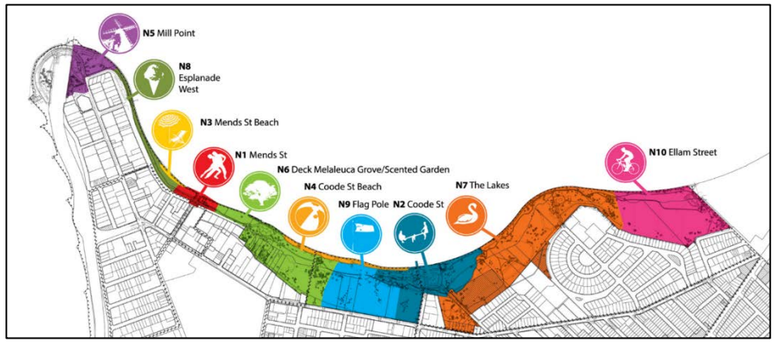
Overall, participation in CoSP is higher than average for Perth and Western Australia, with approximately 10,200 South Perth residents cycling in a typical week. The highest cycling participation rate for CoSP was among children aged under 10 which was considerably higher than Perth. Recreational use for cycling was higher than for transport. Commuting was the highest purpose for cycling as a form transport (compared to education, public transport, shopping, visiting people). Perceptions were also measured, which showed that overall, most CoSP residents either feel comfortable or very comfortable about riding in the area.

2.3.10 Major Developments

Connect South Project

Connect South is a major project to enhance and invigorate the Mends Street precinct and foreshore area. The precinct was identified as the highest priority of ten node strategies in the South Perth Foreshore Strategy and Management Plan

Connect South will deliver a piazza on the foreshore as well as streetscape and amenity improvements, landscaping upgrades and place activation activities. A key strategy for the entire foreshore, as indicated in the South Perth Foreshore Strategy and Management Plan, is to identify transport considerations aimed to reduce car use and conflict between modes of transport, and investigate multimodal transport options. Cycling is a major area of consideration for Connect South and must also be integrated with any future plans for upgrades along the South Perth Esplanade.



Clontarf-Waterford-Salter Point Foreshore Area

The City is developing a masterplan for the section of foreshore from Clontarf through to Waterford and Salter Point. The Masterplan will provide a consolidated management strategy recognising the ecological, cultural and recreational values of the area. The Joint Bike Plan identifies the entire foreshore path as a long term cycle route within the City of South Perth, including a potential future cycling connection to the principal route along the Kwinana Freeway. It is proposed that cycle infrastructure is investigated to be provided along the full length of the foreshore to provide consistency and legibility and to capitalise on the beautiful scenery that is offered and encourage increased cycling in the community. The Plan aims to acknowledge a future cycling connection to the Mt Henry Bridge as a long term aspiration and one that will require significant further investigation and community consultation. An alternative route connecting to the Kwinana Freeway will need to be considered as part of this investigation.

Town of Victoria Park

2.3.11 Town Planning Scheme No.1 and Local Planning Policies

The Town of Victoria Park's *Town Planning Scheme No.1* is the instrument for controlling and guiding development and growth within the ToVP.

A key objective of the scheme includes catering for the diversity of demands, interests and lifestyles, where this Plan plays a key role. The scheme also aims to protect and enhance the health, safety and general welfare of the Town's inhabitants and the social, physical and culture environment of the Town, all of which are strengthened by the implementation of this Plan.

Precinct Plans

Each precinct within the ToVP is detailed for its intent based on what is seen to be appropriate for the precinct. Information is provided about the purposes for which land may be used and guidelines for the development of land and buildings. Consistent among each precinct is the consideration of safe and accessible provision for pedestrians, cyclists and motorists. Council will require that new developments and redevelopment of existing facilities take into consideration pedestrian access and safety, and make appropriate provisions for cyclists.

Local Planning Policies

A number of local planning policies provide specific guidance to cycling facilities, including:

- **Design Guidelines for Burswood Lakes – Policy 9**
  - This policy outlines the design guidelines for the Burswood Lakes project.
- **Design Guidelines for Developments with Buildings above 3 Storeys – Policy 20**
  - These Design Guidelines set the planning and design framework for any development incorporating buildings above 3 storeys or 11.5 metres in height.
- **Development Standards for Causeway Precinct– Policy 22**
  - This policy outlines the standards for the Causeway Precinct and includes provisions for cycling.

2.3.12 Local Planning Policy 23 – Parking Policy

This Policy consolidates the Council's parking requirements, and outlines its approach to the provision of parking facilities for non-residential and residential uses in the Municipality. The policy addresses the impact of parking facilities on pedestrians and cyclists and aims for parking facilities to have safe, convenient and efficient vehicle and bicycle access for pedestrians, cyclists and motorists.

There are currently no detailed bicycle parking requirements for developments within the ToVP, however these are currently being developed for inclusion in the planning scheme.

2.3.13 Integrated Movement Network Strategy (IMNS)

The IMNS is a strategic document for the period up to 2031 and considers all modes of transport and the movement needs of all users, now and in the future. Key objectives and outcomes that form the IMNS include:

- Enhancement of the urban environment and amenity with greater emphasis on provision for bicycle and pedestrian paths and connections to, and interchange with, public transport;
- Improved access to employment, entertainment, medical, education and community facilities, while considering the needs of people with mobility, visual or hearing impairment;
- Reduced transport cost for the community by providing better public transport services, improving pedestrian and cycling facilities and enhancing permeability throughout the Town;
- Creation of a healthier and more accessible community through encouraging active travel such as cycling and walking; and
- Improved environmental conditions through less reliance on private motor vehicle transport.

The overarching strategy for cycling and walking is:

"Greater priority afforded to pedestrians and cyclists (particularly around Activity Centres); proactive identification of measures to improve universal access; greatly improved facilities and infrastructure through more prescriptive requirements in the Town Planning Scheme (TPS)."

2.3.14 Healthy Vic Park Plan 2017

The Public Health Act 2016 requires all local governments to develop a local Public Health Plan, which is currently being finalised for the Town. The goal of the plan is to provide opportunities for all residents and visitors to achieve and maintain good health and wellbeing.

From the community engagement process, the community rated 'infrastructure for walking and cycling' as the number two public health priority, following parks and public open spaces. The community rated 'physical inactivity/ low exercise levels' as the third most important health risk factor.



Figure 2-3: Results for the Community Survey (source: Draft Healthy Vic Park Plan)

The development and implementation of a bike plan is a key action of the Healthy Vic Park Plan. Additionally, the following actions are supported by the Bike Plan:

- Promote active transport methods for the community and schools;
- Develop and implement a Laneway Activation Strategy;
- Deliver and support programs and initiatives that encourage a physically active lifestyle;
- Delivery programs and initiatives that encourage the use of active transport including Your Move;
- Implement Crime Prevention Through Environmental Design (CPTED) principles in structure plans, local development plans and development assessment; and
- Promote and encourage premier public events in the local community.

2.3.15 Parking Management Plan 2012

The purpose of the Plan is to provide a framework for implementing parking management changes to address identified existing parking problems in Hotspot Areas. The techniques proposed include:

- Encouraging businesses to develop transport plans in support of recruitment and retention of staff by providing end of trip facilities for staff who walk, run or cycle;
- Implementing paid parking, with part of the revenue allocated to cycle infrastructure works; and
- Replacing some parking bays on streets with bicycle parking bays.

2.3.16 Asset Management Plans

The suite of Asset Management Plans (five in total) describe how the Town's assets will be managed over the next 15 years to a standard reflective of the community's desires and affordability. The community's desires were identified from the community consultation process, in which provision of alternative modes of transport such as bus, train, bikes and light rail was priority.

2.3.17 Economic Strategy & Tourism Plan 2013-2020

The *Economic Strategy & Tourism Plan provides* a strategic agenda to support the growth of the Town as one of Australia's most dynamic urban communities. Economic infrastructure development and productive precinct development are two of the core drivers of the economy identified, and are supported by the Plan. Relevant actions include:

- Ensuring there is suitable access for pedestrian, cycling and vehicles for neighbourhood shopping nodes; and
- Utilising the Town's facilities to hold major events such as those for cycling.

2.3.18 Other Plans

The joint Bike Plan supports the objectives of several other local planning documents, including:

Strategic Community Plan 2017-2032

The Strategic Community Plan is the principal strategy and planning document for the ToVP that reflects community long-term vision, values, aspirations and priorities with consideration to local government area/place/regional plans, local government strategies and resourcing.

One of the community's key priorities is creating a place that allows sustainable, safe and convenient transport options for all users, with this Plan directly attributing to this outcome.

Disability, Access and Inclusion Plan (DAIP) 2018-2023

The DAIP guides the ToVP in its intention to strive to provide and promote access and equity in service provision for all members of the community. All recommendations and design outcomes of this Plan must be aligned with the DAIP and consider universal access and design to ensure safe and convenient access for all members of the community. The development of the DAIP 2018-2023 is currently in progress.

Environmental Plan 2013-2018

The Environmental Plan is the main strategic document directing environmental management for the ToVP, focusing on several key objectives, including climate change adaption and greenhouse protection.

The ToVP was previously involved in the TravelSmart Cycling 100 initiative which supported the objective of the Environmental Plan in reducing greenhouse pollution. The initiative offered a free bike to staff who participated in the program which required riders to meet monthly cycling targets over a one-year period.

2.3.19 Major Developments

The following major development areas are proposed within the ToVP, which offer the opportunity to provide improved cycling facilities:

Taylor Reserve and McCallum Park

Taylor Reserve and McCallum Park is proposed to be redeveloped in line with the Town of Victoria Park's *2015 Foreshore Access and Management Plan.* The draft Concept Report (2017) details a variety of new high-quality spaces throughout the park with the intention to create a destination for the region, whilst maintaining the core function as an event space. Four precincts are proposed including a Parkland and Event Space, Beach and Activity Node, River Edge and Revegetation and Parking.

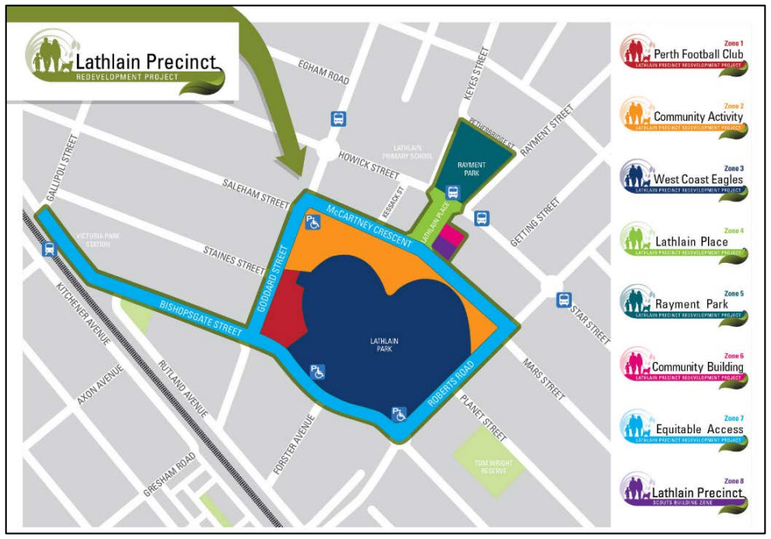
The existing separated cycle path along the foreshore is proposed to be realigned to the rear of the site and connected to the existing cycle paths on both sides of the park. This will provide cyclists with a direct route with minimal interruptions caused from other users of the park. The development of the concept is currently in progress.

Lathlain Precinct Redevelopment Project

The Lathlain Precinct Redevelopment Project (LPRP) involves the redevelopment and/or revitalisation of eight project zones within the Lathlain Precinct. The project is currently underway and is being delivered by the ToVP in partnership with the West Coast Eagles, the State Government, the Federal Government and the Perth Football Club.

The project involves the delivery of active community recreation space in addition to new headquarters for the West Coast Eagles football club.

The Lathlain Precinct will form a key recreational destination for the local community, and therefore cycle access needs to be considered.



2.4 Curtin University

Curtin University is one of Perth's major educational institutions and it's Bentley Campus is located within ToVP, adjacent to CoSP. The campus is part of the Bentley-Curtin specialised activity centre, and is planned to transform into a high activity area open to the entire community. A high demand for cyclists travelling to Curtin University currently exists, which is expected to increase as the area develops.

The following planning documents and studies are relevant to the development of the Plan:

- The Greater Curtin Master Plan (2013) sets out Curtin University's vision for growth and how this can be achieved. Movement is an area of focus, with a cycle network proposed, with strong external connections;
- The Curtin University Cycling Access Management Plan Draft (2015) assesses the adequacy of existing cycle parking, end-of-trip facilities and cycle access routes at Curtin University and identifies a number of required improvements;
- The Draft Bentley-Curtin Specialised Activity Centre Structure Plan (2016) identifies the proposed cycle network in the form of on-road cycle lanes, pedestrian and cycle shared paths, cycle friendly streets and shared space environments;
- The Integrated Transport and Movement Plan (2017) provides a framework for achieving the Greater Curtin Master Plan's vision for transport and movement. A cycle network capital works program is recommended to be undertaken to understand the amount of works required, and how it can be implemented; and
- The Draft Curtin University Students Staff Mapping Report (2016) identifies the combined population of current students and staff across the metropolitan area. The report identifies the following suburbs with the highest concentration of staff and students:
  - ToVP: Bentley and St James;
  - CoSP: Karawara, Waterford, Como, Manning and Salter Point;
  - City of Canning: Bentley, Wilson, Cannington, Queens Park and East Cannington; and
  - City of Gosnells: Kenwick and Beckenham.

  As shown in Figure 2-4, most of these suburbs are located within eight kilometres of Curtin university, which indicates that cycling is a suitable method of travel for a large number of Curtin university staff and students.

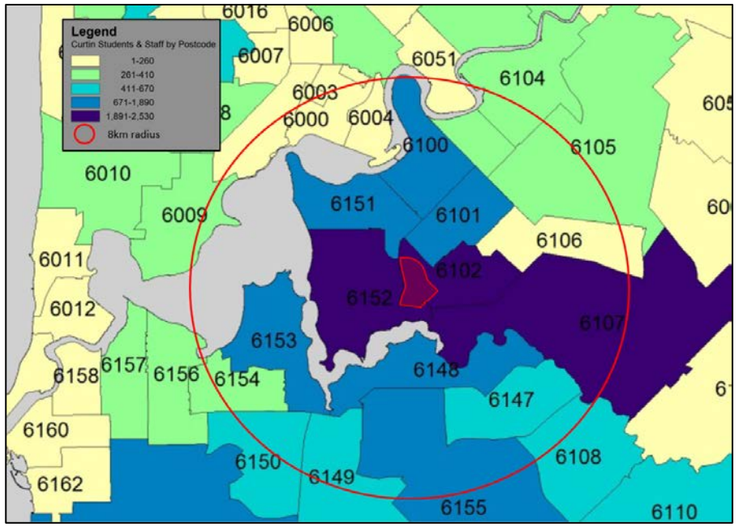


Figure 2-4: Curtin University Mapping

The future of universities and higher education is uncertain. The technological impact of robotics and artificial intelligence on professional careers could change the way universities function in the future, and ultimately change the way people interact and travel to Curtin University. The CoSP and ToVP should keep in close consultation with Curtin University as technologies continue to develop.





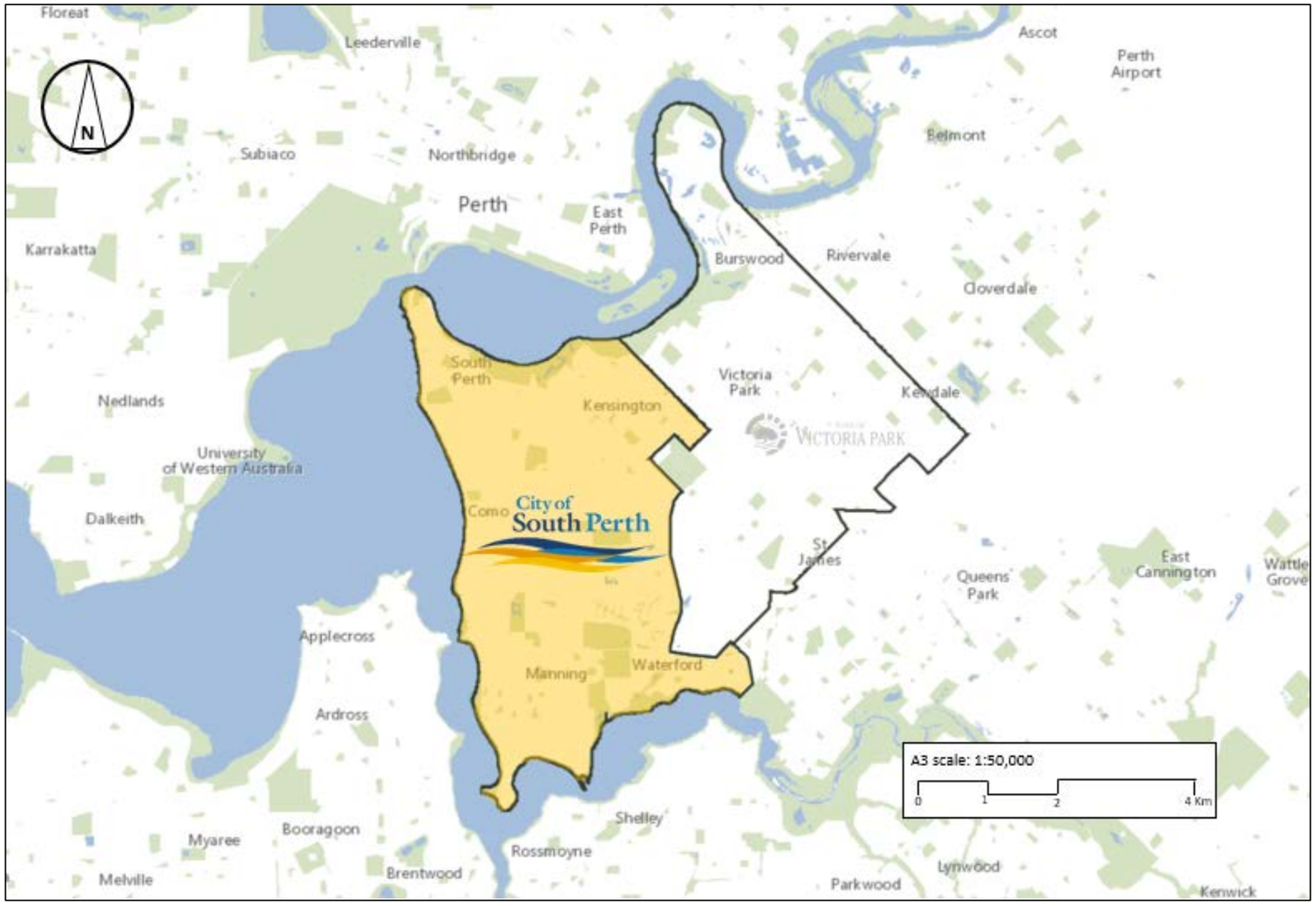
City of
South Perth

3 Background

The CoSP is located approximately four kilometres south of Perth's Central Business District (CBD) and covers an area of approximately 19.9 square kilometres. The CoSP shares boundaries with the ToVP and City of Canning, whilst providing direct routes over the Swan River into the City of Melville and City of Perth.

With reference to the CoSP Community Profile (*profile.id.com.au*, 2017) the estimated resident population as of June 2016 is approximately 44,000 with a population density of 23 persons per hectare. In the development of this Bike Plan, the diverse population within the CoSP was taken into consideration. Some of the key demographic statistics for the CoSP include:

- 1.6x higher population than the City of Perth, and 1.3x higher density;
- 53% medium and high density housing;
- A median age of 37 years;
- Approximately 59% of residents have a tertiary qualification;
- Approximately 36% of residents were born overseas, indicating strong cultural diversity;
- Approximately 65% of households have only one or two occupants; and
- 50% of households had access to two or more motor vehicles compared to 57% in Greater Perth. Car ownership per household in the CoSP did not change significantly between 2011 and 2016.



The abovementioned statistics highlight the potential for increased cycling trips in the CoSP. For example, the high percentage of households with one or two occupants highlight the potential for increased local shopping trips by bicycle due to smaller quantities of shopping that may not require the storage space of a motor vehicle.

Increased cycling in the CoSP will provide enormous environmental, health and economic benefits to the community including:

- Reduced car use, resulting in less traffic congestion, demand for parking, carbon emissions, and neighbourhood noise, and improvements in air quality;
- Improved physical and mental wellbeing;
- Reduced household travel costs, and potential time savings; and
- Increased foot traffic around local businesses.

Investment in creating an active community will result in better connected safer, healthier and happier residents and will make South Perth a more vibrant place to live and visit.

With reference to the CoSP Community profile (*profile.id.com.au*, 2017), the current statistics for travel mode to work for CoSP residents is shown in Figure 3-1. It indicates that approximately 65% of trips are undertaken by car (as either driver or passenger), approximately 13% of trips are by public transport, and 2.5% of trips by bicycle. Considering the proximity to the CBD and approximately 42% of South of Perth residents work in South Perth and Perth CBD, there is potential to increase the percentage of cyclists.

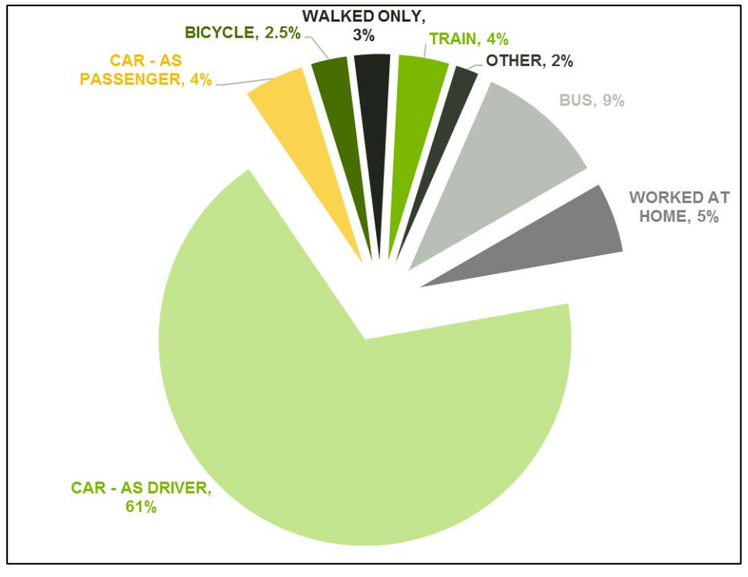


Figure 3-1: CoSP Mode of Travel (Census 2016)

The age group distribution within the CoSP is shown in Figure 3-2. In comparison to Greater Perth (Perth Metropolitan), there is a higher proportion of 18 to 24 year olds (tertiary education and independence), 25 to 34 year olds (young workforce), 50 to 59 year olds (older workers and pre-retirees) and 60 to 69 year olds (empty nesters and retirees).

In 2016 there were approximately 13,000 people who work in the CoSP, with 29% living in the area (refer to Figure 3-3).

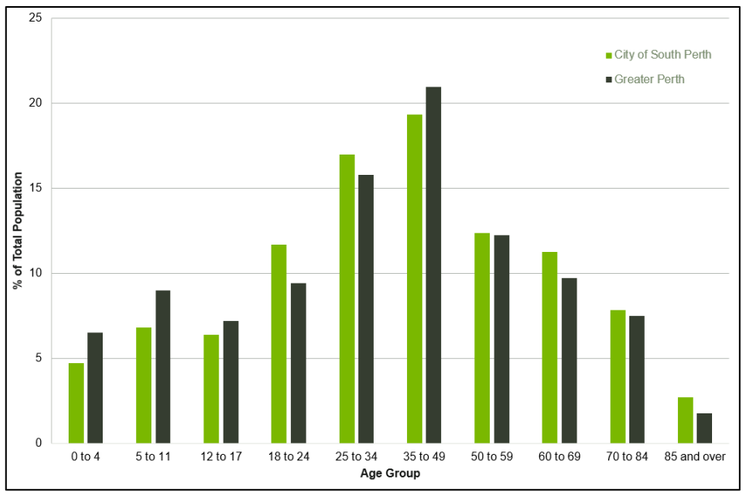


Figure 3-2: CoSP age group distribution (Census 2011)

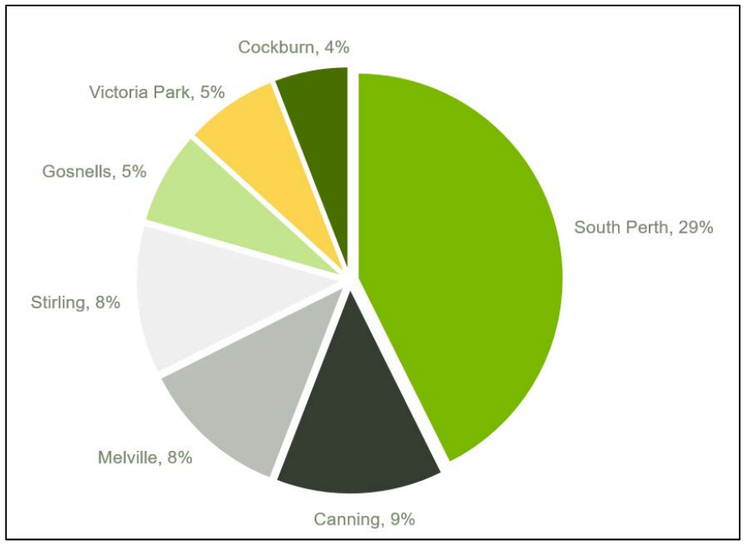


Figure 3-3: CoSP workers location of living (Census 2011)

In addition, approximately 79% of employed residents work outside of CoSP while the rest work within the area. A more detailed breakdown of employment locations is shown in Figure 3-4.

The cycling participation rate by residents of South Perth when measured over the past week or month is higher than average for Perth and Western Australia, as indicated by the 2017 National Cycling Participation Survey. Approximately 10,200 South Perth residents cycle in a typical week and 19,700 resident cycle at least once in a typical year.

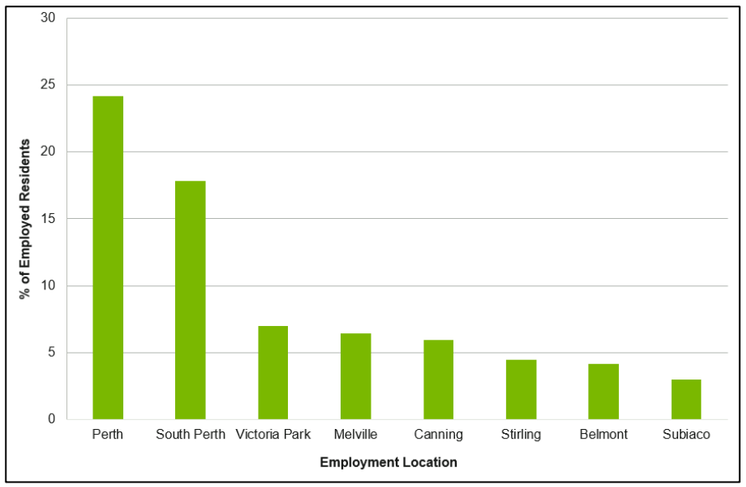


Figure 3-4: Employment location of CoSP residents (Census 2011)

4 Crash Analysis

4.1 Crash Data

Safety is a very important factor in building a successful Bike Plan. The availability and quality of existing cycle facilities is a good way of identifying the level of safety performance within a region. Main Roads WA crash data was utilised to determine the level of safety for the existing facilities within the CoSP.

Over the last five year period from 1 January 2012 to 31 December 2016, a total of approximately 4,500 crashes have occurred within the CoSP, with 2.6% of them involving cyclists. The number and severity of crashes involving cyclists per year is shown in Figure 4-1.

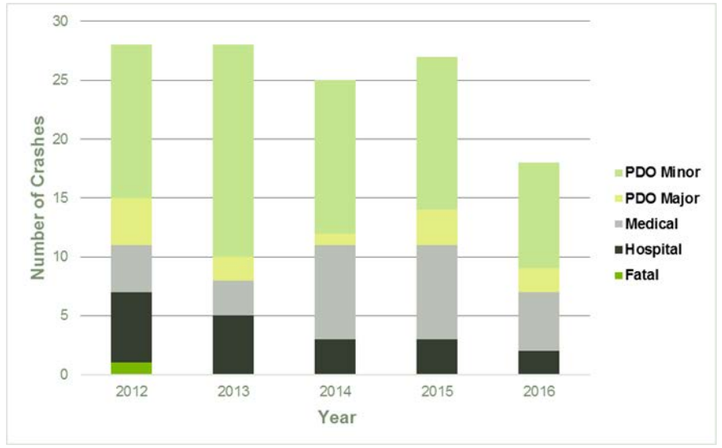


Figure 4-1: Total recorded crashes involving cyclists

In summary:

- A total of 126 crashes involved bicycles;
- 1 resulted in fatality;
- 15% resulted in hospital treatment; and
- 22% resulted in medical attention.

It should be noted that crash data only contains records of reported crashes, although unreported crashes are typical when there is no personal injury and no damage to property. It can be seen that the number of crashes have fluctuated from year to year with 2016 recording the lowest number of crashes in recent years.

Factors that can attribute to an increase in the number of crashes include a general increase in traffic volumes and non-compliance with speed limits. The reduction in crashes involving cyclists in 2016 is positive, however the Plan requires a strong focus on improving safety for cyclists.

The total number of recorded crashes from 2012 to 2016 grouped by severity is summarised in Figure 4-2 and illustrated in Figure 4-3.

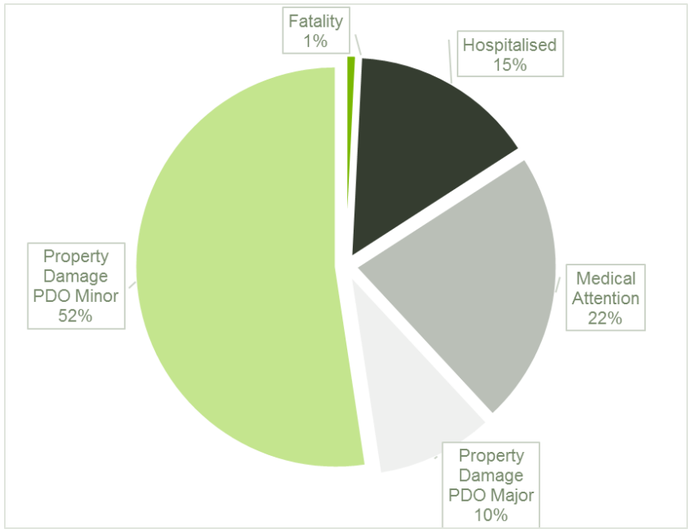


Figure 4-2: Total recorded crashes by severity

4.2 Crash Locations

More than 61% of the total recorded bicycle crashes have occurred at intersections, with 30% of the intersection crashes occurring at roundabouts. This is somewhat unsurprising as intersections, including roundabouts, often create 'pinch points' where space has not been allocated for cyclists.

The roads within the CoSP that have recorded more than three crashes in the last five years is shown in Table 3-1. The highest number of recorded crashes in recent years has occurred along South Perth Esplanade, which caters not only for high volumes of recreational cyclists, but also a wide range of path users which introduces potential conflicts. High numbers of recorded crashes have generally been recorded on roads with high traffic volumes which are often the more direct travel routes to destinations. This accentuates the fact that cyclists use these direct routes to commute and that these roads are dominated by high traffic volumes and therefore there is an increased probability of conflict, particularly at intersections where bicycles often have limited priority. These roads represent the high priority locations for funding directed towards crash investigation and safety improvement works.

Other notable statistics include:

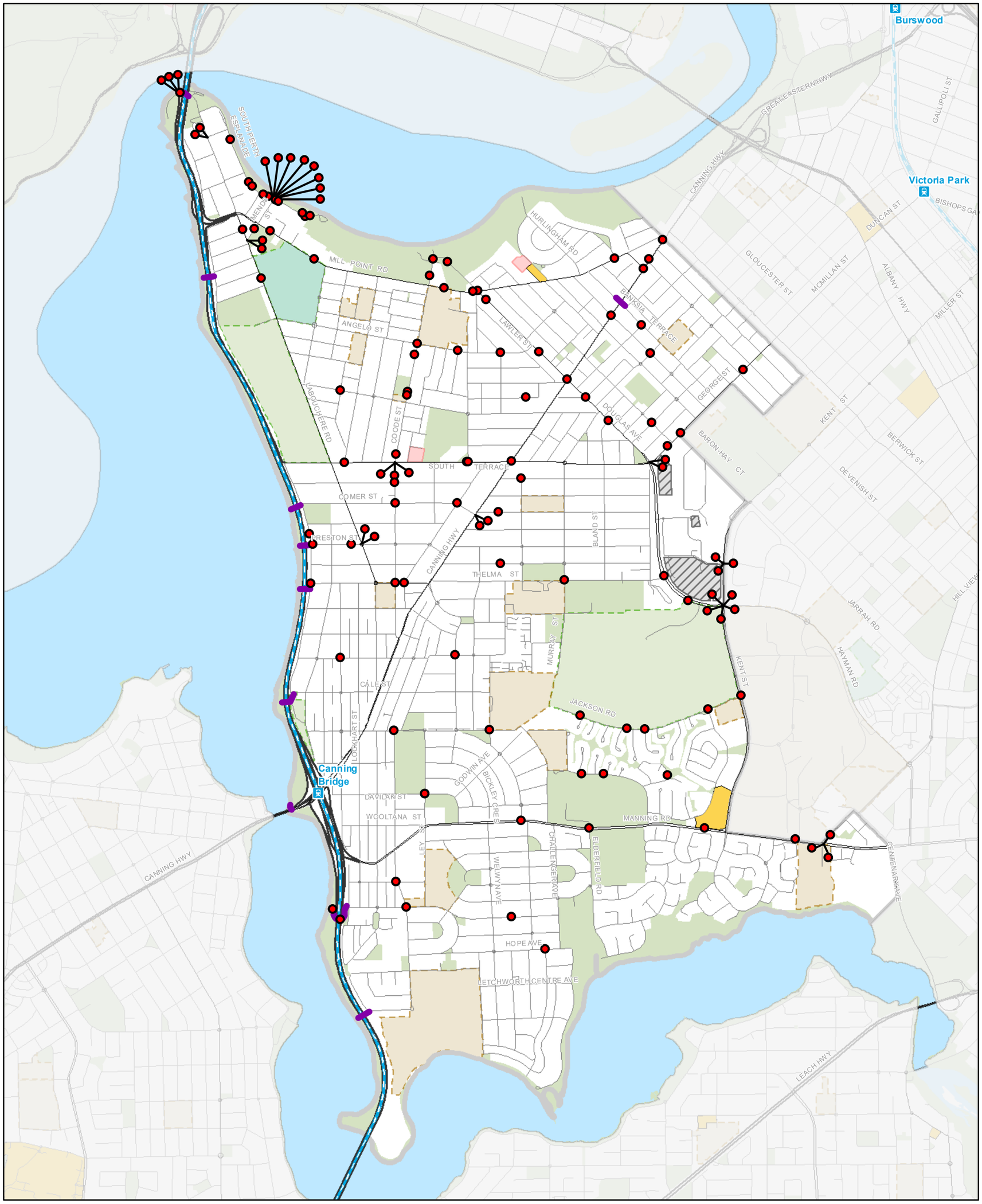
- 15% of all crashes occurred at driveways, where vehicles enter or exit a driveway and collide with a cyclist in the lane or on the path; and
- 11% of recorded bicycle crashes occurred on off-road paths.

The crash statistics have been used to influence and prioritise the recommended projects outlined in Section 8.

Table 4-1: Locations with the highest number of crashes involving cyclists

Crash Locations (roads with 5 crashes or more)		
Location	**Number of Crashes**	**Severity**
South Perth Esplanade	18	6 x Hospitalised
		2 x Medical Attention but not Hospitalised
		1 x PDO Major
		9 x PDO Minor
Douglas Avenue	14	1 x Hospitalised
		4 x Medical Attention but not Hospitalised
		4 x PDO Major
		5 x PDO Minor
Coode Street	13	2 x Hospitalised
		2 x Medical Attention but not Hospitalised
		2 x PDO Major
		7 x PDO Minor
South Terrace	9	1 x Hospitalised
		1 x Medical Attention but not Hospitalised
		1 x PDO Major
		6 x PDO Minor
Mill Point Road	8	3 x Hospitalised
		1 x PDO Major
		4 x PDO Minor
Kent Street	8	1 x Hospitalised
		4 x Medical Attention but not Hospitalised
		3 x PDO Minor
Manning Road	7	2 x Medical Attention but not Hospitalised
		1 x PDO Major
		4 x PDO Minor
Canning Highway	7	1 x Hospitalised
		1 x Medical Attention but not Hospitalised
		3 x PDO Minor
		2 x PDO Major
Labouchere Road	6	2 x Hospitalised
		1 x Medical Attention but not Hospitalised
		1 x PDO Major
		2 x PDO Minor
Jackson Road	5	1 x Hospitalised
		2 x Medical Attention but not Hospitalised
		1 x PDO Minor
		1 x Fatality
George Street	5	1 x Hospitalised
		4 x PDO Minor

*Note that a crash severity of 'PDO' refers to 'property damage only'



Legend

- Crash Location
- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Overpass/Underpass
- Existing Overpass/Underpass
- LGA Boundary (City of South Perth)

- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



CoSP Figure 4-3 Crash Locations Involving Cyclists in the CoSP

Revision: 1	Project No: 255909	Date: May 2018
Prepared: S.Richards	Checked: M.LaGalia	Approved: M.LaGalia
Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:25,000

Source: © Landgate 2017, OpenStreetMap

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Client: Town of Victoria Park, City of South Perth

aurecon

5 Stakeholder Consultation

5.1 Community Engagement

As part of the development of the Plan, the local community were invited to provide feedback on their cycling journey with the aim of identifying common routes, existing issues, barriers to cycling, and desired locations to improve or provide additional facilities and infrastructure.

The community were invited to provide feedback through one or all of the following methods:

- Completion of a survey (online or hard copy);
- Input into an online mapping tool; and
- Attendance at a community workshop.

It should be noted that the methods of community engagement were carried out simultaneously between the CoSP and ToVP.

5.1.1 Community Survey

The joint CoSP and ToVP community survey was open to the public from May 1st to June 9th 2017. The survey was completed by a total of 349 participants, with 181 people from the CoSP (62% male, 37% female, 1% other). A graphical summary of the demographics and other results from survey respondents from the CoSP is shown in Appendix A.

In terms of the reasons for cycling, the most common reasons included recreational and exercise (37%), commuting to/from work (20%), to/from shopping (11%) and to/from entertainment locations (11%), noting that respondents could select multiple options. With the scenic cycling route available along the Swan River, recreational cycling is highly popular in the CoSP as reflected in the survey results.

A summary of the most common issues raised from the community survey regarding popular routes can be seen in Table 5-1.

The issues raised in the community survey have been used to influence and prioritise the recommended projects outlined in Section 8.

Table 5-1: Summary of issues raised regarding popular routes

Location	Issue/Concern	% of Comments
Canning Highway	- difficulty in crossing Canning Highway due to high traffic volumes, high traffic speed and lack of safe	10%
	- a desire for dedicated bicycle infrastructure (i.e. bicycle lanes)	
	- high traffic volumes and speeds contribute in creating an intimidating road environment for cyclists	
Swan River Foreshore	- issues with pedestrians using the separated cycle path creates an uncomfortable cycling environment	10%
	- high speed cyclists intimidate recreational cyclists	
	- issues with lack of visibility and priority for cyclists crossing Coode Street puts them in dangerous positions with vehicles and pedestrians	
	- issues with lack of visibility and priority for cyclists crossing Douglas Avenue puts them in dangerous positions with vehicles and pedestrians	
	- a desire for separated cycle paths at McCallum Park and Burswood Park (ToVP)	
	- lack of appropriate lighting at McCallum Park and Burswood Park (ToVP)	
	- issues with sprinklers wetting cyclists during the early morning journeys	
South Perth Esplanade	- high pedestrian volumes, narrow space, obstructions and poor pavement surface of shared path create an uncomfortable cycling environment	7%
	- a desire for dedicated bicycle infrastructure (i.e. bicycle lanes)	
	- a lack of motorist awareness at Mends Street intersection puts cyclists in dangerous positions	
Mill Point Road	- connection to Narrows Bridge creates a pinch point due to design	5%
	- lack of appropriate traffic calming measures increase the probability of conflict between cyclists and other modes of transport	
	- lack of driver awareness contribute in creating an intimidating road environment for cyclists	
	- difficulty in crossing Mill Point Road due to lack of safe crossing points	
Manning Road	- a desire for dedicated bicycle infrastructure (i.e. bicycle lanes)	5%
	- difficulty in crossing Manning Road due to high traffic volumes, high traffic speed and lack of safe	
	- high traffic volumes and speeds contribute in creating an intimidating road environment for cyclists	
Kwinana Freeway PSP	- issues with general maintenance (i.e. leaves, sticks and soil) of path surface creating an uncomfortable cycling environment	5%
	- shared path is too narrow when considering high pedestrian and cyclist volumes creating an uncomfortable cycling environment	
	- issues with lack of lighting, edge lines and bushes affects visibility	
Waterford/Salter Point to PSP	- a desire for dedicated bicycle infrastructure (i.e. shared path) along Canning River Foreshore	5%
	- a desire for dedicated bicycle infrastructure (i.e. bicycle lanes or shared path) through local streets	
Causeway Bridge	- high pedestrian volumes and narrow shared path creating an uncomfortable cycling environment	4%
	- shared path surface is uneven and uncomfortable for cyclists	
Labouchere Road	- issues with vehicles parking in the existing bicycle lanes, and the high traffic speeds create an uncomfortable cycling environment	3%
	- a desire for dedicated bicycle infrastructure (i.e. bicycle lanes) for the remaining stretch north of Angelo Street	
	- difficulty in crossing Labouchere Road due to high traffic volumes, impaired visibility from parked vehicles and lack of safe crossing points	
Douglas Avenue	- lack of appropriate traffic calming measures increase the probability of conflict between cyclists and other modes of transport	3%
	- a desire for dedicated bicycle infrastructure (i.e. bicycle lanes) north of Canning Highway	
	- difficulty in crossing Douglas Avenue due to high traffic volumes and lack of safe crossing points	
Coode St	- lack of appropriate traffic calming measures increase the probability of conflict between cyclists and other modes of transport	2%
	- issues with vehicles parking in the existing bicycle lanes, lack of driver awareness at roundabouts and the high traffic speed creating an uncomfortable cycling environment	
Murray Street	- a desire for dedicated bicycle infrastructure (i.e. bicycle lanes) along the entire route	2%
	- lack of appropriate traffic calming measures increase the probability of conflict between cyclists and other modes of transport	
South Terrace	- lack of appropriate traffic calming measures increase the probability of conflict between cyclists and other modes of transport	2%
	- lack of driver awareness and aggressive driver behaviour contribute in creating an intimidating road environment for cyclists	
	Total	**63%**

5.1.2 Online Mapping Tool

The CoSP interactive online mapping tool was open to the public from May 1st to June 9th 2017. The tool allowed members of the community to place pins on a map of the CoSP to comment on the following items:

- 'Bike Issue' (red pin) – may include locations where there are missing links, unsafe crossings, lights, or other issues relating to the cycling experience;
- 'I enjoy riding here' (green pin) – may include locations that are enjoyable to ride, have great end of trip facilities (i.e. bicycle parking, lockers, showers) or notable for other reasons; and
- 'Bike Idea' (yellow pin) – may include locations that are not necessarily unsafe or an issue, however would like to see an improvement.

Referring to Figure 5-3, a total of 181 pins were dropped on the mapping tool (noting that users could submit an unlimited number of pins). As shown in Figure 5-1 and Figure 5-2, the majority of riders that contributed to the mapping tool were confident cyclists, and for a range of riding purposes. Note that this captures the rider's perception of what the confidence level they see themselves. Future surveys should consider alternative ways to capture the views of riders of lower confidence level, which will assist in initiating greater mode shift towards cycling.

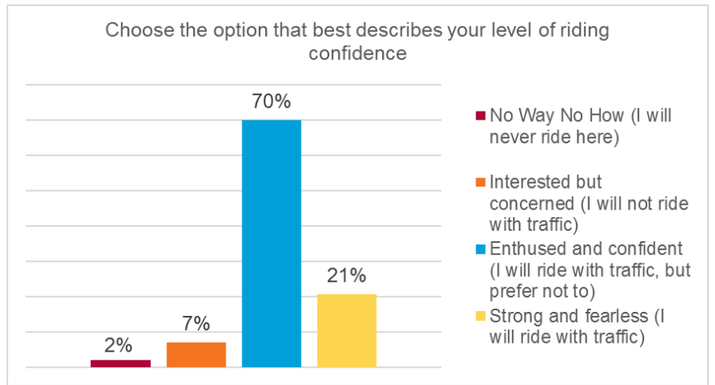


Figure 5-1: Online mapping tool respondents – level of rider confidence

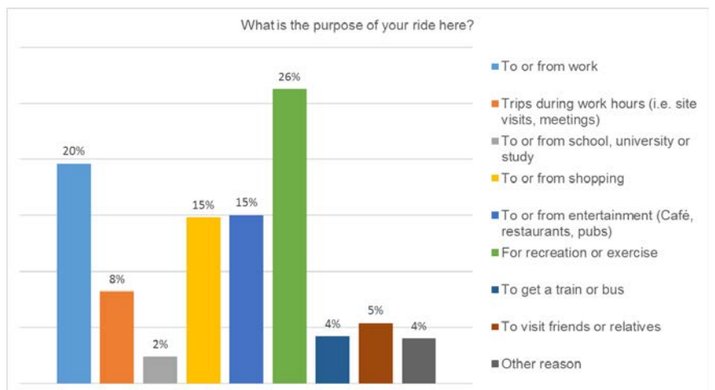


Figure 5-2: Online mapping tool respondents – purpose of ride at pin location

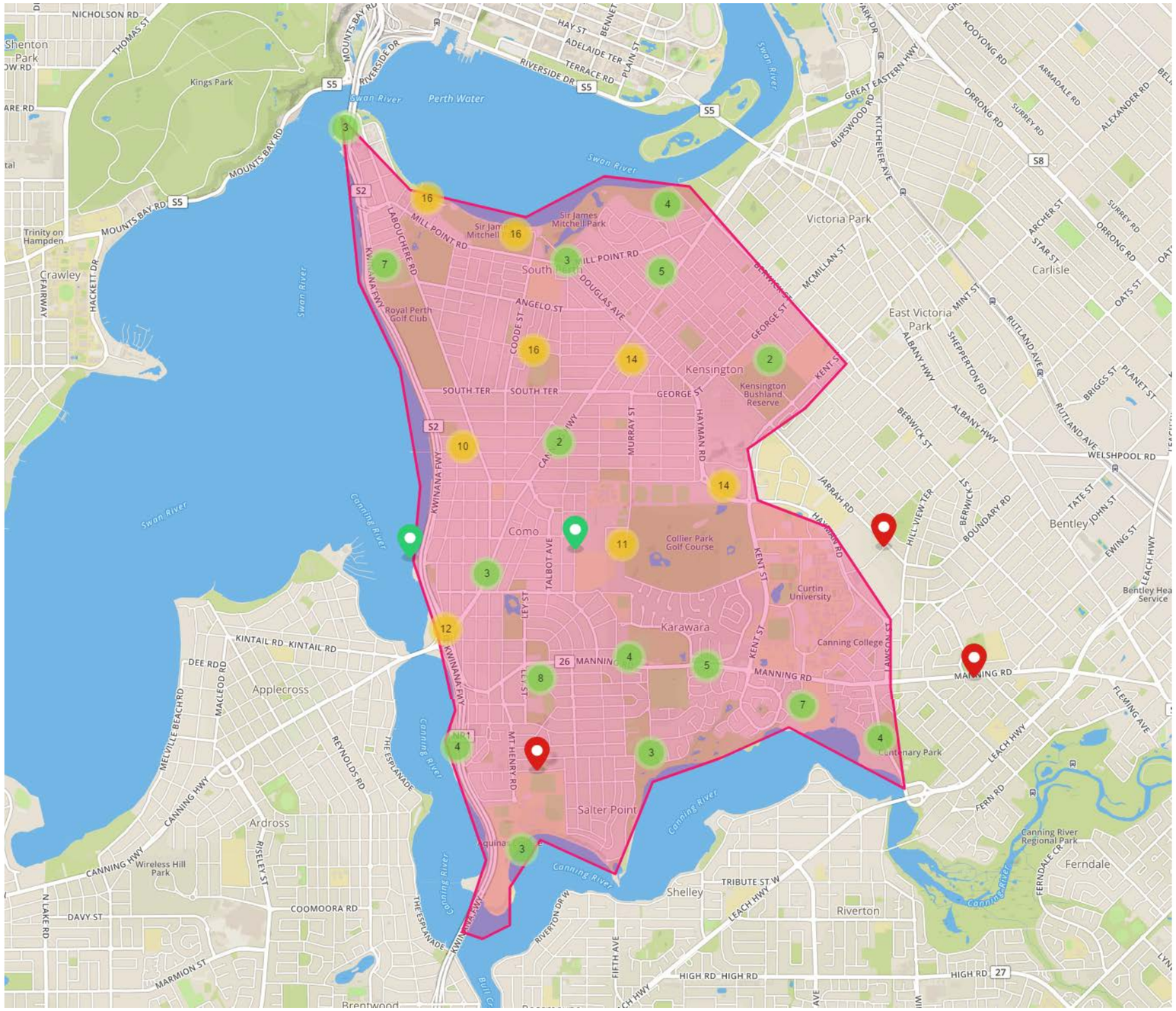


Figure 5-3: CoSP online mapping tool

The following summarises the key feedback provided from the online mapping tool:

Bike Issues (red pins)

1. Vehicles parked on cycle lanes i.e. South Terrace near Royal Perth Golf Club;
2. Roads with high traffic without cycle infrastructure, including at intersections i.e. Canning Highway;
3. Busy locations without adequate cyclist crossing facilities i.e. at South Perth Foreshore Path carparks, Canning Highway and Manning Road; and
4. Fast cyclists and unaware pedestrians using busy shared paths i.e. South Perth Esplanade.

Bike ideas (yellow pins)

1. Improved cycle infrastructure at intersections i.e. continuation of on-road bike lanes and advanced stop cycling boxes;
2. Increased supply of separated facilities i.e. between pedestrian and cyclists, and cyclists and vehicles;
3. Increased end of trip facilities at key destinations i.e. bike parking at Mends Street, Preston Street and Clontarf Markets, and repair station along foreshore;
4. New cycle friendly crossings i.e. at Curtin University South Entrance; and
5. Improved continuation of paths i.e. Canning River foreshore from Centenary Avenue to Kwinana Freeway.

'I like riding here' (green pins)

1. Cycle infrastructure at intersections i.e. continuation of paths along waterfronts i.e. Swan River and Canning River;
2. Locations with high quality shared paths;
3. Direct cycle routes without interruptions i.e. Kwinana Freeway PSP;
4. Areas where there is separation from pedestrians and vehicles i.e. Sir James Mitchell Park;
5. Areas with high visibility and the sense of security this provides.

The issues raised in the online mapping tool have been used to influence and prioritise the recommended projects outlined in Section 8.

5.1.3 Community Workshop

The CoSP community workshop was held on the 31st May 2017 at the CoSP Community Hall. The community were invited to contribute ideas, report issues, prioritise and suggest improvements. Members of the community who were not able to attend the CoSP workshop were encouraged to attend the ToVP workshop which was facilitated in the same way.

The workshop followed a human centred approach where residents were invited to participate in interactive activities that placed the end user at the centre of the thought process. The aim of each activity was to understand the issues, needs and challenges that the community face regarding cycling. By the end of the evening residents could transform some of the key issues raised into real 3-dimensional solutions. The key issues raised are detailed below.

Infrastructure

- Lack of consideration for cyclists at intersections (i.e cycle lanes through intersections, storage at stop lines and space at roundabouts);
- Insufficient signage for existing under/overpasses (i.e. Banksia Terrace / Canning Highway);
- Required stoppages at low points of terrain require additional effort for journeys;
- Cycle infrastructure located in 'door zone';
- Maintenance required along Kwinana PSP (i.e. clear debris);

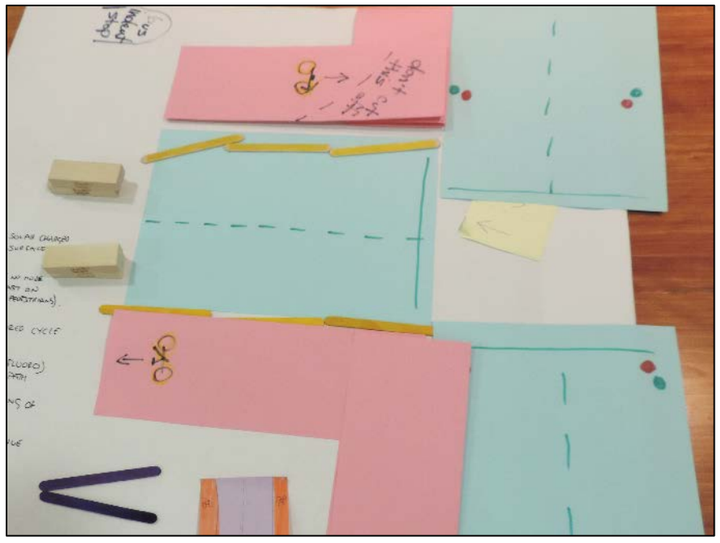


Figure 5-4: Intersection concept with the provision of coloured cycle lanes

- Lack of bike lanes on major routes (i.e. Manning Road and Canning Highway);
- The need for connectivity from South Perth foreshore to southern areas (i.e. Manning);
- Difficulty crossing major roads due to insufficient facilities (i.e. Canning Highway);
- Lack of cycle infrastructure at Canning Bridge;
- Lack of connection from Waterford to PSP along Canning River foreshore;
- Insufficient width of shared path and uneven surface along the Causeway; and
- Lack of space for cyclists on Murray Street.

End of Trip Facilities

- Lack of secure bike parking at train stations, particularly Canning Bridge Station;
- Lack of bike parking at major public destinations (i.e. shopping centres, civic buildings, sports grounds) and activity centres (i.e. Mends Street, Preston Street, Angelo Street); and
- Insufficient supply of sheltered parking, and water and repair stations.

Safety

- Lack of cycle infrastructure and high traffic volumes and speeds creates an intimidating road environment (i.e. Canning Highway and Manning Road);
- Narrow paths in busy environments act as barriers to cycling (i.e. Causeway Bridge); and
- Lack of separation of cyclists and pedestrians leads to conflicts (i.e. South Perth Esplanade and McCallum Park shared paths).

Youth Safety and Behaviour Change

- Increased focus on initiatives that encourage young cyclists;
- Lack of youth orientated cycle facilities (i.e. pump tracks); and
- The need for cycle paths and cycles zones that separate school children from traffic.

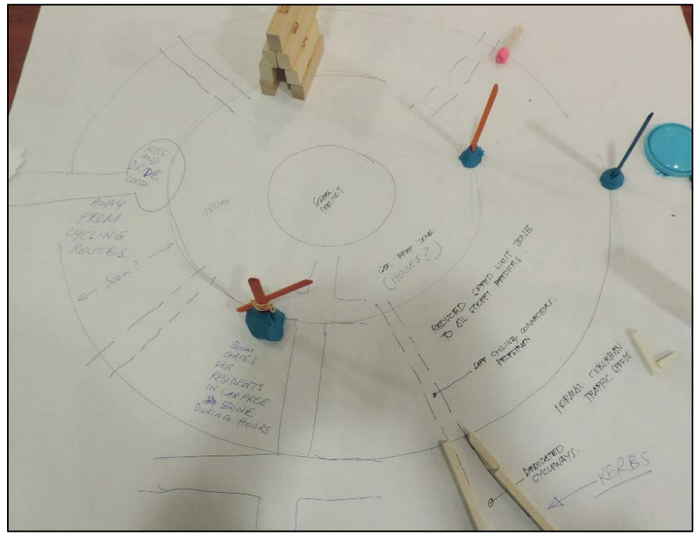


Figure 5-5: School 'Safe Zone' concept constructed during the workshop

A summary of the conversation capture from the workshop can be found in Appendix A.

In addition to the input received during the workshop, a number of individual submissions were provided by attendees. The key ideas from these submissions are detailed below:

- Manning Road off-road cycle facilities are mostly inadequate, and there are no on-road facilities;
- Burswood Park path requires separation between cyclists and pedestrians;
- Champions of cycling are crucial for advancing cycle infrastructure and travel behaviours. These people need to be internal to the key organisations in the area i.e. Council and Curtin University;
- Consideration of best practice will ensure the best possible cycle facilities are installed; and
- A children's bicycle training track was proposed by a local community group. This would help introduce cycling to the young generation and allow them to improve their cycling skills in a safe vehicle-free environment.

The issues raised in the community workshop have been used to influence and prioritise the recommended projects outlined in Section 8.



6 Bicycle Network and Facilities

6.1 Existing Infrastructure Audit

A number of cycle routes traverse the CoSP, many of which have been developed over time through the implementation of the 1996 Perth Bicycle Network Plan and WA Bicycle Network Plan (DoT, 2014-2031). The existing network exists of various types of bicycle infrastructure, including off-road separated and shared paths and on-road cycle lanes. A map of the existing bicycle facilities in the CoSP is shown in Figure 6-1.

In the development of this Plan, the existing bicycle routes have been re-evaluated in light of the State Government's Perth Transport Plan at 3.5 million. As such, an assessment of the existing bicycle network was undertaken with consideration of the routes identified in the Perth Transport Plan at 3.5 million.

The study area was divided into 'links' – a small or complete section of cycle path, on-road facility or roadway. A total of 20 links were assessed on a saddle survey throughout the CoSP.

The assessment of each link was undertaken using the criteria outlined in the Transport Research Laboratory (TRL) Street Audit Network software package (Cycling Component - CERS), as shown in in Table 6-1.

Table 6-1: CERS assessment parameters

Category	Parameters
Convenience	Continuity
	Legibility
	Directness
Accessibility / Safety	Worst Intersection Conflict Point
	Traffic Volume
	Traffic Proximity
	Traffic speed
	Link Conflict Points
Comfort	Effective width
	Surface Quality
	Maintenance
	Overall Effort
Attractiveness	Personal security
	Lighting
	Quality of Environment

6.1.1 Link Rating

The following steps were employed to assess each link.

Step 1 – Identify start and termination point of link

1. Determine individual link lengths of all bicycle routes (this includes the division of routes / corridors);
2. Check each link length logically using data collected on site for suitability; and
3. Assign name and identification reference code for each link.

Step 2 – Check data availability of route

1. Traffic data – Gather from available Main Roads data or estimate based on the road hierarchy and onsite observations. The traffic data available for the audited links is shown in Figure 6-2;
2. Traffic speeds – Note the on-street posted speed limit and determine whether or not the traffic speed on-site is commensurate; and
3. Terrain – From site visits, gather an indication of the terrain (uphill or downhill grade) along the link.

Step 3 – Intersections

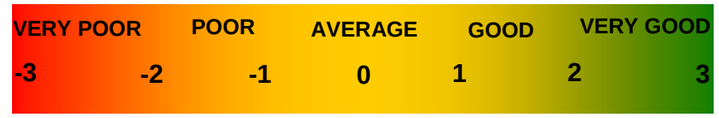
1. Once link length is established, note all types of intersections along the extent of the link; and
2. Highlight the worst performing intersection based on desktop assessment, onsite observation and professional judgement.

Step 4 – On site evaluation

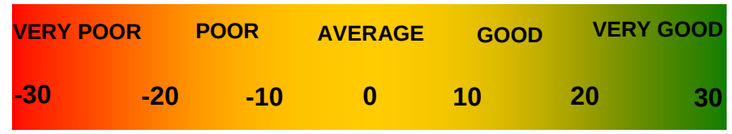
1. Undertake site visits to complete the audit assessment, ensuring all parameter fields are completed (refer to Table 6-2);
2. Where necessary add comments which substantiate scoring decisions or any other relevant information for future reference;
3. Total score for the link will be automatically assigned on completion of all parameters; and
4. Add any relevant conclusions for each link for future reference.

During the assessment of each link, each parameter was manually scored on a range from **-3** to **+3**, where **+3** is the highest score and **-3** the lowest. For a parameter to warrant a score of **+3**, it would need to be exemplary and of a standard identified as best practice. The scores were therefore allocated on a range from very poor to optimum with **0** representing an average score:

The scoring scale is set out below:



An overall score for each link was determined, giving a general indication of how well the route caters for cyclists. Generally, any link that scores above 10 is considered good, a link that receives a score between -10 and 10 is average and a link scoring below -10 is a poor link. The scoring scale for the overall score is shown below:



6.1.2 Audit Findings

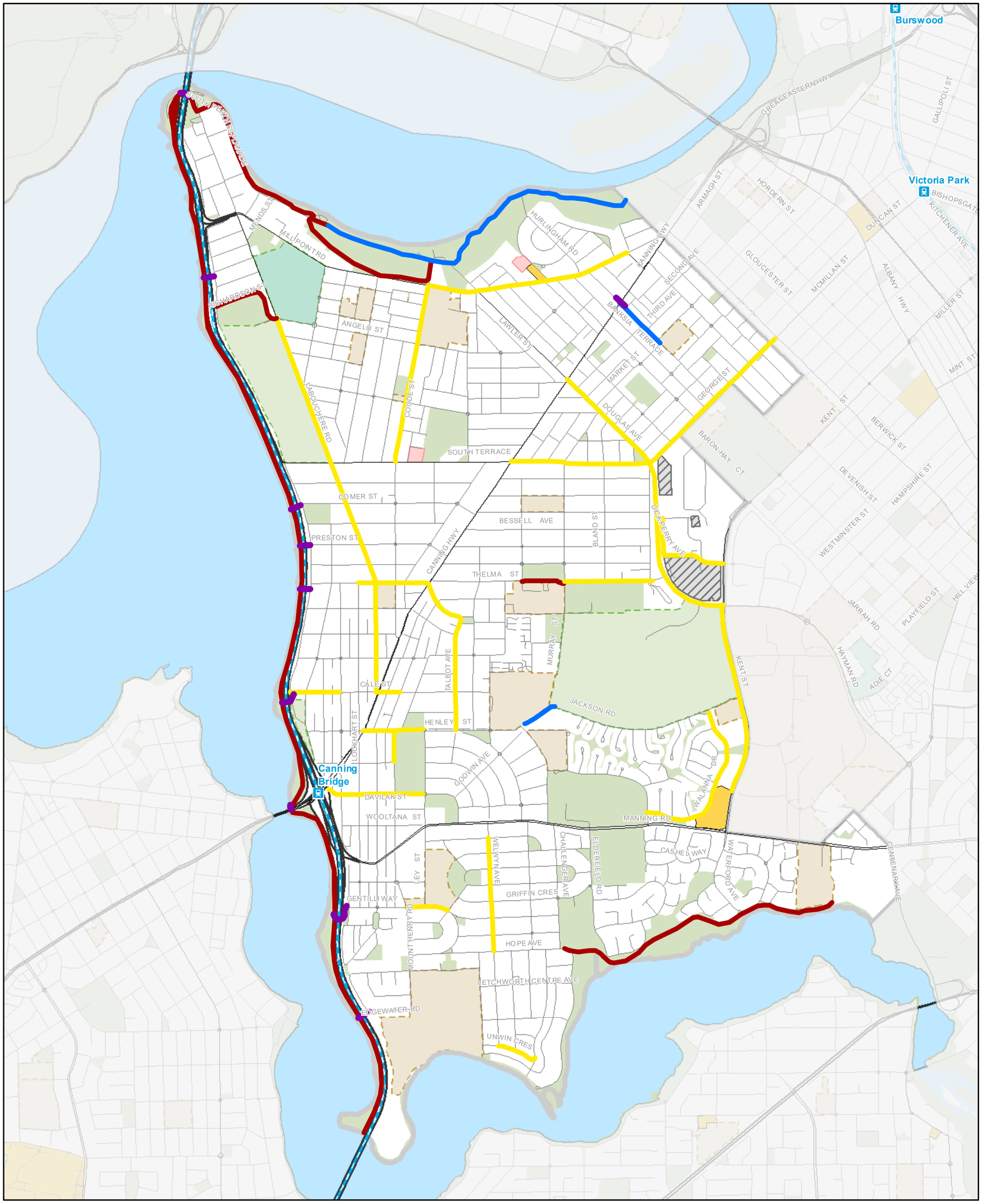
The detailed findings of the infrastructure audit, along with an action plan for each individual link is presented in Appendix B with each link described in terms of:

- Assigned link number;
- Scored colour code;
- Link name;
- Link description;
- Photo inventory;
- Issues identified; and
- Suggestions for improvements.

The suggestions highlighted in the detailed link results in Appendix B are intended to be included in the CoSP maintenance team's work packages for when each specific link is next scheduled for maintenance (unless stated otherwise as a proposed project). It is important to note that there are many cases within the City where existing unsigned sealed shoulders have previously been considered as appropriate for cyclists, however these do not meet the minimum requirements for cycle lanes as defined by the Road Traffic Code and appropriate guidelines. As such, there should be a long term focus on upgrading existing cycle infrastructure in line with the minimum requirements as described in Section 1.3.

The general performance of the audited links is shown in Figure 6-3, where routes with protected cycling infrastructure and low traffic volumes generally outscored those where cyclists are left to mix with high traffic volumes. The scoring performance of each link for each assessment parameter is tabled in Appendix B.

A high level map summary of the proposed recommendations for all the audited infrastructure can also be found in Appendix B ("Infrastructure Audit Summary for CoSP"). The recommendations outlined on this map can be considered when any of the cycle routes are due for resurfacing or opportunities for works in those areas arise.



Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor
- Separated Path (Bikes Only)
- High Quality Shared Path (Bikes and Pedestrians)
- Bicycle Lanes or Sealed Shoulders
- Safe Active Street
- Existing Overpass/Underpass
- LGA Boundary (City of South Perth)
- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



CoSP Figure 6-1 Existing Bicycle Facilities in the CoSP

Revision: 1	Project No: 255909	Date: May 2018
Prepared: S.Richards	Checked: M.LaGalia	Approved: M.LaGalia
Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:25,000

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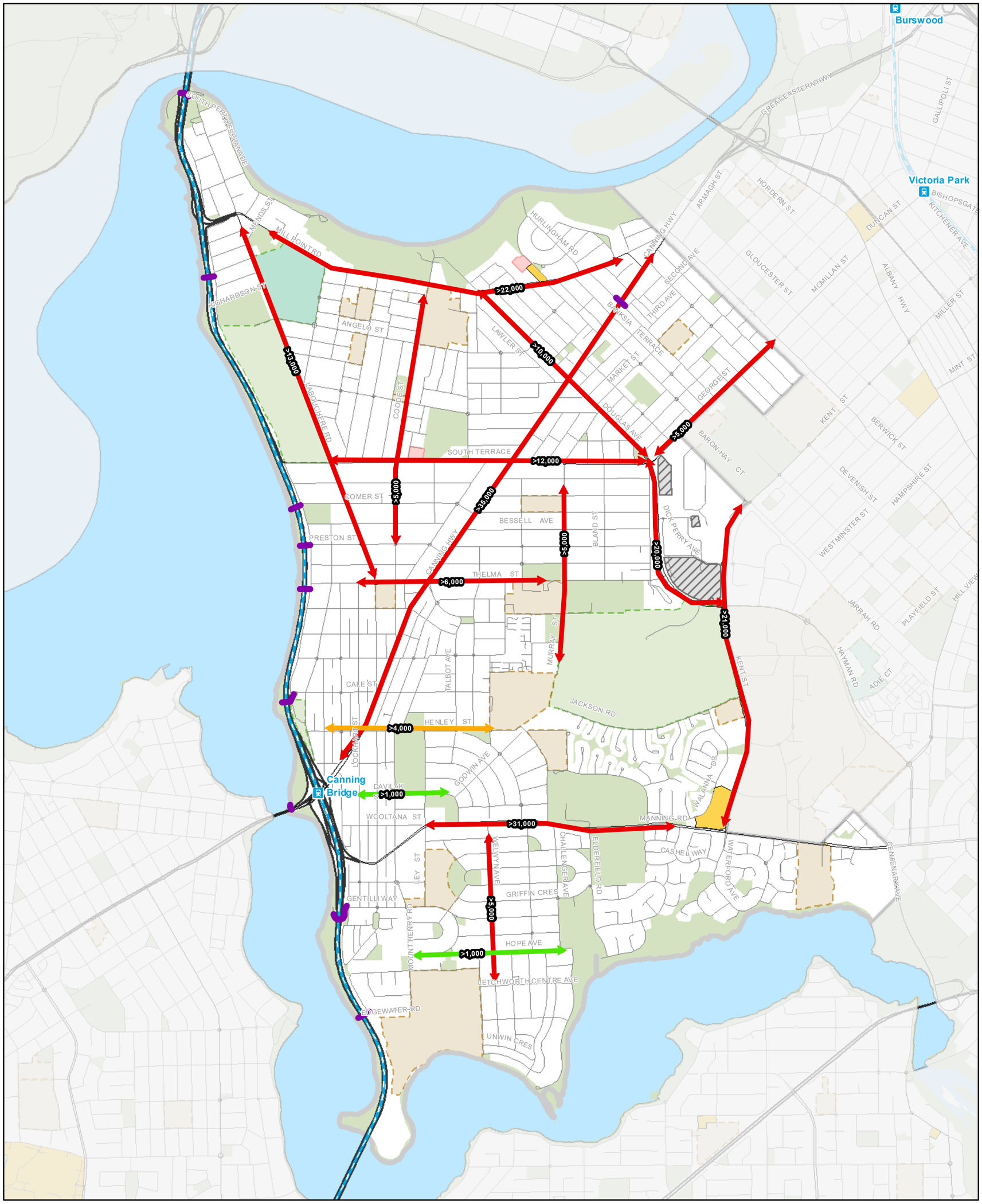
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Table 6-2: CERS assessment framework

Category	Parameters	What to assess
Convenience	Continuity	Any issues that may affect the continuity if a facility were to be introduced This could include change in carriageway width, or delay to cyclists (e.g. through signalised intersections)
	Legibility	Issues that may affect a cyclist's ability to follow the route Take note of any existing cycle / traffic signs that provide directions and any landmarks
	Directness	Ascertain if the proposed link is the most direct path with no delays Use site inspections, internet based maps and photography was used to ascertain if there is an alternative route which cyclists could use Take into account intersections or other features that may result in delay
Accessibility / Safety	Worst Intersection Conflict Point	Based on the type of intersection in combination with traffic flow and the size of the intersection Those intersections with fewer potential conflict points are awarded a greater score Ascertained using provided traffic data, collision data and site inspections/ internet based maps
	Traffic Volume	Use existing data for assessment purposes. Those roads with a lighter traffic flows will receive a high score
	Traffic Proximity	Based on mixture of traffic and width of traffic lane(s) in a single direction of travel A wide lane with cars only will provide a higher score than a narrow roadway which routinely accommodates buses or other large vehicles
	Traffic speed	Use recorded 85th percentile speeds or if unavailable posted speed limit signage The lower the speed of vehicular traffic the higher the score
	Link Conflict Points	Includes obstructions along the route carriageway surface Whether visibility is restricted due to roadside furniture, vegetation etc. Considers the presence and frequency of private access points (driveways etc.)
Comfort	Effective width	Assess any existing cycle lane provision Assess the entire width of the carriageway (to include possible effect of overtaking) Make note of parked cars; this will determine what measures may be required to remove parking or whether a cycle lane away from the edge of the carriageway could be introduced
	Surface Quality	Observe quality of road surface and type, i.e. cracking, potholes, cobblestones etc. Observe any skid / fall hazards such as gully gratings, service chamber covers etc. Observe number of reinstatements and quality.
	Maintenance	Assess current drainage facilities and whether drainage channels appear to be free from detritus and regularly swept Identify any areas where ponding of water is evident; large areas of standing water will deter cyclists and alter their path, a particular issue on signed only routes where there is no designated lane Assess quality of road markings to determine clarity – will affect vehicular paths and therefore behaviour through intersections and along routes Provides an indication of the future score of maintenance if not addressed
	Overall Effort	Make note of the gradient of the link to determine the effort cyclists would need to make to negotiate links. Especially problematic if cyclists are required to stop, e.g. at intersections, pedestrian crosswalks, and need to restart
Attractiveness	Personal security	Determine whether the area around the link has litter / graffiti or evidence of vandalism as cycling demand can be suppressed through fear of crime Make a note of the presence of any CCTV cameras in the vicinity Identify any areas of concealment adjacent to the proposed route
	Lighting	Make note of the regularity and positioning of lighting columns to determine the lighting levels during the hours of darkness Lighting should be available on cycle routes as a safety measure and to provide an additional level of personal security
	Quality of Environment	Determine the quality of the property frontages along the link, is this a route that cyclists would want to navigate? Are the frontages and fence lines etc. of good quality and well maintained? The presence of trees / vegetation will make the route more appealing to cyclists. Is regular maintenance likely to occur?



Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Overpass/Underpass
- Existing Overpass/Underpass

Existing Traffic Volumes (Vehicles Per Day)
- <2000
- 2000 - 5000
- >5000

- LGA Boundary (City of South Perth)
- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



CoSP Figure 6-2 Existing Traffic Volumes in the CoSP

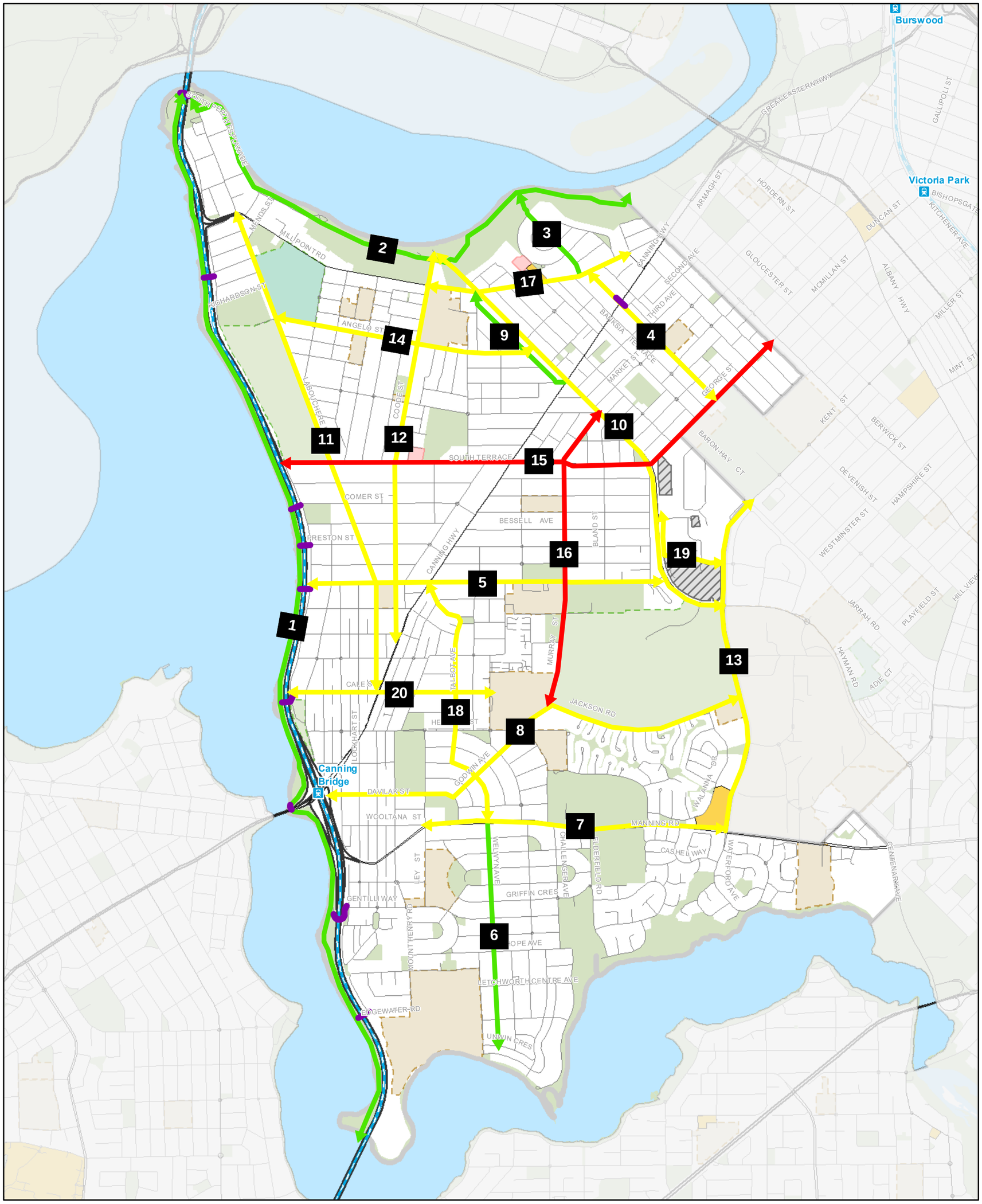
Revision: 1	Project No: 255909	Date: May 2018
Prepared: S.Richards	Checked: M.LaGalia	Approved: M.LaGalia
Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:25,000

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Client: Town of Victoria Park, City of South Perth

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Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Audited Links
- Poor
- Good
- Average

Overpass/Underpass
- Existing Overpass/Underpass
- LGA Boundary (City of South Perth)

- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



CoSP Figure 6-3 Audited Links and Corresponding Performance for the CoSP

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Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:25,000

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Client: Town of Victoria Park, City of South Perth

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7 Aspirational Cycle Network

It is suggested that the CoSP bicycle network consist of a range of routes that traverse the City and provide access to various land uses. The routes should range from many local routes to fewer primary and secondary routes aimed at providing efficient through movement for commuter cyclists.

The cycle network should be in line with DoT's hierarchy as part of the Perth Transport Plan @3.5million and wherever possible CoSP should be actively involved in influencing the strategy as it pertains to South Perth. It should further be considered that the transport network needs of cyclists, with a destination in mind, are exactly the same as motorists travelling to a destination. This includes the need to include direct and efficient routes, and for this reason the network is similar to the general traffic network.

The overall cycle network is shown in Figure 7-2, and is intended to be **aspirational**– i.e. the long term vision of what the cycle network within the CoSP endeavours to look like by the time Perth's population grows to 3.5 million (towards the year 2050). The proposed aspirational cycle network outlines several ambitious routes aimed at making cycling a realistic and appealing option for a high proportion of the population. The aspirational cycle network has been influenced by the routes identified in the Perth Transport Plan for 3.5 million and the research, investigation and consultation undertaken as part of the project.

The proposed network is based on the DoT cycling route hierarchy, which comprises of three tiers – Primary Routes, Secondary Routes and Local Routes.

7.1.1 Primary Routes

Primary Routes typically consist of high quality shared paths that are located along major road and rail corridors and ocean and river foreshores. Principle routes aim to avoid interruptions to cyclists with consideration to separation of pedestrians and cyclists at areas of high pedestrian activity, and grade separation at major intersecting roads and railways.

It is proposed that these Primary Routes include:

- Kwinana Freeway; and
- South Perth Foreshore

Demand on these routes is high for a wide range of users, and therefore separation of pedestrians and cyclists should be considered.

7.1.2 Secondary Routes

Secondary Routes are typically located on corridors situated within urban or built-up environments. Secondary Routes provide safe and direct connections between Primary Routes and major trip generators such as shopping centres, industrial areas, major health and educational institutions, sporting and civic facilities. Secondary routes can take the following forms:

- Fully protected on-road bicycle lanes;
- On-road bicycle lanes separated from traffic with "soft" measures such as painted hatching, plastic kerbing or armadillos;
- Shared paths within verges to allow access to shops and businesses; and
- Occasionally a Safe Active Street environment may be appropriate.

It is proposed that these Secondary Routes include:

- Labouchere Road;
- Coode Street;
- Lawler Street/Douglas Avenue/Hayman Road;
- South Terrace/George Street;
- Kent Street/Waterford Avenue;
- Thelma Street;
- Mill Point Road (east of Coode Street);
- Davilak Street/Davilak Crescent/Godwin Avenue/Jackson Road;
- Barker Street/Talbot Avenue/Bickley Crescent/Welwyn Avenue;
- Manning Road;
- Parts of the Canning River Foreshore and
- Hope Avenue or Letchworth Centre Avenue.

7.1.3 Local Routes

Local Routes are typically located in local areas (i.e. residential). The purpose of local routes is to collect cycling traffic from local roads within towns and suburbs and distribute it to the secondary and primary networks. Local routes can take the following forms:

- 30km/hr Safe Active Streets which adopt "self-explaining street" and "filtered permeability" urban design principles;
- Very quiet suburban streets, communicated using sharrows or appropriate signage/way finding;
- Short sections of shared path; and
- Occasionally, on road cycle lanes on quiet roads (less than 50km/h) may be appropriate.

It is proposed that these Local Routes include:

- Mends Street;
- Charles Street;
- Angelo Street;
- Hurlingham Road;
- Banksia Terrace;
- Vista Street/View Street;
- Fourth Avenue;
- Comer Street;
- Waverley Street/Alien Street/Pilgram Street;
- Bland Street;
- Dick Perry Avenue;
- Preston Street;
- Cale Street;
- Murray Street (south of Thelma Street);
- Lockhart Street;
- Wooltana Street;
- Henley Street;
- Ley Street;
- Challenger Avenue;
- Elderfield Street;
- Goss Avenue;
- Parts of the Canning River Foreshore; and
- Gentilli Avenue/Cloister Avenue/Duckett Avenue/Griffin Crescent/Carlow Circle/Cashel Way.



Figure 7-1: Route hierarchy example infrastructure (source: DoT)

It should be noted that the DoT Hierarchy also includes Long Distance Trails and Training Circuits, although these are not applicable to CoSP.

Proposed cycle connection along the river foreshore. Note this area forms part of the Clontarf-Waterford-Salter Point Foreshore Masterplan area currently being developed.

Potential future connection to the principal route along the Kwinana Freeway to be investigated further.

Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Aspirational Network
- Principal Route
- Principal Route - by others
- Strategic Routes
- Strategic Routes - by others
- Local Routes
- Local Routes - by others
- Proposed Cycle Connection
- Potential Future Connection
- Within Curtin University

Overpass/Underpass
- Existing Overpass/Underpass
- Proposed Overpass/Underpass
- LGA Boundary (City of South Perth)

- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km

WESTERN AUSTRALIA
PERTH

CoSP Figure 7-2 Aspirational Cycle Network for the CoSP

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Client: Town of Victoria Park, City of South Perth

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8 Projects and Prioritisation

8.1 Projects and Prioritisation Process

As a result of the research, investigation and consultation undertaken as part of the project, several potential infrastructure projects were identified and shortlisted for inclusion in the **5-year implementation plan**.

A process was then undertaken to provide an indication of the priority with which the CoSP should aim to implement the infrastructure projects. It should be noted that the prioritisation process is subjective and is intended to provide guidance only. Opportunities may arise over the implementation of this Plan which may fast track or hinder the progress of projects.

Prioritisation of Bicycle Infrastructure Proposals, published by the Australian Bicycle Council and the federal Department of Infrastructure, Transport, Regional Development and Local Government, provides guidance on the prioritisation of bicycle facilities. It also suggests a list of criteria for assessing proposed bicycle facilities. These are listed in the form of six objectives which are outlined below:

1. **Public Consultation**

   Consideration of stakeholder concerns and the impact that the project may have on alleviating issues.

2. **Strategic**

   Consideration of how the project fits into the long term aspirational cycle network.

3. **Connectivity**

   Consideration of how the project may impact accessibility to the following destinations and facilities:

   a. Schools;

   b. Tertiary institutions;

   c. Recreational and tourism facilities;

   d. Employment zones; and

   e. Public transport hubs.

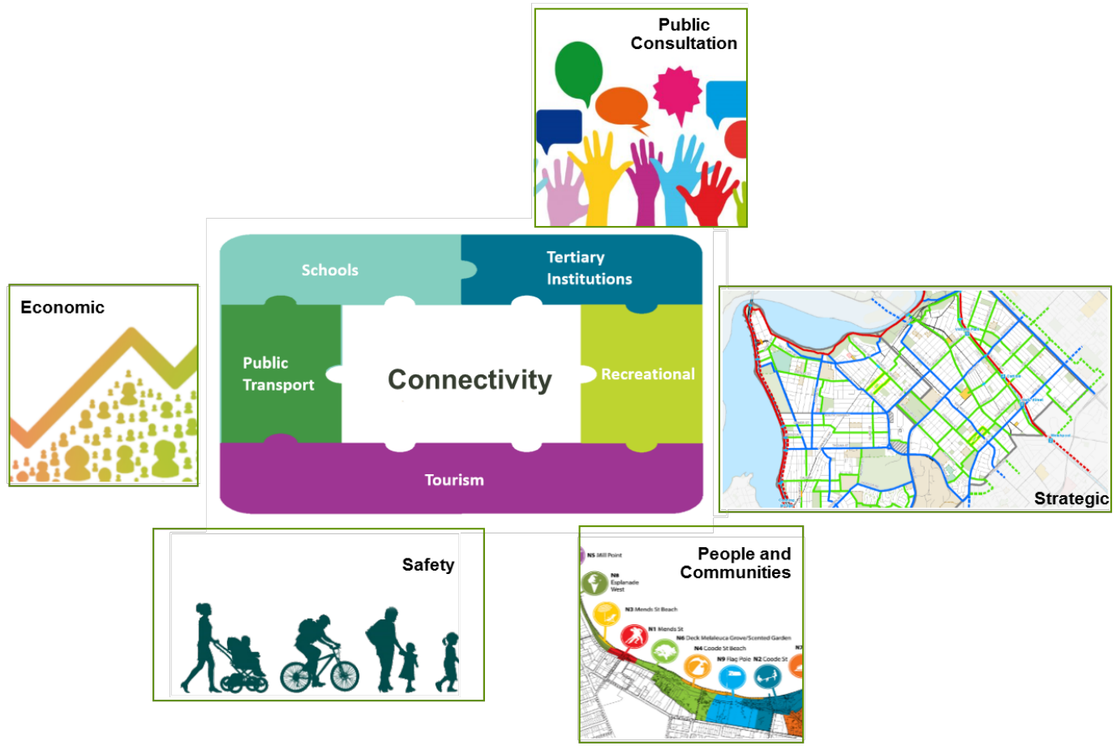
4. **Economic**

   Consideration of how the project may impact the following:

   a. Mode shift – refers to the potential to encourage mode shift away from the private vehicle;

   b. Impact on motor vehicles – refers to the potential impact on private vehicle trips (i.e. journey times); and

   c. Impact on accessibility to commercial facilities.



5. **Safety**

   Consideration of how the project impacts general safety of the following users:

   a. Cyclists; and

   b. Pedestrians.

6. **People and Communities**

   Consideration of the how the project impacts the following:

   a. Level of service – refers to the quality or 'bicycle friendliness' of the route, including factors such as coherence, comfort and convenience; and

   b. Townscape/urban planning – refers to how the proposed project fits into an overall town plan.

Prioritisation of Bicycle Infrastructure Proposals further suggests that the above criteria be used as part of a multi-criteria analysis (MCA). Therefore, in order to prioritise the proposed infrastructure projects, the broad qualitative impact of each proposal was identified under each of the above six objectives.

A score was then assigned for each objective for each project, with the following weightings applied:

- Public Consultation: 20%
  - For the purpose of this study, the total number of comments from both the community survey and the stakeholder consultation were counted, and then grouped into a range for assessment.
- Strategic: 25%
- Connectivity: 25%
- Economic: 5%
- Safety: 15%
  - This criterion takes into consideration the number of crashes that occurred on the proposed route.
- People and communities: 10%

The sum of these individual scores yielded a total score for each proposal out of 10. The priority level of each proposal was then assigned using the total score, as follows:

- 7.0 -10.0: high priority
- 5.0 – 6.99: medium priority
- ≤ 5.0: low priority

8.2 Infrastructure Project List

A total of seven cycling infrastructure projects are proposed within the CoSP over the next 5-years. High level order of cost estimates have been determined for these projects (further details in Section 9), however further investigation will need to be undertaken to develop detailed concepts and understand the true cost of each project. Funding assistance from other agencies, such as the DoT, will need to be explored during implementation of the Plan.

The detailed project sheets for the CoSP, including project justification, prioritisation ratings and indicative costs are provided in Appendix C.

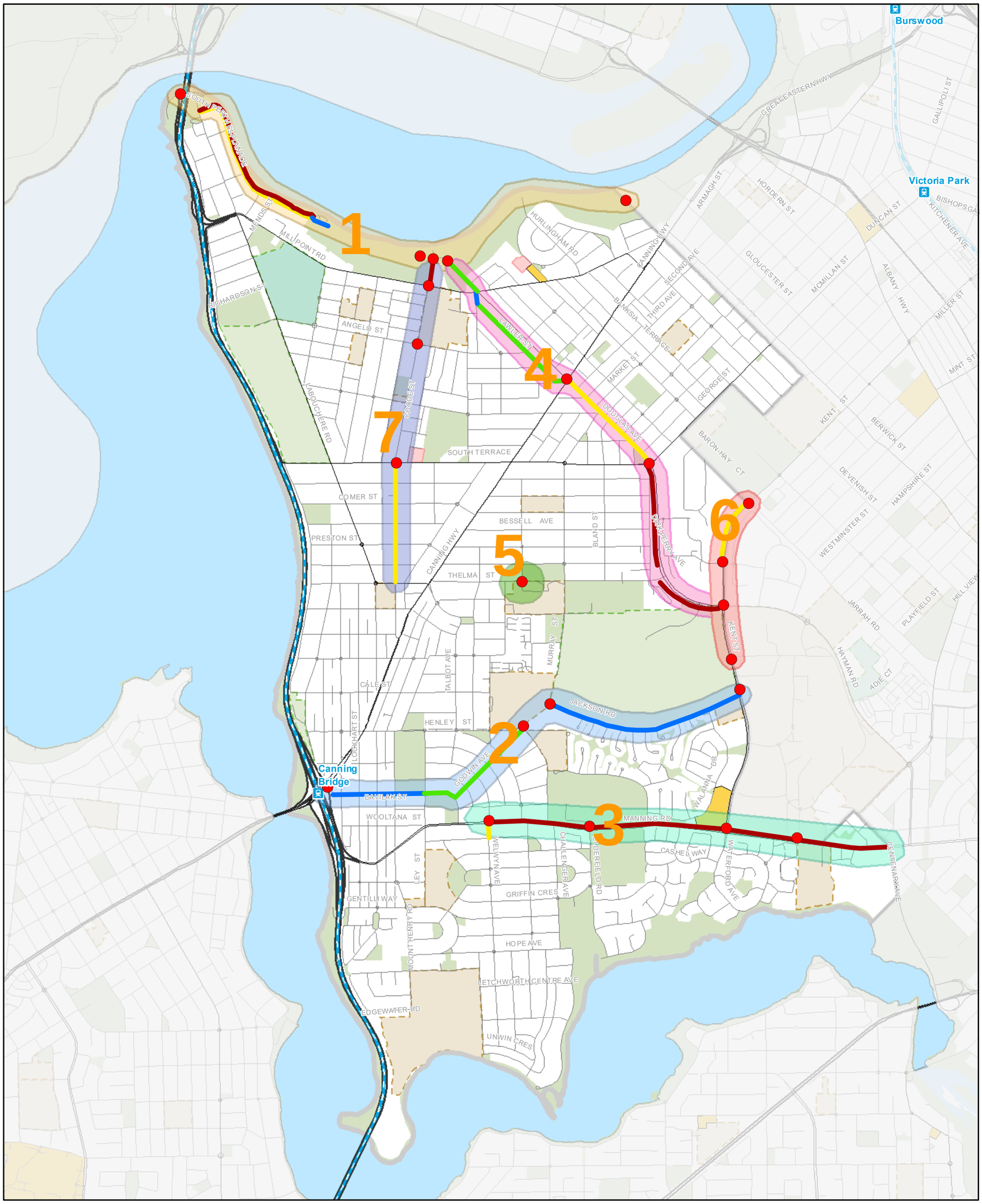
A description of the CoSP prioritised project list is provided in this section, and shown in Figure 8-1. The implementation of these projects will be dependent on further investigation and community consultation.

In line with CoSP's sustainability strategies, where vegetation is required to be removed, it is recommended that this be replaced. As an example, some vegetation can affect sight lines, which could be replaced with the appropriate plant species or ground vegetation.

Table 8-1: Summary of prioritised infrastructure project list for the CoSP

#	Project Name	Location	Description	Public Consultation	Strategic	Connectivity	Economic	Safety	People & Communities	Weighted Total / 10	Estimated Cost*
1	South Perth Esplanade	Between Kwinana Freeway Off-Ramp / Mill Point Road intersection and Ellam Street	This project includes various improvements along the South Perth Foreshore and is divided into several components. The key component of the proposed project involves new and upgraded cycle infrastructure along South Perth Esplanade, either in the form of on-road cycle lanes and wide shared path or development of the route into a safe active street. Additional improvements include modifications at the shared path intersection with the Kwinana Freeway Off-Ramp and the foreshore path crossing points at Coode Street, Douglas Avenue and Ellam Street to provide improved safety and priority for cyclists.	8	10	6.4	6.0	10	10	**8.50**	$1,500,000.00
2	Canning Bridge to Curtin Link	Between Canning Bridge to Kent Street	This project provides a connection between Curtin University and Canning Bridge and is divided into three sections. This includes a proposed separated bi-directional cycle path along Davilak Street, a safe active street/bicycle boulevard along Davilak Crescent and Godwin Avenue and a separated bi-directional cycle path along Jackson Road.	4	8	9.8	4.3	10	10	**7.97**	$1,800,000.00
3	Manning Road Project	Between Welwyn Avenue and Centenary Avenue	This project includes a number of modifications to provide a complete cycling connection along Manning Road. This includes installing a new shared path between Elderfield Road and Kent Street, and formalising the existing footpath with red paint and pavement markings elsewhere. Cyclist crossing improvements are also proposed at the intersections of Welwyn Avenue, Elderfield Road, Kent Street and the Curtin University South Entrance.	8	8	7.6	6.7	8	8	**7.83**	$600,000.00
4	Douglas Avenue Project	Between South Perth Foreshore and Kent Street	This project provides a connection from the South Perth Foreshore to Curtin University and is split into four sections. This includes the development of Douglas Avenue into a safe active street between the South Perth Foreshore and Mill Point Road, a bi-directional path on Tate Street between Douglas Avenue and Lawler Street, the development of Lawler Street into a safe active street, upgraded on-road cycle lanes on Douglas between Canning Highway and South Terrace/George Street, and an upgraded shared path from South Terrace/George Street to Kent Street.	8	8	7.2	3.3	8	7	**7.47**	$1,500,000.00
5	Thelma Street Investigation	Between Throssell Street and Kent Street	This project aims to strengthen the east-west cycle route along Thelma Street by investigating an improvement to the gap in cyclist connection between the existing shared path and the Thelma Street on-road lanes.	4	8	7.2	4.0	8	8	**6.80**	$30,000.00
6	Kent Street Project	Between Manning Road and Jarrah Road	This project aims to strengthen the overall on-road cyclist connection between Curtin University and the City of Belmont, providing access to key destinations along the route. This includes the installation of on-road protected cycle lanes between Kent Street and Jarrah Road, plus off-road bypass paths at the Jarrah Road, Dick Perry Avenue, Hayman Road, and Curtin Main Street intersections.	4	8	7.4	5.3	7.5	7	**6.74**	$400,000.00
7	Coode Street Project	Between Thelma Street and South Perth Foreshore	This project aims to strengthen the north-south connection from the South Perth Foreshore to Thelma Street by filling a gap in the existing network. This includes installing on-road protected cycle lanes between Thelma Street and South Terrace, off-road bypass paths at the South Terrace and Angelo Street intersections, advanced cycle stop boxes at the Mill Point Road intersection and improving the shared path and on-road environment connecting to the South Perth Foreshore.	4	8	6	4.0	9	8	**6.65**	$500,000.00

*High level order of cost estimates have been determined for these projects, however further investigation will need to be undertaken to develop detailed concepts and understand the true cost of each project



Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Prioritised Proposed Projects

- Separated Path (Bikes Only)
- High Quality Shared Path (Bikes and Pedestrians)
- Bicycle Lanes
- Safe Active Street
- LGA Boundary (City of South Perth)

1 CoSP Prioritised Project

- Prioritised Project 1
- Prioritised Project 2
- Prioritised Project 3
- Prioritised Project 4
- Prioritised Project 5
- Prioritised Project 6
- Prioritised Project 7

- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



CoSP Figure 8-1 Infrastructure Project Locations for the CoSP

Revision: 1	Project No: 255909	Date: May 2018
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Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:25,000

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Client: Town of Victoria Park, City of South Perth

aurecon

1 South Perth Esplanade Project

The proposed recommendations for South Perth Esplanade are divided into sections and outlined below.

8.2.1 Freeway Off-Ramp/Mill Point Road intersection

There are currently poor sight lines for cyclists crossing the intersection, for what is a heavily utilised cycle route. The following is recommended:

- Investigate the installation of traffic calming devices on the off-ramp to slow cyclists down;
- Install a zebra crossing or raised wombat crossing to increase priority for cyclists at this important crossing; and
- Investigate the drainage/leaking issue on shared path under Freeway bridge. This will require liaison with Main Roads.



8.2.2 South Perth Esplanade (between Mill Point Road and beginning of South Perth Foreshore path)

There are several considerations for cycling along this route, including the following:

- There is strong demand along South Perth Esplanade for high speed cyclists who desire separation from other modes and obstructions;
- There is strong pedestrian demand for recreational use along South Perth Esplanade;
- Driver awareness of cyclists is low in the area, particularly for vehicles turning into and out of Mends Street, and when parking along South Perth Esplanade;
- Mends Street is utilised by cyclists and pedestrians as a connection and destination;
- This area has recorded the highest number of cyclist crashes within the CoSP in the last 5 years; and
- Connect South is a $7.5 million major project that is currently underway which aims to enhance and invigorate the Mends Street precinct and foreshore area.

The following options are recommended to be further investigated:

- Option 1:
  - Installation of red asphalt on-road cycle lanes along South Perth Esplanade with appropriate signage and line marking. Green asphalt should be used across intersecting roads; and
  - Upgrade the existing shared path to a 3.5m wide red asphalt path with appropriate signage and line marking.
- Option 2:
  - Develop South Perth Esplanade into a safe active street, which may involve the following:
    - Reducing the posted speed limit to 30km/hr;
    - Formalising on-street parking using line-marking;
    - Installing raised plateaus at intersections; and
    - Enhancing the attractiveness of the street.
  - Upgrade the existing shared path to a 3.5m wide red asphalt path with appropriate signage and line marking; and
  - Note that the existing traffic volumes along this route are approximately 3,000 which is higher than the recommended minimum of 1,500 vehicles per day for a safe active street, and therefore this option should be further discussed with the DoT.

As part of the Connect South Project, Mends Street should be treated carefully. The introduction of a 'shared space' along the high activity area of the Mends Street precinct can be an effective option, particularly in this location where there is high pedestrian activity. The shared space concept involves reducing the posted speed limit to as low as 10km/h and integrating all road users to provide pedestrians and cyclists with movement priority over motor vehicles.

Pedestrians should have the highest priority through this section, however cyclists do need to be considered, particularly given the high cycling numbers travelling in the east-west direction, plus cyclists arriving at the Mends Street precinct as a destination. The confident cyclists should be encouraged to use the road (with slow vehicle speed critical for this) and less confident cyclists can utilise a wide shared path along South Perth Esplanade. The cyclist cross flow through the shared space should clearly articulate how cyclists should navigate through the area from the proposed dedicated shared paths. It is recommended that urban design techniques are considered to communicate to cyclists that they are entering a shared environment and modify their riding behaviour, for example using treatments to physically slow cyclists on the approach and alternative pavement marking/signage such as 'reduce speed'/'shared zone ahead' signage. The City of Perth have recently implemented a new shared path along Roe Street, outside of City West Station where the cyclists cross through a "pedestrian priority zone" (refer to the below images). A similar concept could be considered to minimise cyclist/pedestrian conflict through this area.





Mends Street is a key destination, and as such more bicycle parking should be provided along Mends Street along both sides. Converting parking bays to bicycle parking should be considered (approximately 6 bicycle bays can utilise the space for 1 car bay). Currently up to four bikes can be taken on the ferry service at the Mends Street Jetty, however there should be a dedicated focus in providing more bicycle parking at this destination, as well as a secure bicycle parking facility at the ferry terminal to encourage increased ferry trips. This could be in the form of a bike cage that can be physically locked by the user (i.e. using a padlock), or where the SmartRider card is used. The Public Transport Authority (PTA) could be consulted in this regard. There may be an opportunity to provide bicycle parking facilities in the form of public art to increase the attractiveness and awareness of bicycles using the area.



The CoSP should also investigate the installation of an e-bike charging station within the Mends Street precinct, to encourage and cater for the increased use of e-bikes in the future.

8.2.3 South Perth Esplanade Off-Road Paths

The following is recommended at various off-road path crossings along the existing South Perth foreshore cycle path:

- Existing shared path east of South Perth Esplanade and adjacent to playground/picnic area
  - Install new footpath traversing parallel to existing shared path;
  - Install signage and pavement markings along shared path to indicate 'Bicycle Only' use; and
  - This conflict was highlighted in the 2015 South Perth Foreshore Strategy and Management Plan as part of Node 6.



- Address conflict points and provide increased priority for cyclists along the foreshore path by:
  - Installing traffic calming at road intersections to the cycle path to provide increased priority for cyclists i.e. continuous red asphalt, zebra crossings, wombat crossings or raised plateaus (or a combination of treatments).



During the implementation of the South Perth Esplanade project, supplementary initiatives should be incorporated to support behaviour change and encourage cycling. This should include wayfinding signage, bike parking and amenities and awareness campaigns (discussed in Section 8.5).

2 Canning Bridge to Curtin Link

This project formed part of the previous bike plan, forming a cycle link between Canning Bridge Station and Curtin University.

Each segment of the Canning Bridge to Curtin Link is divided into three sections, with the following recommendations:

- Section 2a: Davilak Street (between Canning Bridge and Ley Street)
  - Install bi-directional cycle path on the northern side of Davilak Street; and
  - Investigate the feasibility of decreasing the posted speed limit to 30km/h.
- Section 2b:
  - Davilak Crescent (between Ley Street and Godwin Avenue)
    - Option 1: Develop into a safe active street by reducing to 30km/h, formalising on-street parking and installing pavement marking; or
    - Option 2: Install off-road red asphalt shared path on the southern side of Davilak Street.
  - Godwin Avenue (between Davilak Crescent and Henley Street)
    - Develop into a safe active street by reducing to 30km/h, formalising on-street parking and installing pavement marking. Install raised plateau at Bickley Street (noting that this provides a connection to the secondary north-south cycle route); and
    - Modify connection from Henley Street to the Godwin Avenue path to provide a direct connection cyclists (in line with the Curtin Bicycle Link Master Plan, May 2015).
- Wayfinding is also recommended as part of the route.

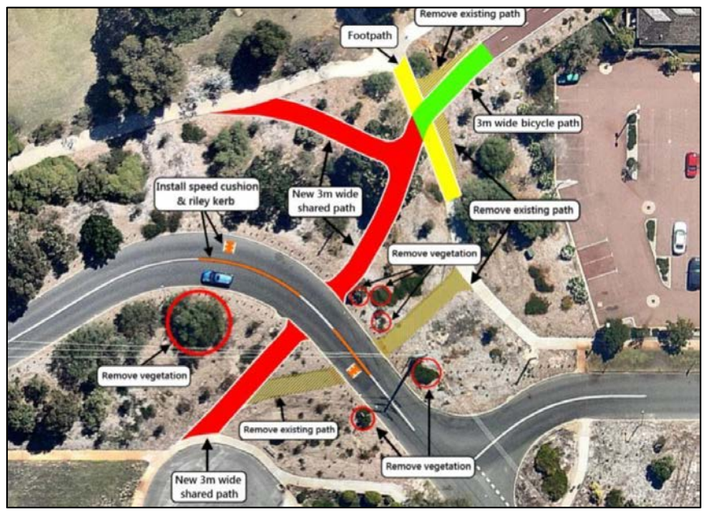


Figure 8-2: Proposed Henley Street path connection (source: Curtin Bicycle Link Master Plan, May 2015)

- Section 2c: Jackson Road (between Henley Street and Kent Street)
  - Replace the existing footpath with two-way bidirectional cycle path along Jackson Road; and
  - Construct new footpath alongside the cycle path, meandering through the existing trees.

During the implementation of the Canning Bridge to Curtin Link project, supplementary initiatives should be incorporated to support behaviour change and encourage cycling. This should include wayfinding signage, bike parking and amenities and awareness campaigns (discussed in Section 8.5). In addition, it is proposed that a bike share scheme is trialled once the project is completed, in liaison with Curtin University and the ToVP (discussed in Section 8.5.5).

3 Manning Road Project

Manning Road provides a direct east-west connection across the southern section of South Perth to Curtin University and neighbouring councils and is proposed as a secondary cycle route. Existing traffic volumes along the road are excessive (approximately 32,000 vehicles per day), the speed limit is high (70km/hr) and Manning Road is a bus route, which creates a hostile environment for on-road cycling. The off-road paths along Manning Road are narrow and inconsistent, however there is great potential for improvements due to minimal driveway crossovers and generous verge space.

The following modifications are recommended, with further investigation and liaison with adjacent councils required.

- Manning Road (southern side, between Welwyn Avenue and Elderfield Road)
  - Replace existing concrete path with 2.5m-3.0m red asphalt shared path.
- Manning Road/Elderfield Road intersection
  - Upgrade the intersection to include pedestrian/cyclist crossings on all legs, with wide medians and holding rails to cater for cyclists.
- Manning Road (southern side, between Elderfield Road and Marino Place)
  - Install a new 2.5m-3.0m red asphalt shared path, ensuring that the path deviates behind the bus stops where possible; and
  - Investigate the installation of cut-throughs at the various side intersections, including Marino Place, Wexford Court and Fermoy Close.
- Manning Road (southern side, between Marino Place and Kent Street/Waterford Avenue)
  - Replace existing concrete path with 2.5m-3.0m red asphalt shared path.
- Manning Road/Kent Street/Waterford Avenue intersection
  - Install formal pedestrian/cyclist crossings in both east-west directions;
  - Remove existing pram ramps and install cut-throughs;

- Install holding rails at all waiting points at the intersection; and
- Install zebra crossings across the left-turning lanes to improve pedestrian/cyclist priority to cross the intersection.

- Manning Road (southern side, between Kent Street/Waterford Avenue and Centenary Avenue)
  - Spray existing path with red paint and re-install shared path pavement markings (to be done during the installation of the new Manning Road shared path). This will reinforce and make the cycle route consistent and complete.
- Modifications to the Manning Road/Curtin University South entrance signalised intersection:
  - Formalise a pedestrian/cyclist crossing on the eastern side of the intersection. Install a wide median cut-through at the crossing and install holding rails to cater for cyclists; and
  - Install zebra crossings at the existing pedestrian crossings to improve priority for cyclists and pedestrians crossing in the east-west direction.
- Welwyn Avenue/Manning Road intersection
  - Install a cyclist advanced stop box at the Welwyn approach at the intersection to allow cyclists to turn left or continue straight along the secondary route;



  - Investigate the narrowing of traffic lanes on Manning Road at the intersection to widen the median crossing and install holding rails to cater for cyclists;
  - Investigate the installation of a pram ramp and pedestrian/cyclist crossing on the eastern side of the intersection with a wide median crossing and holding rails to cater for cyclists. This will facilitate southbound cyclists accessing the southbound cycle lane, from north of Manning Road. Installing a crossing on the eastern side will provide improved priority and amenity for cyclists, however will have an impact on delay of the Manning Road east-west movement. This will therefore require further investigation and studies; and
  - Extend the southbound on-road bike lane up to Manning Road to guide cyclists into it.



4 Douglas Avenue Project

This project forms a key cycle link between Curtin University and the South Perth Foreshore. Traffic volumes across the route vary, with up to 11,000 vehicles per day along the busiest sections. There is no cycle infrastructure available on Douglas Avenue (between Mill Point Road and Canning Highway) and therefore many cyclists utilise the parallel Lawler Street. Douglas Avenue also recorded the second highest number of crashes involving cyclists in the last five years.

The proposed cycle route involves improved cycle infrastructure spanning across the following road sections:

- **Section 4A:** Douglas Avenue (between South Perth Foreshore and Mill Point Road)
- **Section 4B:** Lawler Street (between Mill Point Road and Canning Highway)
- **Section 4C:** Douglas Avenue (between Canning Highway and South Terrace)
- **Section 4D:** Hayman Road (between South Terrace and Kent Street)

8.2.4 4A – Douglas Avenue (between South Perth Foreshore and Mill Point Road)

This section of Douglas Avenue carries low traffic volumes as it does not provide a direct connection to Mill Point Road. As such, it is proposed that this section is developed into a safe active street in order to provide a convenient connection to the existing cycle path along the South Perth Foreshore. This should involve reducing to 30km/h, formalising on-street parking and installing pavement marking. Lighting along this road should also be reviewed, and wayfinding signage incorporated.

8.2.5 4B – Lawler Street

Lawler Street provides a safe alternative route to Douglas Avenue between Mill Point Road and Canning Highway. Lawler Street carries low traffic volumes and connects (via Tate Street) directly to the signalised crossing at Mill Point Road.

The following modifications are recommended, with further investigation and liaison with the relevant authorities required:

- Lawley Street/Mill Point Road intersection
  - Install a bi-directional cycle path adjacent to the kerb on the eastern side of Tate Street connecting directly from Mill Point Road signalised crossing. Formalise parallel parking on one side of the road in this section, ensuring adequate clearance from the cycle path; and
  - Install raised plateau at Tate Street/Lawley Street intersection with north-south crossing to facilitate northbound cyclists coming from Lawler Street.



- Lawler Street/Elizabeth Street (between Tate Street and Canning Highway)
  - Develop this section into a safe active street by reducing the posted speed limit to 30km/h, formalising on-street parking and installing pavement marking.
- Lawler Street/Angelo Street intersection
  - As part of the development of the safe active street, investigate modifications to the intersection to strengthen the cyclist crossing i.e. converting the intersection to left in, left out.

8.2.6 4C – Douglas Avenue

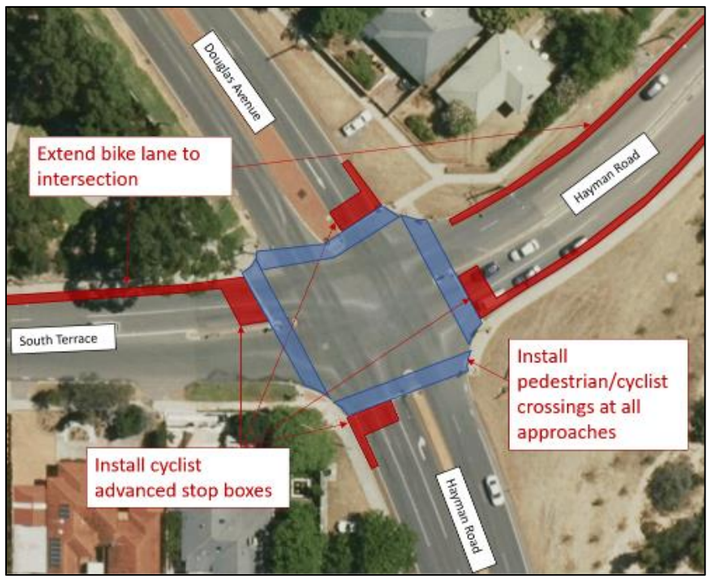
On this section of Douglas Avenue, on-road cycle lanes/ sealed shoulders are currently provided with red asphalt surfacing, however they are not marked as cycle lanes, and are narrow near the South Terrace/ George Street intersection. The on-road cycle lanes do not span the entire length to the Canning Highway intersection, and lack suitable options to enter/exit the roadway. Crossing the intersection of Douglas Avenue/Canning Highway is inconvenient to cyclists, particularly for southbound cyclists using Lawler Street who are required to cross twice with lengthy delay.

The following modifications are recommended, with further investigation and liaison with relevant authorities required:

- Douglas Avenue/Canning Highway
  - It is inconvenient for southbound travelling cyclists to utilise Douglas Avenue from Lawler Street. Investigate improving the north-south connection for cyclists across Canning Highway in collaboration with Main Roads. This could involve modification to the configuration and signal phasing on the Douglas Avenue approaches; and

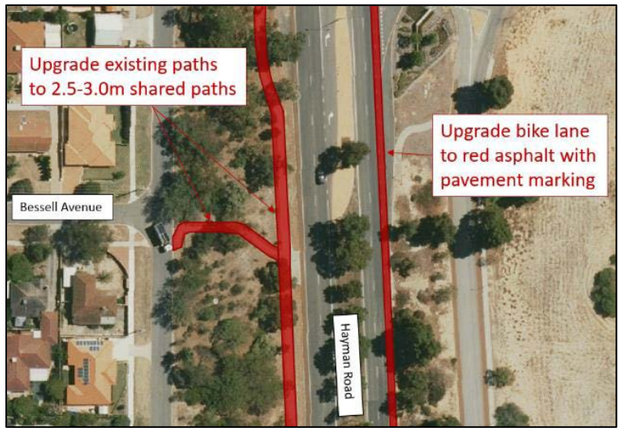
- Investigate the continuation of cycle lanes and an advanced cycling stop box in the northbound direction on the approach to the Canning Highway intersection.

- Douglas Avenue (between Canning Highway and George Street/South Terrace)
  - Currently on-road red asphalt sealed shoulders are provided, however they are not marked as cycle lanes, and are narrow near the South Terrace intersection. The cycle lanes should be 1.5m at a minimum and it is recommended that protection of the lanes is considered. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane; and
  - As part of this section, cycle access into the Moresby Street activity strip should be considered, i.e. a new path connection at the Moresby Street/Douglas Avenue intersection.
- Douglas Avenue/Kent Street/George Street/South Terrace intersection
  - This intersection is critical as it connects to key secondary cycle routes.
  - It is recommended that the following modifications are investigated at this intersection:
    - Install formal pedestrian/cyclist crossings on all legs of the intersection and investigate widening of the median crossings to accommodate cyclists. Install holding rails in median crossings on all intersection legs;
    - Continue all on-road cycle lanes through the intersection in all directions and install advanced stop cycle boxes on all approaches (may require narrowing of traffic lanes on the South Terrace and George Street approaches); and
    - In order to accommodate the above, minor realignment of the intersection may be necessary.



8.2.7 4D – Hayman Road

- Hayman Road (western side, between George Street/South Terrace and Thelma Street)
  - Upgrade existing path to a 2.5m-3.0m red asphalt shared path.
- Hayman Road (between George Street/South Terrace and Kent Street)
  - Currently on-road sealed shoulders are provided, however they are not sealed with red asphalt nor marked as cycle lanes. It is recommended that when the next resurfacing works along Hayman Road are undertaken that this entire section of on-road cycle lanes is reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m and it is recommended that a hatched road marking is installed to provide a buffer zone to the traffic lane. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. Off-road bypass paths should be installed prior to the bus stops to allow on-road cyclists a safe diversion if a bus is stopped.
- Hayman Road (connection to Bessell Avenue)
  - Upgrade shared path connection to facilitate enhanced access to Bessell Avenue (proposed as a local cycling route).



- Hayman Road/Kent Street intersection
  - Install off-road bypass in east-bound direction on the Hayman Street approach at the Kent Street roundabout



- It is also recommended to investigate the reduction of the speed limit to 60km/h for entire length.

5 Thelma Street Investigation

Thelma Street is an important east-west secondary route throughout the CoSP, providing direct connections between Curtin University, Penrhos College and the Kwinana Freeway principal shared path, as well as providing key connections to perpendicular secondary routes.

The connection with the west end of the Penrhos College carpark and Throssell Street is a challenging location for cyclists travelling east-west to navigate. The existing shared path leads cyclists into the carpark, which increases chances of conflicts with vehicles and pedestrians, particularly during school peak periods.

The following is proposed to be explored to improve connectivity and legibility of cycling infrastructure along this key route.

- Thelma Street (between Throssell Street and Murray Street)
  - Investigation into the cyclist connection between the existing shared path and the Thelma Street on-road lanes
    - This should include liaison with the PTA and Penrhos College to understand whether there are any opportunities to modify the bus drop-off layout and movements; and
    - A potential option is to deviate the shared path around the existing parking lot and tie in to the on-road cycle lanes by:

      - Continuing the shared path along the northern edge of the car park. This could be achieved by reducing the size of the cul-de-sac and car park aisle width;

      - Installing raised plateau to raise motorist awareness and slow vehicle speeds;

      - Installing new cyclist crossing for westbound cyclists; and

      - Install wheel stops in car parking bays to prevent vehicle overhang into the cycle path.



6 Kent Street Project

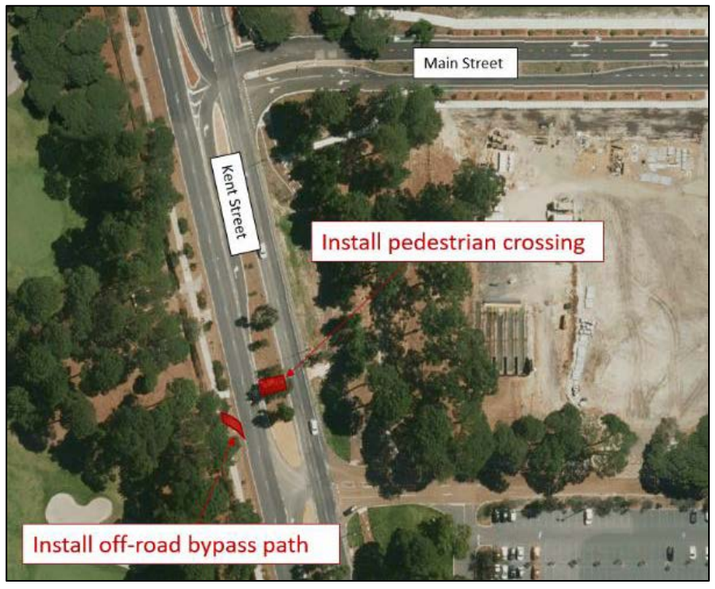
This project forms a key east-west cycle link between Curtin University, through the Town of Victoria Park towards the City of Belmont.

Kent Street is an important secondary route and local route for both less confident and fearless cyclists to access Curtin University. The section is a challenging environment, with Kent Street catering for high traffic volumes, a high frequency bus route and posted speed limit of up to 70km/h.

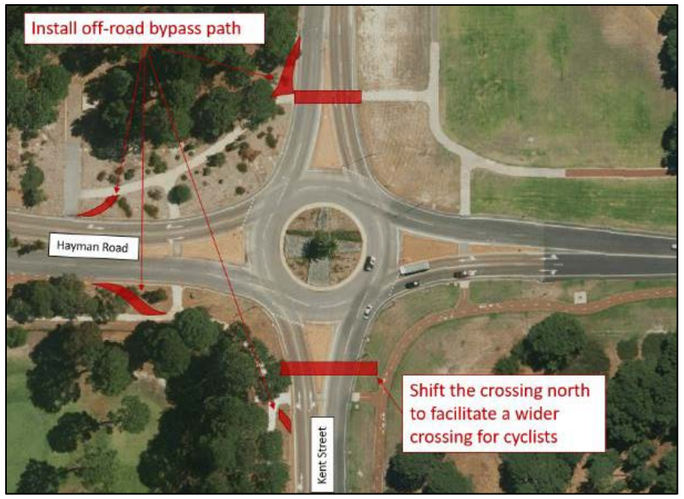
In addition to the recommendations outlined below, additional improvements to cycle infrastructure along Kent Street are proposed in the ToVP recommendations (due to local government boundaries). Due to the unique nature of Kent Street, all proposed upgrades to Kent Street are recommended to be undertaken jointly by the CoSP and ToVP.

The following modifications are recommended, with further investigation and liaison with the relevant authorities required:

- Kent Street/Curtin Main Street intersection
  - The intersection was recently upgraded, however removes priority for cyclists. It is recommended that an off-road bypass path is provided at the crossing point located just south of the intersection to give on-road cyclists travelling northbound a safe option to enter the Curtin Main Street. Signage should be provided to direct cyclists off the lane to access the Curtin Main Street and holding rails should be installed in the central median.



- Kent Street/Hayman Road intersection
  - Install off-road bypasses on Kent Street to provide smooth transitions for northbound on-road cyclists on both sides of the roundabout;
  - Install holding rails on all legs of the intersection; and
  - In collaboration with the ToVP shift the central widen the central median crossing to cater for cyclists (minimum 2.5m) plus holding rails.

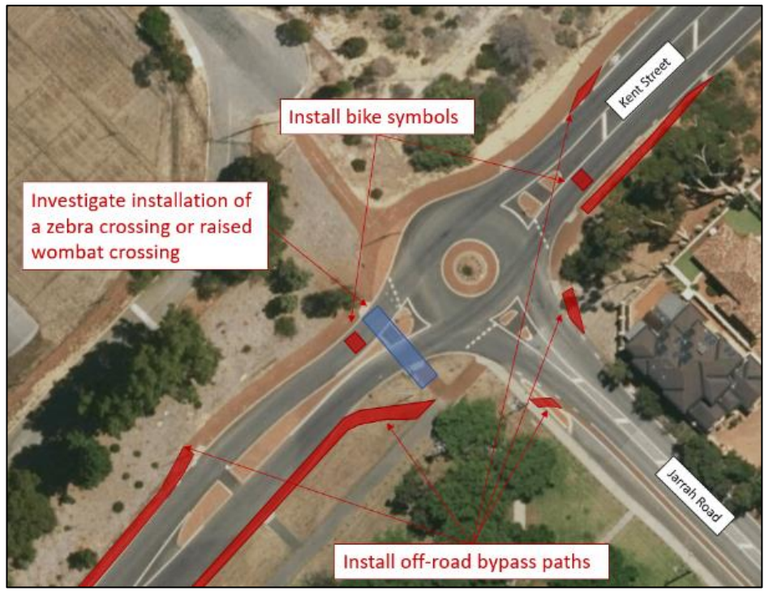


- Kent Street (western side, between Dick Perry Avenue/Turner Avenue and Jarrah Road/Baron-Hay Court)
  - Currently narrow, inconsistent sealed shoulders are provided in this section. It is recommended that new 1.5m formal on-road bike lanes with red asphalt and bicycle pavement markings are installed (approximately 400m length). Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. Separation in the form of painted line marking should be considered. This should be undertaken in collaboration with the ToVP.
- Kent Street/Dick Perry Avenue/Turner Avenue intersection
  - Install off-road bypasses on Kent Street to provide smooth transitions for northbound on-road cyclists on both sides of the roundabout.



- Kent Street/Jarrah Road/Baron-Hay Court

  In collaboration with the ToVP, the following is recommended:
  - Realign the existing off-road bypass path to provide a smooth transition for on-road cyclists opting to navigate the roundabout;
  - Install holding rails on all approaches to the intersection;
  - Install bicycle pavement symbol in the centre of the approach lane on Kent Street to raise driver awareness for cyclists circulating the roundabout; and
  - This is an important intersection for cyclists, as it also connects to a local cross route. The following improvements are recommended in collaboration with ToVP:
    - Install appropriate off-road bypass paths with smooth transitions for on-road cyclists on all approaches to the roundabout to ensure connectivity. Construct an entry ramp onto the southbound bike lane along Jarrah Road from the south-east corner of intersection; and
    - Consider installing a zebra crossing or raised wombat crossing on the south-western leg of the intersection to assist cyclists in crossing the local route.



7 Coode Street Project

Coode Street provides a north-south direct connection between Como Primary School, Wesley College and the South Perth Foreshore. This route carries traffic volumes generally below 6,000 vehicles per day and the posted speed is 50km/hr.

Existing cycle lanes exist between South Terrace and Mill Point Road, however there are no formal cycle lanes between South Terrace and Thelma Street. The existing on-road bike lanes discontinue at the Mill Point Road, Angelo Street and South Terrace intersections, and there is a lack of suitable safe options to enter/exit the roadway from the cycle lanes at these locations.

The following recommendations are proposed (beginning from the Coode Street/Thelma Street intersection):

- Coode Street (between Thelma Street and South Terrace)

There are no formal cycle lanes, forming a gap in the cycle network.

- Install 1.5m red asphalt on-road cycle lanes;
- Install cycle bypasses around existing median island pinch points; and
- Install off-road bypass paths at the Comer Street and Preston Street roundabouts.

- Coode Street/South Terrace intersection

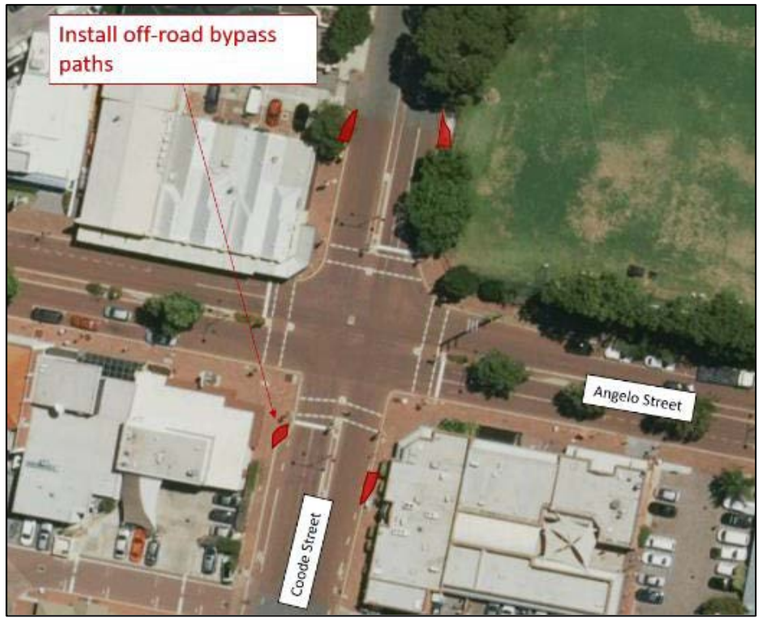
At this intersection one traffic lane diverges to two at the intersection putting cyclists into a dangerous position. The potential for road widening to provide continuous cycle lanes through the intersection is limited due to the narrow cross section and surrounding land constraints.

- Install on-ramps/off-ramps connecting from on-road cycle lanes to allow cyclist to cross at the pedestrian signal crossings and then re-enter cycle lanes after the intersection.

- Coode Street/Angelo Street intersection

At this intersection one traffic lane diverges to two at the intersection putting cyclists into a dangerous position. The potential for road widening to provide continuous cycle lanes through the intersection is limited due to the narrow cross section and surrounding land constraints.

- Install off-ramp connecting from on-road cycle lane to allow cyclist to cross at the pedestrian signal crossing; and
- Further investigate the continuation of cycle lanes at the north approach and departure.



- Coode Street/Mill Point Road intersection

The intersection provides a squeeze point putting cyclists in a dangerous position.

- Investigate installing advanced stop cycle boxes at the intersection on the southern approach.



- Coode Street (between Mill Point Road and the South Perth Foreshore)
  - Upgrade the existing footpath between the South Perth Foreshore and Mill Point Road to a 2.5m-3.0m red asphalt shared path with appropriate line marking and signage, ensuring appropriate tie in to the Mill Point Road intersection. Additionally, consider the installation of cycle friendly traffic calming devices to reduce vehicle speed for on-road cyclists.

8.3 Minor Works Improvements

Several infrastructure improvements to additional cycle routes, not captured in the key project recommendations, have also been identified where relatively minor works is required. It is proposed that these 'quick win' projects are also completed over the next five years to improve the amenity of cycling routes. These improvements are listed below:

8.3.1 Thelma Street

- Remove 'pedestrian only' signs and install shared path signage along the Wesley Playing Fields;



- Install an appropriate off-road bypass path with smooth transition at the traffic calming device;



- At the existing roundabout of Thelma Street/Murray Street, the connection to the existing shared path from the Thelma Street on-road cycle lanes is currently inconvenient for cyclists. Investigation into improving this important east-west connection for cyclists should be undertaken;

  An infrastructure option that could be investigated is the installation of a direct ramp connection for westbound on-road cyclists connecting to the off-road path. This type of treatment is not believed to have been used in Perth, and could be trialled to determine whether it provides a safe option;

- It has been observed that vehicles often park on the existing shared path along Thelma Street (west of Murray Street) during peak parking demand periods at the adjacent Penrhos College. This parking is not acceptable and should be enforced by the CoSP. Regular monitoring of the area by CoSP rangers and fines to offending vehicles should be given. Additional signage could also be erected to indicate no parking is allowed. The level of compliance should be monitored in the short term, and more permanent protection of the path (i.e. flexible bollards) should be investigated if there is continual non-compliance;



- Install an appropriate off-road bypass path at the Thelma Street/Labouchere Road intersection; and
- Install a pedestrian crossing connecting directly to the Thelma Street overpass.



8.3.2 Labouchere Road

- Install appropriate off-road bypass cycle paths connecting to the existing on-road cycle lanes at the Preston Street and Thelma Street intersections.

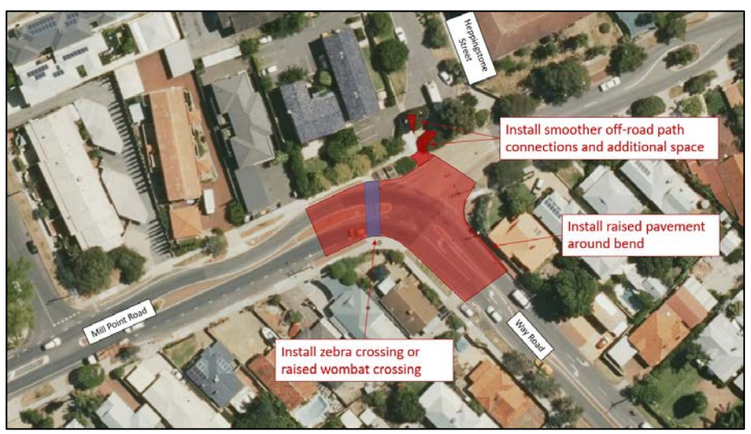
8.3.3 Welwyn Avenue

- Install appropriate off-road bypass cycle paths connecting to the existing on-road cycle lanes at the Hope Avenue and Conochie Crescent intersections; and
- Investigate the indentation of the existing on-street car parking bays on the eastern side of Welwyn Avenue, just south of the Griffin Crescent intersection into the verge to allow the continuation of on-road cycle lanes outside of the door zone of vehicles.



8.3.4 Mill Point Road

- Investigate the modification to the intersection of Mill Point Road and Way Road to slow vehicles approaching the bend and enhance the connection to Heppingstone Street whilst providing safe and convenient access to the existing on-road cycle lanes on Mill Point Road. A potential option could be to install a raised plateau at the intersection with zebra crossing to slow vehicles and allow priority crossing for pedestrians and cyclists.



8.3.5 Manning Road

- Widen the existing pram ramp on the western crossing of the Manning Road/Centenary Avenue intersection to allow additional storage space for crossing cyclists.



8.3.6 South Terrace

- Investigate the modification of the traffic calming devices between Murray Street and Hayman Road, which currently require eastbound cyclists to exit the roadway and use the existing path that is shared with pedestrians. Consistent with the surroundings calming devices, a dedicated path or lane for cyclists is required, to reduce conflict for cyclists.



8.3.7 Melville Parade shared path extension from Richardson Street

- Install a new shared path connection from the existing Richardson Street shared path to the Kwinana Freeway overpass.



8.3.8 Banksia Terrace

- Investigate improvements to lighting, signage, pavement surface and general amenity of the existing underpass. Modify the access to the cycle path to provider a smoother transition for cyclists; and
- Investigate providing priority for cyclists across the Third Avenue and Fourth Avenue intersections. Note the example below of cycle path priority across a minor intersection (Leake Street, Bayswater).



8.3.9 Bicycle Detection Loops

A common issue is the consistency of application of bicycle detection loops at signalised intersections. Without bicycle detection loops traffic signals will not be activated until general vehicles arrive at the intersection. This can often add frustration and inconvenience for cyclists during off-peak periods. The CoSP should audit all intersections within their jurisdiction to identify all applicable intersections that do not have bicycle detection loops and liaise with Main Roads to implement them.



8.4 Areas Outside Local Government Control

A number of issues identified are located in areas outside of local government control. It is proposed that the CoSP lobby for improvements to these areas, as described below:

8.4.1 Canning Bridge and Kwinana Freeway PSP (south of Canning Bridge)

The Kwinana Freeway PSP is highly patronised by both pedestrians and cyclists (particularly on weekends) and is a critical element of the cycle network.

- The section of PSP south of the Canning Bridge is poorly lit, particularly in sections through dense vegetation creating an insecure environment;
- The surface of the PSP through this section is in need of resurfacing with sporadic patchwork along the route and an inconsistent edge line which can be difficult to see at high cycle speeds; and
- Sand was also observed along the PSP through this section

The Kwinana Freeway PSP is under the control of Main Roads and as such it is recommended that the CoSP lobby to Main Roads to consider the following:

- Kwinana Freeway PSP (between Canning Bridge and Mount Henry Bridge)
  - Review this section of the PSP and investigate the feasibility of separation or path widening. Cyclist volumes for this section are approximately 1,265 per day (2014/2015, Main Roads permanent counter). It is recommended that the daily volume of pedestrians should be surveyed to determine the peak demands and justify the separation or widening;
  - Resurface existing path and install edge lines to improve demarcation of path;
  - Install path lighting; and
  - Ensure that the PSP is maintained regularly through liaison with Main Roads.
- Canning Bridge
  - Sections of the PSP under Canning Bridge is flooded during high river tides and wet weather. It is recommended to adopt a similar treatment to the shared path beneath the Causeway in Victoria Park;
  - Cyclists are required to cross Canning Highway at four signalised crossings to access Canning Station with high delays. Improved priority for cyclists connecting to Canning Station should be investigated. The above should be considered in any future works planned in this area by the Transport Portfolio;
  - As part of the Canning Bridge Activity Centre Plan, a future ferry terminal is proposed, which should provide priority access for pedestrians and cyclists and should be considered in any future works; and
  - The Public Transport Authority monitor the usage of the bicycle storage facilities. Any future works should consider modifications and potential upgrades to these facilities.



8.4.2 Canning Highway crossing at Cale Street

Cale Street provides an important east-west connection through the CoSP and provides a convenient connection to the Labouchere Road cycling route. The existing crossing of Canning Highway is an issue as it is not wide enough to accommodate cyclists. The following is recommended:

- Investigate providing an appropriate staggered crossing across the Canning Highway intersection to facilitate cyclists, in liaison with Main Roads. A staggered crossing is one that is provided at a slight distance apart, therefore preventing users from crossing in a straight line.



8.5 Supplementary Project List

While investment in cycling infrastructure is highly important, there are a range of additional measures that can be employed to complement this investment, which are included in the following section.

8.5.1 Wayfinding

Wayfinding informs users of their surroundings in the built environment. It is important to show information at strategic points to guide people in the right directions. There is currently a lack of information on most routes, including directions to key links and areas of activity. The previous strategy was completed in 2010 and requires updating. It was noted during the saddle surveys that the signage used for wayfinding needs updating (see Figure 8-4).



Figure 8-3: Lack of wayfinding at Sir James Mitchell Park foreshore path intersection with Coode Street path.

A wayfinding strategy for the state-wide strategic cycle network is currently being developed by the DoT. Some of the key routes of the strategic network are within CoSP and therefore an updated wayfinding strategy for the ToVP local network will require alignment with the strategic network wayfinding. This is particularly important for key attractors and destinations, such as Perth Zoo, Curtin University, Mends Street and Jetty, Preston Street and Manning Hub. Particular routes mentioned include Douglas Avenue/Lawler Street, Banksia Terrace, and at all freeway overpasses.

It is recommended that a joint local wayfinding strategy is undertaken over both CoSP and ToVP council areas. Liaison with Curtin University and other key destinations (i.e. Perth Zoo) should also be undertaken to provide improved awareness and consistency of entire cycle routes to local destinations (particularly at key intersections). For example, strong wayfinding from Canning Bridge to the Causeway should be provided to indicate a clear alternative route to Canning Highway for cyclists. Creative and playful branding for wayfinding signage could also be explored, such as the example shown in Figure 8-5 which was completed as part of the DoT's Your Move program (discussed further in Section 0).



Figure 8-4: Existing cycle wayfinding at Thelma Street /Murray Street intersection



Figure 8-5: Cycling wayfinding pavement markings in City of Wanneroo

8.5.2 Bike Parking and Amenities

Bike parking and amenities help complement the cycle network by reducing inconveniences associated with cycling. There is a demand for end of trip facilities at a number of locations throughout CoSP, particularly at areas with commercial activity. An audit/gap analysis of existing end of trip facilities is recommended to help gain an understanding of current supply and demand which would inform Council of the locations that could be benefited the most from investment. The size and type of facilities that are suitable (i.e. secure bike parking, sheltered and functional bike racks and lockers) should also be considered in the analysis. The term bike rack refers to the device to which you fix your bike to. It is recommended that these be in the form that supports the entire bicycle (i.e. U-rails) and allows users to lock the bicycle frame and wheels (Department of Transport, 2014). Retrofitting vertical poles with bicycle parking racks is a potential option to increase bicycle parking. The CoSP should also aim to install bicycle parking racks at all sports grounds and playgrounds.

There is also a lack of bicycle repair and pump stations throughout CoSP, and is recommended that these be located in popular destinations with the end of trip facilities. Additionally, water supply stations should be located throughout the cycle network.

In addition to the completion of an audit/gap, it is recommended that the following parking and amenities be installed:

- Bicycle Pump and Repair Station:
  - Mends Street Jetty;
  - Manning Hub;
  - George Burnett Park; and
  - Along the South Perth Foreshore at Coode Street.

It is noted that a bicycle repair station is proposed at the west side of Canning Bridge (City of Melville).

- Water fountains are also recommended to be installed at the above locations.
- Secure and sheltered:
  - In line with the 2017 South Perth Peninsula Place and Design Report it is recommended to provide secure and sheltered cyclist storage capable of accommodating more bicycles near the Mends Street Jetty.
- Sheltered Bike Parking
  - Mends Street;
  - Manning Hub;
  - Angelo Street shops;
  - Preston Street shops (i.e. IGA);
  - Como IGA;
  - Moresby Street shops;
  - Canning Bridge (liaison with PTA);
  - Major bus stations; and
  - South Perth Operations Centre.
- Bike racks
  - George Burnett Park;
  - Angelo Street Shops;
  - Clontarf Campus; and
  - Richardson Park.
- It is recommended to explore the use of bike parking as a tool to enhance the urban environment (i.e. art bike racks). Opportunities to advertise the health and environmental benefits of cycling, and behaviour change programs, events, and campaign should also be explored; and
- In addition, the CoSP should investigate the installation of e-bike charging stations to encourage and cater for the potential increased use in e-bikes. A potential location to include an e-bike charging station is along the Mends Street precinct.



Figure 8-6: Bicycle shaped bike rack

8.5.3 Cycle Monitoring

The use of cycle counters helps to understand cycling patterns over time and inform cycle-related projects into the future. There is currently a lack of cycle data available in CoSP.

Three permanent cycle counters currently exist in CoSP, which are located on the Kwinana Freeway PSP at Mill Point, the foreshore separated path at Sir James Mitchell Park, and separated path off Henley Street (adjacent to Como Secondary School).

It is recommended that cycle data collection be increased for CoSP and analysed on a regular basis (i.e. annually) to determine changes in cyclist use. Permanent counters should be installed along key cycle corridors and temporary counts should be undertaken when possible as part of road traffic counts. PBN grant funding is also available for cycle data collection, which should be applied for. The following locations are recommended for the installation of permanent bicycle counters:

- Manning Road shared path on the south side, west of Kent Street. This will help capture trips heading east-west through CoSP and to Curtin University. This will also help measure the success of the proposed shared path upgrade (refer to Project 3 in Section 8.2);
- Hayman Road shared path, on the south side west of Kent Street. This will help capture trips heading north west-south east through CoSP from the Swan River Foreshore to Curtin University;
- Lawler Street Safe Active Street. This will help capture trips heading north west-south east through CoSP to/from the Swan River Foreshore. This will also help measure the success of the proposed works as part of Project 4 in Section 8.2; and
- Thelma Street shared path, just west of Murray Street. This will help capture trips heading east-west through CoSP. This will also help measure the success of the proposed works as part of Project 5 in Section 8.2.

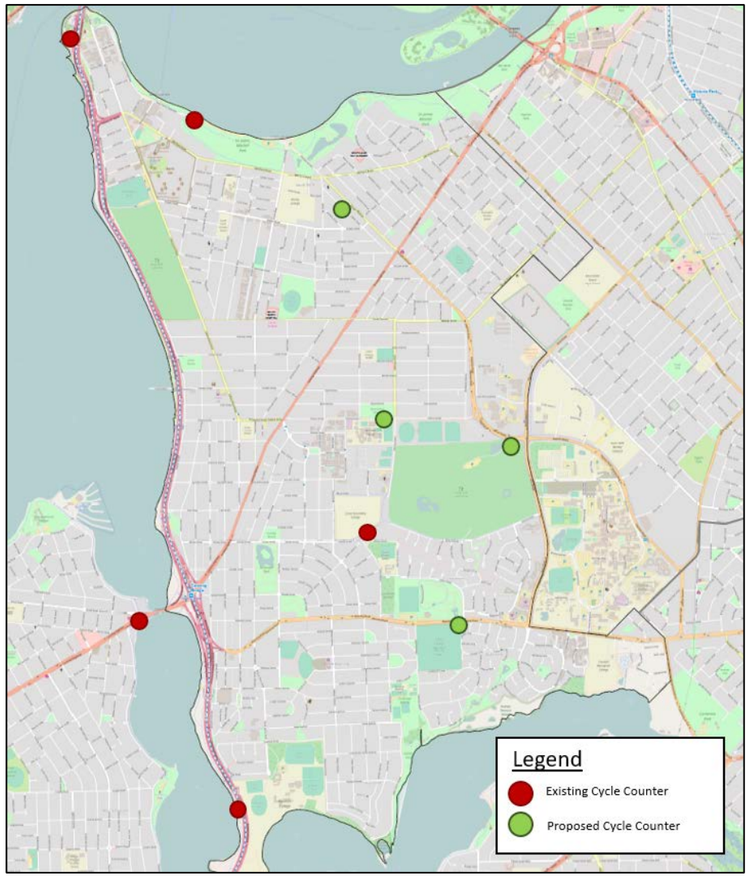


Figure 8-7: Proposed location of permanent cycle counters in CoSP

In addition, the number of pedestrians using shared paths should be monitored regularly (i.e. using video surveys), to assess demand and justify the potential need for path widening or separation. The CoSP should allow for the collection of pedestrian data at the above sites on a regular basis, i.e. annually.

8.5.4 Dedicated Cycle Tracks

Cycle tracks located in community parks for recreational use are increasing in popularity throughout Perth. These facilities provide an environment for cyclists to ride separate from general traffic. A number of local governments have installed cycle track facilities in Perth which have been observed to have high levels of use. Two popular types include:

- Pump Tracks – These facilities often consist of circular loops with smooth dirt mounds and berms that cyclists can ride around in a pumping motion. These facilities can also include bike jumps, which are associated with more experienced cyclist skills; and
- Bike Skills Track – These facilities often consist of asphalt path circuits with pavement markings and signage simulating an urban traffic environment. These facilities are targeted for youth/beginner cyclists.

The highest cycling participation rate for CoSP was among children aged under 10 and is also considerably higher than for Perth. In addition to the community feedback, it is clear that there is a considerable demand is likely for Bike Skills Track and Pump Track facilities.

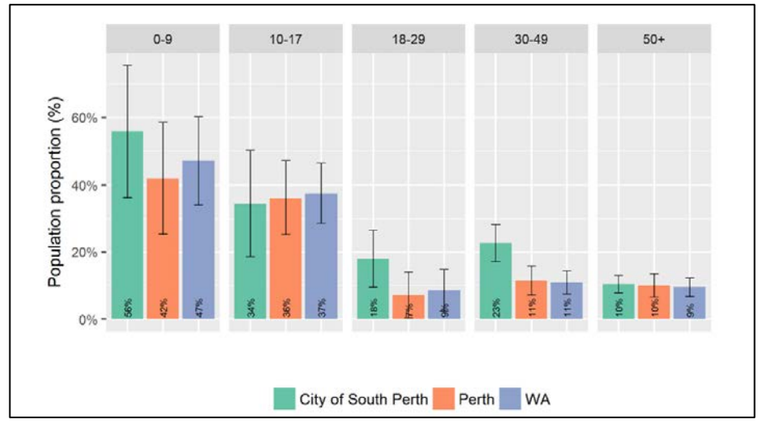


Figure 8-8: Cycling participation by age (source: National Cycling Particpation Survey 2017)

A recent example for this is at Shepherds Bush Park in Kingsley, Joondalup. This facility has a ‘Pump and Jump Track’ which additionally features jumps to offset the replacement of the BMX park. A children’s Bike Skills Track is also located adjacent to this.



Figure 8-9: Shepherds Bush Bike Skills Track (left) and Pump and Jump Track (right) (source: City of Joondalup)

It is proposed that a Pump Track and Bike Skills Track be constructed at George Burnett Park at suitable location (see Figure 8-10). This location provides adequate space, cycle connections, parking, public bathrooms and barbeque facilities. This corresponds with existing uses at George Burnett Park which consists of an existing cycle loop track and skate park. The facility should consider CPTED (Crime prevention through environmental design) principles.



Figure 8-10: Potential locations of for Pump and Bike Skills Tracks at George Burnett Park (source: ArcGis)

State funding is available for these projects as part of the Trails program. Comparing to the Shepherds Bush Park facilities, the Bike Skills Track can expect a construction cost of approximately $60,000 and the Pump Track $70, 000. It should be noted however that these facilities are the largest of their type in the State, and could be smaller. Construction of Pump Tracks requires specific expertise and youth services are required for involvement in the design and operation. A yearly maintenance budget must also be considered for the facilities. Lessons learnt from previous councils should be enquired further prior to the development of the project (i.e. City of Joondalup), to more accurately understand project considerations. It is recommended to investigate existing dedicated cycle tracks in CoSP (i.e. kids track at Manning Primary School). Those determined as suitable could be considered for inclusion on the Your Move metropolitan map.

8.5.5 Trial Projects

Trial projects help kick-off new initiatives and projects that benefit cycling. A number of recent trial projects have proved successful including in CoSP such as the RAC Intellibus, which has attracted a high number of people to visit South Perth Esplanade to trial the fully driverless shuttle bus. The Safe Active Street projects have also received funding by DoT (i.e. Shakespeare Road, City of Vincent) which has helped with construction and marketing for alternative cycle treatments.

It is recommended to investigate the following projects:

- Innovative solutions to improve cycling priority
  - As part of the Connect South Project, support the introduction of a ‘shared space’ along the high activity area of Mends Street. The shared space concept involves reducing the posted speed limit to 30km/h and integrating all road users to provide pedestrians and cyclists with movement priority.
- Cycle volume and speed device
  - Investigate the installation of an automated cycle counter, such as the ‘Bike Barometer’ (see Figure 8-11). This device records passing cyclists and pedestrians, and displays real-time cycle counts for the day, month, year and sometimes lifetime of the device. Not only does a device such as this help understand cycle patterns, but also raises awareness for cycling and gives cyclists a sense of public acknowledgement for choosing to cycle. Encouraging messages that display the benefits of cycling can also be incorporated into the device, i.e. “*You have saved the economy $XX by cycling today*”, “*you saved XX fuel emissions today*”. These devices have been fitted in locations around the world, as well as in Australia. The bike barometer shown in Figure 8-11 was fitted as part of a joint venture between a local bike store and the City of Moreland.

    A potential location includes the shared path on the south approach to the Narrows Bridge.
  - Investigate the installation of a device that indicates real-time speed to cyclists along shared paths (similar to roadwork sites) and to ‘slow down’ if required. This can help promote behaviour change, encouraging cyclists to reduce speed in areas of high pedestrian and cyclist demand. A potential location includes the shared path west of the Mends Street jetty. This improves safety for sustainable travel modes, which could potentially attract funding from RAC, as it aligns with their mobility agenda.



Figure 8-11: Example bike barometer in Melbourne,Victoria (source: *http://www.velocycles.com.au/over-counter/*)

- Curtin University Bike Share Scheme
  - The proposed cycle network will significantly improve the cycling connection between Curtin University and Perth rail lines. Through the proposed Canning Bridge to Curtin Link project (CoSP project 2 in Section 8.2) there will be an improved cycling connection between Canning Bridge Station and Curtin University, and through the Kent Street project (ToVP project 2 in Section 15.2) there will be an improved cycling connection between Curtin University and Victoria Park and Carlisle Stations. It is recommended that CoSP work with Curtin University and the ToVP to investigate establishing a bike share scheme with bike share docking stations located at Canning Bridge Station, Victoria Park and/or Carlisle stations and Curtin University to complement the proposed projects as part of this Plan. The potential for bike docking stations at other key locations where there is the potential for high uptake, i.e. high density locations and/or high percentages of student housing should also be investigated. The stations should be provided in locations that provide good passive surveillance, lighting and with good accessibility to the destinations.
  - Urbi bike share facilities have recently been installed at the City of Joondalup as part of a 12-month trial, with stations located around the town centre. Urbi is partnering with a number of businesses in Joondalup, such as Edith Cowan University which offer discounts to students. The scheme works by registering on the Urbi phone application, locating a bike share station, unlocking the bike and helmet (with a code supplied by the phone application), cycling for a maximum of 45 minutes, returning to any bike share station, and finishing the hire (see Figure 8-12). Payment is completed through the phone application, and is costed per a single, daily, weekly, or monthly rate provided trips are less than 45 minutes. Trips that exceed 45 minutes are charged an additional $6 per hour.

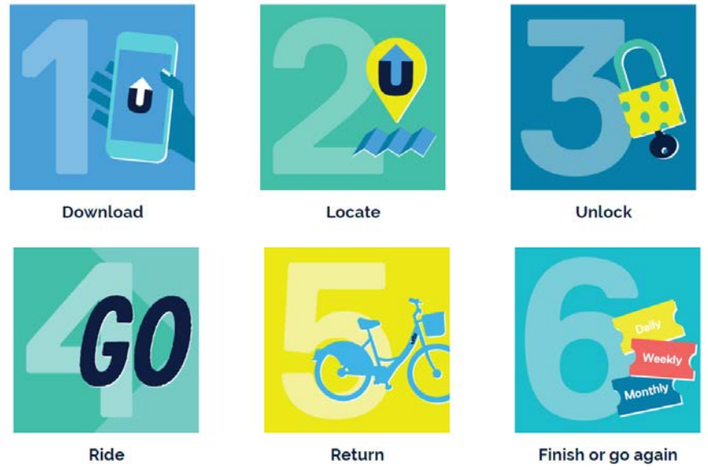


Figure 8-12: Six steps for use of Urbi Bike Share (source: *http://urbi.bike/*)

  - The 2017 South Perth Peninsula Place and Design Report proposed to support public bike-share implementation and installation where possible, potentially in cooperation with the City of Perth to establish a shared system with hire stations on both sides of Perth Water. This should be further investigated. A consistent state-wide bike share scheme could provide increased benefits overall (i.e. better legibility and consistency in equipment), but would require state level involvement.
- Alternative cyclist transition at three-legged roundabouts
  - As discussed in Section 8.3.1, an infrastructure option that could be trialled at the intersection of Thelma Street/Murray Street is the installation of a direct ramp connection for on-road cyclists connecting to an off-road path. This would provide a convenient option for cyclists. This type of treatment is not believed to have been used in Perth, and could be trialled to determine whether it provides a safe option.

8.5.6 E-bike Scheme

E-bikes are gaining in popularity and could help encourage people to cycle because they do not require as much physical energy to operate compared to traditional bikes and allow a longer distance of travel for the equivalent amount of energy expenditure.

E-bike salary sacrificing has recently been ruled in favour of by the ATO and as a result, there are leasing and financing companies that provide e-bike packages to employers. The program typically works by deducting a monthly fee from the employee's wage, which is the pre-tax wage if the employee agrees to use the bike predominantly for work-related travel. It is recommended that CoSP/ToVP offer an e-bike salary sacrifice service to City staff and promote to other organisations to offer the same service.

8.5.7 School Infrastructure Improvements

Cycle safety for youth is a critical aspect that must be considered for schools. Four primary schools in CoSP have been previously audited for cycle infrastructure with a number of infrastructure improvements recommended. It is recommended that these improvements be completed and more schools also be audited. As part of this work, consideration of 'school zones' should be investigated, where access to the area is restricted to vehicles and prioritised for cycling and walking. This was raised as a potential treatment from the community workshop, and could be investigated as a trial project.

As part of the school cycle infrastructure improvements, a marketing campaign aimed at parents could be undertaken to encourage students to cycle to school. Incentives and rewards for students that cycle could also be implemented. This could then lead to a reduction in demand for car parking. Additionally, this could increase the social acceptability of children riding to school unsupervised.

8.5.8 Behaviour Change Projects

In order to maximise the benefit of cycle infrastructure improvements, it is recommended to employ cultural and behavioural change strategies to encourage more people to participate in active transport and realise the benefits of the investment.

8.5.8.1 Your Move

The Department of Transport's Your Move program supports communities, local governments, schools and workplaces to promote active transport and reduce congestion. The two parts of the Your Move Program include:

- Joining Your Move online
  - Support is offered to local government, school and workplace 'champions' who want to promote walking, cycling and public transport. Through registering on the Your Move website, organisations can access information, run travel surveys, choose activities to implement, and share activities to earn rewards. Training and networking forums also run each quarter.
  - It is recommended that CoSP sign up to the program to enable internal champions to drive the Program at the council. Having CoSP lead the program in the area will encourage other organisations to also participate.
  - It is also recommended that CoSP engage with a number of organisations in the area to promote the program (i.e. Curtin University).
- Intensive Project Partnership
  - The Department of Transport also undertakes intensive projects to influence travel choices for specific local governments, schools and workplaces. The program has previously partnered with the City of Cockburn and the City of Wanneroo where it provided area specific services and products. As part of Your Move Central a number of city workplaces and households in ToVP were partnered in addition to two local primary schools (i.e. Victoria Park Primary and Ursula Frayne Primary). A number of activities undertaken at the schools included National Ride to School Day events, reward schemes via posting activities on the Your Move website, a breakfast event which involved Transperth journey planning and SmartRider discounts, and branded monsters along routes to encourage youth interest.
  - It is recommended that the program be investigated with DoT for selected local primary schools (i.e. Manning Primary School, South Perth Primary, Como Primary, Collier Primary and Kensington Primary).
  - It is recommended that a similar program be investigated with DoT for opportunities for other schools and workplaces across the council area. The timing and location of future intensive projects will depend on funding and strategic priorities, such as the state government's Metronet initiative. This may lead to opportunities for partnership with Curtin University, to better integrate with the surround train services.



Figure 8-13: Your Move program methodology (source: Department of Transport)

8.5.8.2 Active Transport Events

One of the major objectives of involvement in cycling and walking events is to encourage first-time users to 'give it a try.' While participation in one event may not convert the individual, the culmination of a number of events over time will considerably break down barriers, which increases the chances of changing travel habits.

Public Events

A number of annual public events are held in Perth that encourage active travel. Promotion of these events, by CoSP, could be achieved by:

- Registering a CoSP team into these events;
- Sponsoring events, i.e. hiring a bike doctor to attend public events;
- Sponsoring CoSP staff entries;
- Facilitating fundraisers for particular staff participants;
- Run rewards schemes based on participation. MBS Environmental previously ran a raffle which allowed staff to enter a ticket for each day they cycled to work during Bike Week. This encourages more than a single trip to work by bicycle; and
- Running events in CoSP that support public events. As an example a breakfast could be provided to staff who cycle or walk to work during Bike Week.

Some of the public events that promote cycling to work include:

- Bike Week- an annual celebration held in Western Australia where a number of events are held during a specific week. CoSP has previously participated in this, such as the 'Fiesta and Bike week' event organised in 2015, which included complimentary bike repairs and snacks at the Narrows Bridge followed by a leisurely ride along the South Perth Foreshore;
- Ride2Work Day- held annually in October, it works by providing a range of incentives at key commuting destinations in cities. In 2017, a breakfast was provided at Elizabeth Quay in the Perth CBD for those who had cycled to work on that day; and
- Ride2School- Ride2School Day held is annually in March and works by encouraging active travel within school communities by celebrating those who already actively travel to school and encouraging those who don't know how to start. A number of schools in CoSP have previously been involved in this event. The Ride2School Program is also available all year-round and works with families, communities, policy-makers and partner organisations to encourage students to ride, walk, skate or scoot to school.

Local Events

In addition to supporting public events, it is recommended that CoSP facilitate events specific to the local government including:

- Introduction of an Active Commuters Breakfast or equivalent could be held for staff where a complimentary breakfast could be provided to those who choose active transport methods on that particular day. An additional incentive could include hosting a bicycle mechanic who can complete free tune-ups of attendees' bikes. A potential location for this could include at a local shopping centre, which could provide the opportunity for local advertising. Partnership opportunities could be sought with local cycling groups, such as South Perth Bicycle Users Group, to offer subsidies to promote, organise and run these events.

8.5.8.3 Awareness Campaigns

There is a lack of cyclist and driver awareness and education throughout South Perth and the wider area. It is recommended that as part of wayfinding and revitalisation of cycle infrastructure, pavement markings and signage be installed that educate and raise awareness of the needs of other modes and how they can successfully operate together. The 'Take Care' pavement markings in the City of Perth is one current example.

A publicity campaign aimed at increasing awareness of cyclists and improving the behavior of all road users would help to counter these problems and improve cyclist safety. The WA Police Force could be invited to be a part of awareness campaigns to educate road users on cycling. Tools that can be used include street advertisements, billboards and advertisements. An example ‘Share our Roads’ campaign to improve bike safety in WA. Campaigns should aim to ‘normalise’ cycling and reinforce the image of cyclists being of all ages and demographics.

Joint awareness campaigns could be undertaken jointly by both CoSP and ToVP, and should also involve other organisations such as Curtin University who are in the process of developing a strategic behaviour change strategy.



8.5.8.4 Information

It is important that information regarding the existing cycle infrastructure is made readily available to the community, so that cycle trips are made as convenient as possible. A *Map Your Move* metropolitan map (previously TravelSmart) for the CoSP that displays walk and cycle information (available at the *Your Move website*) should be made easily available on the CoSP website. A supply of hard copies should also be available at CoSP reception.

The following information should also be made readily available to the community, i.e. on the CoSP website to encourage increased cycling:

- Information on current and planned cycling initiatives and incentives; and
- Information on e-bikes, including the increased advantages and where to acquire them.

8.5.9 Integrated Transport Plan

The 2012-2017 South Perth Bike Plan recommended to produce an up to date Integrated Transport Plan, focusing on 'Moving People' to provide policy measures and guide transport planning for the longer term (15-30 years). It is recommended that this plan be developed within the next five years.

9 Implementation

A total of seven cycling infrastructure projects, along with minor works improvements are proposed within the CoSP over the next 5 to 10 years. As mentioned earlier, high level order of cost estimates have been determined for these projects, however further investigation will need to be undertaken to develop detailed concepts and understand the true cost of each project.

As summarised in Table 9-1, the estimated cost of implementation is approximately $7.3 million. This indicates that an estimated $7.3 million is spent over the next five years to achieve the goals of this bike plan. Although this may be ambitious, a strong pledge is required to make the CoSP stand above the rest in terms of becoming a cycling city.

It is suggested that the CoSP firstly submit all the applicable projects to relevant grants and sponsorship programs for funding. It would then be preferable to approach other relevant agencies such as DoT to determine how best to implement the projects in their jurisdiction. Boundary road projects should be presented to adjacent local councils in an attempt to partner with the respective councils to implement these specific projects. The joint nature of this plan will make this process particularly advantageous with the ToVP. Also prospective business partnerships should be identified early in the process, to get business buy in and potentially set up public private partnerships.

Finally, once all of the proactive steps have been taken, the City should have a good idea of which projects could be funded, completely or partly, by grants and sponsorships, which projects could be funded by other agencies such as DoT, which projects could be funded as part of a partnership with other councils or businesses, and which projects will have to be funded completely by the CoSP.

All of this information along with the priority of projects should then be taken into account in an exercise to allocate projects and stages of projects to the forward capital works schedule of current and future years.

Funding of the proposed supplementary initiatives described in Section 8.5 will require further investigation. As part of future more detailed costing works for each of the key infrastructure projects, funding for the supplementary initiatives should be included. In addition, the cost of some supplementary initiatives could be incorporated into the project with assistance from other sectors, for example marketing, landscaping and streetscape. Trial projects could also attract funding from other agencies such as Main Roads and RAC. The proposed pump and bike skills tracks at George Burnett Park should be built in tandem with the Canning Bridge to Curtin Link or Manning Road projects as these will provide direct links to the facility. Funding for the pump and bike skills track can be investigated further, with potential funding available from the DoT and Lotterywest.

It should be noted that the maintenance of all cycling infrastructure paths should be undertaken regularly and included in the capital works schedule.

Table 9-1: Summary of estimated 5-year implementation cost for the CoSP

#	Project	Estimated Cost	Potential Funding Assistance
1	South Perth Esplanade Project	$1.5m	DoT, RAC
2	Canning Bridge to Curtin Link	$1.8m	50% DoT
3	Manning Road Project	$600k	50% DoT, Lotterywest
4	Douglas Avenue Project	$1.5m	50% DoT
5	Thelma Street Investigation	$30k (investigation)	50% DoT
6	Kent Street Project	$400k	33% DoT, 33%Curtin University
7	Coode Street Project	$500k	50% DoT
8	Minor Works Improvements (“Quick Wins”)	$1m	Capital Works Programme
	TOTAL	**$7.3m**	

The estimated timeframes proposed for the cycling infrastructure projects are shown in Table 9-2. It is proposed that the highest priority projects are implemented first, with minor works improvements undertaken every year.

It should be noted that the estimated timeframes is intended to provide guidance only. Opportunities may arise over the implementation of this Plan which may fast track or hinder the progress of projects.

Table 9-2: Indicative five year implementation plan for the CoSP

#	Project	2018/19	2019/20	2020/21	2021/22	2022/23
1	South Perth Esplanade Project					
2	Canning Bridge to Curtin Link					
3	Manning Road Project					
4	Douglas Avenue Project					
5	Thelma Street Investigation					
6	Kent Street Project					
7	Coode Street Project					
8	Minor Works Improvements					





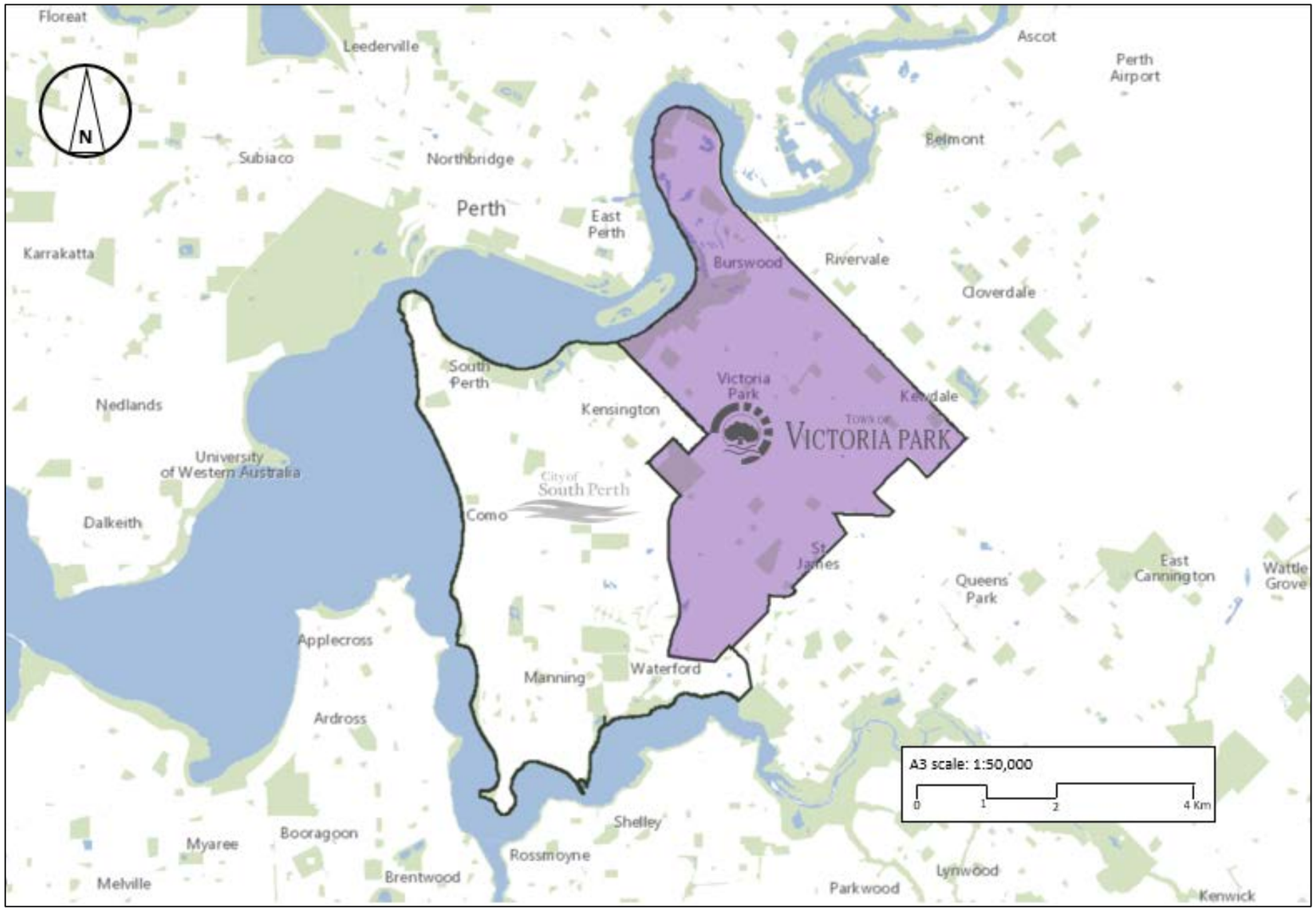
TOWN OF
VICTORIA PARK

10 Background

The Town of Victoria Park is located approximately five kilometres south east of Perth's Central Business District (CBD) and covers an area of approximately 18 square kilometres. The City of South Perth shares boundaries with the City of South Perth, City of Canning and the City of Belmont, whilst providing direct routes over the Swan River into the City of Perth and City of Vincent.

With reference to the ToVP Community Profile (*profile.id.com.au*, 2017) the estimated resident population as of June 2016 is approximately 37,000 with a population density of 21 persons per hectare. In the development of this Bike Plan, the diverse population within the ToVP was taken into consideration. Some of the key demographic statistics for the ToVP include:

- 1.4x higher population than the City of Perth, and 1.2x higher density;
- 48% medium and high density housing;
- A median age of 34 years;
- Approximately 55% of residents have a tertiary qualification
- Approximately 40% of residents were born overseas, indicating strong cultural diversity;
- Approximately 67% of households have only one or two occupants; and
- 43% of households had access to two or more motor vehicles compared to 57% in Greater Perth. Car ownership per household in the Town of Victoria Park decreased by 3% between 2011 and 2016.



The abovementioned statistics highlight the potential for increased cycling trips in the ToVP. Car ownership has decreased within the town and therefore there is potential to encourage increased cycling. Additionally, the high percentage of households with one or two occupants highlight the potential for increased local shopping trips by bicycle due to smaller quantities of shopping that may not require the storage space of a motor vehicle.

Increased cycling in the ToVP will provide vast environmental, health and economic benefits to the community including:

- Reduced car use, resulting in less traffic congestion, demand for parking, carbon emissions, and neighbourhood noise, and improvements in air quality;
- Improved physical and mental wellbeing;
- Reduced household travel costs, and potential time savings; and
- Increased foot traffic around businesses.

Investment in creating an active community will result in better connected, safer, healthier and happier residents and will make the Victoria Park a more vibrant place to live and visit.

With reference to the ToVP Community profile (*profile.id.com.au*, 2017), the current statistics for travel mode to work for residents is shown in Figure 10-1. It indicates that approximately 62% of trips are undertaken by car (as either driver or passenger), approximately 17% of trips are by public transport, and 2% of trips by bicycle. Considering the proximity to the CBD and approximately 43% of ToVP residents work in Victoria Park and Perth CBD, there is potential to increase the percentage of cyclists.

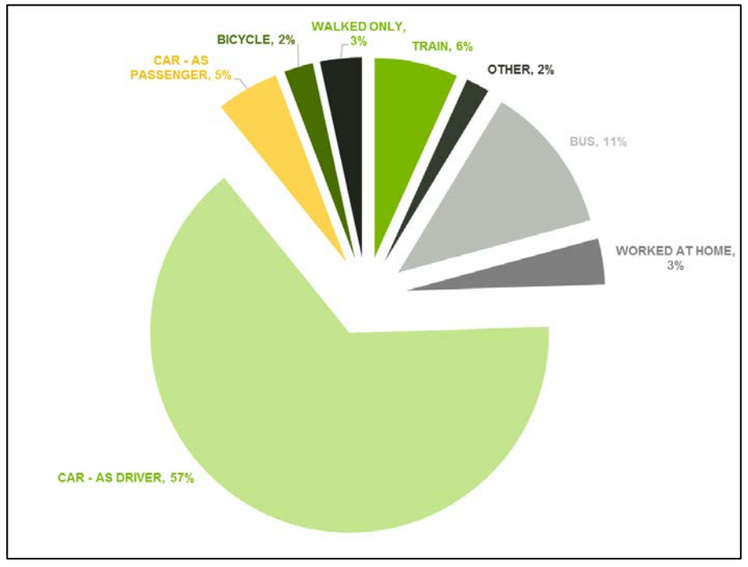


Figure 10-1: Travel mode to work in Town of Victoria Park-(Census 2016)

The age group distribution within ToVP is shown in Figure 10-2. In comparison to Greater Perth (Perth Metropolitan), there is a higher proportion of 18 to 24 year olds (tertiary education and independence) and 25 to 34 year olds (young workforce).

In 2016 there were approximately 28,000 residents who work in ToVP, with 12% living in the area (refer to Figure 10-3).

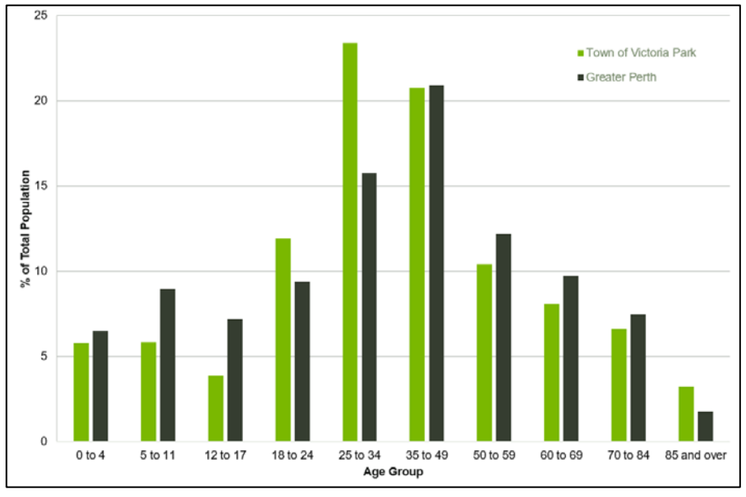


Figure 10-2: ToVP age group distribution (Census 2011)

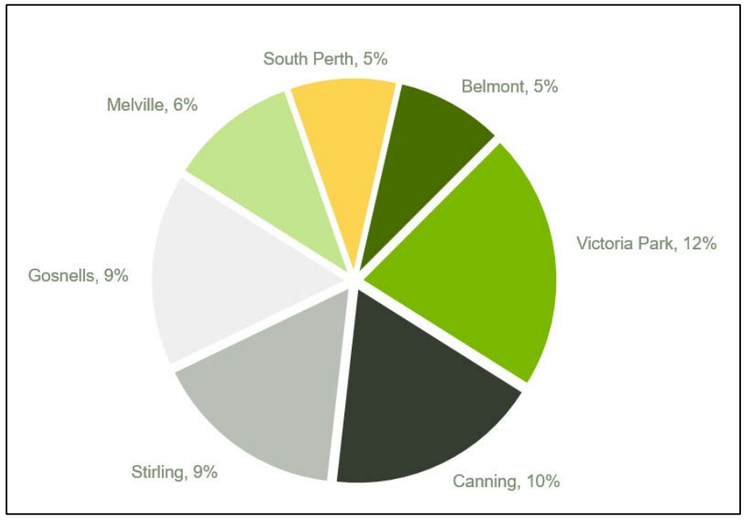


Figure 10-3: ToVP workers location of living (Census 2010)

In addition, approximately 77% of employed residents work outside of ToVP while the rest work within the area. A more detailed breakdown of employment locations is shown in Figure 10-4).

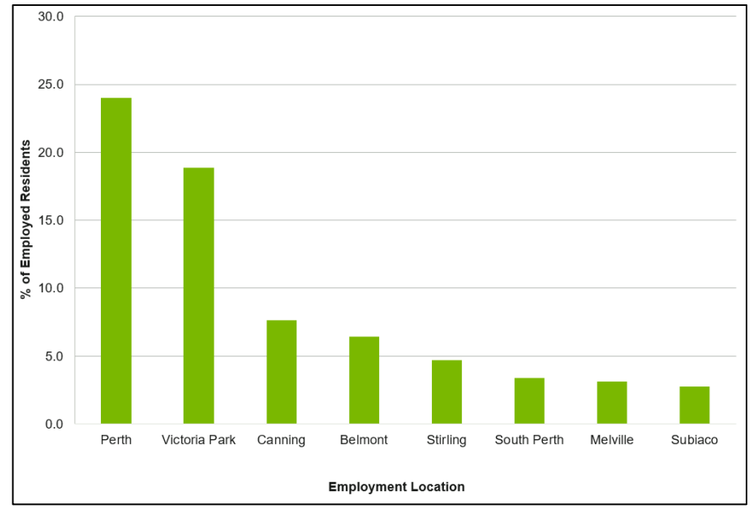


Figure 10-4: Employment location of ToVP residents (Census 2011)

11 Crash Analysis

11.1 Crash Data

Safety is a very important factor in building a successful Bike Plan. The availability and quality of existing cycle facilities is a good way of identifying the level of safety performance within a region. Main Roads WA crash data was utilised to determine the level of safety for the existing facilities within the ToVP.

Over the last five-year period 1 January 2012 to 31 December 2016, a total of approximately 5,000 crashes have occurred within the ToVP, with 2.9% of them involving cyclists. The number and severity of crashes involving cyclists per year is shown in Figure 11-1.

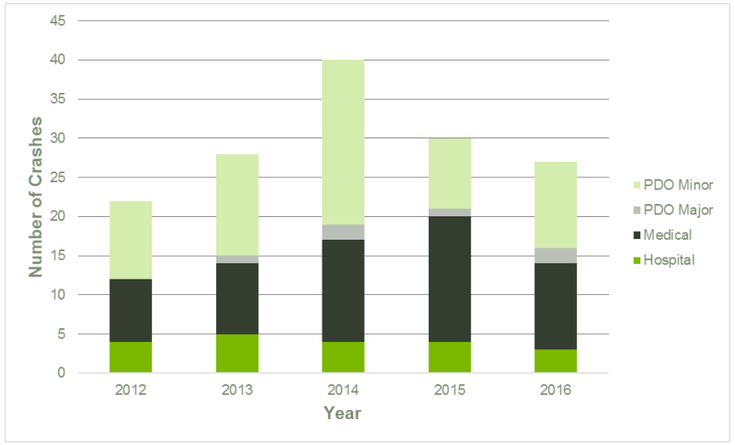


Figure 11-1: Total crashes involving bicycles

In summary:

- A total of 147 crashes involved bicycles;
- There were zero fatalities during this time;
- 13% resulted in hospital treatment; and
- 38% resulted in medical attention.

It should be noted that crash data only contains records of reported crashes, although unreported crashes are typical when there is no personal injury and no damage to property. It can be seen that the number of crashes has fluctuated over the past 5 years, 2014 has the largest number of crashes recorded.

Factors that can attribute to an increase in the number of crashes include a general increase in traffic volumes and non-compliance with speed limits. The Plan requires a strong focus on improving safety for cyclists.

The total number of recorded crashes from 2012 to 2016 grouped by severity is summarised in Figure 11-2 and illustrated in Figure 11-3.

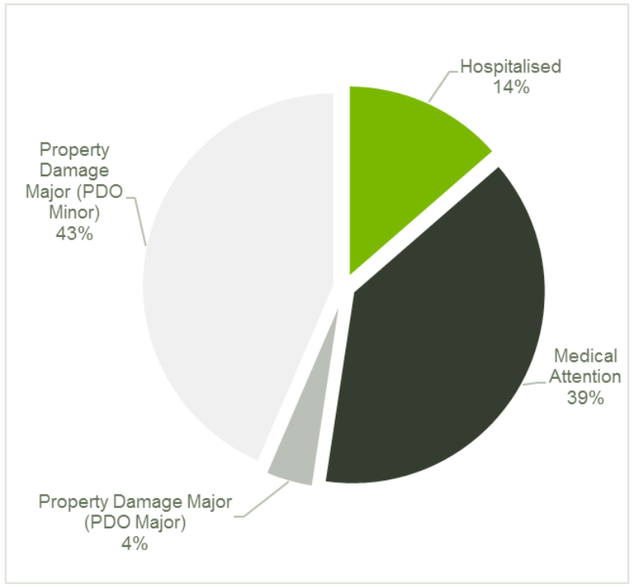


Figure 11-2: Total recorded crashes by severity

11.2 Crash Locations

More than 69% of the total recorded bicycle crashes occurred at intersections, with 24% of the intersection crashes occurring at roundabouts.

The highest number of crashes have occurred along high volume roads, i.e. Kent Street and Albany Highway (refer to Table 11-1). This accentuates the fact that cyclists use these direct routes to commute and that these roads are dominated by high traffic volumes and an increased probability of conflict, particularly at intersections where bicycles have limited priority. Albany Highway represents a major cyclist route with access to Perth City over the Causeway and has recorded a significant number of crashes. The intersections of Miller Road/Bishopsgate Street and Hayman Road/Kent Street have recorded 6 crashes and 5 crashes involving cyclists respectively in the last five years. These roads represent the high priority locations for funding directed towards crash investigation and safety improvement works.

Other notable statistics include:

- 10% of all crashes occurred at driveways, where vehicles enter or exit a driveway and collide with a cyclist in the lane or on the path; and
- 11% of bicycle crashes occurred on off-road paths.

The crash statistics have been used to influence and prioritise the recommended projects outlined in Section 15.

Table 11-1: Locations with the highest number of crashes involving cyclists

Crash Locations (roads with 5 crashes or more)		
Location	**Number of Crashes**	**Severity**
Kent Street/Roberts Road/ Miller Street	23	2 x Hospitalised
		10 x Medical Attention but not Hospitalised
		11 x PDO Minor
Albany Highway	15	1 x Hospitalised
		6 x Medical Attention but not Hospitalised
		8 x PDO Minor
Berwick Street	14	1 x Hospitalised
		5 x Medical Attention but not Hospitalised
		8 x PDO Minor
Oats Street/Hill View Terrace	8	4 x Medical Attention but not Hospitalised
		4 x PDO Minor
Orrong Road	8	2 x Hospitalised
		5 x Medical Attention but not Hospitalised
		1 x PDO Minor
Shepperton Road	6	1 x Hospitalised
		3 x Medical Attention but not Hospitalised
		2 x PDO Minor
Star Street	5	3 x Medical Attention but not Hospitalised
		2 x PDO Minor

*Note that a crash severity of 'PDO' refers to 'property damage only'

East Perth
Claisebrook
McIver
Burswood
Victoria Park
Carlisle
Oats Street
Welshpool
Queens Park
VICTORIA PARK DR
SURREY RD
ORRONG RD
GALLIPOLI ST
GODDARD ST
MCCARTNEY CRES
ROBERTS RD
GRAND EASTERN HWY
BISHOPSGATE ST
DURHAM ST
RUTLAND AVE
ARCHER ST
LION ST
MARS ST
OATS ST
PLANET ST
ALBANY HWY
MILL ST
MCMILLAN ST
GLOUCESTER ST
KENT ST
BERWICK ST
DANE ST
SOMERSET ST
DEVENISH ST
HILLVIEW TCE
JARRAH RD
HAYMAN RD
BOUNDARY RD
RAILWAY PDE
CANNING HWY
HURLINGHAM RD
MILL POINT RD
LAWLER ST
BANKSIA TERRACE
GEORGE ST
DOUGLAS AVE
COODE ST
SOUTH TERRACE
COMER ST
BLAND ST
THELMA ST
MURRAY ST
CALE ST
JACKSON RD
DAVILAK ST
GODWIN AVE
BICKLEY CRES
DOLTANA ST
MANNING RD
LEY ST
WELWYN AVE
CHALLENGER AVE
ELDERFIELD RD
CENTENARY AVE
BARON-HAY CT

Legend

- Crash Location
- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Overpass/Underpass
- Existing Overpass/Underpass
- LGA Boundary (Town of Victoria Park)

- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km

WESTERN AUSTRALIA
PERTH

ToVP Figure 11-3 Crash Locations Involving Cyclists in the ToVP

Revision: 1	Project No: 255909	Date: May 2018
Prepared: S.Richards	Checked: M.LaGalia	Approved: M.LaGalia
Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:27,000

Source: © Landgate 2017, Main Roads WA

File: \\aurecon.info\shares\AUPER\Projects\255909 - Joint Bike Plan CoSP & ToVP - CoSP Folder\3.0 Project Delivery\GIS\ArcGIS\0020_255909_A3P_ToVP_CrashData_Rev1

Client: Town of Victoria Park, City of South Perth

aurecon

12 Stakeholder Consultation

12.1 Community Engagement

As part of the development of the Plan, the local community were invited to provide feedback on their cycling journey with the aim of identifying common routes, existing issues, barriers to cycling, and desired locations to improve or provide additional facilities and infrastructure.

The community were invited to provide feedback through one or all of the following methods:

- Completion of a survey (online or hard copy);
- Input into an online mapping tool; and
- Attendance at a community workshop.

It should be noted that the methods of community engagement were carried out simultaneously between the CoSP and ToVP.

12.1.1 Community Survey

The joint CoSP and ToVP community survey was open to the public from May 1st to June 9th 2017. The survey was completed by a total of 349 participants, with 168 people from the ToVP (57% male, 43% female). A graphical summary of the demographics and other results from survey respondents from the ToVP is shown in Appendix D.

In terms of the reasons for cycling, the most common reasons included recreational and exercise (30%), commuting to/from work (24%), to/from shopping (13%) and to/from entertainment locations (13%), noting that respondents could select multiple options. With the scenic cycling route available along the Swan River, recreational cycling is highly popular in the ToVP as reflected in the survey results.

A summary of the most common issues raised from the community survey regarding popular routes can be seen in Table 12-1. It should also be noted that the CoSP community survey also raised significant concern for the lack of separated cycle infrastructure and adequate lighting along McCallum Park and Burswood Park. Additionally, issues were raised at areas outside of the ToVP, including Centenary Avenue (City of Canning), highlighting the need for greater consistency across council borders.

The issues raised in the community survey have been used to influence and prioritise the recommended projects outlined in Section 15.

Table 12-1: Summary of issues raised regarding popular routes

Location	Issue/Concern	% of Comments
Albany Highway	- a desire for dedicated bicycle infrastructure (i.e. bicycle lanes) to provide adequate separation from turning and parked vehicles (i.e. dooring)	20%
	- cars often exceed the 40km/hr speed limit creating an intimidating road environment for cyclists	
	- lack of appropriate traffic calming measures and motorist awareness increases the probability of conflicts between cyclists and other modes of transport	
Rutland Avenue	- a desire for dedicated bicycle infrastructure (i.e bicycle lanes) and crossing facilities at cross-roads	15%
	- high traffic volumes and speeds contribute in creating an intimidating road environment for cyclists	
Shepperton Road	- a desire for dedicated bicycle infrastructure (i.e bicycle lanes)	6%
	- difficulty in crossing Canning Highway due to high traffic volumes, high traffic speeds and a lack of safe crossing points (i.e.narrow medians)	
Berwick Street	- a desire for an extension to bicycle infrastructure (i.e bicycle lanes) along the route to improve separation from buses and cars	6%
Causeway Bridge	- shared path is too narrow when considering high pedestrian and cyclist volumes creating an uncomfortable cycling environment	4%
Canning Highway	- a desire for dedicated bicycle infrastructure (i.e bicycle lanes)	3%
Manning Road	- high traffic volumes and speeds cause an intimidating on-road environment for cyclists	2%
	- lack of dedicated bicycle infrastructure (i.e bicycle lanes) for connections with Curtin University	
Roberts Road	- issues with general maintenance (i.e. glass) create an uncomfortable cycling environment	2%
Oats St	- a desire for dedicated bicycle infrastructure (ie. bicycle lanes) west of Shepperton Road, which currently end	2%
Centenary Avenue	- a desire for dedicated bicycle infrastructure (i.e bicycle lanes)	2%
	Total	**61%**

12.1.2 Online Mapping Tool

The ToVP interactive online mapping tool was open to the public from May 1st to June 9th 2017. The tool allowed members of the community to place pins on a map of the ToVP to comment on the following items:

- 'Bike Issue' (red pin) – may include locations where there are missing links, unsafe crossings, lights, or other issues relating to the cycling experience;
- 'I enjoy riding here' (green pin) – may include locations that are enjoyable to ride, have great end of trip facilities (i.e. bicycle parking, lockers, showers) or notable for other reasons; and
- 'Bike Idea' (yellow pin) – may include locations that are not necessarily unsafe or an issue, however would like to see an improvement.

Referring to Figure 12-3, a total of 184 pins were dropped on the mapping tool (noting that users could submit an unlimited number of pins). As shown in Figure 12-1 and Figure 12-2, almost the entire number of riders that contributed to the mapping tool were confident cyclists, for a range of riding purposes. Note that this captures the rider's perception of what the confidence level they see themselves. Future surveys should consider alternative ways to capture the views of riders of lower confidence level, which will assist in initiating greater mode shift towards cycling.

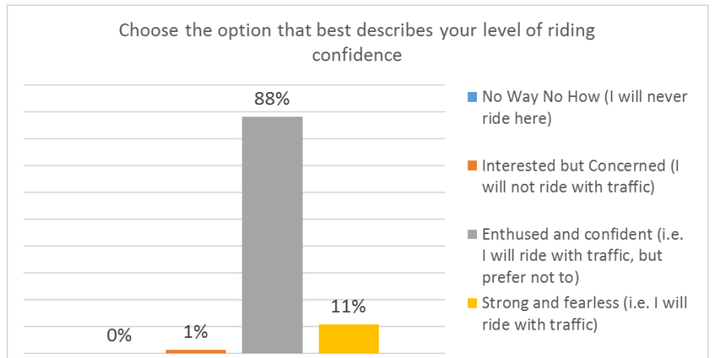


Figure 12-1: Online mapping tool respondents – level of rider confidence

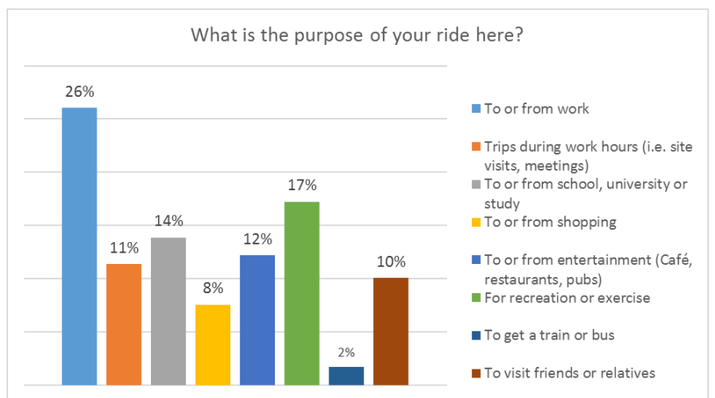


Figure 12-2: Online mapping tool respondents – purpose of ride at pin location

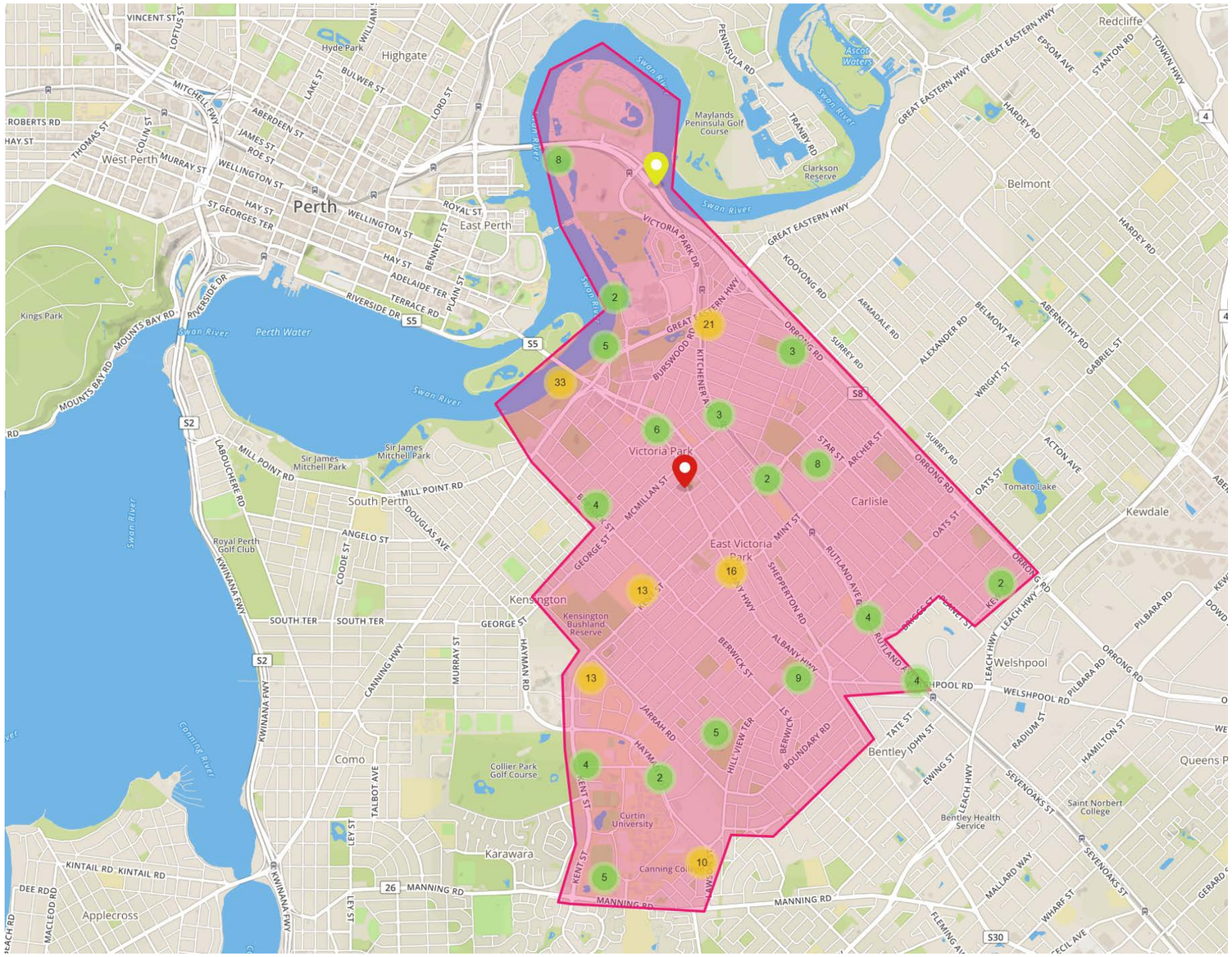


Figure 12-3: ToVP online mapping tool

The following summarises the key feedback provided from the online mapping tool:

Bike Issues (red pins)

1. Busy locations without adequate cyclist crossing facilities i.e. Manning Road at Curtin University South Entrance;
2. Lack of suitable off-road options for cyclists along key routes, and existing cycle facilities often discontinue i.e. Marquis Street;
3. Intersections with high traffic without cycle infrastructure i.e. Kent Street/ Berwick Street intersection;
4. Wayfinding is often inadequate i.e. for Curtin University to/from Kwinana Freeway; and
5. Debris and flooding along some off-road infrastructure i.e. Harold Rossiter Park shared path.

Bike ideas (yellow pins)

1. Reduce speed limit along some roads to increase safety for on-road cyclists i.e. Kent Street;
2. Increase the supply of separated facilities i.e. between pedestrian and cyclists, and cyclists and vehicles;
3. Provide a pump track facility within ToVP i.e. at McCallum Park;
4. Update signage to improve priority for cyclists i.e. 'No Entry, Buses and Taxis Excepted' at Adie Court/ Jarrah Road intersection; and
5. Increase the supply of Safe Active Streets throughout ToVP i.e. at Gloucester Street.

'I like riding here' (green pins)

1. Areas where there is separation from pedestrians and vehicles i.e. McCallum Park;
2. Cycle infrastructure which provides access to the areas natural attractions i.e. Swan River;
3. Roads with low traffic volumes i.e. Devenish Street; and
4. Areas with high visibility and the sense of security this provides.

The issues raised in the online mapping tool have been used to influence and prioritise the recommended projects outlined in Section 15.

12.1.3 Community Workshop

The ToVP community workshop was held on the 25th May 2017 in the ToVP. The community were invited to contribute ideas, report issues, prioritise and suggest improvements. Members of the community who were not able to attend the ToVP workshop were encouraged to attend the CoSP workshop which was facilitated in the same way.

The workshop followed a human centred approach where residents were invited to participate in interactive activities that placed the end user at the centre of the thought process. The aim of each activity was to understand the issues, needs and challenges that the community face regarding cycling. By the end of the evening residents could transform some of the key issues raised into real 3-dimensional solutions. The key issues and comments raised are detailed below.

Recreational Facilities

- Lack of public cycling events;
- Lack of facilities for children (i.e. completely separated from road environment);
- A desire for pump track facilities (i.e. at McCallum Park, Edward Millen House, Kent Street near Kensington Bushland); and
- Recreational facilities can act as a key facilitator for encouraging people to try cycling, which can lead to commuting uses in the future.

Infrastructure and Maintenance

- Intersections create an intimidating cycle environment (roundabouts and signalised);
- Poor and inconsistent signage and marking of bike lanes;
- Lack of consideration for cyclists at construction sites;
- Difficulty crossing on roads due to insufficient facilities (i.e. Shepperton Road, Rutland Avenue and Orrong Road);
- Insufficient width of shared path and uneven surface along the Causeway;
- Lack of space for cyclists along high traffic roads (i.e. Albany Highway, Oats Street and Berwick Street);
- Lack of dedicated cycle infrastructure on Canning Highway and Rutland Avenue;
- Traffic calming measures cause cyclists to exit road (i.e. Bishopsgate Street);
- Glass is often on footpaths;
- Rubbish bines are often left on paths and bike lanes, impeding cyclist movement; and
- Great Eastern Highway overpass/footbridge is very narrow.

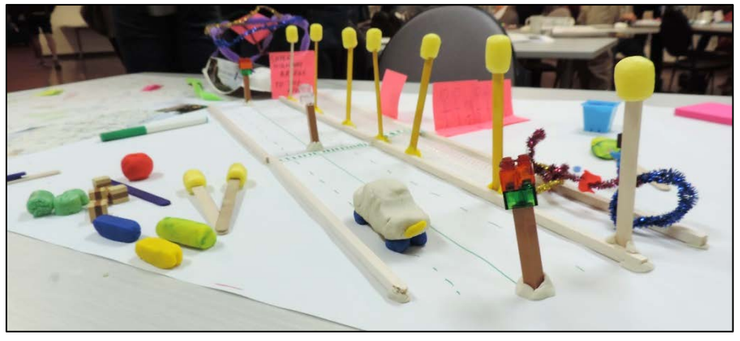


Figure 12-4: Road concept with separated cycle lanes

Education and Behaviours

- Lack of knowledge of road rules from drivers;
- Antisocial and inconsiderate driving behaviours by drivers to cyclists (i.e. at roundabouts, right of way);
- A desire for increased cyclist education (i.e. path etiquette, use of bells, high cycle speeds);
- A desire for increased pedestrian education for paths (cyclists can cycle on, dogs off-leash, general awareness for cyclists, use of headphones, walking 3 abreast); and
- A lack of understanding between all modes (pedestrians, cyclists and drivers) that we are people and as a community we need to show empathy rather than frustration.

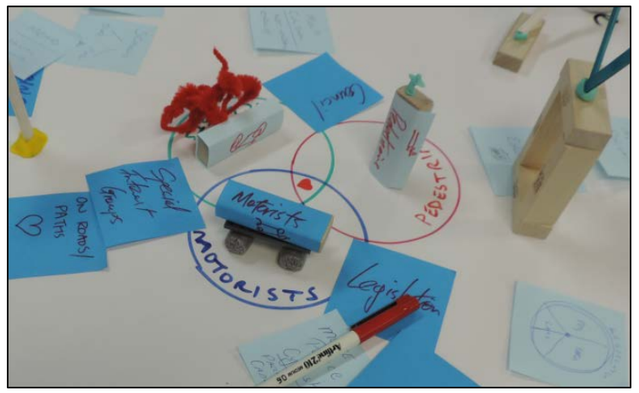


Figure 12-5: 'We are all human concept' for sharing facilities for all users

Connectivity

- Connectivity through Victoria Park is reliant on cycling on road;
- Lack of connectivity to Foreshore for all parts of Victoria Park;
- A desire for safer routes to schools;
- Lack of connection to public transport;
- Apparent pinch points at river, highway and train line crossings; and
- Difficulty with connection to Leach Highway PSP

Leadership and Implementation from Council

- Lack of service and information for cycling on the Council website;
- Engage with community to understand the most urgently needed initiatives/projects;
- Implement the previously planned projects for cyclists, particularly quick wins;
- Understand the benefits that active travel can have on the community and increase its priority on the council agenda;
- Be courageous and take risks with measures toward improving cycling in the council (i.e. lobbying for funding, innovative solutions); and
- Tougher enforcement on driver and parking laws.

The issues raised in the online mapping tool have been used to influence and prioritise the recommended projects outlined in Section 15.

12.2 Curtin University

A number of meetings were held with representatives from Curtin University and the Curtin University Bicycle User Group (CUBUG) in order to understand the current issues associated with cycling, and areas that should be considered in the Plan.

The following summarises the key comments:

- There is a lack of an east-west link through and external to the campus, i.e.
  - Canning Bridge to Curtin University; and
  - Armadale/Thornlie Rail Line to Curtin University.
- There is a need for improved infrastructure along key desired routes from Curtin University:
  - Douglas Avenue to South Perth Foreshore;
  - Kent Street to Albany Highway and ToVP train stations;
  - Manning Road to City of Canning train stations; and
  - Routes to Welshpool and areas south of Curtin University.
- There is a lack of cycle and pedestrian provisions at major intersections, particularly:
  - Main Street/Kent Street;
  - Main Street/Hayman Road;
  - Manning Road/Curtin University South Entrance; and
  - Kent Street/Hayman Road.
- Improvements are needed to wayfinding at existing routes, including:
  - Off-road connection between Jackson Road and Henley Street;
  - Banksia Terrace; and
  - Douglas Avenue/Lawler Street.
- A focus should be on connecting to the surrounding river foreshores, i.e.
  - Swan River; and
  - Canning River.
- Improved cyclist priority is required on shared paths that intersect with quieter side roads surrounding Curtin University, particularly on:
  - Hayman Road; and
  - Kent Street.
- Improved provisions for cyclists at signalised intersections is required, particularly:
  - Extended pedestrian crossing phasing at the Hayman Road/Main Street intersection; and
  - Installation of new pedestrian crossings at Manning Road/Kent Street and Manning Road/South Entrance intersections.
- Consistent and integrated cycle infrastructure is needed amongst surrounding council areas, particularly:
  - CoSP; and
  - City of Canning.
- Reduction in speed limits is required to create a safer on-road environment for cyclists, particularly at:
  - Hayman Road; and
  - Kent Street.
- There is the potential for a premier statement piece for pedestrians and cyclists at the Kent Street/Hayman Road intersection, which currently provides poor priority i.e. a suspended pedestrian/cyclist roundabout above the intersection similar to the Hovenring in the Netherlands.
- There is the potential to incorporate more bicycle infrastructure as public art to increase awareness and attractiveness of cycling to Curtin University.
- Improved wayfinding leading to the campus is required which is unique and effective but still integrated with the surrounding network.









13 Bicycle Network and Facilities

13.1 Existing Infrastructure Audit

A number of cycle routes traverse the ToVP, many of which have been developed over time through the implementation of the 1996 Perth Bicycle Network Plan and WA Bicycle Network Plan (DoT, 2014-2031). The existing network exists of various types of bicycle infrastructure, including off-road separated and shared paths and on-road cycle lanes. A map of the existing bicycle facilities in the ToVP is shown in Figure 13-1.

In the development of this Plan, the existing bicycle routes have been re-evaluated in light of the State Government's Perth Transport Plan at 3.5 million. As such, an assessment of the existing bicycle network was undertaken with consideration of the routes identified in the Perth Transport Plan at 3.5 million.

The study area was divided into 'links' – a small or complete section of cycle path, on-road facility or roadway. A total of 20 links were assessed on a saddle survey throughout the ToVP.

The assessment of each link was undertaken using the criteria outlined in the Transport Research Laboratory (TRL) Street Audit Network software package (Cycling Component - CERS), as shown in in Table 13-1.

Table 13-1: CERS assessment parameters

Category	Parameters
Convenience	Continuity
	Legibility
	Directness
Accessibility / Safety	Worst Intersection Conflict Point
	Traffic Volume
	Traffic Proximity
	Traffic speed
	Link Conflict Points
Comfort	Effective width
	Surface Quality
	Maintenance
	Overall Effort
Attractiveness	Personal security
	Lighting
	Quality of Environment

13.1.1 Link Rating

The following steps were employed to assess each link.

Step 1 – Identify start and termination point of link

1. Determine individual link lengths of all bicycle routes (this includes the division of routes / corridors);
2. Check each link length logically using data collected on site for suitability; and
3. Assign name and identification reference code for each link.

Step 2 – Check data availability of route

1. Traffic data – Gather from available Main Roads data or estimate based on the road hierarchy and onsite observations. The traffic data available for the audited links is shown in Figure 13-2;
2. Traffic speeds – Note the on-street posted speed limit and determine whether or not the traffic speed on-site is commensurate; and
3. Terrain – From site visits, gather an indication of the terrain (uphill or downhill grade) along the link.

Step 3 – Intersections

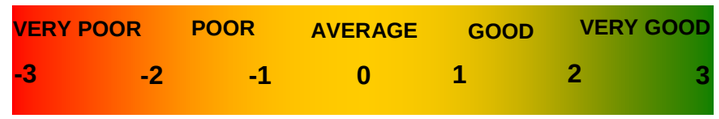
1. Once link length is established, note all types of intersections along the extent of the link; and
2. Highlight the worst performing intersection based on desktop assessment, onsite observation and professional judgement.

Step 4 – On site evaluation

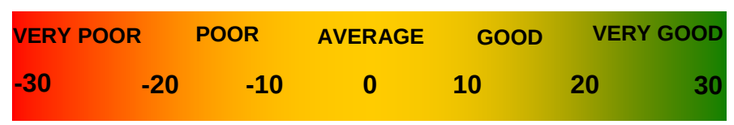
1. Undertake site visits to complete the audit assessment, ensuring all parameter fields are completed (refer to Table 6-2);
2. Where necessary add comments which substantiate scoring decisions or any other relevant information for future reference;
3. Total score for the link will be automatically assigned on completion of all parameters; and
4. Add any relevant conclusions for each link for future reference.

During the assessment of each link, each parameter was manually scored on a range from **-3** to **+3**, where **+3** is the highest score and **-3** the lowest. For a parameter to warrant a score of **+3**, it would need to be exemplary and of a standard identified as best practice. The scores were therefore allocated on a range from very poor to optimum with **0** representing an average score:

The scoring scale is set out below:



An overall score for each link was determined, giving a general indication of how well the route caters for cyclists. Generally, any link that scores above 10 is considered good, a link that receives a score between -10 and 10 is average and a link scoring below -10 is a poor link. The scoring scale for the overall score is shown below:



13.1.2 Audit Findings

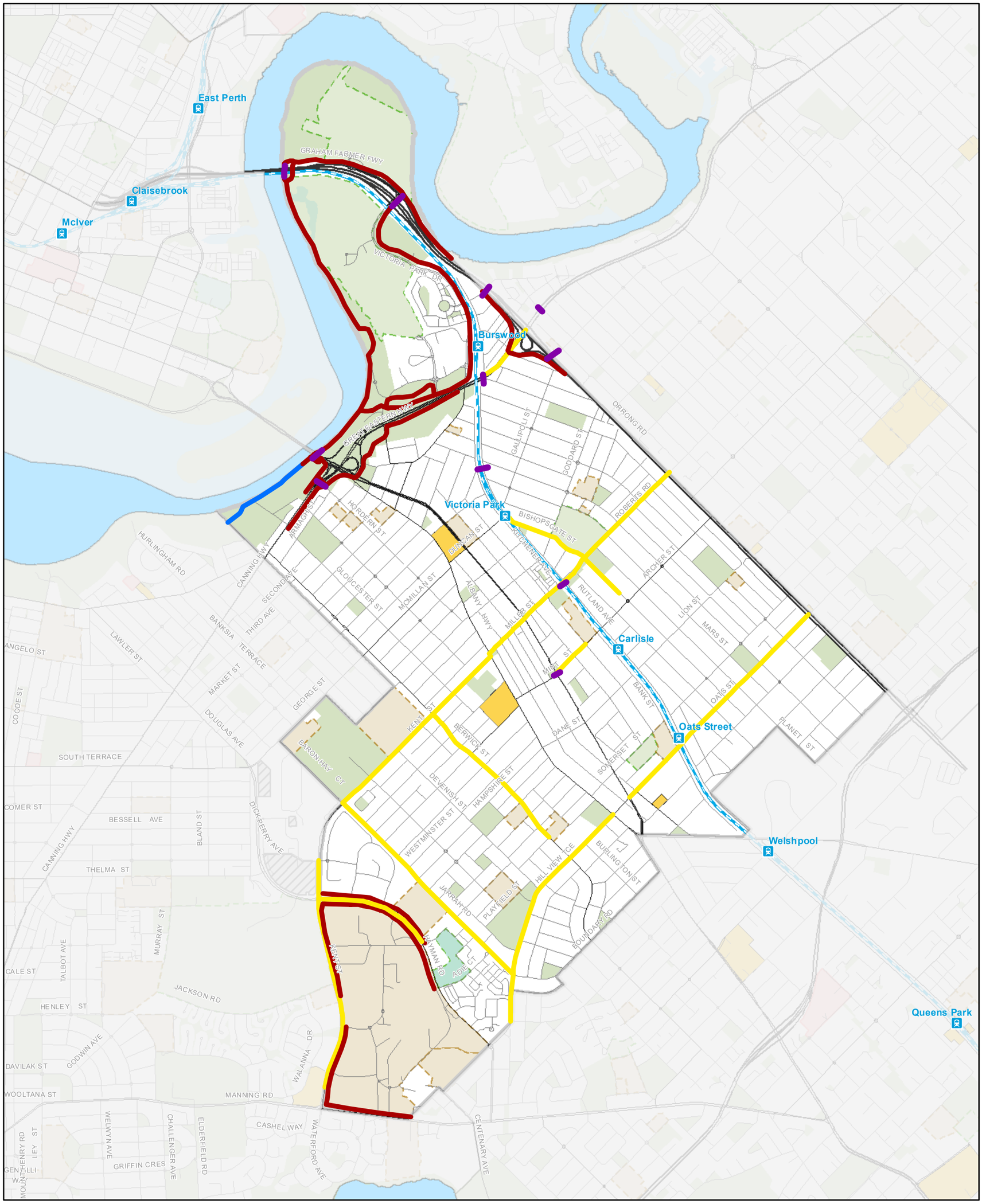
The detailed findings of the infrastructure audit, along with an action plan for each individual link is presented in Appendix E with each link described in terms of:

- Assigned link number;
- Scored colour code;
- Link name;
- Link description;
- Photo inventory;
- Issues identified; and
- Suggestions for improvements.

The suggestions highlighted in Appendix E are intended to be included in the ToVP maintenance team's work packages for when each specific link is next scheduled for maintenance (unless stated otherwise as a proposed project). It is important to note that there are many cases within the Town where existing unsigned sealed shoulders have previously been considered as appropriate for cyclists, however these do not meet the minimum requirements for cycle lanes as defined by the Road Traffic Code and appropriate guidelines. As such, there should be a long term focus on upgrading existing cycle infrastructure in line with the minimum requirements as described in Section 1.3.

The general performance of all the audited links are shown in Figure 13-3, where it can be seen that routes with protected cycling infrastructure and low traffic volumes generally outscored those where cyclists are left to mix with high traffic volumes.

A high level map summary of the proposed recommendations for all the audited infrastructure can also be found in Appendix E ("Infrastructure Audit Summary for ToVP"). The recommendations outlined on this map can be considered when any of the cycle routes are due for resurfacing or opportunities for works in those areas arise.



Legend

- Rail Stop
- Railway
- Separated Path (Bikes Only)
- High Quality Shared Path (Bikes and Pedestrians)
- Bicycle Lanes or Sealed Shoulders
- Safe Active Street
- Overpass/Underpass
- Existing Overpass/Underpass
- LGA Boundary (Town of Victoria Park)
- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



ToVP Figure 13-1 Existing Bicycle Facilities in the ToVP

Revision: 1	Project No: 255909	Date: May 2018
Prepared: S.Richards	Checked: M.LaGalia	Approved: M.LaGalia
Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:27,000

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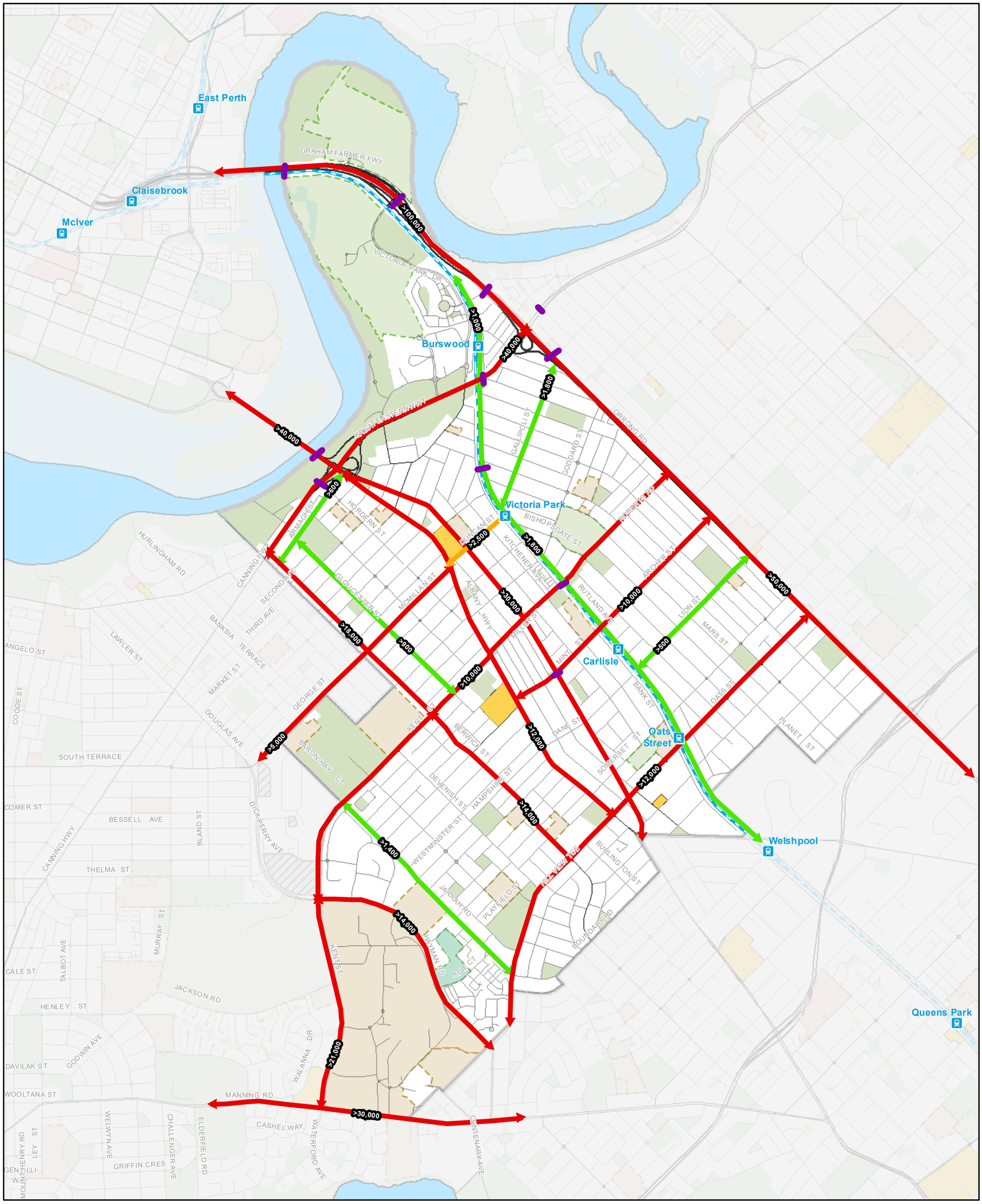
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Client: Town of Victoria Park, City of South Perth

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Table 13-2: CERS assessment framework

Category	Parameters	What to assess
Convenience	Continuity	Any issues that may affect the continuity if a facility were to be introduced This could include change in carriageway width, or delay to cyclists (e.g. through signalised intersections)
	Legibility	Issues that may affect a cyclist's ability to follow the route Take note of any existing cycle / traffic signs that provide directions and any landmarks
	Directness	Ascertain if the proposed link is the most direct path with no delays Use site inspections, internet based maps and photography was used to ascertain if there is an alternative route which cyclists could use Take into account intersections or other features that may result in delay
Accessibility / Safety	Worst Intersection Conflict Point	Based on the type of intersection in combination with traffic flow and the size of the intersection Those intersections with fewer potential conflict points are awarded a greater score Ascertained using provided traffic data, collision data and site inspections/ internet based maps
	Traffic Volume	Use existing data for assessment purposes. Those roads with a lighter traffic flows will receive a high score
	Traffic Proximity	Based on mixture of traffic and width of traffic lane(s) in a single direction of travel A wide lane with cars only will provide a higher score than a narrow roadway which routinely accommodates buses or other large vehicles
	Traffic speed	Use recorded 85th percentile speeds or if unavailable posted speed limit signage The lower the speed of vehicular traffic the higher the score
	Link Conflict Points	Includes obstructions along the route carriageway surface Whether visibility is restricted due to roadside furniture, vegetation etc. Considers the presence and frequency of private access points (driveways etc.)
Comfort	Effective width	Assess any existing cycle lane provision Assess the entire width of the carriageway (to include possible effect of overtaking) Make note of parked cars; this will determine what measures may be required to remove parking or whether a cycle lane away from the edge of the carriageway could be introduced
	Surface Quality	Observe quality of road surface and type, i.e. cracking, potholes, cobblestones etc. Observe any skid / fall hazards such as gully gratings, service chamber covers etc. Observe number of reinstatements and quality.
	Maintenance	Assess current drainage facilities and whether drainage channels appear to be free from detritus and regularly swept Identify any areas where ponding of water is evident; large areas of standing water will deter cyclists and alter their path, a particular issue on signed only routes where there is no designated lane Assess quality of road markings to determine clarity – will affect vehicular paths and therefore behaviour through intersections and along routes Provides an indication of the future score of maintenance if not addressed
	Overall Effort	Make note of the gradient of the link to determine the effort cyclists would need to make to negotiate links. Especially problematic if cyclists are required to stop, e.g. at intersections, pedestrian crosswalks, and need to restart
Attractiveness	Personal security	Determine whether the area around the link has litter / graffiti or evidence of vandalism as cycling demand can be suppressed through fear of crime Make a note of the presence of any CCTV cameras in the vicinity Identify any areas of concealment adjacent to the proposed route
	Lighting	Make note of the regularity and positioning of lighting columns to determine the lighting levels during the hours of darkness Lighting should be available on cycle routes as a safety measure and to provide an additional level of personal security
	Quality of Environment	Determine the quality of the property frontages along the link, is this a route that cyclists would want to navigate? Are the frontages and fence lines etc. of good quality and well maintained? The presence of trees / vegetation will make the route more appealing to cyclists. Is regular maintenance likely to occur?



Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Overpass/Underpass
- Existing Overpass/Underpass

Existing Traffic Volumes (Vehicles Per Day)
- <2000
- 2000 - 5000
- >5000

- LGA Boundary (Town of Victoria Park)
- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



ToVP Figure 13-2 Existing Traffic Volumes in the ToVP

Revision: 1	Project No: 255909	Date: May 2018
Prepared: S.Richards	Checked: M.LaGalia	Approved: M.LaGalia
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Client: Town of Victoria Park, City of South Perth		

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East Perth
Claisebrook
McIver
Burswood
Victoria Park
Carlisle
Oats Street
Welshpool
Queens Park

GRAHAM FARMER FWY
VICTORIA PARK DR
GRAND EASTERN HWY
ORRONG RD
GODDARD ST
ROBERTS RD
HORDERN ST
DURLACAN ST
KITCHENER ST
SHOPS
ARCHER ST
RUTLAND AVE
MARS ST
OATS ST
BANK ST
PLANET ST
MINT ST
MILLER ST
ALBANY HWY
GLOUCESTER ST
SECOND AVE
THIRD AVE
CANNING HWY
HURLINGHAM RD
BANKSIA TERRACE
LAWLER ST
ANGELO ST
MARKET ST
GEORGE ST
DOUGLAS AVE
COODE ST
SOUTH TERRACE
KENT ST
BARONS WAY CT
BERWICK ST
DANE ST
SOMERSET ST
DEVENISH ST
HAMPSHIRE ST
WESTMINSTER ST
HILL VIEW TCE
BURLINGTON ST
PLAYFIELD ST
JARRAH RD
BOUNDARY RD
ADIE CT
COMER ST
BESSELL AVE
BLAND ST
DICKBERRY AVE
THELMA ST
MURRAY ST
TALBOT AVE
CALE ST
JACKSON RD
HENLEY ST
GODWIN AVE
DAVILAK ST
WOOLTANA ST
MANNING RD
WALANNA DR
CASHEL WAY
WATERFORD AVE
CENTENARY AVE
ELDERFIELD RD
CHALLENGER AVE
WELWYN AVE
GRIFFIN CRES
MOUNT HENRY RD
LEY ST

1
2
3
4
5
6
7
8
9
10
11
12
13
13
14
15
16
17
18
19
20

Legend

- Rail Stop
- Railway
- Audited Links
  - Poor
  - Good
  - Average
  - Overpass/Underpass
  - Existing Overpass/Underpass
- LGA Boundary (Town of Victoria Park)
- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km

WESTERN AUSTRALIA
PERTH

ToVP Figure 13-3 Audited Links and Corresponding Performance for the ToVP

Revision: 1	Project No: 255909	Date: May 2018
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Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:27,000

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Client: Town of Victoria Park, City of South Perth

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14 Aspirational Cycle Network

It is suggested that the ToVP bicycle network consist of a range of routes that traverse the Town and provide access to various land uses. The routes should range from many local routes to fewer secondary and primary routes aimed at providing efficient through movement for commuter cyclists.

The cycle network should be in line with DoT's hierarchy as part of the Perth Transport Plan @3.5million and wherever possible ToVP should be actively involved in influencing the strategy as it pertains to Victoria Park. It should further be considered that the transport network needs of cyclists, with a destination in mind, are exactly the same as motorists travelling to a destination. This includes the need to include direct and efficient routes, and for this reason the network is similar to the general traffic network.

The overall cycle network is shown in Figure 14-2, and is intended to be **aspirational**– i.e. the long term vision of what the cycle network within the ToVP endeavours to look like by the time Perth's population grows to 3.5 million (towards the year 2050). The proposed aspirational cycle network outlines several ambitious routes aimed at making cycling a realistic and appealing option for a high proportion of the population. The aspirational cycle network has been influenced by the routes identified in the Perth Transport Plan for 3.5 million and the research, investigation and consultation undertaken as part of the project.

The proposed network is based on the DoT cycling route hierarchy, which comprises of three tiers – Primary Routes, Secondary Routes and Local Routes.

14.1.1 Primary Routes

Primary Routes typically consist of high quality shared paths that are located along major road and rail corridors and ocean and river foreshores. Principle routes aim to avoid interruptions to cyclists with consideration to separation of pedestrians and cyclists at areas of high pedestrian activity, and grade separation at major intersecting roads and railways.

It is proposed that these Primary Routes include:

- Rutland Avenue; and
- Burswood Foreshore.

14.1.2 Secondary Routes

Secondary Routes are typically located on corridors situated within urban or built-up environments. Secondary Routes provide safe and direct connections between Primary Routes and major trip generators such as shopping centres, industrial areas, major health and educational institutions, sporting and civic facilities. Secondary routes can take the following forms:

- Fully protected on-road bicycle lanes;
- On-road bicycle lanes separated from traffic with "soft" measures such as painted hatching, plastic kerbing or armadillos;
- Shared paths within verges to allow access to shops and businesses; and
- Occasionally a Safe Active Street environment may be appropriate.

It is proposed that these Secondary Routes include:

- Hill View Terrace/Oats Street;
- Kent Street/Miller Street/Roberts Road;
- Hayman Road;
- Berwick Street;
- Gloucester Street;
- Orrong Road; and
- Great Eastern Highway shared path (via Burswood).

14.1.3 Local Routes

Local Routes are typically located in local areas (i.e. residential). The purpose of local routes is to collect cycling traffic from local roads within towns and suburbs and distribute it to the secondary and primary networks. Local routes can take the following forms:

- 30km/hr Safe Active Streets which adopt "self-explaining street" and "filtered permeability" urban design principles;
- Very quiet suburban streets, communicated using sharrows or appropriate signage/way finding;
- Short sections of shared path; and
- Occasionally, on road cycle lanes on quiet roads (less than 50km/h) may be appropriate.

It is proposed that these Local Routes include:

- Connections to Perth Stadium;
- Victoria Park Drive;
- Great Eastern Highway shared path (via Charles Patterson and G.O Edwards Park to Orrong Road Overpass);
- Great Eastern Highway to Riversdale Road shared path;
- West side of Rail Line (Kitchener Avenue and Bank Street);
- Gallipoli Street;
- Goddard Street;
- North south industrial route from Gallipoli Street to Kew Street (via McCartney Crescent, Mars Street, Cohn Street and Planet Street);
- Bishopsgate Street;
- Albany Highway;
- Colombo Street;
- McMillan/Duncan Street;
- John McMillan Park Shared Path;
- Mint/Archer Street;
- Dane Street/Hampshire/Westminster Street through to Hayman Road (via TAFE Campus);
- Lion Street/Asteroid Way/Apollo Way/Solar Way/Gemini Way/Galaxy Way;
- Cycle Ring Route between Hayman Road and Oats Street Station;
- Harold Rossiter Park;
- Baron-Hay Court;
- Jarrah Road/Boundary Road; and
- Burlington Street.



Figure 14-1: Route hierarchy example infrastructure (source: DoT)

It should be noted that the DoT Hierarchy also includes Long Distance Trails and Training Circuits, although these are not applicable to CoSP.

East Perth
Claisebrook
McIver
Burswood
Victoria Park
Carlisle
Oats Street
Welshpool
Queens Park
GRAHAM FARMER FWY
VICTORIA PARK DR
SR3 EASTERN HWY
ORRONG RD
GALLIPOLI ST
BODDARD ST
ROBERTS RD
BISHOPSGATE ST
DURLACHER ST
ARCHER ST
RUTLAND AVE
LION ST
MARS ST
OATES ST
PLANET ST
DANE ST
SOMERSET ST
BURLINGTON ST
HILL VIEW TCE
PLAYFIELD ST
JARRAH RD
HAYMAN RD
ADIE CT
BOUNDARY RD
HAMPSHIRE ST
DEVENISH ST
WESTMINSTER ST
PERWICK ST
KENT ST
BARON-HAY CT
DICKERSON AVE
DOUGLAS AVE
SOUTH TERRACE
COMER ST
BESSELL AVE
BLAND ST
CANNING HWY
THELMA ST
MURRAY ST
TALBOT AVE
CALE ST
JACKSON RD
HENLEY ST
GODWIN AVE
DAVILAK ST
WOOLTANA ST
MANNING RD
CASHEL WAY
GRIFFIN CRES
ELDERFIELD RD
CHALLENGER AVE
WELWYN AVE
LEY ST
MOUNT HENRY RD
GENTILLI
WALANNA DR
KENT ST
ARMAGH ST
HORDERN ST
GLOUCESTER ST
MCMILLAN ST
ALBANY HWY
MILLER ST
MINT ST
BANKSIA TERRACE
MARKET ST
GEORGE ST
LAWLER ST
ANGELO ST
COODE ST
HURLINGHAM RD
CANNING HWY
SECOND AVE
THIRD AVE
FORD AVE
KENNEDY AVE

Legend

- Rail Stop
- Railway
- Freeway
- Highway
- Main
- Minor

Aspirational Network
- Principal Route
- Principal Route - by others
- Strategic Routes
- Strategic Routes - by others
- Local Routes
- Local Routes - by others
- Within Curtin University

Overpass/Underpass
- Existing Overpass/Underpass
- Proposed Overpass/Underpass
- LGA Boundary (Town of Victoria Park)

- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



ToVP Figure 14-2 Aspirational Cycle Network for the ToVP

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Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:27,000

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Client: Town of Victoria Park, City of South Perth

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15 Projects and Prioritisation

15.1 Prioritisation Process

As a result of the research, investigation and consultation undertaken as part of the project, several potential infrastructure projects were identified and shortlisted for inclusion in the **5-year implementation plan**.

A process was then undertaken to provide an indication of the priority with which the ToVP should aim to implement the infrastructure projects. It should be noted that the prioritisation process is subjective and is intended to provide guidance only. Opportunities may arise over the implementation of this Plan which may fast track or hinder the progress of projects.

Prioritisation of Bicycle Infrastructure Proposals, published by the Australian Bicycle Council and the federal Department of Infrastructure, Transport, Regional Development and Local Government, provides guidance on the prioritisation of bicycle facilities. It also suggests a list of criteria for assessing proposed bicycle facilities. These are listed in the form of six objectives which are outlined below:

1. **Public Consultation**

   Consideration of stakeholder concerns and the impact that the project may have on alleviating issues.

2. **Strategic**

   Consideration of how the project fits into the long term aspirational cycle network.

3. **Connectivity**

   Consideration of how the project may impact accessibility to the following destinations and facilities:

   a. Schools;

   b. Tertiary institutions;

   c. Recreational and tourism facilities;

   d. Employment zones; and

   e. Public transport hubs.

4. **Economic**

   Consideration of how the project may impact the following:

   a. Mode shift – refers to the potential to encourage mode shift away from the private vehicle;

   b. Impact on motor vehicles – refers to the potential impact on private vehicle trips (i.e. journey times); and

   c. Impact on accessibility to commercial facilities.

5. **Safety**

   Consideration of how the project impacts general safety of the following users:

   a. Cyclists; and

   b. Pedestrians.

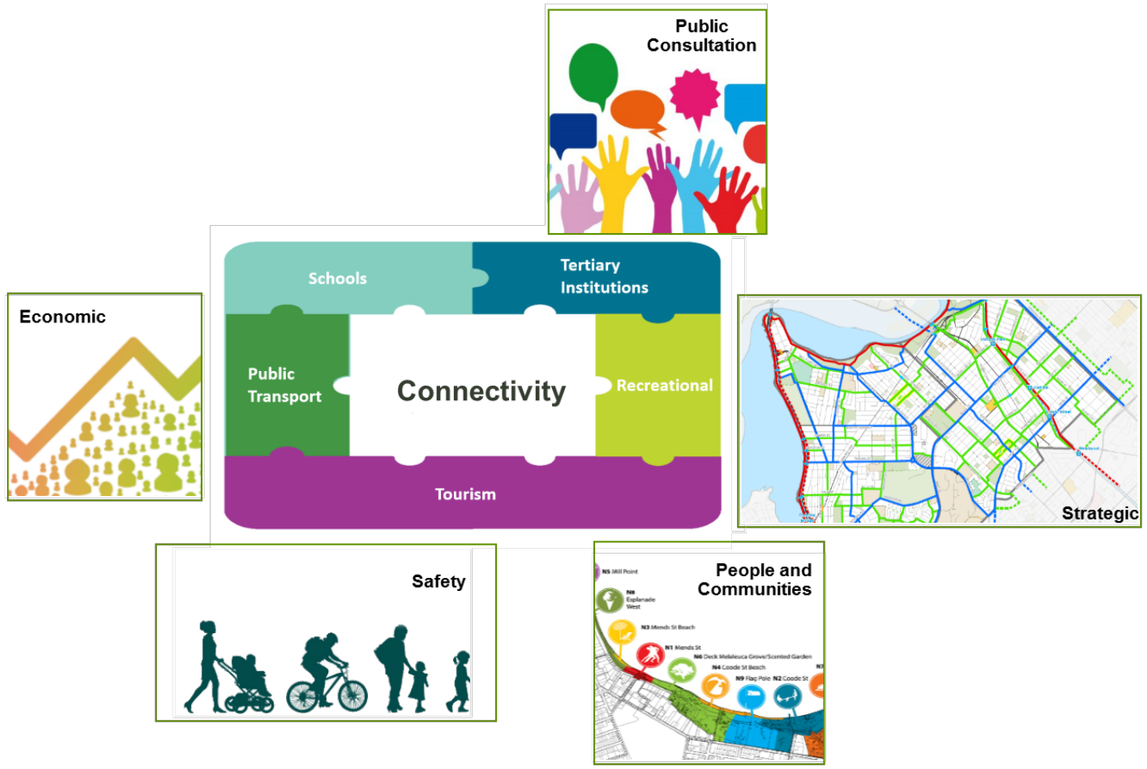
6. **People and Communities**

   Consideration of the how the project impacts the following:

   a. Level of service – refers to the quality or 'bicycle friendliness' of the route, including factors such as coherence, comfort and convenience; and

   b. Townscape/urban planning – refers to how the proposed project fits into an overall town plan.

Prioritisation of Bicycle Infrastructure Proposals further suggests that the above criteria be used as part of a multi-criteria analysis (MCA). Therefore, in order to prioritise the proposed infrastructure projects, the broad qualitative impact of each proposal was identified under each of the above six objectives.



A score was then assigned for each objective for each project, with the following weightings applied:

- Public Consultation: 20%
  - For the purpose of this study, the total number of comments from both the community survey and the stakeholder consultation were counted, and then grouped into a range for assessment.
- Strategic: 25%
- Connectivity: 25%
- Economic: 5%
- Safety: 15%
  - This criterion takes into consideration the number of crashes that occurred on the proposed route.
- People and communities: 10%

The sum of these individual scores yielded a total score for each proposal out of 10. The priority level of each proposal was then assigned using the total score, as follows:

- 7.0 -10.0: high priority
- 5.0 – 6.99: medium priority
- ≤ 5.0: low priority

15.2 Infrastructure Project List

A total of six cycling infrastructure projects are proposed within the ToVP over the next 5-years. High level order of cost estimates have been determined for these projects (further details in Section 16), however further investigation will need to be undertaken to develop detailed concepts and understand the true cost of each project. Funding assistance from other agencies, such as the DoT, will need to be explored during implementation of the Plan.

The detailed project sheets for ToVP, including project justification, prioritisation ratings and indicative costs are provided in Appendix F.

A description of the ToVP prioritised project list provided in this section, and shown in Figure 15-1. The implementation of these projects will be dependent on further investigation and community consultation.

There may be situations where the removal of vegetation may be required to facilitate an improved cycling outcome, and as such it is recommended that any affected vegetation is replaced. As an example, some vegetation can affect sight lines, which could be replaced with the appropriate plant species or ground vegetation.

Table 15-1: Summary of prioritised infrastructure project list for the ToVP

#	Project Name	Location	Description	Public Consultation	Strategic	Connectivity	Economic	Safety	People & Communities	Weighted Total / 10	Estimated Cost*
1	Rutland Avenue Project	Between Welshpool Road and Riversdale Road	This project is split into four stages. For stages 1 and 2, install a 3m wide raised high quality shared path on the west side of Rutland Avenue between Welshpool Road and Oats Street, and Oats Street and Bishopsgate Street. Convert Rutland Avenue to a Bicycle Boulevard/Safe Active Street between Bishopsgate Street and Streatley Avenue (Stage 3) and install a 3m wide raised high quality shared path on the west side of Goodwood Parade between Great Eastern Highway and Riversdale Road (Stage 4). Stage 1 is currently scheduled for construction in the 2017/18 financial year and concept designs have been completed for stages 3 and 4. Stage 2 is considered the lowest priority.	8	10	7.6	6.67	10	10	**8.83**	$2,300,000.00
2	Kent Street Project	Between Manning Road and Orrong Road	This project is split into four stages. For Stage 2A, upgrade the missing gaps of high quality shared path on the east side of Kent Street to a 2.5m-3.0m shared path between Manning and Hayman Road and Hayman and Jarrah Road. Also as part of Stage 2A, investigate the reduction of the posted speed limit to 60km/h, and improve the on-road cycle lanes. Between Jarrah Road and Gloucester Street, formalise the existing shared path on the north side, and improve the on-road cycle lanes (Stage 2B). From Gloucester to Bishopsgate Street, upgrade the existing path to a 2.5m-3.0m high quality shared path on the southern side and improve the on-road cycle lanes (Stage 2C). Stage 2D includes upgrading the existing footpath to a 2.5-3.0m high quality shared path on the southern side, improving on-road cycle lanes and installing a pedestrian/cyclist crossing at Orrong Road.	8	8	8.2	5.33	9	8	**8.07**	$1,500,000.00
3	Albany Highway Investigation	Between Canning/Great Eastern Highway and Welshpool Road	Undertake an investigation to determine the feasibility of reallocating parking and installing a bi-directional cycle path on one side of Albany Highway. In the interim, investigate the reduction of the posted speed limit to 30km/h, install additional traffic calming measures and install cycle awareness signage and pavement markings to create a more cycle friendly environment.	8	6	7.2	5.33	10	10	**7.67**	$100,000.00
4	Gloucester Street Project	Gloucester Street (between Kent Street and Armagh Street) and Armagh Street (between Gloucester Street and Hordern Street)	Convert Gloucester Street and Armagh Street to a Safe Active Street/Bicycle Boulevard connecting from Kent Street to the Hordern Street underpass. This includes reversing directional priority at a number of intersections to improve cyclist priority. Install a 3.0m high quality shared path connection from Kent Street to the Park Shopping Centre and revitalise the Hordern Street underpass.	4	8	6	6.00	10	10	**7.10**	$1,300,000.00
5	Oats Street Project	Between Albany Highway and Orrong Road	Install 1.5m continuous marked on-road cycle lanes on Hill View Terrace (between Holder Street and Boundary Road) and Oats Street (between Albany Highway and Shepperton Road). Upgrade the existing on-road cycle lanes for the remainder of the route including the installation of advanced stop cycling boxes at intersections.	4	8	7.4	4.00	8	8	**6.85**	$1,000,000.00
6	Hayman Road Project	Between Kent Street and Marquis Street	Install a new 3.0m high quality shared path on the eastern side of Hayman Road and upgrade the existing footpath on the west side from Adie Court to Marquis Street to a 3.0m high quality shared path. Install a pedestrian/cyclist crossing at Brodie Hall Drive and investigate improving crossing priority for cyclists at the Hayman Road/Allen Court/Curtin Main Street signalised intersection.	4	8	5.4	2.67	9	9	**6.53**	$450,000.00

*High level order of cost estimates have been determined for these projects, however further investigation will need to be undertaken to develop detailed concepts and understand the true cost of each project



Legend

- Rail Stop
- Railway

Prioritised Proposed Projects
- Separated Path (Bikes Only)
- High Quality Shared Path (Bikes and Pedestrians)
- Bicycle Lanes or Sealed Shoulders
- Safe Active Street
- LGA Boundary (Town of Victoria Park)

1 ToVP Prioritised Project
- Prioritised Project 1
- Prioritised Project 2
- Prioritised Project 3
- Prioritised Project 4
- Prioritised Project 5
- Prioritised Project 6
- Prioritised Project 7

- Shopping Area
- Community Facility
- Hospital Facility
- Education Facility
- Recreational Facility
- Recreational Park or Reserve
- Reserve (Miscellaneous & Other)

0 1 2 km



ToVP Figure 15-1 Infrastructure Project Locations for the ToVP

Revision: 1	Project No: 255909	Date: May 2018
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Coordinate System: GDA 1994 MGA Zone 50		Scale @ A3: 1:27,000

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Client: Town of Victoria Park, City of South Perth

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1 Rutland Avenue Project

Rutland Avenue is a primary route along the Perth-Armadale rail line, where there is currently a significant gap. Consultation has previously been undertaken regarding the various stages of Rutland Avenue. Each proposed stage is briefly summarised below:

- Stage 1: Rutland Avenue – Welshpool Road to Oats St
  - This project is proposed to consist of a new 3m wide raised path. Crossing of Oats Street is also proposed to be provided.
- Stage 2: Rutland Avenue – Bishopsgate Street to Oats Street
  - This is the middle section of the missing Rutland Avenue link but was deemed the lowest priority section by cycle workshops held in late-2016. The project is proposed to consist of a new 3m wide raised path on rail side.
- Stage 3: Rutland Avenue – Streatley Road to Bishopsgate Street
  - It is proposed to develop this section into a safe active street by reducing the posted speed limit to 30km/h, formalising on-street parking and installing pavement marking.
- Stage 4: Goodwood Parade – Great Eastern Highway to Riversdale Road
  - This project is proposed to consist of a new 3m wide raised path on the west side Goodwood Parade.

As part of each stage, consideration of adequate cycle crossing facilities is required with intersecting roads (i.e. Mint Street and Oats Street), including adequate median storage and holding rails.

2 Kent Street Project

Kent Street/Miller Street/Roberts Road is a key strategic route of approximately 6km that connects multiple key destinations including Curtin University, Kent Street Senior High School, the Leisure Life Centre, Albany Highway commercial precinct and Lathlain Park.

Most of the route has sealed shoulders available that disappear at some intersections. A wide off-road path is available in parts however it is generally inconsistent.

It is proposed that on-road cycle lanes are formalised along the entire route, along with improvements to various intersections to provide continuity for cyclists. On-road cycle lanes will cater for confident cyclists, however a key aspect of the Plan is to encourage increased cycling for less confident cyclists. It is therefore proposed that a continuous off-road shared path is reinforced along the entire length of the route.

Kent Street is partly under the control of CoSP (south of Jarrah Road), with modifications proposed as part of the CoSP infrastructure project list. As such, the Kent Street project should be undertaken jointly with the CoSP to ensure consistency.

During the implementation of the Kent Street project, supplementary initiatives should be incorporated to support behaviour change and encourage cycling. This should include wayfinding signage, bike parking and amenities and awareness campaigns (discussed in Section 15.5). In addition, it is proposed that a bike share scheme is trialled once the project is completed, in liaison with Curtin University and the ToVP (discussed in Section 15.5.5).

The proposed cycle route involves improved cycle infrastructure spanning across the following road sections:

- **Section 2A:** Kent Street (between Manning Road and Hayman Road)
- **Section 2B:** Kent Street (between Hayman Road and Jarrah Road)
- **Section 2C:** Kent Street (between Jarrah Road and Gloucester Street)
- **Section 2D:** Miller Street (between Gloucester Street and Bishopsgate Street)
- **Section 2E:** Roberts Road (between Bishopsgate Street and Orrong Road)

15.2.1 2A – Kent Street (between Manning Road and Hayman Road)

The section provides a challenging environment, with Kent Street catering for the following:

- High traffic volumes (in particular 22,000 vehicles per day between Manning Road and Hayman Road, and 12,000 vehicles per day between Hayman Road and Jarrah Road).
- A high frequency bus route with multiple bus stops
- 70km/h posted speed limit between Manning Road and Hayman Road

The following modifications are recommended, in collaboration with the CoSP:

- Investigation into the reduction of the posted speed in this section to 60km/h to reduce the speed differential between cyclists using the on-road facilities and general traffic.
- Kent Street/Manning Street intersection
  - On the southbound approach, realign the bypass off-ramp to provide a smoother transition for cyclists. Install signage to direct bicycles onto the bypass off-ramp.
- Kent Street (eastern side, just north of Beazley Avenue)
  - Replace existing concrete footpath with a 2.5m-3.0m high quality red asphalt shared path with appropriate line marking and signage (approximately 230m).
- Kent Street (between Manning Road and Hayman Road)
  - Currently on-road cycle lanes are provided, however some locations are not red asphalt nor marked as cycle lanes. It is recommended that when the next resurfacing works along Kent Street are undertaken that this entire section of on-road cycle lanes are paved in red asphalt and marked as cycle lanes. In addition, green asphalt should be used for cycle lanes at intersections (i.e. Curtin Main Street and Beazley Avenue). Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane;
  - To assist in mitigating potential conflict between cyclists using the on-road lanes and buses stopping, it is recommended that off-road bypass lanes are installed to give cyclists the option to bypass; and
  - It should be noted that a signalised pedestrian/cyclist crossing is proposed north of Waterford Plaza as part of other works.

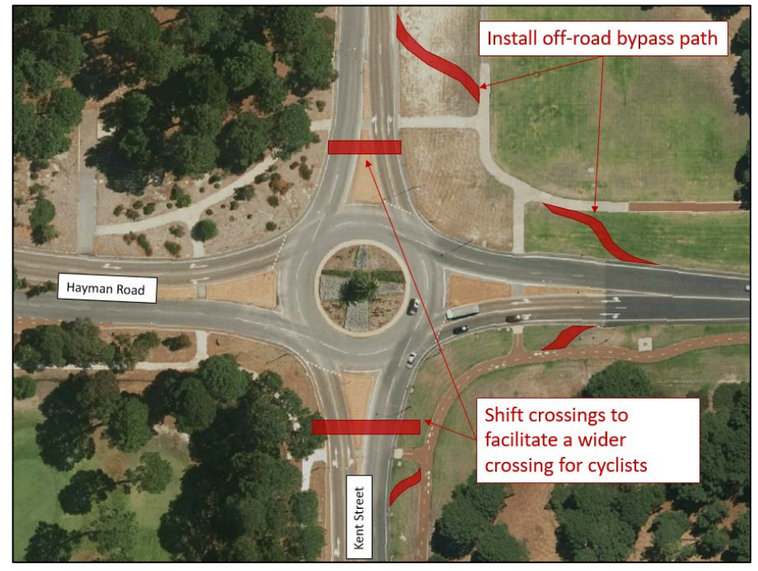
15.2.2 2B – Kent Street (between Hayman Road and Jarrah Road)

This section of Kent Street is a single carriageway, and caters for up to 12,000 vehicles a day.

The following modifications are recommended, in collaboration with the CoSP:

- Kent Street/Hayman Road intersection

  It should be noted that the ToVP are investigating improvements to the overall safety of the intersection. The following modifications to improve cycling should be considered as part of any future works.
  - Shift the median cut-through at the crossings on both the Kent Street approaches to provide appropriately wide refuge for cyclists and install holding rails; and
  - Install appropriate off-road bypass paths on both the Kent Street approaches to ensure a smooth transition to the north-south crossing point. The existing east-west crossing point and path provided is at right angles to the on-road cycle lanes and does not provide an appropriate off-road bypass path.



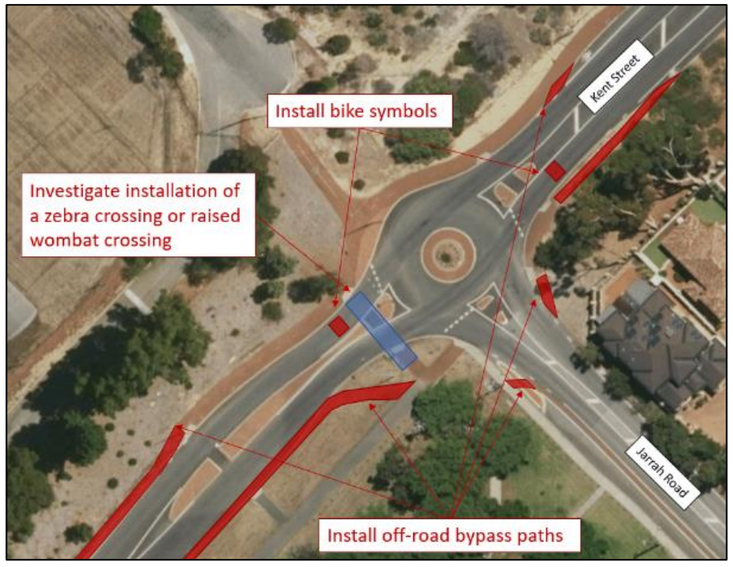
- Kent Street (eastern side, between Hayman Road and Jarrah Road)
  - Replace existing concrete footpath with a 2.5m-3.0m high quality red asphalt shared path with appropriate line marking and signage.

- Kent Street/Dick Perry Avenue/Turner Avenue intersection
  - Install off-road bypass paths with smooth transitions on the Kent Street approaches.



- Kent Street (between Dick Perry Avenue and Jarrah Road)
  - There is a gap in on-road cycle lanes in this location. It is recommended that the road cross section is widened to provide 1.5m continuous marked bike lanes plus a 500mm painted hatching buffer to the traffic lane.
- Kent Street/Jarrah Road/Baron-Hay Court

  In collaboration with the CoSP, the following is recommended:
  - Realign the existing off-road bypass path to provide a smooth transition for on-road cyclists opting to navigate the roundabout;
  - Install holding rails on all approaches to the intersection;
  - Install bicycle pavement symbol in the centre of the approach lane on Kent Street to raise driver awareness for cyclists circulating the roundabout; and
  - This is an important intersection for cyclists, as it also connects to a local cross route. The following improvements are recommended in collaboration with ToVP:
    - Install appropriate off-road bypass paths with smooth transitions for on-road cyclists on all approaches to the roundabout to ensure connectivity. Construct an entry ramp onto the southbound bike lane along Jarrah Road from the south-east corner of intersection; and
    - Consider installing a zebra crossing or raised wombat crossing on the south-western leg of the intersection to assist cyclists in crossing the local route. Note that further investigation may be required as this would need to meet the Main Roads warrants for the provision of controlled crossings.

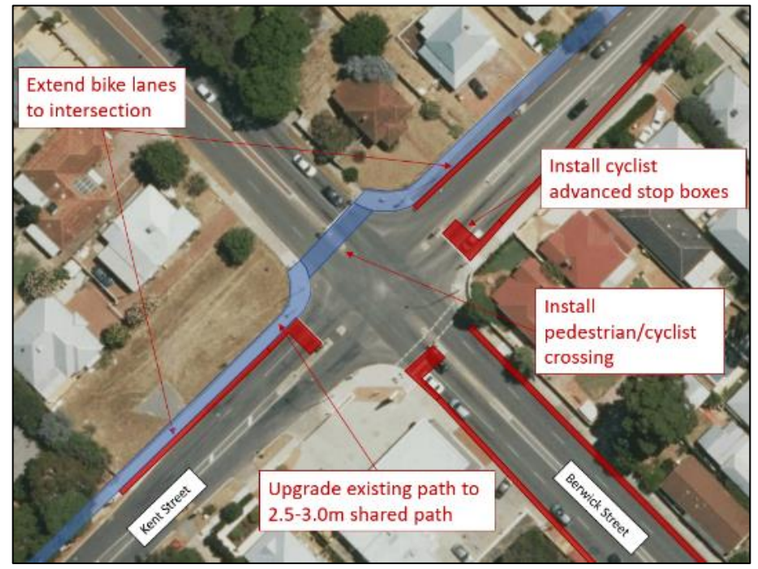


15.2.3 2C – Kent Street (between Jarrah Road and Gloucester Street)

The following modifications are recommended for this section of Kent Street:

- Kent Street (between Jarrah Road and Gloucester Street)
  - Formalise the existing shared path on the northern side by including pavement marking and signage. Between Jarrah Road and Etwell Street there is an opportunity to enhance the amenity and attractiveness of the shared path by improved landscaping adjacent to the path; and
  - Currently on-road cycle lanes are provided, however they are not surfaced with red asphalt. It is recommended that when the next resurfacing works along Kent Street are undertaken that this entire section of on-road cycle lanes are paved in red asphalt. In addition, green asphalt should be used for cycle lanes at intersections (i.e. Curtin Main Street and Beazley Avenue). Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane.
- Kent Street/Etwell Street intersection
  - Install appropriate off-road bypass paths with smooth transitions for on-road cyclists on all approaches to the roundabout to ensure connectivity; and
  - Widen the median cut-through at the crossings on both the Etwell approaches to cater for cyclists and install holding rails.
- Kent Street/Devenish Street intersection
  - Install appropriate off-road bypass paths with smooth transitions for on-road cyclists on both Kent Street approaches to the roundabout to ensure connectivity.
- Kent Street/Berwick Street intersection
  - Install advanced cyclist stop boxes on the Kent Street approaches. Note that advanced cyclist stop boxes are also recommended on the Berwick Street approaches as this forms part of the strategic route.

  Ensure that the traffic signal detectors identify cyclists at the approaches.



- Kent Street (between Berwick Street and Gloucester Street)
  - Ensure that the shared path pavement continues across all driveway crossovers to maintain priority for cyclists/pedestrians.
- Kent Street/Gloucester Street intersection
  - Make minor modifications to improve the off-road bypass transition points on both approaches; and
  - Remove signage indicating for bicycles to exit the roadway. This signage is confusing as cyclists have the choice to 'claim' a lane at the approach to the roundabout.

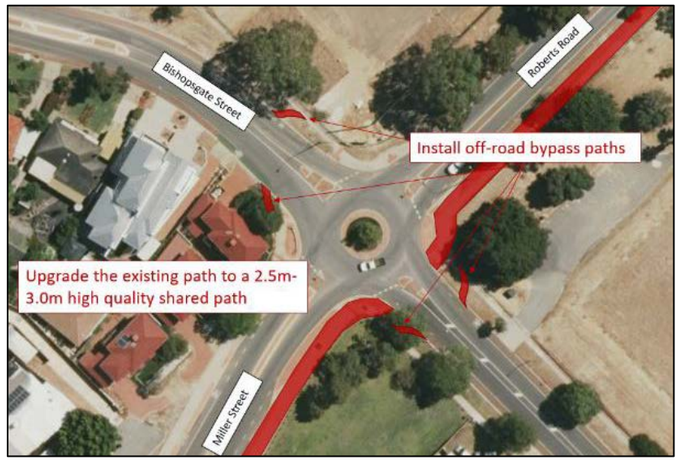


15.2.4 2D – Miller Street (between Gloucester Street and Bishopsgate Street)

As with Kent Street, Miller Street caters for high traffic volumes (up to 12,000 vehicles per day) and a high frequency bus route, and has a posted speed limit of 60km/h. Existing on-road cycle lanes along Miller Street lack continuity, and are not surfaced with red asphalt east of Sunbury Road. A shared path runs along the south side of Kent/Miller Street, varying in quality and width. The Kent Street/Albany Highway/Miller Street intersection is a significant conflict for cyclists, with a lack of safe options for cyclists.

The following modifications are recommended with further investigation required:

- Miller Street (between Albany Highway and Bishopsgate Street)
  - Upgrade existing footpath to a 2.5m-3.0m shared path on the southern side; and
  - Currently marked on-road cycle lanes are provided, however the section between Sunbury Road and Bishopsgate Street are not surfaced with red asphalt. It is recommended that when the next resurfacing works along Miller Road are undertaken that this section of on-road cycle lanes are paved in red asphalt with green asphalt used at intersections. Where possible, existing traffic lanes should be narrowed to the minimum possible to facilitate wider cycle lanes.
- Kent Street/Albany Highway/Miller Street intersection
  - The intersection is hazardous for on-road cyclists, with high traffic volumes, wide lanes and high approach and circulating speeds of vehicles;
  - Install appropriate off-road bypass paths with smooth transitions for on-road cyclists on both Kent Street approaches to the roundabout to ensure connectivity; and
  - Investigate the following potential treatment options to reduce the approach speed of vehicles and reduce the chance of conflict:
    - Raising the circulating area of the roundabout as a plateau to slow vehicles on approach;
    - Installing alternative paving in the circulating area of the roundabout to indicate a slow, shared environment; and
    - Investigate the opportunity to reduce the width of the circulating lanes and providing mountable kerbing in the central island for larger vehicles. This will require consultation with the PTA with regards to buses using the roundabout. The investigation should be coordinated so that potential intersection modifications will coincide with any future resurfacing works.
- Miller Street/Shepperton Road intersection
  - This intersection is considered hazardous for road users, and may be subject to black spot funding; and
  - Consider the installation of advanced cyclist stop boxes on the Miller Street approaches connecting to the on-road cycle lanes.
- Miller Street/Sunbury Road/Beatty Avenue
  - Install holding rails at the crossings on the Sunbury Road and Beatty Avenue approaches.
- Miller Street/Bishopsgate Street/Roberts Road intersection
  - Install appropriate off-road bypass paths with smooth transitions for on-road cyclists on the Bishopsgate Street approaches to the roundabout to ensure connectivity.
  - As part of the Lathlain Park Redevelopment Project, the connectivity between Lathlain Oval and the former Carlisle Lathlain Bowls Club is proposed to be improved and should be coordinated with works as part this project.



15.2.5 2E – Roberts Road (between Bishopsgate Street and Orrong Road)

Roberts Road forms the final link between the rest of the east-west route, with the opportunity to provide a continuous cycle connection into the City of Belmont.

The following modifications are recommended, with further investigation required:

- Roberts Road (between Bishopsgate Street and Orrong Road)
  - Upgrade existing footpath to a 2.5m-3.0m shared path on the southern side; and
  - Currently marked red asphalt on-road cycle lanes are provided, however the lanes are not marked at intersections with side roads. In order to enhance the route, it is recommended that green asphalt is installed at the bike lanes across all intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane.
- Roberts Road/Star Street/Howick Street intersection
  - Install holding rails at the crossings on the Howick Street and Star Street approaches to cater for cyclists.
- Roberts Road/Orrong Road
  - As part of other works, the intersection of Orrong Road/Roberts Road is planned to be modified to remove the right turn movement out of Roberts Road. Provision for a wider pedestrian/cyclist crossing at Orrong Road should be coordinated at the same time, including the installation of holding rails for cyclists in the median island.

3 Albany Highway Investigation

Albany Highway (between Oats Street and the Causeway) is a key commercial and entertainment destination for Town of Victoria Park residents and for the wider Perth metropolitan area. Access to this area is predominantly by car, with up to 15,000 vehicles a day, while the posted speed limit is 40km/h for the entire length. The parallel Shepperton Road carries significantly higher traffic volumes, and although there is some usage from cyclists, bicycle infrastructure is not recommended along this route.

Albany Highway is a key through route and destination for recreational cyclists, however there is a significant opportunity to increase ridership for less confident cyclists. As such, priority should be given to bringing cyclists to Albany Highway as a destination. In assessing Albany Highway, the interaction between different types of cyclists and other road users needs to be carefully considered.

- In order to increase ridership for less confident cyclists, separation from vehicle traffic should be considered. Currently, less confident cyclists will ride on the existing footpath which has multiple conflict points, including pedestrians, service infrastructure, outdoor dining areas etc.
- In order to create a safer environment for confident cyclists (including recreational cyclists), it is recommended that the posted speed limit is reduced further to 30km/h.

The following modifications are recommended, with further investigation required.

- Lower cost improvements in the short term include:
  - Include traffic calming measures to slow vehicles along the route;
  - Enhance the street environment with signage and pavement markings to increase driver awareness and influence driver behaviour. This is particularly important at points where cyclists are likely to come into conflict with motor traffic and are potentially at risk. City of Perth have implemented similar signage to increase awareness of cyclists and modify motorist behaviour. Potential locations include:
    - The narrow sections with high activity such as between Dane Street and Sussex Street, and McMillan Street and Mackie Street.
  - Install additional zebra crossings along Albany Highway which will assist in slowing vehicles and increasing driver awareness; and
  - In coordination with the implementation of the above measures, reduce the speed limit for the full length of Albany Highway to 30km/h.
- It is proposed that Albany Highway remains a local route, whilst recognising that significant modifications will be required to improve the cycling environment, which will require extensive modifications and stakeholder consultation.

It is recommended that investigation into potential long term options to treat Albany Highway to incorporate and enhance access for cyclists is undertaken. As part of the investigation, the option of removing parking on one side of Albany Highway and installing a bi-directional cycle path on that side should be investigated further. In order to offset the loss of parking, the parking on the other side of Albany Highway could be reconfigured to 45

degree parking (refer to Figure 15-2). As part of the investigation there may be merit in investigating a parallel route, such as Litchfield Street/Swansea Street to support access to Albany Highway. Additionally, the investigation should consider a balance between safe and comfortable pedestrian movements (including disability access), the feasibility of off-street parking facilities, potential for increased tree canopy and awning cover, and overall traffic calming strategy that is bicycle friendly. It is recognised that significant works is required to improve the cycling environment along Albany Highway, with significant stakeholder consultation and further investigation into the feasibility of various options required.

It should be noted that there is strong evidence that the installation of bicycle infrastructure (i.e. bike lanes and bike parking) and shared space arrangements in commercial precincts can increase revenue for local businesses. For example the New York City Department of Transportation assessed the impacts that the implementation of 'sustainable streets' had throughout the city ("The Economic Benefits of Sustainable Streets, 2013). One case study at Brooklyn's Vanderbilt Avenue saw a doubling in retail sales in the three years following installation of bicycle lanes and a tree-lined median, with the area significantly outperforming city-wide trends.

With the potential introduction of light rail transit, Albany Highway may undertake significant changes in the long term which should be considered. An indicative cross section that includes shared light rail transit/general vehicle lanes is shown in Figure 15-3.

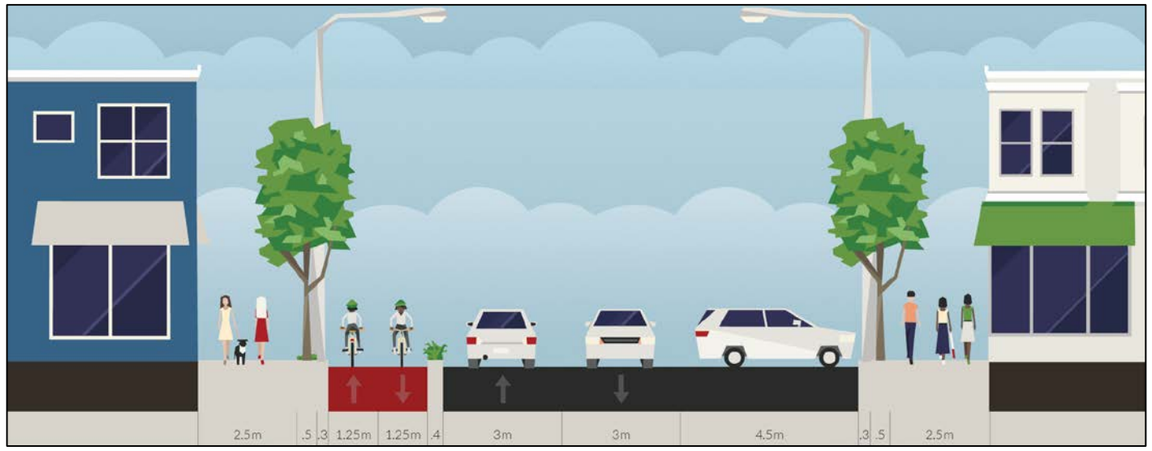


Figure 15-2: Potential Albany Highway cross section with bi-directional cycle lanes and angled parking



Figure 15-3: Potential Albany Highway cross section with bi-directional cycle lanes and shared light rail transit/general traffic lanes

4 Gloucester Street Project

It is proposed that Gloucester Street forms part of a secondary north-south route between the City of Canning (via Berwick Street) and the South Perth foreshore (via Armagh Street and the Hordern Street underpass). Gloucester Street provides an alternative north-south option to Berwick Street, which has narrow shoulders, excessive traffic volumes and a narrow available cross section.

Gloucester Street carries predominantly low traffic volumes (<1,000 volumes) and it is proposed to be developed into a safe active street, providing suitable a connection for both confident and less confident cyclists, with the following additional opportunities:

- Gloucester Street provides a strategic connection to the east-west Kent Street secondary route
- Gloucester Street provides a local connection to the Park Avenue shopping centre

The following modifications are recommended, with further investigation required:

- Upgrade the existing footpath within John Macmillan Park to a 3.0m high quality shared path to provide an attractive connection to the Park Centre;
- Upgrade the existing footpath along Kent Street between Gloucester Street and John Macmillan Park to a 3.0m high quality shared path;
- Install raised wombat crossings at the approaches to the Kent Street/Gloucester Street roundabout to slow vehicles and increase priority for crossing cyclists and pedestrians; and
- Develop Gloucester Street (between Kent Street and Armagh Street) and Armagh Street (between Gloucester Street and Hordern Street) into a Safe Active Street. This could include the following treatments:
  - Reducing the posted speed limit to 30km/hr;
  - Formalising on-street parking using line-marking;
  - Reversing the directional priority at multiple intersections to provide cyclists with through priority, including State Street, Manchester Street, King George Street, McMaster Street, Cargill Street and Armagh Street;
  - Installing raised plateaus at intersections; and
  - Enhancing the attractiveness of the street.
- Hordern Street underpass at Canning Highway
  - The underpass is prone to flooding. Consider covering the open vents in the underpass structure with clear plastic or other appropriate material to reduce the chance of flooding. Regular maintenance of the drainage collection points at the ends of the tunnel is also required to ensure no blockages; and
  - Investigation into measures to reduce conflict between cyclists and pedestrians, and improving the overall amenity of the underpass.

Some challenges exist, which will require further investigation, including:

- The interface between the Berwick Street/Kent Street intersection and Gloucester Street will require further investigation. The interface between the north-south and east-west secondary routes will need to be carefully considered;
- The crossings at Kent Street and McMillan Street will require further investigation; and
- A short section between McMillan Street and King George Street is part of the 960 bus route (1 bus stop).

5 Oats Street Project

Hill View Terrace and Oats Street forms part of a key secondary route that connects multiple key destinations including Curtin University, Albany Highway, TAFE Carlisle, Aqualife and Oats Street Station. The route carries significant traffic volumes (up to 15,000 vehicles per day) and caters for a high frequency bus route.

This project aims to reinforce the Hill View Terrace/Oats Street secondary route by addressing the gap in dedicated on-road cycle lanes between Albany Highway and Shepperton Road and enhancing the existing on-road cycle lanes.

The proposed recommendations for the Oats Street Project are divided into sections and outlined below.

15.2.6 Hill View Terrace (between Holder Street and Albany Highway

The following modifications are recommended, with further investigation required:

- Hill View Terrace (between Holder Street and Boundary Road)
  - Install new 1.5m wide on-road cycle lanes between Holder Street and Boundary Road; and
  - At the Holder Street roundabout, install appropriate off-road bypass paths to ensure a smooth transition with the shared path proposed on the north side of Marquis Street and the proposed bike lanes on Hill View Terrace.
- Hill View Terrace/Boundary Road/Jarrah Road intersection
  - Install advanced cyclist stop boxes on the Hill View Terrace approaches.
- Hill View Terrace (between Boundary Road and Albany Highway)
  - Upgrade the existing on-road cycle lanes as part of the next resurfacing, ensuring red asphalt and adequate bicycle pavement markings and signage.

15.2.7 Oats Street (between Albany Highway and Orrong Road)

The following modifications are recommended, with further investigation required:

- Oats Street (between Albany Highway and Shepperton Road)
  - There is a gap in on-road cycle lanes in this location. It is recommended that the road cross section is widened to provide 1.5m continuous marked bike lanes. This requires further investigation as the road corridor is constrained in this location.
- Oats Street/Albany Highway intersection
  - Install advanced cyclist stop boxes on the Oats Street approaches.
- Oats Street/Shepperton Road intersection
  - Upgrade the Oats Street/Albany Highway and Oats Street/Shepperton Road intersection to include on-road cycle lanes through the intersection.
- Oats Street (between Shepperton Road and Orrong Road)
  - Currently narrow sealed shoulders are provided, however they are not marked as cycle lanes or surfaced with red asphalt. It is recommended that this entire section of on-road cycle lanes are widened to 1.5m and paved in red asphalt. In addition, green asphalt should be used for cycle lanes at all intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane.
- Oats Street/Read Street intersection
  - Install appropriate off-road bypass paths on both the Oats Street approaches to ensure a smooth transition to the north-south crossing point; and
  - Install a median cut-through at the crossing on the Read Street approach to appropriately cater for cyclists and install holding rails.
- Oats Street/Bishopsgate Street intersection
  - The opportunity to provide smooth transitions to off-road bypass paths at the Oats Street approaches is limited at this intersection, however should be investigated. Investigation into slowing vehicles down on the approach to the intersection should also be undertaken, i.e. with horizontal deflection; and
  - It is also recommended that bicycle pavement markings are installed at the centre of the lane on the roundabout approaches to increase awareness of cyclists who are likely to take the lane.
- Oats Street/Star Street
  - Modify the off-road bypass paths on the eastern Oats Street approach to ensure a smooth transition. Remove the tactile ground surface indicators as these are a hazard for cyclists and not appropriate in this location;
  - Install holding rails at the crossings on the Star Street approaches; and
  - Remove the unnecessary tactile ground surface indicators at the off-road cyclist bypass path.



- Oats Street/Orrong Road
  - In collaboration with the City of Belmont and Main Roads, install advanced cyclist stop boxes on the Oats Street approaches connecting to the on-road cycle lanes.

6 Hayman Road Project

This project aims to address a gap in the existing shared path on the western side of Hayman Road. This section of Hayman Road is critical in providing connectivity to and between Curtin University, Bentley TAFE Campus, and other nearby destinations. Hayman Road is a secondary route and caters for both confident and less confident cyclists which needs to be considered.

It should be noted that Hayman Road is planned to be upgraded to a dual carriageway (two lanes in each direction), with works at the Curtin Main Street intersection recently completed.

The following modifications are recommended, with further investigation required.

- Western side of Hayman Road (between Adie Court and Marquis Street)
  - Upgrade the existing footpath to a 2.5m-3.0m high quality shared path to connect to the existing high quality shared path (just north of Adie Court). This should include the provision for lighting on the shared path; and
  - Zebra crossings (or raised wombat crossings desirably) should be installed at all crossovers to increase priority for cyclists using this path. This may require further investigation to understand the volume of pedestrians and cyclists using this route.
- Hayman Road/Allen Court/Curtin Main Street intersection
  - Investigate improving crossing priority for cyclists at the intersection, i.e. install zebra crossings across all left turn pockets and reconfigure the signal phasing to allow the pedestrian through phase to remain green until right turning vehicles trigger the loop detectors. This simple shift in signal configuration not only provides improved priority for cyclists/pedestrians but also provides a visual incentive to walk and cycle to Curtin University. This could be undertaken as a trial project, as further discussed in Section 15.5.5.
- Marquis Street (between Hayman Road and Holder Street)
  - Upgrade the existing footpath on the northern side of Marquis Street to a 2.5m-3.0m high quality shared path; and
  - Note that Marquis Street is an important connection point to both Hill View Terrace (secondary route) and Holder Street (local route connecting into the City of Canning). Treatment at the intersection of Marquis Street/Hill View Terrace/Holder Street will need careful consideration and further investigation. Modification of the existing entry point into Juniper Annesley may be required, which will require further liaison and investigation.

15.3 Minor Works Improvements

Several infrastructure improvements to additional cycle routes, not captured in the key project recommendations, have also been identified where relatively minor works is required. It is proposed that these 'quick win' projects are also completed over the next five years to improve the amenity of cycling routes. These improvements are listed below:

15.3.1 Rutland Avenue

In the interim to the Rutland Avenue project works, the following modification has been identified. which is recommended to be undertaken in the short term:

- Great Eastern Highway overpass at Rutland Avenue/Streatley Road
  - Improve connection to the off-road path by constructing smooth transition from Rutland avenue.



15.3.2 Causeway

The following is recommended in the vicinity of the Causeway:

- The pavement markings at the transition from shared path to cycle only path just west of the Causeway is misleading as pedestrians may continue along the cycle only path. The shared path pavement marking on the cycle only path should be removed, and a small footpath connection should be constructed to direct pedestrians appropriately; and
- Canning Highway underpass at the Causeway
  - Formalise priority of path intersection at the west side by installing give way line at the terminating leg.





15.3.3 Great Eastern Highway

A conflict point exists for cyclists travelling east-west along the Great Eastern Highway, connecting to the overpass to access the proposed principal shared path along Rutland Avenue/Goodwood Parade.

The following modifications are recommended, with further investigation and liaison with Main Roads and PTA required:

- Install a new 2.5m-3.0m high quality shared path on the northern side of Great Eastern Highway to bypass the existing bus stop. The path should connect to the existing ramp connecting to the overpass; and
- This project will require removal of the vegetation behind the existing bus stop and moderate earthworks, plus a retaining wall is likely required.



15.3.4 Adie Court Signage

Existing signage at the Adie Court/ Jarrah Road intersection indicates that entry is only permitted for taxis and buses. It is recommended that the 'no entry' signage is modified to also allow cyclists to access the road.

15.3.5 Harold Rossiter Park

The reticulation system adjacent to Harold Rossiter Park has been found to cause flooding on the existing shared path within the park. The following is recommended:

- Investigate flooding issue on the shared path within Harold Rossiter Park from the adjacent reticulation system.

15.3.6 Bicycle Detection Loops

A common issue is the consistency of application of bicycle detection loops at signalised intersections. Without bicycle detection loops traffic signals will not be activated until general vehicles arrive at the intersection. This can often add frustration and inconvenience for cyclists during off-peak periods. The CoSP should audit all intersections within their jurisdiction to identify all applicable intersections that do not have bicycle detection loops and liaise with Main Roads to implement them.



15.4 Areas Outside Local Government Control

A number of issues identified are located in areas outside of local government control. It is proposed that the ToVP lobby for improvements to these areas, as described below:

15.4.1 Future Heirisson Island Pedestrian/Cycle Bridge

The Perth and Peel Transport Plan at 3.5 million highlights a new pedestrian and cyclist only bridge, connecting from McCallum Park (just east of the Causeway) and over Heirisson Island to the Perth CBD. It is recommended that the Town of Victoria Park continue to lobby state government to accelerate the construction of this bridge in the next five years.

In the interim, the following modifications to the Causeway are recommended and should be discussed with the City of Perth:

- Resurface shared path and include signage indicating single file use; and
- The existing concrete balustrade along the Causeway path provides a hazard for cyclists. The Town should consult with the City of Perth to investigate modifications to railing to improve cyclist safety.

15.4.2 Burswood Park and Perth Stadium

The existing shared path along Burswood Park, connecting to Perth Stadium caters for high demand for a mix of users, creating the potential for conflict.

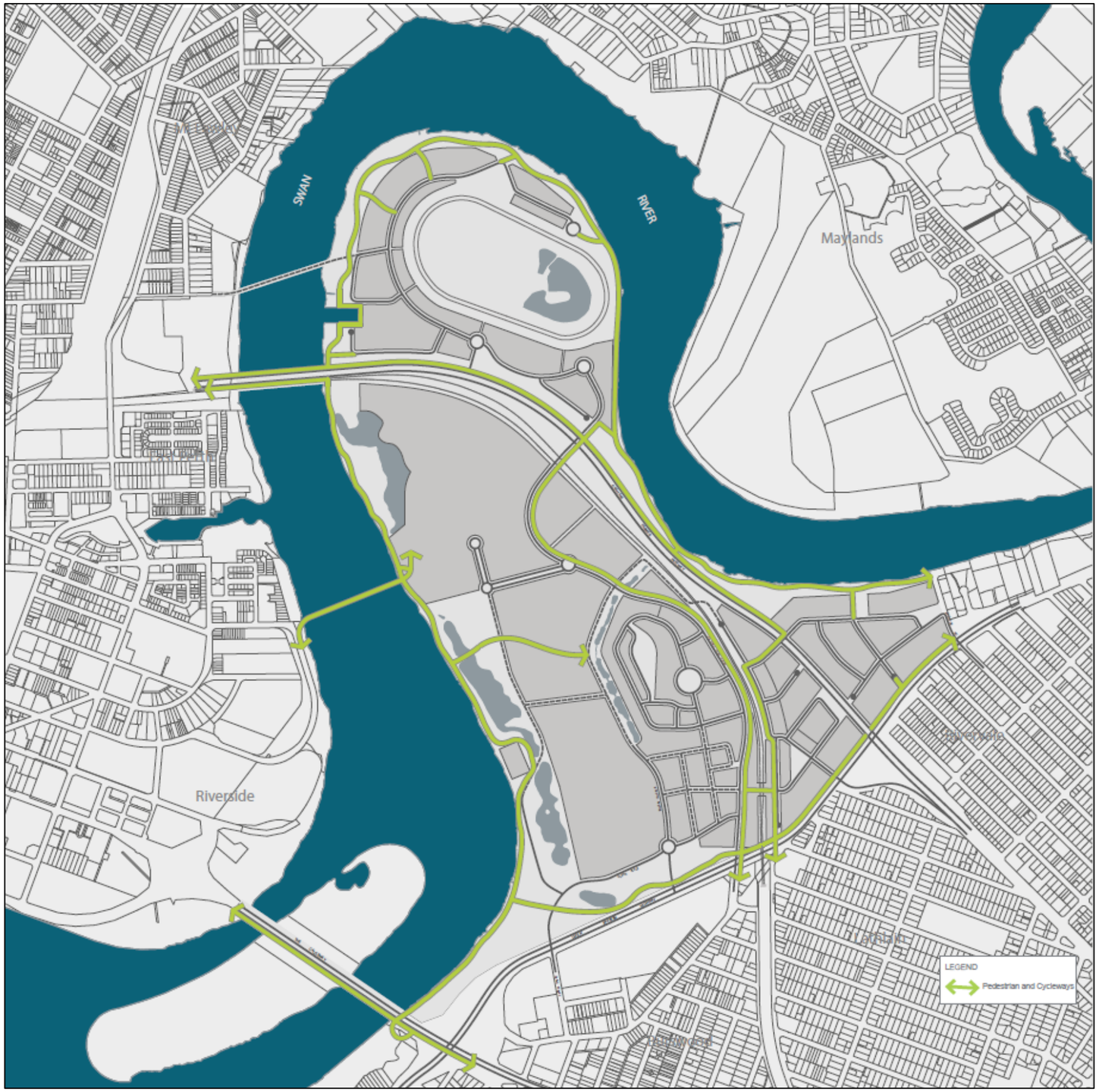
It is proposed that investigation into the installation of a separated footpath adjacent to the existing shared path and conversion of the shared path to a cycle only path. Improved lighting should also be investigated along this path to provide improved personal security, particularly given the likely increase in activity in the area during the evenings once the Burswood Stadium is completed. The existing shared path along Burswood Park is controlled by Burswood Park Board and will require further liaison.

It is recommended that a permanent cycle counter or a real-time speed display sign (north of Crown) is installed to monitor the use and behaviour on the foreshore path following the completion and opening of the new Perth Stadium. This will assist in determining the warrant for path separation.

Bicycle access and parking facilities at Perth Stadium should be strongly considered as part of the design works.

15.4.3 Orrong Road

Orrong Road is under the control of Main Roads, with long term plans for the road unclear. The ToVP should continue to liaise with Main Roads and the City of Belmont to ensure that any future plans consider cyclists.



15.5 Supplementary Project List

While investment in cycling infrastructure is highly important, there are a range of additional measures that can be employed to complement this investment, which are included in the following section.

15.5.1 Wayfinding

Wayfinding informs users of their surroundings in the built environment. It is important to show information at strategic points to guide people in the right directions. There is currently a lack of information on most routes, including directions to key links and areas of activity. The Integrated Movement Network Strategy (ToVP, 2013) proposed the development of a wayfinding strategy to be completed for the Town.

It was noted during the saddle surveys that the signage used for wayfinding needs updating (see Figure 15-5).

A wayfinding strategy for the state-wide strategic cycle network is currently being developed by the DoT. Some of the key routes of the strategic network are within ToVP and therefore an updated wayfinding strategy for the ToVP local network will require alignment with the strategic network wayfinding. This is particularly important for key attractors and destinations, such as Perth Zoo, Curtin University, Train Stations, Albany Highway, Perth Stadium, and Crown Perth.

It is recommended that a joint local wayfinding strategy is undertaken over both CoSP and ToVP council areas. Liaison with Curtin University and other key destinations (i.e. The Park Centre) should also be undertaken to provide improved awareness and consistency of entire cycle routes to local destinations (particularly at key intersections). For example, strong wayfinding from Canning Bridge to the Causeway should be provided to indicate a clear alternative route to Canning Highway for cyclists. Creative and playful branding for wayfinding signage could also be explored, such as the example shown in Figure 15-6 which was completed as part of the DoT's Your Move program (discussed further in Section 15.5.8.1).



Figure 15-5: Existing cycling wayfinding at the Rutland Avenue/Goodwood Parade overpass at Canning Highway



Figure 15-6: Cycling wayfinding pavement markings in City of Wanneroo

15.5.2 Bike Parking and Amenities

Bike parking and amenities help complement the cycle network by reducing inconveniences associated with cycling. There is a demand for end of trip facilities at a number of locations throughout ToVP, particularly at areas with high commercial activity. An audit/gap analysis of existing end of trip facilities is recommended to help gain an understanding of current supply and demand which would inform Council of the locations that could be benefited the most from further investment. The size and type of facilities that are suitable (i.e. secure bike parking, sheltered and functional bike racks and lockers) should also be considered in the analysis. The term bike rack refers to the device to which you fix your bike to. It is recommended that these be in the form that supports the entire bicycle (i.e. U-rails) and allows users to lock the bicycle frame and wheels (Department of Transport, 2014). Retrofitting vertical poles with bicycle parking racks is a potential option to increase bicycle parking. The ToVP should also aim to install bicycle parking racks at all sports grounds and playgrounds.

Key areas of focus for which the audit/gap analysis should investigate include:

- Along Albany Highway at the areas of high activity such as at café strips and major shopping centres;
- Swansea Street Markets;
- Victoria Park Markets (at John McMillan Park);
- Archer Street shops;
- Bentley Technology Park;
- Burswood Park;
- Victoria Park Library;
- Aqualife Centre;
- The Leisurelife Centre;
- Major bus stations (i.e. Curtin University);
- It is recommended to explore the use of bike parking as a tool to enhance the urban environment (i.e. art bike racks). Opportunities to advertise the health and environmental benefits of cycling, and behaviour change programs, events, and campaign should also be explored; and
- In addition, the ToVP should investigate the installation of e-bike charging stations to encourage and cater for the potential increased use in e-bikes. A potential location for an e-bike charging station is along Albany Highway commercial precinct.



Figure 15-7: Bicycle shaped bike rack

15.5.3 Cycle Monitoring

The use of cycle counters helps to understand cycling patterns over time and inform cycle-related projects into the future. There is currently a lack of cycle data available in ToVP.

Two permanent cycle counters currently exist in ToVP, which are located on the shared path connections with Windan Bridge at Burswood Peninsula. A permanent cycle counter is also located on the west side of the Causeway within the City of Perth. Recently, the Town completed temporary cycle counts for many road sections across ToVP for the first time as part of the annual traffic counts.

It is recommended that cycle data collection is increased for ToVP and analysed on a regular basis (i.e. annually) to determine changes in cyclist use. Permanent counters should be installed along key cycle corridors and temporary counts should continue to be undertaken when possible as part of road traffic counts. PBN grant funding is also available for cycle data collection, which should be applied for. The following locations are recommended for investigation into the installation of permanent bicycle counters:

- Gloucester Street, adjacent to Raphael Park. This will help capture trips heading north-south through ToVP from the Swan River Foreshore. A permanent bicycle counter should be installed as part of the proposed Gloucester Street Project (see project 4 in Section 15.2) which will help measure the success of the project;
- Rutland Avenue, south of Canning Highway. This will help capture trips heading north-south through ToVP and to/from the Perth CBD. A permanent bicycle counter should be installed as part of the proposed Rutland Avenue Project (see project 1 in Section 15.2) which will help measure the success of the project;

- Kent Street shared path on the north side, west of Berwick Street. This will help capture east-west trips through ToVP and to/from Curtin University. A permanent bicycle counter should be installed as part of the proposed Kent Street Project (see project 2 in Section 15.2) which will help measure the success of the project;
- Kent Street shared path on the east side, north of Manning Road. This will help capture north-south trips into Curtin University and help justify the need for a shared path on the west side of Kent Street in the long term;
- Taylor McCallum Park, on the separated cycle path proposed in the master plan. This will help capture the number of cyclists trips using this highly utilised path; and
- Burswood Park. This will help capture the volume of cyclists using the shared path north of the Causeway and would help justify pedestrian and cyclist separation.

In addition, the number of pedestrians using shared paths should be monitored regularly (i.e. using video surveys), to assess demand and justify the potential need for path widening or separation. The ToVP should allow for the collection of pedestrian data at the above sites on a regular basis, i.e. annually.

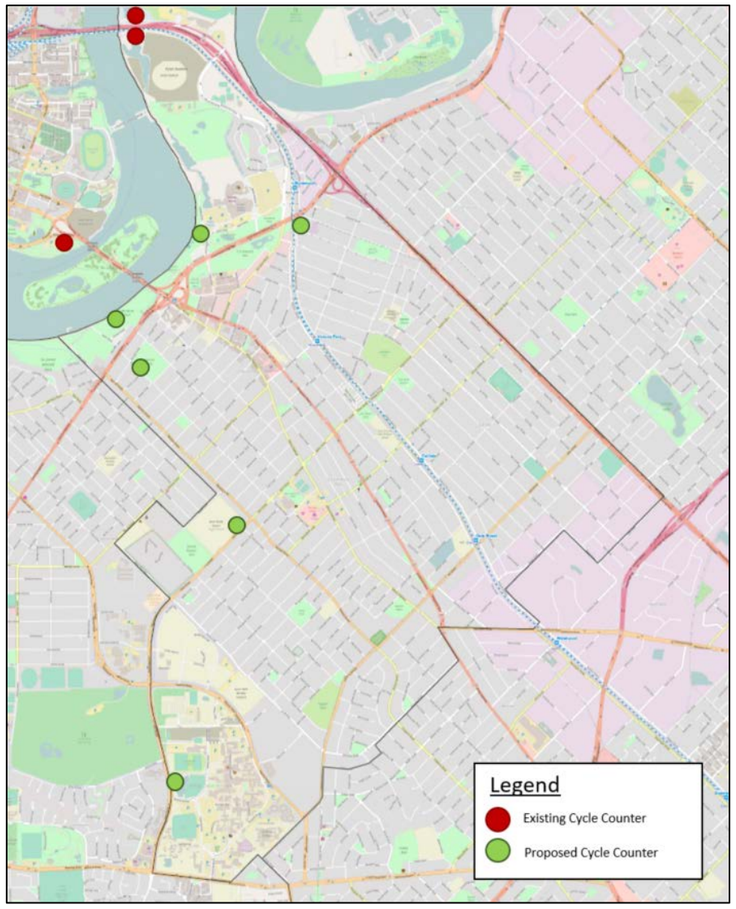


Figure 15-8: Proposed location of permanent cycle counters in ToVP

15.5.4 Dedicated Cycle Tracks

Cycle tracks located in community parks for recreational use are increasing in popularity throughout Perth. These facilities provide an environment for cyclists to ride separate from general traffic. A number of local governments have installed cycle track facilities in Perth which have been observed to have high levels of use. Two popular types include:

- Pump Tracks – These facilities often consist of circular loops with smooth dirt mounds and berms that cyclists can ride around in a pumping motion. These facilities can also include bike jumps, which are associated with more experienced cyclist skills; and
- Bike Skills Track – These facilities often consist of asphalt path circuits with pavement markings and signage simulating an urban traffic environment. These facilities are targeted for youth/beginner cyclists.

A recent example for this is at Shepherds Bush Park in Kingsley, Joondalup. This facility has a 'Pump and Jump Track' which additionally features jumps to offset the replacement of the BMX park. A children's Bike Skills Track is also located adjacent to this.



Figure 15-9: Shepherds Bush Bike Skills Track (left) and Pump and Jump Track (right) (source: City of Joondalup)

Another example of a skills track is at Rayment Park in Lathlain, which was completed as part of the Lathlain Precinct Redevelopment Project and helps children learn road rules.



Figure 15-10: Rayment Park skills track (source: Lathlain Precinct Redevelopment Project, http://www.lathlainprecinct.com.au/zone/rayment-park-zone)

As part of the Taylor Reserve and McCallum Park redevelopment, an area is proposed for a BMX trail as part of the 'All Ages Play' Activity Hub (Taylor Reserve & McCallum Park Concept Report, November 2017). It is recommended that the feasibility of a hybrid style pump/BMX track similar to that at Shepherds Bush Park in Kingsley, but at a smaller scale, be constructed at this location. A Bike Skills Track, which has a considerably smaller footprint to the pump track, could also be considered at the Activity Hub if there is space. The facility should consider CPTED (Crime prevention through environmental design) principles.

State funding is available for these projects as part of the Trails program. Comparing to the Shepards Bush Park facilities, the Bike Skills Track can expect a construction cost of approximately $60,000 and the Pump Track $70,000. It should be noted however that these facilities are the largest of their type in the State, and could be smaller. Construction of Pump Tracks requires specific expertise and youth services are required for involvement in the design and operation. A yearly maintenance budget must also be considered for the facilities. Lessons learnt from previous councils should be enquired further prior to the development of the project (i.e. City of Joondalup), to more accurately understand project considerations.

The Bike Skills Track helps support the recommendations in the Integrated Movement Network Strategy (ToVP, 2013) to provide support for cycle training programs.

15.5.5 Trial Projects

Trial projects help kick-off new initiatives and projects that benefit cycling. A number of recent trial projects have proved successful, such as the DoT's Your Move Central Program in the ToVP which has positively influenced travel behaviour for Victoria Park Primary and Ursula Frayne Primary schools. The DoT Safe Active Street program have constructed numerous safe active streets throughout Perth (i.e. Shakespeare Road, City of Vincent) which have trialled alternative designs for cycling treatments to see what works (or not) in a local context.

It is recommended that the ToVP investigate the following projects:

- Innovative solutions to improve cycling priority
  - Investigate the reconfiguration of the signal phasing at Hayman Road/Curtin University Main Street intersection to allow the pedestrian/cyclist signal phase to remain green until left and right turning vehicles trigger the loop detectors. This improves the safety and priority for sustainable travel modes, and can help shift the behaviour of motorists. This will require consultation with Main Roads. This project may align with RAC WA's mobility agenda, and could be conducted jointly; and
  - Investigate modifications to the Kent Street/Albany Highway/Miller Street intersection to improve safe access for cyclists and reduce vehicle speeds. This will require consultation with the PTA in order to consider bus movements. This intersection forms part of the proposed recommendations for the Kent Street Project (project 2 in Section 15.2).
- Cycle volume and speed device
  - Investigate the installation of an automated cycle counter, such as the 'Bike Barometer' (see Figure 15-11). This device records passing

cyclists and pedestrians, and displays real-time cycle counts for the day, month, year and sometimes lifetime of the device. Not only does a device such as this help understand cycle patterns, but also raises awareness for cycling and gives cyclists a sense of public acknowledgement for choosing to cycle. Encouraging messages that display the benefits of cycling can also be incorporated into the device, i.e. "*You have saved the economy $XX by cycling today*", "*you saved XX fuel emissions today*". These devices have been fitted in locations around the world, as well as in Australia. The bike barometer shown in Figure 15-11 was fitted as part of a joint venture between a local bike store and the City of Moreland in Victoria.

A potential location for the device is the shared path on the south approach to the Causeway.

- Investigate the installation of a device that indicates real-time speed to cyclists along shared paths (similar to roadwork sites) and to 'slow down' if required. This can help promote behaviour change, encouraging cyclists to reduce speed in areas of high pedestrian and cyclist demand. A potential location includes the shared path at Burswood Park.



Figure 15-11: Example bike barometer in Melbourne, Victoria (http://www.velocycles.com.au/over-counter/)

- Curtin University Bike Share Scheme
  - The proposed cycle network will significantly improve the cycling connection between Curtin University and Perth rail lines. Through the proposed Canning Bridge to Curtin Link project (CoSP project 2 in Section 8.2) there will be an improved cycling connection between Canning Bridge Station and Curtin University, and through the Kent Street project (ToVP project 2 in Section 15.2) there will be an improved cycling connection between Curtin University and Victoria Park and Carlisle Stations. It is recommended that ToVP work with Curtin University and the CoSP to investigate establishing a bike share scheme with bike share docking stations located at Canning Bridge Station, Victoria Park and/or Carlisle stations and Curtin University to complement the proposed projects as part of this Plan. The potential for bike docking stations at other key locations where there is the potential for high uptake, i.e. high density locations and/or high percentages of student housing should also be investigated. The stations should be provided in locations that provide good passive surveillance, lighting and with good accessibility to the destinations.

    The potential for a bike docking station along the Albany Highway commercial precinct should also be investigated, i.e. at the ToVP council offices. Urbi bike share facilities have recently been installed at the City of Joondalup as part of a 12-month trial, with stations located around the town centre. Urbi is partnering with a number of businesses in Joondalup, such as Edith Cowan University which offer discounts to students. The scheme works by registering on the Urbi phone application, locating a bike share station, unlocking the bike and helmet (with a code supplied by the phone application), cycling for a maximum of 45 minutes, returning to any bike share station, and finishing the hire (see Figure 15-12). Payment is completed through the phone application, and is costed per a single, daily, weekly, or monthly rate provided trips are less than 45 minutes. Trips that exceed 45 minutes are charged an additional $6 per hour.

  - A consistent state-wide bike share scheme could provide increased benefits overall (i.e. better legibility and consistency in equipment), but would require state level involvement.

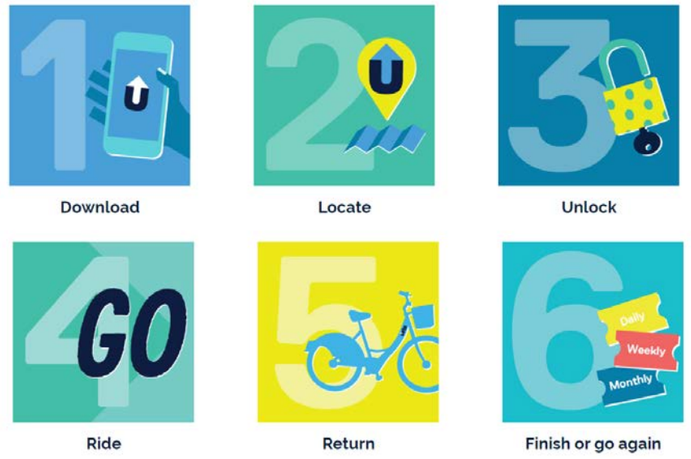


Figure 15-12: Six steps for use of Urbi Bike Share (source: *http://urbi.bike/*)

15.5.6 E-bike Scheme

E-bikes are gaining in popularity and could help encourage people to cycle because they do not require as much physical energy to operate compared to traditional bikes and allow a longer distance of travel for the equivalent amount of energy expenditure.

E-bike salary sacrificing has recently been ruled in favour of by the ATO and as a result, there are leasing and financing companies that provide e-bike packages to employers. The program typically works by deducting a monthly fee from the employee's wage, which is the pre-tax wage if the employee agrees to use the bike predominantly for work-related travel. It is recommended that CoSP/ToVP offer an e-bike salary sacrifice service to staff and promote to other organisations to offer the same service.

15.5.7 School Infrastructure Improvements

Cycle safety for youth is a critical aspect that must be considered for schools. It is recommended that cycle infrastructure audits of primary schools in the area be completed to improve infrastructure within their immediate vicinity.

As part of the school cycle infrastructure improvements, a marketing campaign aimed at parents could be undertaken to encourage students to cycle to school. Incentives and rewards for students that cycle could also be implemented. This could then lead to a reduction in demand for car parking. Additionally, this could increase the social acceptability of children riding to school unsupervised.

15.5.8 Behaviour Change Projects

In order to maximise the benefit of cycle infrastructure improvements, it is recommended to employ cultural and behavioural change strategies to encourage more people to participate in active transport and realise the benefits of the investment.

15.5.8.1 Your Move

The Department of Transport's Your Move program supports communities, local governments, schools and workplaces to promote active transport and reduce congestion. The two parts of the Your Move Program include:

- Joining Your Move online
  - Support is offered to local government, school and workplace 'champions' who want to promote walking, cycling and public transport. Through registering on the Your Move website, organisations can access information, run travel surveys, choose activities to implement, and share activities to earn rewards. Training and networking forums also run each quarter.
  - It is recommended that ToVP sign up to the program to enable internal champions to drive the Program at the council. Having CoSP lead the program in the area will encourage other organisations to also participate.
  - It is also recommended that ToVP engage with a number of organisations in the area to promote the program (i.e. Curtin University).
- Intensive Project Partnership
  - The DoT also undertakes intensive projects to influence travel choices for specific local governments, schools and workplaces. The program has previously involved partnerships with the City of Cockburn and the City of Wanneroo where it provided area specific services and products. As part of Your Move Central, the ToVP partnered with several city workplaces and households in ToVP in addition to two local primary schools (i.e. Victoria Park Primary and Ursula Frayne Primary). Many activities undertaken at the schools included National Ride to School Day events, reward schemes via posting activities on the Your Move website, a breakfast event which involved Transperth journey planning and SmartRider discounts, and branded monsters along routes to encourage youth interest. Your Move Central Program for Schools was a trial which was free for the schools.

– It is recommended that ToVP investigate the extension of the program to include additional local primary schools (i.e. Lathlain Primary and East Victoria Park). The timing and location of future intensive projects will depend on funding and strategic priorities, such as the state government's Metronet initiative. This may lead to opportunities for partnership with Curtin University, to better integrate with the surround train services.



Figure 15-13: Your Move program methodology (source: Department of Transport)

15.5.8.2 Active Transport Events

One of the major objectives of involvement in cycling and walking events is to encourage first-time users to 'give it a try.' While participation in one event may not convert the individual, the culmination of a number of events over time will considerably break down barriers, which increases the chances of changing travel habits.

Public Events

A number of annual public events are held in Perth that encourage active travel. Promotion of these events, by ToVP, could be achieved by:

- Registering a ToVP team into these events;
- Sponsoring events, i.e. hiring a bike doctor to attend public events;
- Sponsoring ToVP staff entries;
- Facilitating fundraisers for particular staff participants;
- Run rewards schemes based on participation. MBS Environmental previously ran a raffle which allowed staff to enter a ticket for each day they cycled to work during Bike Week. This encourages more than a single trip to work by bicycle; and
- Running events in ToVP that support public events. As an example a breakfast could be provided to staff who cycle or walk to work during Bike Week.

Some of the public events that promote cycling to work include:

- Bike Week- an annual celebration held in Western Australia where a number of events are held during a specific week. ToVP has previously participated in this, such as the 'Get On Ya Bike!' event organised in 2017, which included a bike expedition through ToVP followed by a complimentary barbeque at the Burswood foreshore;



- Ride2Work Day- held annually in October, it works by providing a range of incentives at key commuting destinations in cities. In 2017, a breakfast was provided at Elizabeth Quay in the Perth CBD for those who had cycled to work on that day; and
- Ride2School- Ride2School Day held is annually in March and works by encouraging active travel within school communities by celebrating those who already actively travel to school and encouraging those who don't know how to start. A number of schools in ToVP have previously been involved in this event. The Ride2School Program is also available all year-round and works with families, communities, policy-makers and partner organisations to encourage students to ride, walk, skate or scoot to school.

Local Events

In addition to supporting public events, it is recommended that ToVP facilitate events specific to the local government including:

- Introduction of an Active Commuters Breakfast or equivalent could be held for staff where a complimentary breakfast could be provided to those who choose active transport methods on that particular day. An additional incentive could include hosting a bicycle mechanic who can complete free tune-ups of attendees' bikes. A potential location for this could include at a local shopping centre, which could provide the opportunity for local advertising. Partnership opportunities could be sought with local cycling groups to offer subsidies to promote, organise and run these events.

15.5.8.3 Awareness Campaigns

There is a lack of cyclist and driver awareness and education throughout Victoria Park and the wider area. It is recommended that as part of wayfinding and revitalisation of cycle infrastructure, pavement markings and signage be installed that educate and raise awareness of the needs of other modes and how they can successfully operate together. The 'Take Care' pavement markings in the City of Perth is one current example.

A publicity campaign aimed at increasing awareness of cyclists and improving the behavior of all road users would help to counter these problems and improve cyclist safety. The WA Police Force could be invited to be a part of awareness campaigns to educate road users on cycling. Tools that can be used include street advertisements, billboards and advertisements. An example 'Share our Roads' campaign to improve bike safety in WA. Campaigns should aim to 'normalise' cycling and reinforce the image of cyclists being of all ages and demographics.

Joint awareness campaigns could be undertaken jointly by both CoSP and ToVP, and should also involve other organisations such as Curtin University who are in the process of developing a strategic behaviour change strategy.



15.5.8.4 Information

It is important that information regarding the existing cycle infrastructure is made readily available to the community, so that cycle trips are made as convenient as possible. A *Map Your Move* metropolitan map (previously TravelSmart) for the ToVP that displays walk and cycle information (available at the *Your Move website*) should be made easily available on the ToVP website. A supply of hard copies should also be available at ToVP reception.

The following information should also be made readily available to the community, i.e. on the CoSP website to encourage increased cycling:

– Information on current and planned cycling initiatives and incentives; and
– Information on e-bikes, including the increased advantages and where to acquire them.

16 Implementation

A total of seven cycling infrastructure projects, along with minor works improvements are proposed within the ToVP over the next 5 to 10 years. As mentioned earlier, high level order of cost estimates have been determined for these projects, however further investigation will need to be undertaken to develop detailed concepts and understand the true cost of each project.

As summarised in Table 16-1, the estimated cost of implementation is approximately $7.65 million. This indicates that an estimated $7.65 million is spent over the next five years to achieve the goals of this bike plan. Although this may be ambitious, a strong pledge is required to make the ToVP stand above the rest in terms of becoming a cycling city.

It is suggested that the ToVP firstly submit all the applicable projects to relevant grants and sponsorship programs for funding. It would then be preferable to approach other relevant agencies such as DoT to determine how best to implement the projects in their jurisdiction. Boundary road projects should be presented to adjacent local councils in an attempt to partner with the respective councils to implement these specific projects. The joint nature of this plan will make this process particularly advantageous with the CoSP. Also prospective business partnerships should be identified early in the process, to get business buy in and potentially set up public private partnerships.

Finally, once all of the proactive steps have been taken, the Town should have a good idea of which projects could be funded, completely or partly, by grants and sponsorships, which projects could be funded by other agencies such as DoT, which projects could be funded as part of a partnership with other councils or businesses, and which projects will have to be funded completely by the ToVP.

All of this information along with the priority of projects should then be taken into account in an exercise to allocate projects and stages of projects to the forward capital works schedule of current and future years.

Funding of the proposed supplementary initiatives described in Section 15.5 will require further investigation. As part of future more detailed costing works for each of the key infrastructure projects, funding for the supplementary initiatives should be included. In addition, the cost of some supplementary initiatives could be incorporated into the project with assistance from other sectors, for example marketing, landscaping and streetscape. Trial projects could also attract funding from other agencies such as Main Roads and RAC.

It should be noted that the maintenance of all cycling infrastructure paths should be undertaken regularly and included in the capital works schedule.

Table 16-1: Summary of estimated 5-year implementation cost for the ToVP

#	Project	Estimated Cost	Potential Funding Assistance
1	Rutland Avenue	$2.3m	50% DoT
2	Kent Street	$1.5m	50% DoT, CoSP
3	Albany Highway	$100k (investigation)	Capital Works Programme
4	Gloucester Street	$1.3m	50% DoT
5	Oats Street	$1m	50% DoT
6	Hayman Road	$450k	33% DoT, 33% Curtin University
7	Minor Works Improvements (“Quick Wins”)	$1m	Capital Works Programme
	TOTAL	**$7.65m**	

The estimated timeframes proposed for the cycling infrastructure projects are shown in Table 16-2. It is proposed that the highest priority projects are implemented first, with minor works improvements undertaken every year.

It should be noted that the estimated timeframes is intended to provide guidance only. Opportunities may arise over the implementation of this Plan which may fast track or hinder the progress of projects.

Table 16-2: Indicative five year implementation plan for the ToVP

#	Project	2018/19	2019/20	2020/21	2021/22	2022/23
1	Rutland Avenue					
2	Kent Street					
3	Albany Highway					
4	Gloucester Street					
5	Oats Street					
6	Hayman Road					
7	Minor Works Improvements (“Quick Wins”)					

17 Conclusion

The joint Bike Plan for the CoSP and ToVP sets out an action plan for immediate improvements to the cycle network and environment, and a strategic vision for the continued development and promotion of cycling within the CoSP and ToVP, in line with State Government's Perth Transport Plan for 3.5 million.

This is the first time two local governments have worked together to deliver a bike plan in Western Australia, providing an excellent opportunity to provide a consistent outcome and benefits for the local cycling community.

The desired outcome of this Plan is simple – to increase the number of people cycling. Specifically, the Plan aims to double the number of people cycling in the CoSP and ToVP over the next five years.

In a rapidly changing transport environment and with predicted increase in advanced technologies, the Plan explores some innovations that may affect cycling, including data monitoring, e-bikes, smartphone applications and international best practice infrastructure and initiatives.

In the development of the Plan, the following was undertaken:

- Detailed literature review, including previous cycle planning documents;
- Interrogation of key demographic statistics to understand the potential for increased cycling;
- Analysis of existing recorded crash data involving cyclists to understand trouble spots and wider trends;
- Assessment of the overall transport network to determine gaps in the existing cycle network and appropriate cycling connections to key existing and future trip generators; and
- Infrastructure audits, including saddle surveys, to assess the condition of existing and potential future cycle routes.

The proposed long term aspirational cycle network for the CoSP and ToVP outlines several ambitious routes aimed at making cycling a realistic and appealing option for a high proportion of the population. The aspirational cycle network has been influenced by the routes identified in the Perth Transport Plan for 3.5 million and the research, investigation and consultation undertaken as part of the project.

The 5-year implementation plans for the CoSP and ToVP focus on strengthening local connections to key destinations, including Curtin University, rail stations, schools, shopping precincts and river foreshores. A total of 13 key infrastructure projects are proposed over both council areas, made up of new and improved on-road lanes and off-road paths, with the aim of providing legible, connected and safe cycle routes. High level order of cost estimates have been determined for these projects, however further investigation will need to be undertaken to develop detailed concepts and understand the true cost of each project. Funding assistance from other agencies, such as the DoT, will need to be explored during implementation of the Plan.

Resulting from the infrastructure audits, there are many other recommendations that should be considered when any of the cycle routes are due for resurfacing or opportunities for works in those areas arise.

While investment in cycling infrastructure is highly important, there are a range of supplementary initiatives that have been proposed to complement this investment. These include:

- The development of a joint wayfinding strategy;
- Additional bike parking and amenities;
- New cycle monitoring counters;
- New dedicated cycle tracks; and
- Various behaviour change initiatives.

Additionally, several trial projects have been proposed to be investigated which can be an effective way of testing new and unconventional initiatives and projects. Proposed trial projects include automated cycle counters that display real-time cycle counts and speed data, a bike share scheme connecting from key destinations including Curtin University, and alternative infrastructure treatments at challenging areas of conflict.

The Plan proposes that an estimated $7.3 million is spent in the CoSP, and $7.65 million in the ToVP over the next five years to achieve the goals of this bike plan. Although this may be ambitious, a strong pledge is required to make the CoSP and ToVP stand above the rest in terms of becoming champions of cycling.

Both the CoSP and ToVP should also continue to work with adjacent local governments to strengthen connections and improve consistency of cycling infrastructure across council borders.

It is intended that this Plan is revisited every 5 years to assess the outcomes of the previous 5-year implementation program in continuing the journey of achieving the long term aspirational network.

Appendices

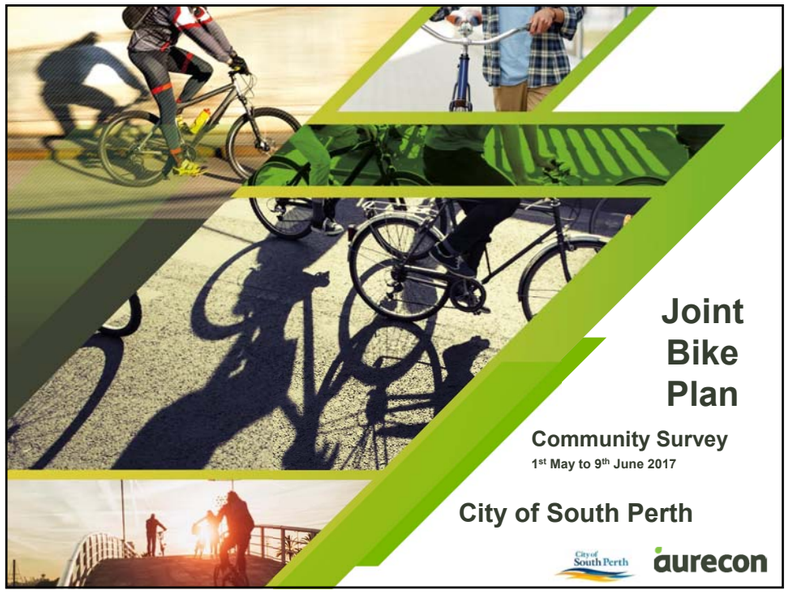


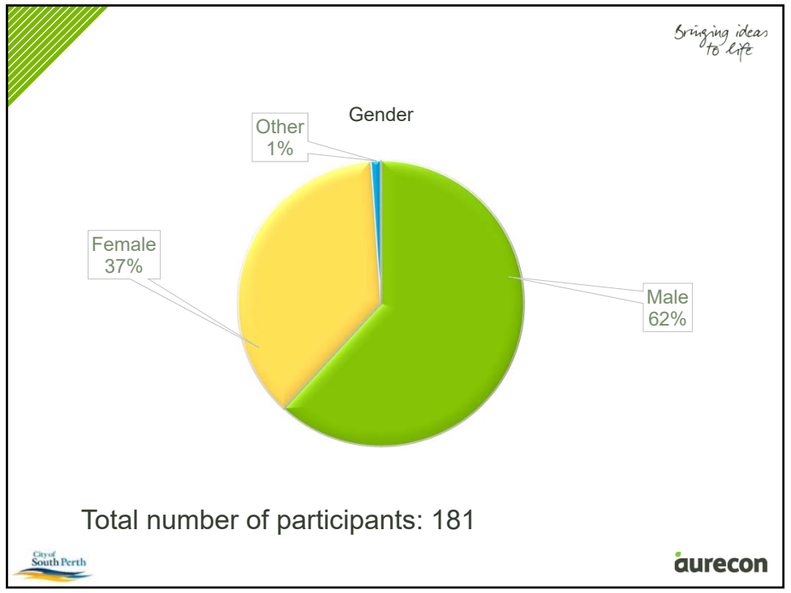


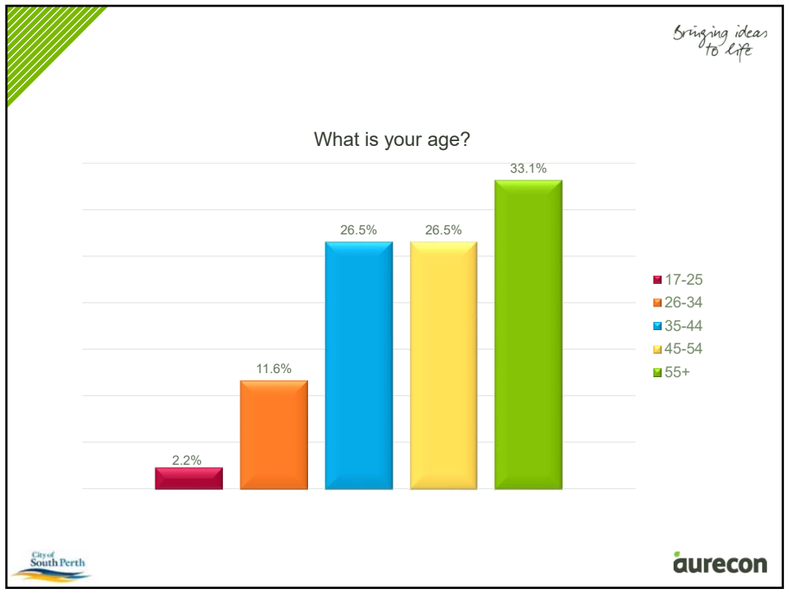
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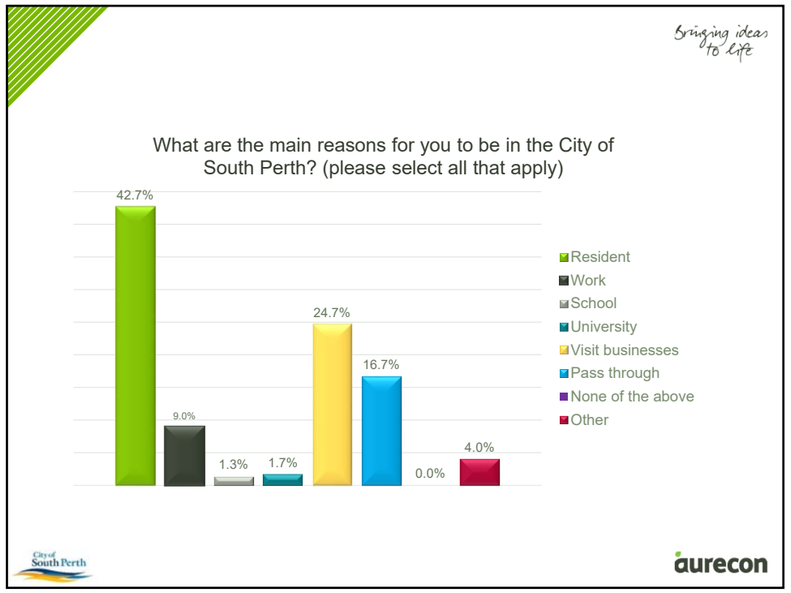
Appendix A – Community Consultation Summary (CoSP)

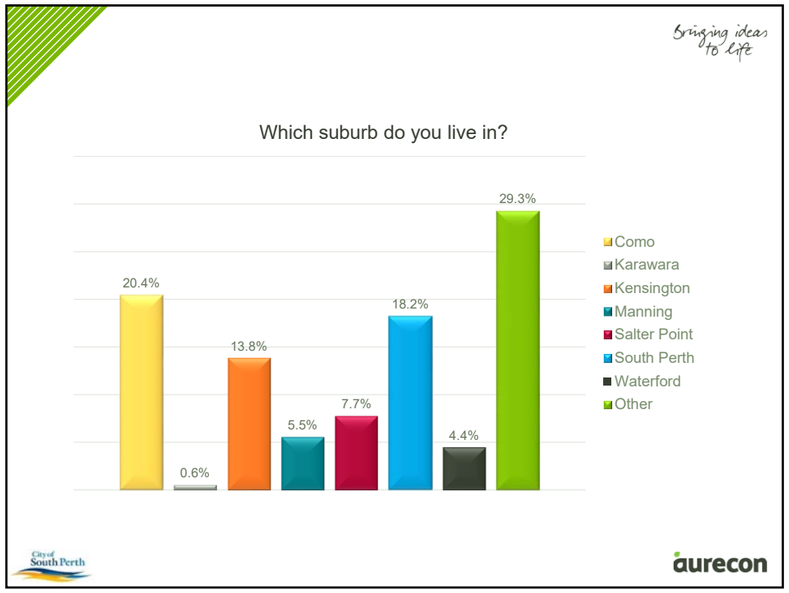
Appendix A
Community Survey – CoSP Summary

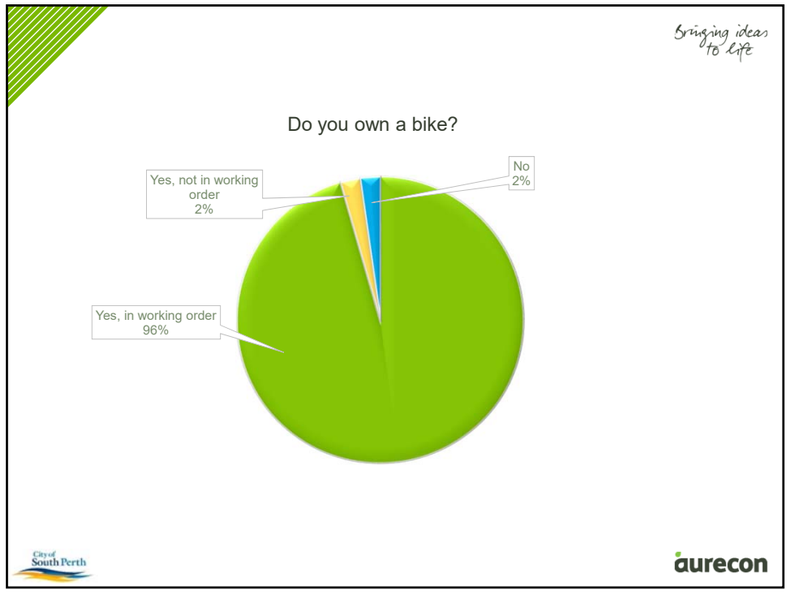


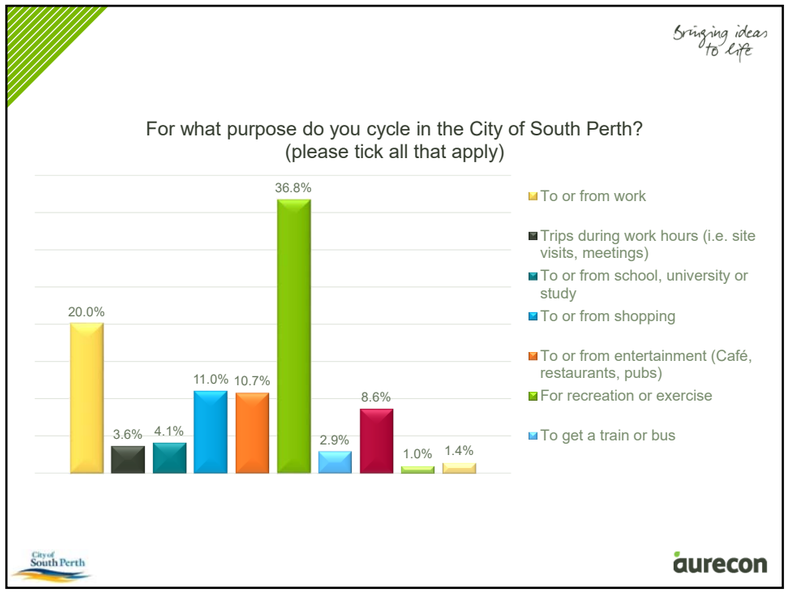


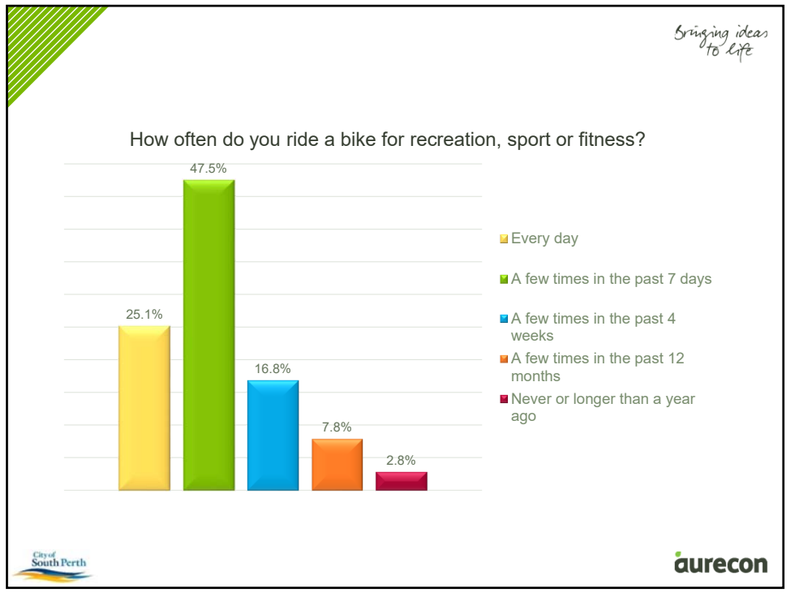


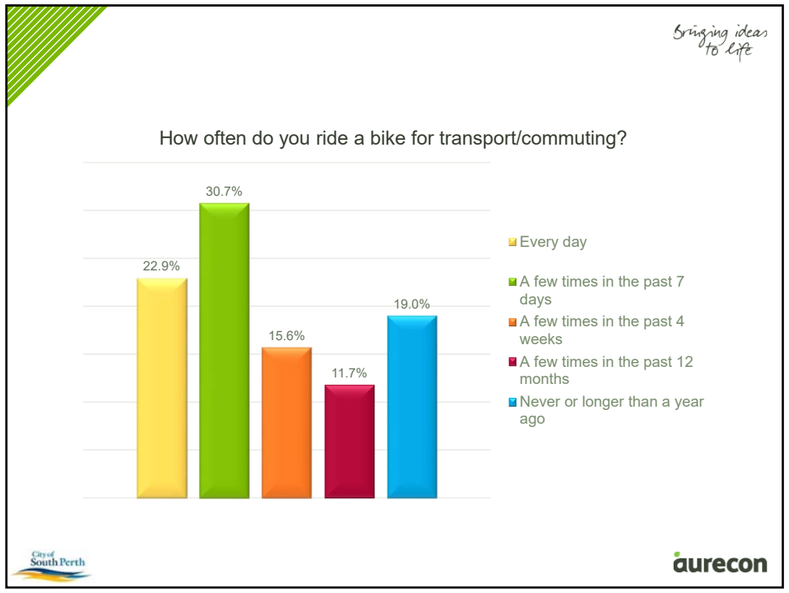


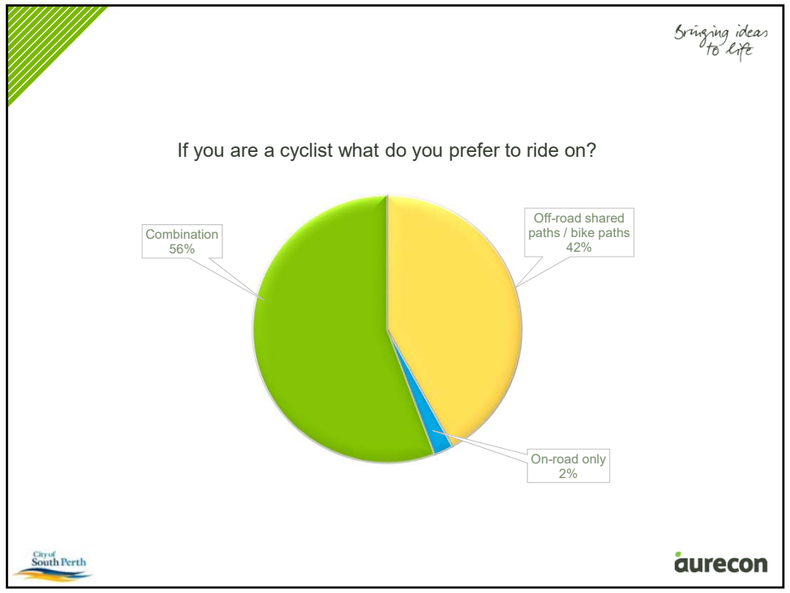

Bringing ideas to life
Which suburb do you live in?
20.4%
0.6%
13.8%
5.5%
7.7%
18.2%
4.4%
29.3%
Como
Karawara
Kensington
Manning
Salter Point
South Perth
Waterford
Other
City of South Perth
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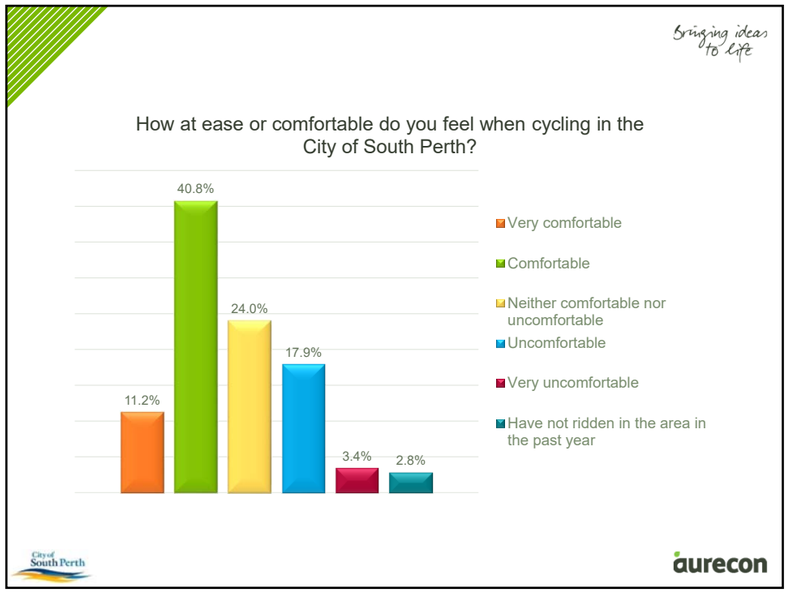

Bringing ideas to life
Do you own a bike?
Yes, not in working order 2%
No 2%
Yes, in working order 96%
City of South Perth
aurecon

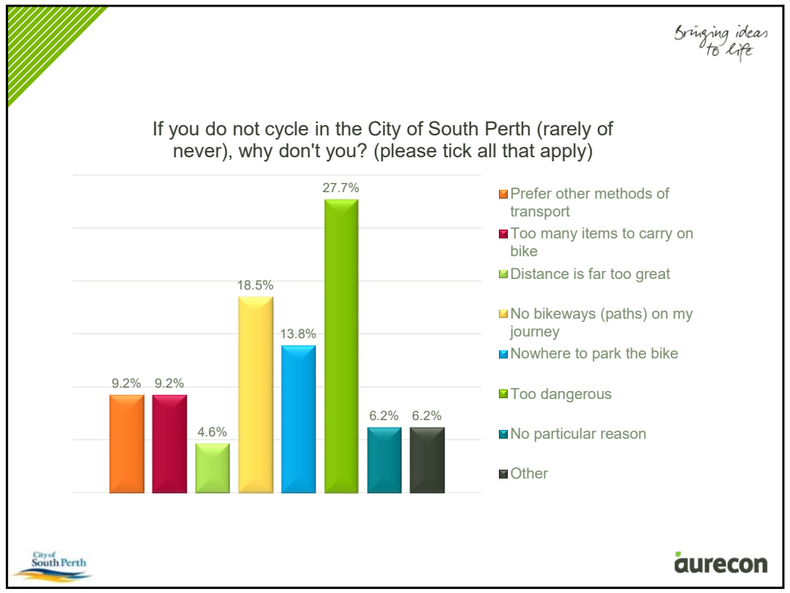

Bringing ideas to life
For what purpose do you cycle in the City of South Perth? (please tick all that apply)
20.0%
3.6%
4.1%
11.0%
10.7%
36.8%
2.9%
8.6%
1.0%
1.4%
To or from work
Trips during work hours (i.e. site visits, meetings)
To or from school, university or study
To or from shopping
To or from entertainment (Café, restaurants, pubs)
For recreation or exercise
To get a train or bus
City of South Perth
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Bringing ideas to life
How often do you ride a bike for recreation, sport or fitness?
25.1%
47.5%
16.8%
7.8%
2.8%
Every day
A few times in the past 7 days
A few times in the past 4 weeks
A few times in the past 12 months
Never or longer than a year ago
City of South Perth
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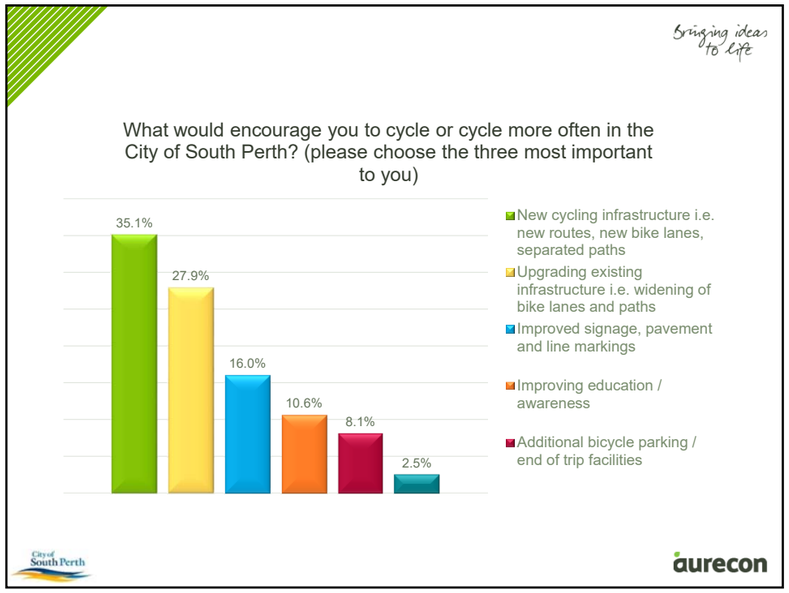

Bringing ideas to life
How often do you ride a bike for transport/commuting?
22.9%
30.7%
15.6%
11.7%
19.0%
Every day
A few times in the past 7 days
A few times in the past 4 weeks
A few times in the past 12 months
Never or longer than a year ago
City of South Perth
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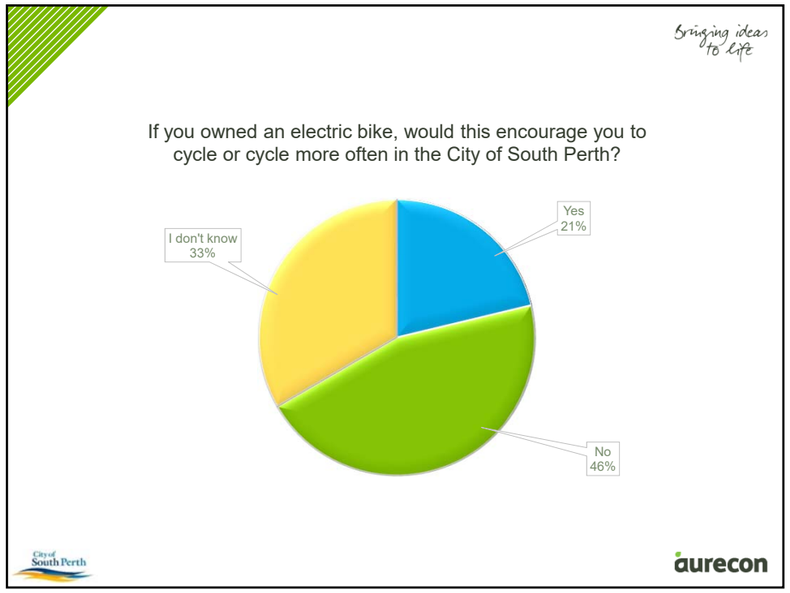

Bringing ideas to life
If you are a cyclist what do you prefer to ride on?
Combination 56%
Off-road shared paths / bike paths 42%
On-road only 2%
City of South Perth
aurecon


Bringing ideas to life
How at ease or comfortable do you feel when cycling in the City of South Perth?
11.2%
40.8%
24.0%
17.9%
3.4%
2.8%
Very comfortable
Comfortable
Neither comfortable nor uncomfortable
Uncomfortable
Very uncomfortable
Have not ridden in the area in the past year
City of South Perth
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Bringing ideas to life
If you do not cycle in the City of South Perth (rarely of never), why don't you? (please tick all that apply)
9.2%
9.2%
4.6%
18.5%
13.8%
27.7%
6.2%
6.2%
Prefer other methods of transport
Too many items to carry on bike
Distance is far too great
No bikeways (paths) on my journey
Nowhere to park the bike
Too dangerous
No particular reason
Other
City of South Perth
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Appendix A
Community Survey – CoSP Summary



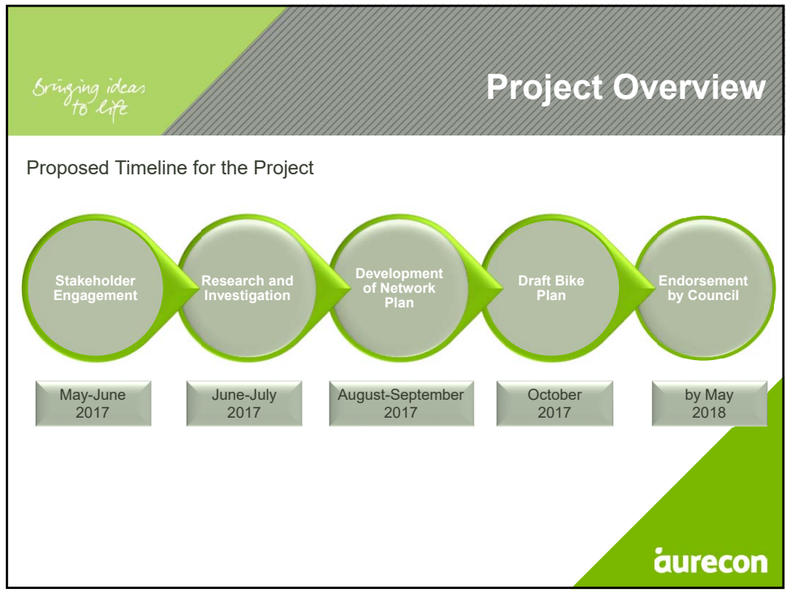


Appendix A
Community Design Jam – CoSP Summary



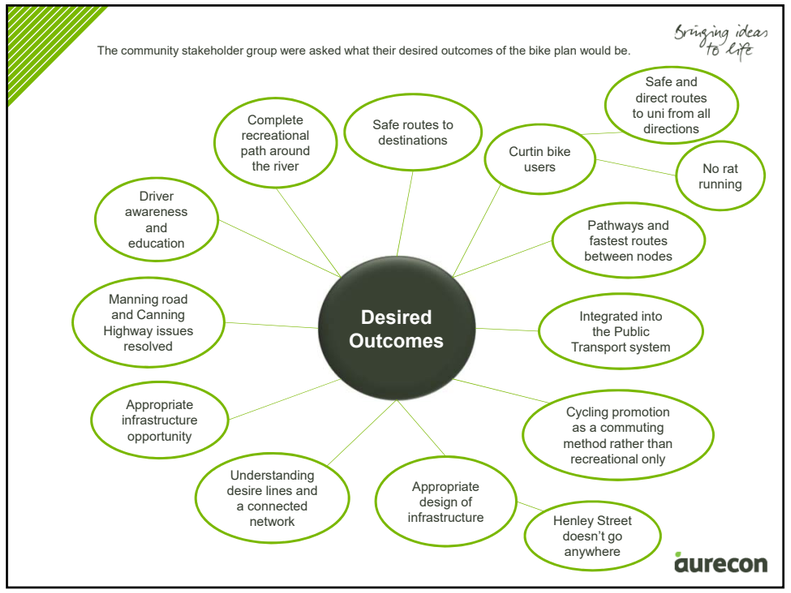




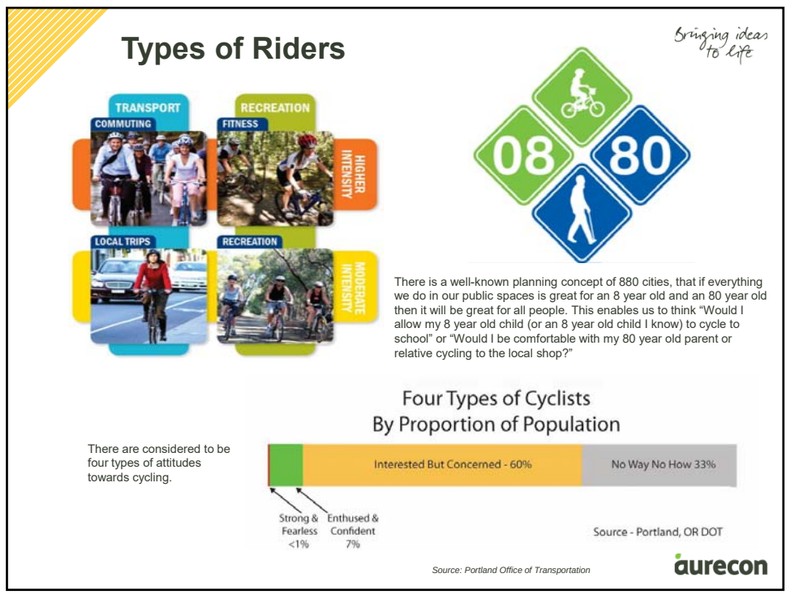


Appendix A
Community Design Jam – CoSP Summary









Cycling Infrastructure

Bringing ideas to life





On-Road Bicycle Lane





Examples of on-road cycling infrastructure include signed on-road bicycle lanes or marked sealed shoulders, and bicycle boulevards which involve transforming low traffic local roads into slow-speed safe active streets for walking and cycling.

Bicycle Boulevard

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Cycling Infrastructure

Bringing ideas to life





Examples of off-road cycling infrastructure include shared paths for cyclists and pedestrians, and separated cycle paths for cyclists only.

Shared Path





Separated Bicycle Path

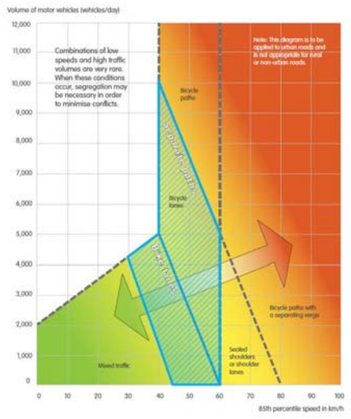
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Cycling Infrastructure

Bringing ideas to life

Different types of infrastructure are often preferred for different types of riders, as indicated on the figure on the left.
The right figure identifies traffic volume and speed thresholds in relation to the type of infrastructure that should be installed.

		On-Road Bicycle Lanes	Off-Road Paths
Training		✓	✗
Commuting		✗ ✓	✓
Local trips (i.e. shops, friends)		✗	✓
Recreation		✗	✓
School		✗	✓



Source: adapted from Cycling Aspect of Austroads Guidelines by Bicycle Network Australia

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End of Trip Facilities

Bringing ideas to life

Examples of bicycle parking, including public racks or enclosed storage sheds, like at train stations.





Bicycle Racks





Secure Bicycle Storage

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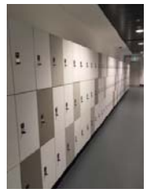
Appendix A
Community Design Jam – CoSP Summary

End of Trip Facilities

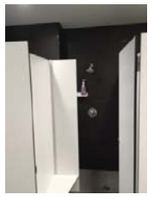
bringing ideas to life

Examples of lockers, showers and changing rooms, often located within private facilities such as workplaces.





Lockers





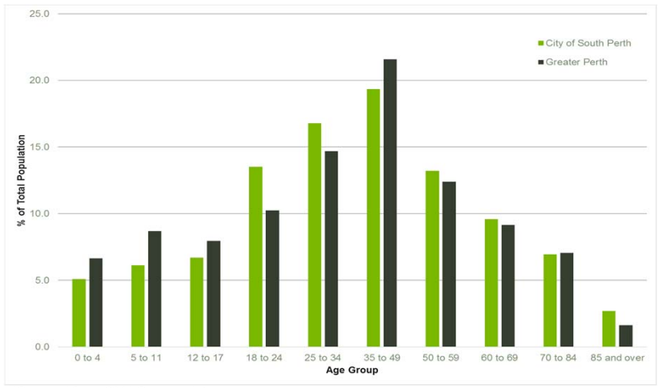
Shower Facilities

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Previous Survey Data

bringing ideas to life

The following survey data specific to the City of South Perth. The graph demonstrates the age profile for City of South Perth residents in comparison to the greater Perth area. Note that this is taken from census data from 2011, with newer 2016 data expected to be released later this year.



*Sourced from 2011 Census data

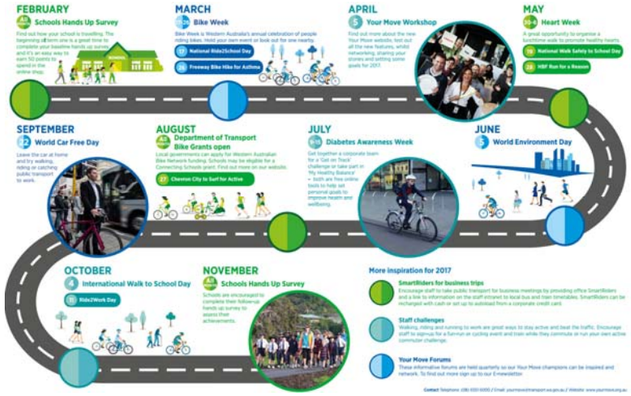
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Behaviour Change

Department of Transport

your move – more ways to get there

An important aspect of the bike plan is to investigate soft solutions, which maximise the effectiveness of the harder infrastructure solutions. The DoT runs a very successful behaviour change program called Your Move which helps people find alternative, active ways to get to and from work, school and around their local community. The program has targeted specific local government areas, for example Cockburn, by helping people achieve their active transport goals through providing tailored information and resources as well as personalised coaching and feedback on progress.

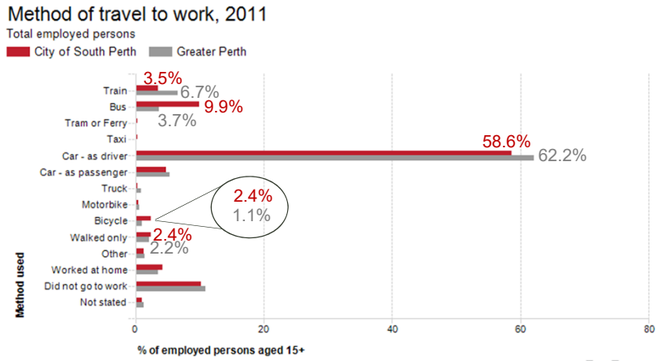


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Previous Survey Data

bringing ideas to life

The below graph demonstrates how the City of South Perth residents get to work, with car being the dominant mode choice, as with most of Perth. The graphs shows that 2.4% of residents cycle to work.



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

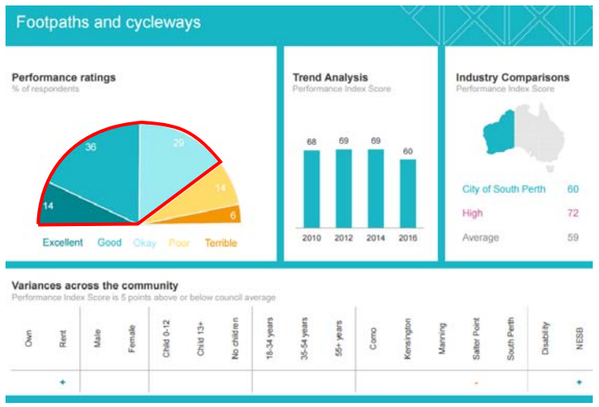
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Appendix A
Community Design Jam – CoSP Summary

Previous Survey Data

Bringing ideas to life

The below graphs were taken from the City of South Perth 2016 Community Perception Survey Report. The survey is conducted every 2 years to evaluate and monitor its performance across a range of services and facilities. This highlights that the large portion of the community is at least satisfied with the footpath and cycleways, however it's performance has declined from previous years.

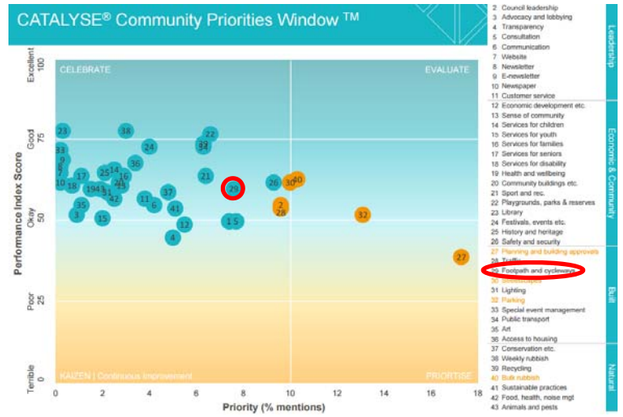


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Previous Survey Data

Bringing ideas to life

The graph below demonstrates the community's performance rating of each service on the y-axis, and the priority on the x-axis. The higher, the better performance and the more to the right, the higher priority. Cycling was located in the in the middle, but is one of the highest priorities for the community compared to other services.



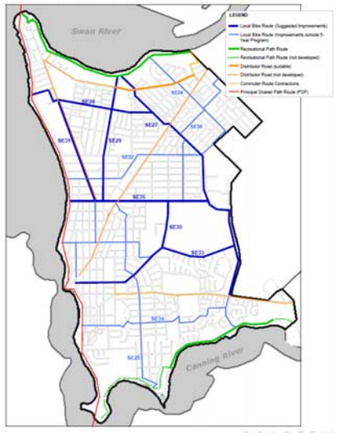
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South Perth Bike Plan 2012 - 2017

Bringing ideas to life

The below demonstrates the routes proposed bicycle network in the previous City of South Perth bike plan which was undertaken in 2012. As part of this project, Aurecon will be reviewing the outcomes and progress of the previous Bike Plan.





South Perth Peninsula Place + Design Report

The South Perth Peninsula Place and Design Report identifies a strong focus on cycling in the public realm to improve lifestyle choice and create great streets. One of the five goals for the plan is to promote a mode shift from driving to sustainable transport modes such as cycling.

STAKEHOLDER ENGAGEMENT

LIFESTYLE CHOICE
Provide housing, employment and activity options for people of all ages, family structures and incomes

GREAT STREETS AND SPACES
Revitalize and activate the public realm to create green, useable and enjoyable places for community interaction with a focus on pedestrians and cyclists



IMPROVE MOVEMENT & CONNECTIVITY

Improve movement and access within the Peninsula through a comprehensive approach to traffic and parking management which encourages a modal shift towards walking, cycling and public transit.

IDEA 4:
Holistically address regional traffic congestion, in partnership with key stakeholders

IDEA 5:
Achieve a fully-integrated public transit network, and promote a modal shift from driving to walking, cycling and public transit

IDEA 6:
Deliver a forward-looking, sustainable approach to car parking

IDEA 7:
Renew efforts to deliver the South Perth train station

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Appendix A
Community Design Jam – CoSP Summary

PERTH & PEEL TRANSPORT PLAN

Bringing ideas to life

The WA Transport Portfolio (the Department of Transport, Public Transport Authority and Main Roads) released the Perth and Peel Transport Plan @ 3.5million earlier this year.

In the Plan there are three key cycling network planning principles to be considered.

The Plan outlines a proposed strategic network for Perth, which the Joint Bike Plan will investigate further and help inform.

The Plan outlines four types of cycle routes and the corresponding infrastructure expected for each.

Cycling Network Planning Principles

1. Provide cycling infrastructure in a grid matrix layout
2. Separate cyclists from moving vehicles
3. Separate cyclists from pedestrians



PSPs	Shared paths of high standard, with grade separation at intersecting roads/railways
Strategic Routes	Shared paths of PSP standard (where possible), separated bi-directional cycle lanes, bicycle boulevards
Local Routes	Pavement markings and signage, bicycle boulevards, on-road cycle lanes
RSPs	Shared paths of PSP Standard

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Previous Survey Data

Bringing ideas to life

The below image was taken from Strava maps, the online tool that allows riders to log their cycling trips. The thicker lighter lines represent the heavier used roads. The tool is historically more commonly used for recreational trips, however is still a useful tool to capture the more frequently ridden roads.



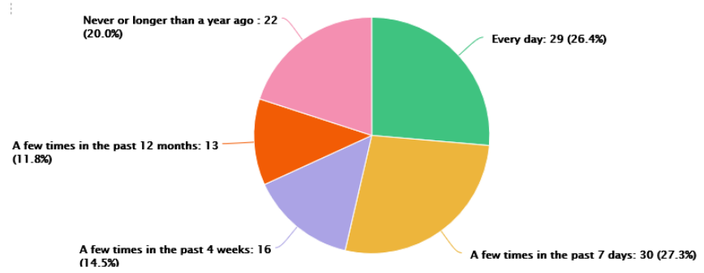
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Online Survey Results to Date

Bringing ideas to life

How often do you ride a bike for transport or commuting?

Optional question



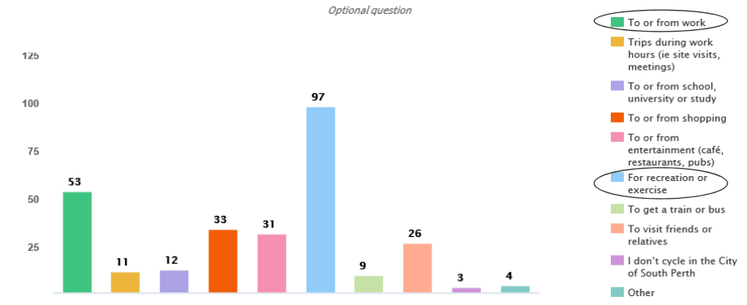
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Online Survey Results to Date

Bringing ideas to life

For what purposes do you cycle in the City of South Perth? (please tick all that apply)

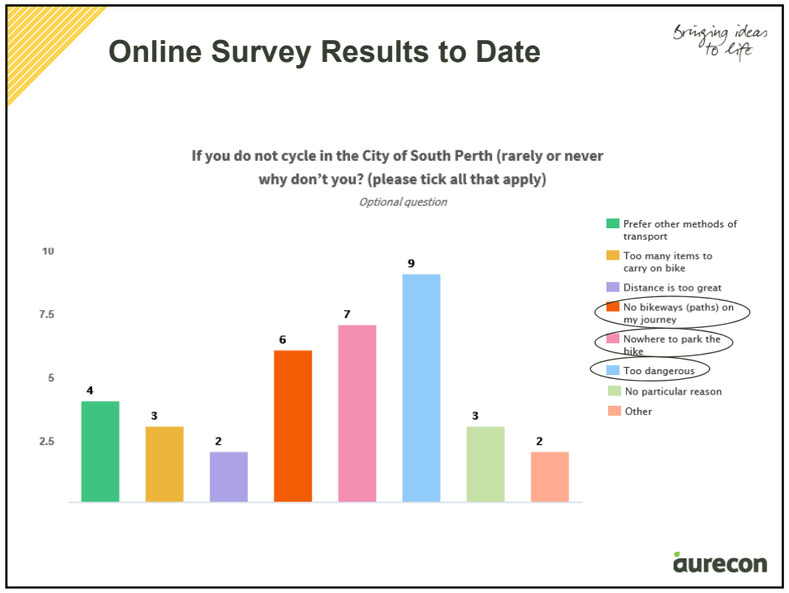
Optional question

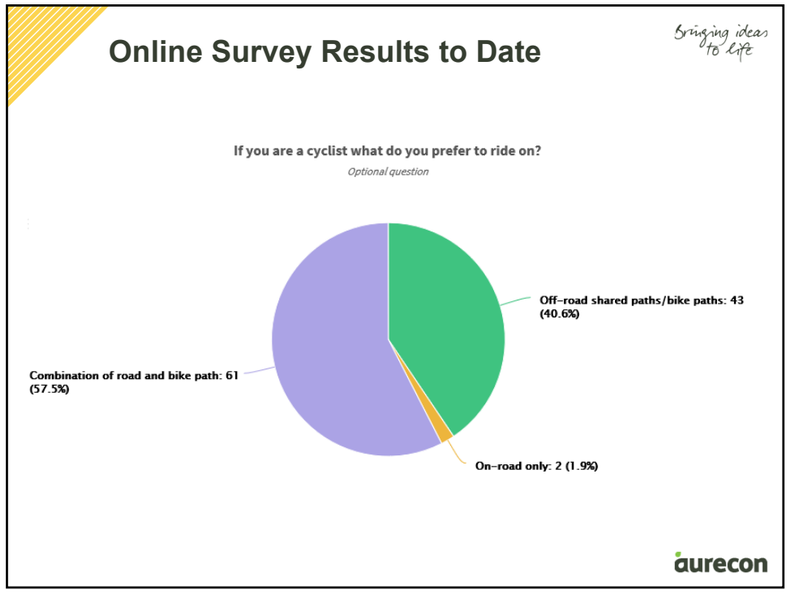


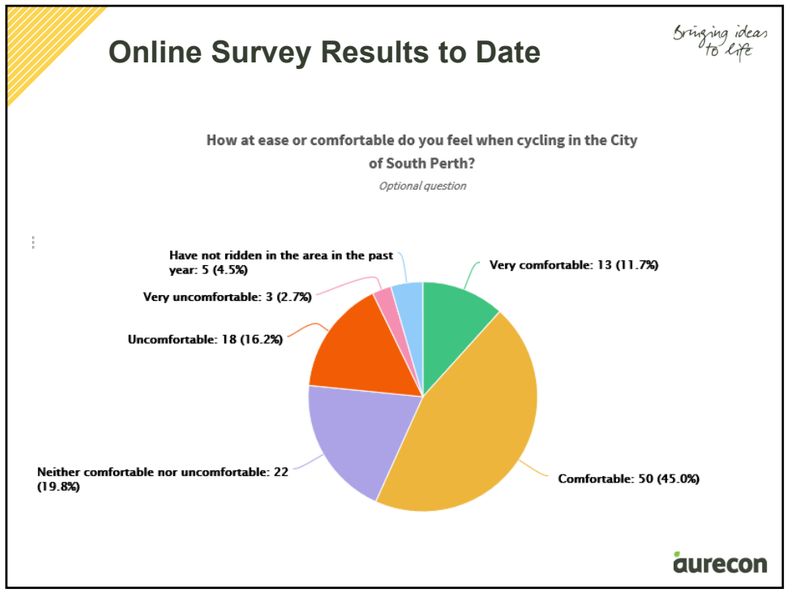
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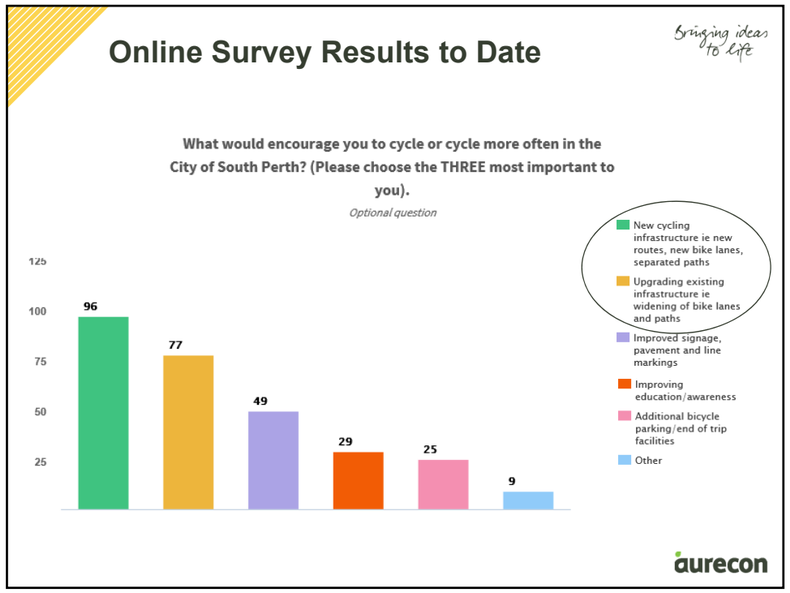
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Community Design Jam – CoSP Summary





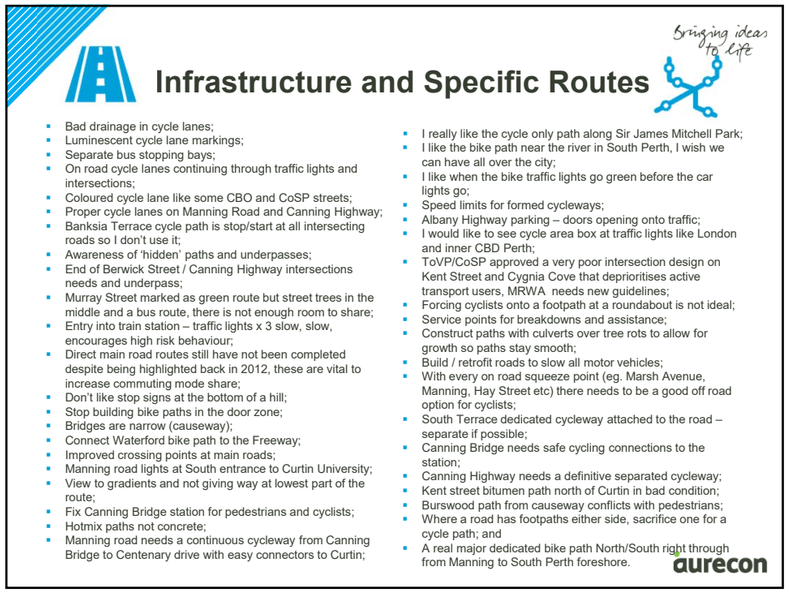


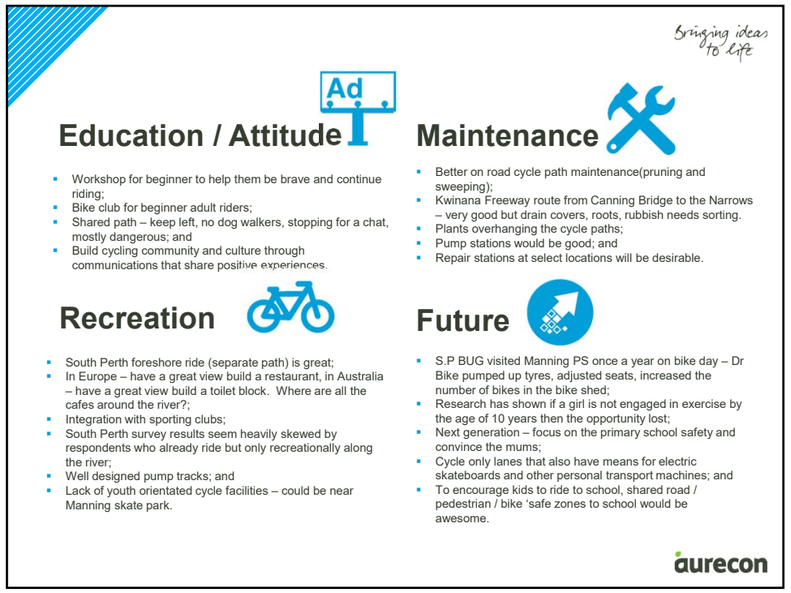


Appendix A
Community Design Jam – CoSP Summary









Appendix A
Community Design Jam – CoSP Summary

Bringing ideas to life

Council / Policy

- I would like to see integrated connect routes over council boundaries;
- Policing bike baths;
- Relaxed helmet laws;
- 1m and 1.5m passing lanes and remove centre island on roads, allow bikes / vehicles to freely use the available road way;
- Keep bike pin map as ongoing so council can use it as a communication tool;
- Cars parking on cycles. Why mark them if they are ignored by parked cars;
- Mandate that any traffic engineer must commute to work by bicycle and travel in the city by bicycle;
- Route marking regular along rout 300m;
- Reference maps at each end of route and at crossing of routes;
- Council rangers need to enforce no parking over footpaths;
- Cycle lanes next to parked cars need a cross hatched 'door zone buffer';
- Need for standards and uniformity across all local government authorities; and
- Separated pedestrian and bike paths on South Perth are brilliant.

End of Trip

- From Roberts Street overhead bridge into the station is need of more bike cages;
- Lack of cycling friendly entrances and parking at shopping centres and civic buildings including the one in which this workshop was held;
- Shopping centres and sports grounds have a path for cycles to stop but no end of trip facilities;
- Water fountains on bike paths;
- Activity areas such as Mends Street, Preston Street, Angelo Street need more bike racks;
- Long term storage subscriptions for storing transition bikes;
- Build and lease multi-storey (expandable) bike storage at train stations that offer repairs and coffee;
- More bike parking at Canning Bridge station;
- Attach a ½ meter pipe loop to all light poles and street signs near shops etc for parking; and
- Focus on 'little trip' with end of trip facilities – make bike lock ups obvious.

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Bringing ideas to life

Digital

- Provide mobile alerts and updates aimed at cyclists that provide information about paths and works;
- Strava plug in route planner with accessibility, visibility and connectivity;
- Build online bicycle culture and community; and
- Shift planning to evidence bike planning using IP tracking of cycle routes.

Public Transport

- Encourage integration of bicycles and ferries;
- Non integral of cyclists on public transport; and
- Review integration options for example bike friendly carriage on the train.

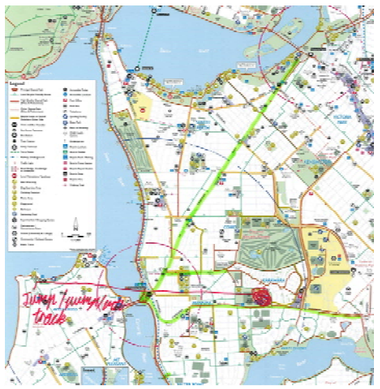
Safety

- Canning Highway is a barrier during peak hour to cross;
- Canning Highway is dangerous to approach with kids, new/unstable on bikes;
- The Causeway bridge is very dangerous to cross – is becoming a hindrance for riding around the river;
- High visibility jackets, bright coloured helmets, must have lights;
- Upcoming Vic Park foreshore development mistakenly doesn't separate cyclists and footpaths, there needs to be distance between them;
- South Perth Esplanade has no lanes and problems with cycleway;
- No bikeways or path on Canning Highways – safety issues, if you ride on the footpath risk of impact with cars in driveways, dedicated bike bath on one side.
- Manning road is a barrier for commuting and recreation
- Safe access points on paths for Ambulances
- Make routes safe for all levels of cyclists;
- Causeway – it's a shocker!;
- Children running across bike paths;
- Shared bike pedestrian pathways – pedestrians need to keep left; and
- Exit from Curtin opposite Clontarf campus is a death trap for cyclists heading towards Shelley.

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Bringing ideas to life

Key Issues and Opportunities Identified





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Bringing ideas to life

Key Issues

We asked that one person from each group briefly present back the themes or grouped issues you have developed.

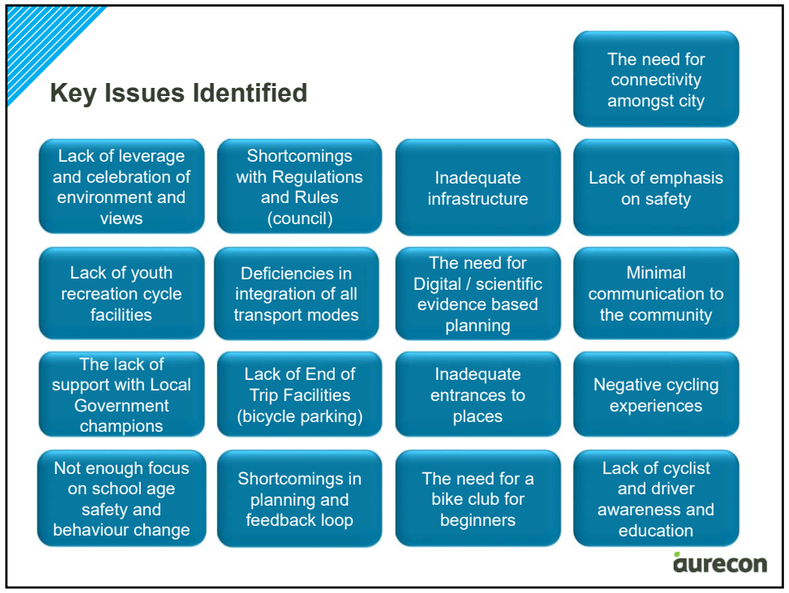
During this time we wrote each key theme shared amongst groups on a piece paper to identify the key themed issues.

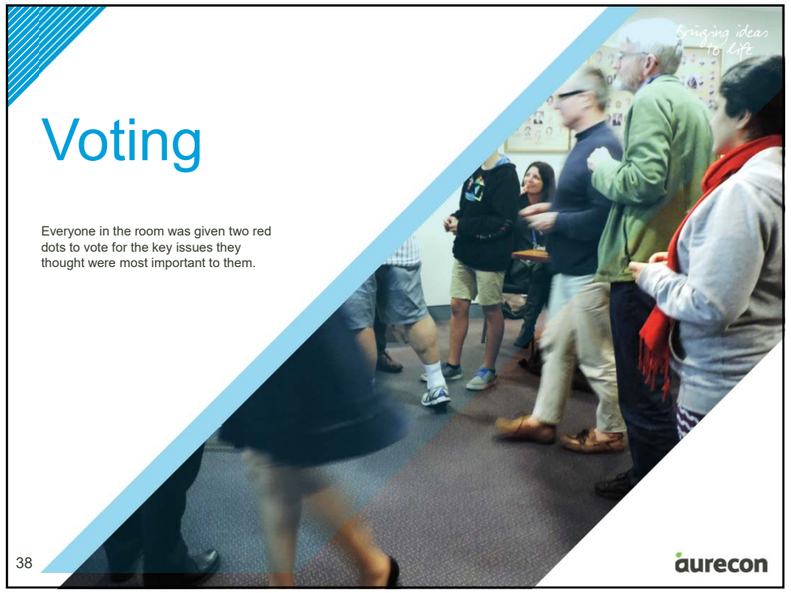


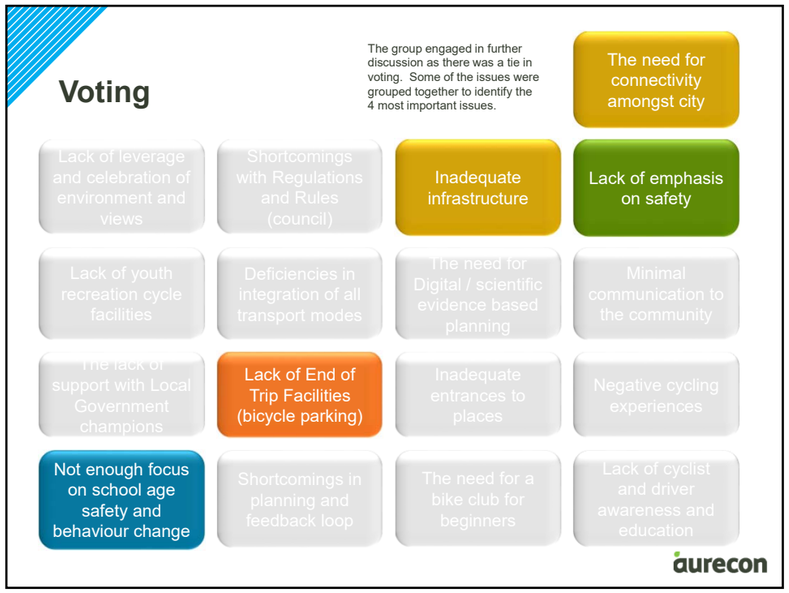
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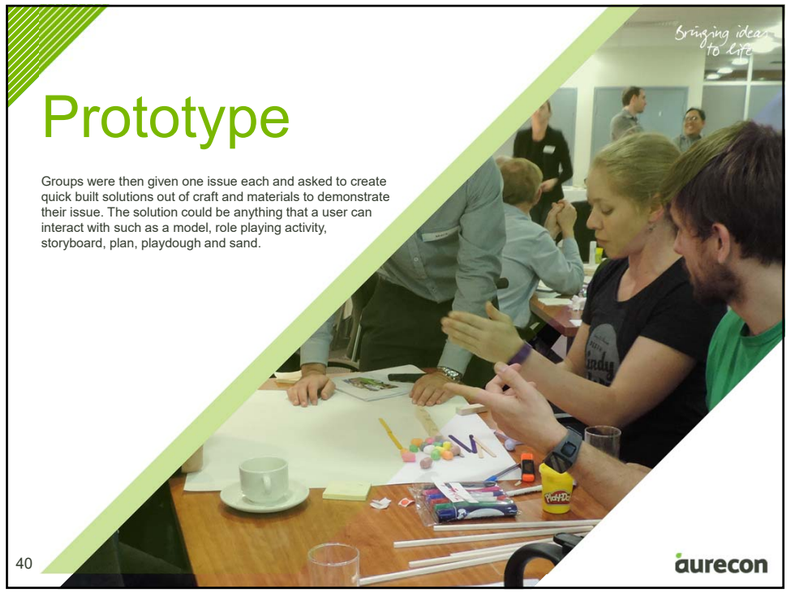
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Appendix A
Community Design Jam – CoSP Summary









Appendix A
Community Design Jam – CoSP Summary

Bringing ideas to life

Infrastructure Improvements and Connectivity Deficiencies






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Bringing ideas to life

Lack of Emphasis On Safety





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Bringing ideas to life

Not Enough Focus On School Age Safety and Behaviour Change





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Bringing ideas to life

Lack of End of Trip Facilities




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Appendix A
Community Design Jam – CoSP Summary

Bringing ideas to life

Share

We asked groups to share their prototype with the group and expand on how their idea was developed.

We then asked other members to provide feedback on the prototype. To say what they liked, what they didn't like, what worked, what didn't work and what could be improved.

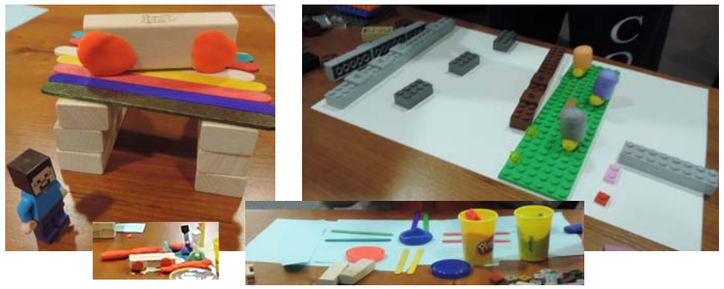


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Bringing ideas to life

Infrastructure Improvements and Connectivity

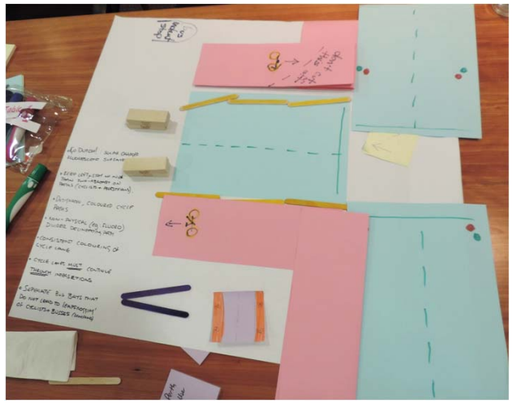


- Good design practice to include a separated bike lane;
- Design removes discontinuity of cycle lanes at intersections;
- Through traffic cycle lanes are prioritised over queued traffic;
- Roundabouts are a major issue i.e. Hayman Road, creating a bike lane on a roundabout would be ideal;
- More bridges and underpasses so everyone can move independently;
- More use of advanced bike storage at intersections, in front of vehicles with advanced phases.

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Bringing ideas to life

Safety

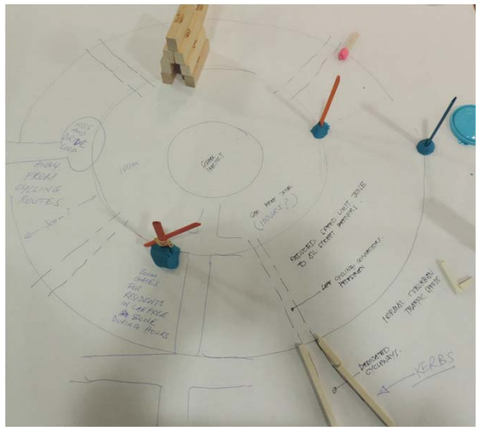


- Bike lanes stop at intersection, removing conveniences and causing merging safety concern;
- Buses are an issue so a clear demarked bay for buses is needed;
- Solar charged and illuminated path surfaces installed to improve visibility;
- Fluorescent paint that delaminates the edge of the bike path;
- Consistent pavement colour of bike lanes across the whole of Perth to improve familiarity for all users; and
- Signage for education of all modes.

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Bringing ideas to life

Focus on school age safety and enhance behaviour change



- School in the centre with a car free zone around school (i.e. 500m);
- Slow car speeds (10kmph) for those that surround and have to enter;
- Drop off areas are needed for this to work;
- Feasible because of extra size of perimeter;
- Whole suburb has to be planned in a way that complements this arrangement;
- Cycle ways around the suburb feeding into the zone; and
- Could this be done at Curtin?

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Appendix A
Community Design Jam – CoSP Summary

End of Trip Facilities



- Particular focus on bike lock up;
- Prominent bicycle parking at a number of retail locations;
- Remove one car bay at the front and replace it with 10 lots of bicycle parking;
- Add a pump to bicycle parking areas and remove access from cars;
- It might make people think 'well I can't get a car bay but I can get a bicycle park so next time I might ride';
- Potential location is Waterford plaza; and
- Undercover bike parking is required.

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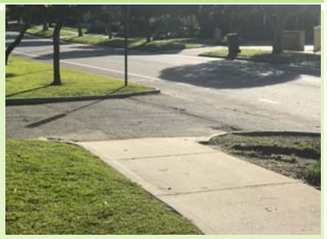
Appendix B – Detailed Infrastructure Audit Results (CoSP)

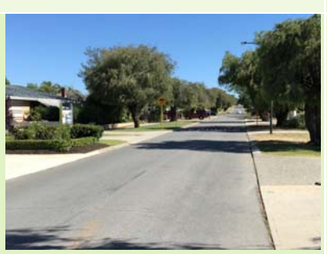
Detailed Link Results for the CoSP

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L1-A	Kwinana Freeway PSP	Narrows Bridge and Canning Bridge	**Shared Path (off-road)** Approximately 3.0m wide off-road path. The path includes appropriate markings, signage and lighting along most of the alignment.		▪ This provides part of a key route for commuters and recreational cyclists, who visit the Perth CBD. ▪ There is a lack of wayfinding along the path, particularly at overpasses. ▪ Pedestrian demand was highest south of the Thelma Street overpass. ▪ Some sections of the path had debris and overgrown vegetation. ▪ Pavement markings along the route were faded making them barely legible. ▪ Ponding was observed on the shared path that connects to the Freeway Off-Ramp/Mill Point Road crossing approximately 100m south. ▪ There is a lack of wayfinding along the path, particularly at overpasses.	▪ Ensure the PSP is maintained regularly through regular liaison with Main Roads. ▪ Investigate the ponding issues along the connecting shared path 100m south of the Freeway Off-Ramp/Mill Point Road crossing. Install more cycling wayfinding signage, specifically at overpasses, directing users to key destinations within the City of South Perth. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1)
L1-B	Kwinana Freeway PSP	Canning Bridge and Mount Henry Bridge	**Shared Path (off-road)** Approximately 3.0m wide off-road path.		▪ This provides part of a key route for commuters and recreational cyclists, who visit the Perth CBD and area surrounding Canning Bridge. ▪ Centreline line marking is provided along the route. However, the path lacks a solid edge with line marking which reduces visibility. ▪ The pavement surface is cracked and uneven along stretches. ▪ There is no lighting along the path affecting personal security and making the path unappealing during the evening. ▪ Some sections of the path had debris and overgrown vegetation. ▪ There is a lack of wayfinding along the path, particularly at overpasses.	▪ This section of the PSP is a critical component of the cycle network and requires upgrading. The Kwinana Freeway PSP is under the control of Main Roads and as such it is recommended that the CoSP lobby to Main Roads to consider the following: – Review this section of the PSP and investigate the feasibility of separation or path widening. – Resurface existing path and install edge lines to improve demarcation of path. – Install path lighting. ▪ This is further discussed in Section 8.2.9.1.
L2-A	Mill Point Road	Freeway PSP and South Perth Esplanade	**Shared Path (off-road)** Approximately 2.5m wide off-road path which includes appropriate markings and signage.		▪ This provides part of a key route to/from the Perth CBD and South Perth Foreshore and caters for a high demand of a wide variety of users, including pedestrians, and both confident and less confident cyclists. ▪ Poor sight lines exist at the freeway off-ramp/Mill Point Road intersection with the shared path. ▪ Ponding was observed on the shared path on Mill Point Road underneath the Narrows Bridge.	▪ Investigate measures to improve safety and priority for crossing cyclists at the Freeway Off-Ramp/Mill Point Road intersection. Measures could include: – Install traffic calming devices on the off-ramp to slow vehicles down – Install zebra crossing or raised wombat crossing to increase priority for cyclists – Install slowing devices on shared path approaches to slow cyclists down

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
						▪ Liaise with Main Roads and investigate drainage/leaking issue along the Mill Point Road shared path under the Narrows bridge.
L2-B	South Perth Esplanade	Mill Point Road and South Perth Foreshore Path	**Shared Path (off-road)** Approximately 2.2m wide off-road concrete path. A section of 3.0m wide off-road asphalt path is located at the north end.	 	▪ This provides part of a key route to/from the Perth CBD and South Perth Foreshore and caters for a high demand of a wide variety of users, including pedestrians, and both confident and less confident cyclists. ▪ The route also passes through the Mends Street precinct, where the Connect South project is currently in planning. ▪ The existing shared path lacks appropriate markings and signage, and is narrower than a high quality shared path. ▪ Cyclists were observed to be using the road, even though there are no facilities provided. ▪ There is a lack of wayfinding and crossing facilities to Mends Street.	▪ Widen and upgrade the existing shared path to a high quality shared path and install on-road bike lanes, as proposed in the South Perth Esplanade prioritised project (outlined in Section 8.2). ▪ Improve connection from shared path at the east end of South Perth Esplanade with the on-road environment. ▪ Note that part of this route falls within the City's Connect South project.
L2-C	South Perth Foreshore Path	South Perth Esplanade and Ellam Street	**Separated Path (off-road)** Approximately 3.0m wide off-road path. The path includes appropriate markings, signage and lighting along most of the alignment.	 	▪ This provides part of a key route to/from the Perth CBD and South Perth Foreshore and caters for a high demand of a wide variety of users, including pedestrians, and both confident and less confident cyclists. ▪ There a number crossings at carpark access roads, which require cyclists to give way to vehicles (i.e. Coode Street and Douglas Avenue). ▪ Flooding was observed on the path adjacent to the carpark west of Coode Street. ▪ Poor sightlines were observed from the west approach at the Douglas Avenue crossing (looking south east). ▪ There is a lack wayfinding at some crossing points (i.e. Coode Street shared path).	▪ Investigate providing through priority to cyclists at the Coode Street and Douglas Avenue crossings as proposed in the South Perth Esplanade prioritised project (outlined in Section 8.2). This includes: – Providing through priority for cyclists with the use of continuous red asphalt plus zebra crossings, wombat crossings or raised plateaus (or a combination). – Installing traffic calming devices on the road approaches to the cycle crossing to slow vehicles down. – Installing pavement marking and calming devices on the shared path approaches to the intersections to increase awareness and slow cyclists down. ▪ At the west side of the intersection of the foreshore path and Douglas Avenue, investigate removing the two car park bays on the south side, to improve sightlines. ▪ Investigate ponding issue along the path adjacent to the carpark west of Coode Street. ▪ Investigate the installation of adequate wayfinding at key intersection (i.e. Coode Street). This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).

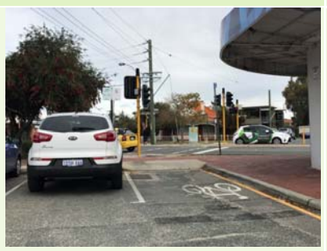
Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L3	Hurlingham Road	South Perth Foreshore and Mill Point Road	**Shared Path (Off-Road) and On-Road (unmarked)** Approximately 2.0m wide off-road concrete path (with asphalt at the northern end). The road currently has no cycling facilities and is generally 9.0m wide. This section is labelled on the previous DoT Your Move Map as a local bicycle friendly route.		▪ This provides a north-south connection from the South Perth Foreshore and Mill Point Road (and further south to Banksia Terrace) ▪ Although the eastern side of the path is signed as a shared path, no dedicated priority for cyclists is provided. ▪ There is a lack of wayfinding along the route.	▪ This route should form part of the long term strategic network as a local route. There is potential for this route to be developed into a Safe Active Street providing a complete north-south connection to the South Perth Foreshore. ▪ Install wayfinding along route particularly at Mill Point Road toward the South Perth Foreshore. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L4-A	Banksia Terrace	Mill Point Road and Canning Highway	**Shared Path (Off-Road) and On-Road (unmarked)** Approximately 2.0m wide off-road concrete path between Mill Point Road and Canning Highway. The road currently has no cycling facilities and is generally 8.0m wide, with two traffic calming devices. This section is labelled on the previous DoT Your Move Map as a local bicycle friendly route. An underpass is located at the intersection with Canning Highway.	 	▪ This provides part of the north-south connection to the South Perth Foreshore ▪ There is a lack of formalised pavement and line marking along the shared path and it is cracked and uneven along sections. ▪ Traffic calming devices put on-road cyclists in dangerous positions as appropriate bypass paths are limited. ▪ The existing underpass is steep, however is critical in providing an uninterrupted crossing at Canning Highway. Improvement to the amenity of the underpass can be undertaken. ▪ There is a lack of wayfinding along the route.	▪ This section of Banksia Terrace does not have any formal cycling infrastructure, with cyclists either riding on-road with traffic or on the footpath. There is potential for this route to be developed into a Safe Active Street in the long term. ▪ In the short term, suitable off-road bypasses at the traffic calming devices should be installed for on-road cyclists. ▪ Improvements to the amenity of the existing underpass should be investigated, i.e. improved lighting and improved pavement markings. ▪ Install wayfinding along the route particularly at the Canning Highway underpass indicating direction and distance to the South Perth Foreshore, and Curtin University. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L4-B	Banksia Terrace	Canning Highway and George Street	**Separated Cycle Only Path (On-Road)** Approximately 3.0m wide protected bi-directional cycle only path between Canning Highway and View Street. The remaining section to George Street is on-road with traffic or a 1.8m concrete path. This section is also labelled on the previous DoT Your Move Map as a local bicycle friendly route.		▪ This provides part of the north-south connection to the South Perth Foreshore, and to Kensington Primary School. ▪ This road has a low traffic volume at approximately 500 vehicles per day. ▪ Existing cycle data of 80 cyclists per day were recorded on the separated path (2014). ▪ The concrete path from Kensington Primary School to George Street is narrow and lacks formalised pavement and line marking. ▪ There is a lack of wayfinding along the route.	▪ The section of Banksia Terrace between View Street and George Street does not have any formal cycling infrastructure, with cyclists either riding on-road with traffic or on the narrow footpath. There is potential for this section to be developed into a Safe Active Street in the long term. ▪ Install wayfinding along route particularly at George Street to the South Perth Foreshore and Curtin University. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L5-A	Thelma Street	Murray Street and Hayman Road	**On-Road (marked) and Pedestrian Only Path (off-road)**		▪ This provides an east-west connection from Hayman Road to Penrhos College.	▪ Remove “pedestrian only” signage from the existing path on the southern side of Thelma Street and install shared path signage and pavement markings.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
			This road currently has appropriately marked red-asphalt on-road bike lanes and consists of a good surface quality. Two traffic calming devices are located along the road with off-road bypass paths generally provided. Approximately 2.5m wide off-road path is currently signed as a pedestrian only path.	 	▪ The pedestrian only path is of adequate width and can cater for less confident cyclists using this strategic route. It also connects well to the existing shared path along Hayman Road and continuing along Thelma Street. ▪ An existing off-road bypass at the traffic calming device just east of Murray Street for westbound cyclists does not transition smoothly onto the bike lane. ▪ Westbound cyclists crossing Murray Street do not have an off-road bypass available. ▪ There is a lack of wayfinding along the route.	▪ Install a westbound off-ramp with smooth transition at the traffic calming device just east of Murray Street. ▪ At the Thelma Street/Murray Street intersection investigate the installation of an off-road bypass path with smooth transition at the westbound approach of the intersection. This should connect to the existing crossing point. ▪ Install wayfinding along route particularly at the Murray Street and Hayman Road intersections. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L5-B	Thelma Street	Throssell Street and Murray Street	**Shared Path (off-road)** Approximately 2.5m wide off-road path which includes appropriate markings and signage.		▪ This section provides an east-west connection through to Penrhos College. ▪ The connection with the west end of the Penrhos College carpark and Throssell Street is a challenging location for cyclists travelling east-west to navigate. The existing shared path leads cyclists into the carpark, which increases chances of conflicts with vehicles and pedestrians, particularly during school peak periods. Several kerbs also act as obstructions.	▪ Investigate improvements to the connection between the west end of the Penrhos College car park and Throssell Street, as proposed in the Thelma Street prioritised project (outlined in Section 8.2). Liaison with Penrhos College will be required.
L5-C	Thelma Street	Canning Highway and Morrison Street	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 7m wide. This section is labelled on the previous DoT Your Move Map as a local bicycle friendly route.		▪ This section provides an east-west connection between Canning Highway and Penrhos College. ▪ Parked cars on both sides cause cyclist deviation into traffic. ▪ Thelma Street is a cul-de-sac east of Canning Highway, supporting on-road cycling.	▪ The section does not have any formal cycling infrastructure, with cyclists either riding on-road with traffic or on the narrow footpath. There is potential for this section to be developed into a safe active street in the long term.
L5-D	Thelma Street	Labouchere Road and Canning Highway	**On-Road (marked) and On-Road (sealed shoulder)** Some of the road currently has appropriately marked red-asphalt on-road bike lanes. The remaining 180m section to Canning Highway is not sealed with red asphalt nor marked as cycle lanes.		▪ This section provides an east-west connection across the signalised Canning Highway intersection connecting to the Kwinana Freeway PSP. It also provides a direct connection to the strategic north-south routes along Labouchere Road and Coode Street. ▪ Currently on-road sealed shoulders are provided along this section, however approximately 180m section is not sealed with red asphalt nor marked as cycle lanes. ▪ Eastbound traffic at Canning Highway was observed to queue on the Thelma Street approach, with vehicles encroaching on the existing sealed	▪ It is recommended that when the next resurfacing works along Thelma Street are undertaken that this entire section of on-road cycle lanes is reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m and it is recommended that plastic kerbing is installed as a separator. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ Protection for the on-road cycle lanes is particularly important at the approach to the Canning Highway intersection, where there is the largest risk of conflict. Advanced stop cycling boxes are recommended to be investigated and installed at the eastbound approach during the next resurfacing works.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					shoulder. On-road cyclists are therefore put into a dangerous position. ▪ Westbound cyclists do not have an appropriate off-road bypass at the Thelma Street/ Labouchere Road intersection.	▪ The following improvements are recommended at the Thelma Street/ Labouchere Road intersection: – Install off-road bypass path with smooth transition on the east approach for westbound cyclists – Install holding rails at all median crossings at the intersection
L5-E	Thelma Street	Melville Parade and Labouchere Street	Apart from a small section of sealed shoulders west of Labouchere Road, the road currently has no cycling facilities and is generally 9.0m wide. This section is labelled on the previous DoT Your Move Map as a local bicycle friendly route.		▪ This section provides an east-west connection between Canning Highway and the Kwinana Freeway overpass. ▪ This section of road includes a steep hill of considerable length. ▪ This section carries low traffic volumes, and caters for a bus route. ▪ A sealed shoulder exists but disappears after approximately 100m. Cars were observed to park in the sealed shoulder.	▪ The section does not have any formal cycling infrastructure, with cyclists either riding on-road with traffic or on the narrow footpath. There is potential for this section to be developed into a Safe Active Street in the long term. ▪ The installation of a formal pedestrian/cyclist crossing is recommended to connect directly to the PSP overpass.
L6-A	Welwyn Avenue	Manning Road and Hope Avenue	**On-Road (marked**) This road currently has appropriately marked red-asphalt on-road bike lanes. It has an approximately 1.6m wide central median and consists of a good surface quality.	 	▪ This section provides a key north-south connection through Manning and to/from Salter Point. ▪ Existing traffic volumes along the road are approximately 5,000 vehicles per day and the speed limit is 50km/hr. ▪ There is a gap in a small section of on-road cycle lane in the southbound direction just south of Griffin Crescent where some on-street parking spaces are provided. This puts cyclists into a dangerous position to merge with into the traffic lane. ▪ There is a lack of wayfinding along the route.	▪ Welwyn Avenue/Bradshaw Crescent intersection – Install yellow bicycle pavement symbols in the centre of the approach lane to increase awareness of confident cyclists wishing to travel through the roundabout ▪ Welwyn Avenue/Conochie Crescent intersection – Install yellow bicycle pavement symbols in the centre of the approach lane to increase awareness of confident cyclists wishing to travel through the roundabout ▪ Continue the on-road cycle lane in the southbound direction at Griffin Crescent to fill the existing gap. This will require the indentation of parking bays into the existing verge. ▪ Welwyn Avenue/Hope Avenue intersection – Install off-road bypass paths with smooth transitions on the Welwyn Avenue approaches ▪ Install wayfinding along the route particularly at Manning Road and Manning shops/Community Hub. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L6-B	Welwyn Avenue	Hope Avenue and Unwin Crescent	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 6.5m wide and is labelled on the previous DoT Your Move Map as a local bicycle friendly route.		▪ This provides a north-south connection through Manning and to/from Salter Point. ▪ Existing traffic volumes along the road are approximately 1,500 vehicles per day and the speed limit is 50km/hr. ▪ A bus service is located on the road at the south end. ▪ Several raised pavement traffic calming devices are located along the road.	▪ This route should form part of the long term strategic network as a strategic route. As part of any future resurfacing works, formalise on-street parking and investigate the installation of Safe Active Streets treatments (i.e. formalised parking and red pavement). This will also require changing priority at the Baldwin Street intersection.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L7-A	Manning Road	Centenary Avenue and Kent Street	**Shared Path (Off-Road)** Approximately 2.5m wide off-road concrete path along the south side of Manning Road. Approximately 2.0m wide off-road concrete path along the north side of Manning Road, which is within ToVP and not referred to here.	 	▪ This is a strategic east-west connection across the southern section of South Perth to Curtin University and neighbouring councils. ▪ Existing traffic volumes along the road are approximately 32,000 vehicles per day and the speed limit is 70km/hr. This creates an unsuitable environment for on-road cycling. ▪ The existing concrete paths is narrow at sections and lacks formalised pavement and line marking. ▪ There is a lack of adequate crossing facilities to Curtin University, particularly at Manning Road/Curtin University South entrance intersection.	▪ In collaboration with ToVP, upgrade existing crossing facilities at the Curtin University South entrance and Kent Street intersections, as proposed in the Manning Road prioritised project (outlined in Section 8.2). ▪ Spray the existing footpath on the south side with red paint and formalised pavement and line marking, as proposed in the Manning Road prioritised project (outlined in Section 8.2). ▪ Install wayfinding along the route particularly at Kent Street and the Curtin University South entrance. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L7-B	Manning Road	Kent Street and Welwyn Avenue	**Shared Path (Off-Road)** Approximately 1.6 to 2.0m wide off-road concrete path along the north side of Manning Road. Approximately 1.6m wide off-road concrete path along the south side of Manning Road except between Elderfield Road and Cashel Way, where there is no path.	 	▪ This is a strategic section provides an east-west connection across the southern section of South Perth and provides a connection to Curtin University and neighbouring councils. As a result, there is a strong demand for this route to be improved. ▪ This road has a high traffic volume at approximately 32,000 vehicles per day and the speed limit is 60 to 70km/hr. This creates an unsuitable environment for on-road cycling. ▪ The existing concrete paths are narrow and lack formalised pavement and line marking. ▪ There is a gap along the shared path on south side, with approximately 500m of missing path between Elderfield Road and Cashel Way. ▪ There is a lack of adequate crossing facilities, particularly at the Welwyn Avenue and Elderfield intersections.	▪ Install 3.0m shared path on the south side of Manning Road between Elderfield Road and Cashel Way, as proposed in the Manning Road prioritised project (outlined in Section 8.2). ▪ Replace the existing path on the south side of Manning Road between Elderfield Road and Welwyn Avenue with a new 2.5m-3.0m red asphalt path as proposed in the Manning Road prioritised project (outlined in Section 8.2). ▪ Install pedestrian/cyclist crossing facilities at the Elderfield Road and Welwyn Avenue intersections, as proposed in the Manning Road prioritised project (outlined in Section 8.2). ▪ Install wayfinding along the route particularly toward Curtin University. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L7-C	Manning Road	Welwyn Avenue and Ley Street	**Shared Path (Off-Road)** Approximately 1.6 to 2.0m wide off-road concrete path along the north side of Manning Road. Approximately 1.6m wide off-road concrete path along the south side of Manning Road except between Elderfield Road and Cashel Way, where there is a 500m gap.		▪ This is a provides part of the east-west connection across the southern section of South Perth, connecting with Ley Street and Welwyn Avenue. ▪ This road has a high traffic volume at approximately 32,000 vehicles per day. ▪ The existing concrete paths are narrow and lack formalised pavement and line marking. ▪ Several issues were raised for crossing at the Manning Road/Ley Street intersection. ▪ Some sections of the path had debris and overgrown vegetation.	▪ Manning Road/Ley Street intersection – Install holding rails at all median crossings at the intersection – Investigate the provision of cyclist advanced stop boxes at the north, south and east approaches – Install a pram ramp at the east end of Wooltana Street to allow a convenient connection to the intersection ▪ Install wayfinding along the route particularly toward Curtin University and Canning Bridge. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L8-A	Davilak Street	Canning Bridge and Ley Street	**Sealed Shoulder (on-road)** Approximately 1.5m on-road bike lanes (sealed shoulder), which discontinue at some intersections.		▪ This provides a part of an east-west connection between Curtin University and Canning Bridge Station. ▪ Existing traffic volumes are below 1,500 vehicles per day and the posted speed is 50km/hr. ▪ This section caters for bus routes. ▪ Perpendicular parking on north verge is provided along McDougall Park. ▪ On-road bike lanes are surfaced with red asphalt but are not marked with bike symbols or signage. ▪ On-road bike lanes discontinue at the Robert Street intersection. There is also a lack of off-road bypass options on the approaches and departures for cyclists travelling through the Ley Street roundabout. ▪ There is a lack of wayfinding along the route.	▪ This route forms part of the Canning Bridge to Curtin Cycle Link. This is proposed to include the installation of a bi-directional cycle path, as proposed in the Canning Bridge to Curtin Bicycle Link prioritised project (outlined in Section 8.2). ▪ Install wayfinding along the route particularly toward Curtin University and Canning Bridge. This should form part of an overall wayfinding strategy (as outlined in Section 8.3.1).
L8-B	Davilak Crescent/ Godwin Avenue	Ley Street and Henley Street	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 6.0 wide. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.	 	▪ This provides a part of an east-west connection between Curtin University and Canning Bridge Station. ▪ This route carries low traffic volumes and the posted speed is 50km. ▪ Perpendicular parking is located along the south verge. ▪ A roundabout is located at Canavan Crescent, and no priority is provided at Bickley Crescent. ▪ There is a lack of formalised parking along the streets. ▪ There is a lack of wayfinding along the route.	▪ This route is part of the Canning Bridge to Curtin Cycle Link. This is proposed to include developing Davilak Crescent into a Safe Active Street as proposed in the Canning Bridge to Curtin University Cycle Link prioritised project (outlined in Section 8.2). ▪ Upgrade the connection from Godwin Avenue to Henley Street as part of the above works to provide a direct connection for cyclists. ▪ Install wayfinding along the route particularly toward Curtin University and Canning Bridge. This should form part of an overall wayfinding strategy (as outlined in Section 8.3.1).
L8-C	Jackson Road	Henley Street to Kent Street	**Separated Path (off-road) and Shared Path (off-road)** Approximately 3.5m wide off-road separated/ cycle only path between Henley Street and Jackson Road, and 2.5 to 3.0m shared path along Jackson Road.		▪ This provides a part of an east-west connection between Curtin University and Canning Bridge Station. ▪ There is no lighting along the separated path affecting personal security and making it unappealing during the evening. ▪ The existing permanent cycle counter located along the separated path has recorded a daily volume of 80 vehicles per day. ▪ The pedestrian path located adjacent to the separated path lacks signage and pavement	▪ This route is part of the Canning Bridge to Curtin University Cycle Link. This is proposed to include the following: – Installation of a bi-directional cycle path and separate pedestrian path along Jackson Road, as proposed in the Canning Bridge to Curtin University Cycle Link prioritised project (outlined in Section 8.2). – As part of the above works, modify the connection from the existing separated path to the proposed Jackson Avenue path to provide a direct connection for cyclists. Lighting should also be improved along the entire off-road route.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					markings indicating that the path is primarily for pedestrians. ▪ Some sections of the separated path had debris and overgrown vegetation. There is also a lack of lighting along affecting personal security and making the path unappealing during the evening. ▪ Jackson Road carries low traffic volumes and the posted speed is 50km/hr. ▪ The pavement surface along Jackson Road is uneven along stretches. Debris and overgrown vegetation were along most of the path edge. ▪ There is a lack of wayfinding along the route.	– Install signage and pavement markings indicating the desired pedestrian only use of the path adjacent to the separated path. ▪ Ensure the paths are maintained regularly. ▪ Install wayfinding along the route particularly toward Curtin University and Canning Bridge. This should form part of an overall wayfinding strategy (as outlined in Section 8.3.1).
L9-A	Lawler Avenue/Tate Street	Mill Point Road and Lawler Street	**Bicycle Lane (on-road)** Approximately 1.5m on-road bike lanes. and is labelled on the previous DoT Your Move Map as a local bicycle friendly route.		▪ This provides part of a north-south connection between Curtin University and the South Perth foreshore. ▪ This route carries low traffic volumes and the posted speed is 50km/hr. ▪ Lighting is lacking along the route. ▪ The on-road bike lanes discontinue at the Lawler Street intersection. ▪ The existing bike lane on the west side is observed to have parked vehicles on it. The existing bike lane on the east side is adjacent to parallel parking, and is in the door zone. ▪ There is a lack of wayfinding along the route.	▪ Install bidirectional cycle path and formalise parking along this section of Tate Street, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Install a raised plateau at the Lawley Street intersection with a north-south crossing, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Install wayfinding along the route particularly at Douglas Avenue. This should form part of an overall wayfinding strategy (as outlined in Section 8.3.1).
L9-B	Lawler Street/Tate Street	Tate Street and Canning Highway	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 7.0m wide and is labelled on the previous DoT Your Move Map as a local bicycle friendly route.		▪ This provides part of a north-south connection between Curtin University and the South Perth foreshore. ▪ This route carries low traffic volumes and the posted speed is 50km/hr. ▪ Lighting is lacking along sections of the route. ▪ There is a lack of wayfinding along the route.	▪ Develop Lawler Street into a Safe Active Street, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Install wayfinding along the route particularly at Angelo Street and Canning Highway. This should form part of an overall wayfinding strategy (as outlined in Section 8.3.1)
L10-A	Douglas Avenue/ Hayman Road	South Perth Foreshore and Mill Point Road	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 10.0m wide.		▪ This provides a part of a north-south connection between Curtin University and the South Perth foreshore. ▪ This route carries low traffic volumes and the posted speed is 50km/hr. ▪ There is a lack of lighting along some sections of the road. ▪ A significant amount of formalised parking is located along the road, particularly one the west side. ▪ There is a lack of wayfinding along the route	▪ Investigate providing through priority to cyclists at the Douglas Avenue crossings with the Foreshore Path, as proposed in South Perth Esplanade prioritised project (as outlined in Section 8.2). ▪ Formalise the connection of Douglas Avenue and Mill Point Road, and Tate Street and Mill Point Road, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Install wayfinding along the route particularly at Mill Point Road. This should form part of an overall wayfinding strategy (as outlined in Section 8.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L10-B	Douglas Avenue/ Hayman Road	Mill Point Road and Canning Highway	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 7.0m wide, with several traffic calming devices.		▪ This provides a part of a north-south direction connection between Curtin University and the South Perth foreshore ▪ This route carries traffic volumes 8,000 vehicles per day and the posted speed is 50km/hr. ▪ There are several locations along the route where the traffic calming devices put cyclists in dangerous positions with general traffic. ▪ It is inconvenient for southbound travelling cyclists to utilise Douglas Avenue from Lawler Street.	▪ Investigate improving the north-south connection for cyclists across Canning Highway in collaboration with Main Roads, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2).
L10-C	Douglas Avenue/ Hayman Road	Canning Highway and George Street/ South Terrace	**Sealed Shoulder (on-road)** Approximately 1.5m on-road bike lanes.		▪ This provides a part of a north-south direction connection between Curtin University and the South Perth foreshore ▪ This route carries traffic volumes 11,000 vehicles per day and the posted speed is 60km/hr. ▪ Currently on-road bike lanes/ sealed shoulders are provided with red asphalt surfacing, however they are not marked as cycle lanes, and are narrow near the South Terrace/ George Street intersection ▪ The on-road bike lanes do not span the entire length to the Canning Highway intersection, and lack suitable options to enter/exit the roadway. ▪ There is a lack formalised pedestrian/cyclist crossing on all approaches of the South Terrace/ George Street intersection. ▪ There is a lack of wayfinding along the route.	▪ Upgrade the existing sealed shoulder to protected formal on-road cycle lanes, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Extend on-road bike lanes to the Canning Highway intersection and install an advanced cyclist stop box in the northbound direction on the approach to the Canning Highway, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ It is inconvenient for southbound travelling cyclists to utilise Douglas Avenue from Lawler Street. Investigate improving the north-south connection for cyclists across Canning Highway in collaboration with Main Roads. ▪ Install off-road bypass paths with smooth transitions at the on-road bike lanes where they discontinue/begin. ▪ Install dedicated crossing facilities and advanced stop cyclist boxes on all approaches at the South Terrace/ George Street intersection, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Install wayfinding along the route particularly at Canning Highway and South Terrace/ George Street. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1)
L10-D	Douglas Avenue/ Hayman Road	George Street/ South and Kent Street	**Sealed Shoulder (on-road) and Shared Path (off-road)** Approximately 1.5m on-road bike lanes. A shared path runs along the west side of Hayman Road.		▪ This provides a part of a north-south direction connection between Curtin University and the South Perth foreshore ▪ This route carries traffic volumes below 22,000 vehicles per day and the posted speed is 60 to 70km/hr. ▪ Currently on-road red asphalt sealed shoulders are provided, however they are not marked as cycle lanes on the west side and are not surfaced red or marked as cycle lanes on the east side. ▪ The existing path connection to Bessel Avenue is lacking adequate width and shared path pavement and line markings.	▪ Review on-road cycle lanes as part of next resurfacing works, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Upgrade existing path to a 2.5m-3.0m red asphalt shared path, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Upgrade the shared path connection at Bessell Avenue to facilitate enhanced access, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2). ▪ Install off-road bypass in east-bound direction on the Hayman Street approach at the Kent Street roundabout, as proposed in the Douglas Avenue prioritised project (outlined in Section 8.2).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
				 	▪ There is lack of an adequate off-road bypass path for eastbound cyclists at the Kent Street approach. ▪ There is a lack of wayfinding along the route.	▪ Install wayfinding along the route particularly at Bessel Avenue and Kent Street. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1)
L11	Labouchere Road	Mill Point Road and Canning Highway	**Bicycle Lanes (on-road** Approximately 1.5m on-road bike lanes, which discontinue north of Angelo Street.	 	▪ This provides part of a north-south direction connection between Como and Mill Point/South Perth Foreshore. ▪ This route carries traffic volumes generally below 13,000 vehicles per day and the posted speed is 60km/hr. ▪ This is a high frequency bus route which creates potential conflicts for on-road cyclists at bus stops. ▪ There is an existing gap between Mill Point Road and Angelo Street which does not have on-road bike lanes. ▪ The existing on-road bike lanes are marked with bike symbols between Angelo Street and Canning Highway, but the sections between Hensman Street and South Terrace, and Saunders Street and Canning Highway are not surfaced with red asphalt. ▪ There is a lack of off-road bypass options on the approaches and departures for cyclists travelling through the Thelma Street and Preston Street intersections. ▪ There is a lack of suitable options to enter/exit the roadway at the locations where the bike lanes discontinue south of Angelo Street. ▪ Cars were observed to park on the bike lanes, particularly south of Saunders Street. ▪ There is a lack of wayfinding along the route.	▪ Upgrade the existing on-road cycle lanes as part of the next resurfacing upgrade on-road cycle lanes between Hensman Street and South Terrace, with red asphalt, and adequate pavement markings and signage. Additionally, investigation into the extension of on-road cycle lanes through each intersection (i.e. advanced cycling stop boxes) along the entire road between Angelo Street and Canning Highway should be undertaken (i.e. Saunders Street, South Terrace). ▪ Investigate the installation of new on-road cycle lanes between Angelo Street and Mends Street, which may require removal of one southbound traffic lane on Labouchere Road. ▪ Consider installing off-road bypass cycle paths prior to each bus stops to allow cyclists to bypass a stopped bus. ▪ Install appropriate off-road bypass paths on the Labouchere Road approaches and departures to the Preston Street roundabout. ▪ Install appropriate off-road bypass paths on the south approach and departure at the Preston Street roundabout. ▪ Remove the existing median island at the Saunders Street intersection and consider raising the intersection to slow vehicles. ▪ Formalise on-street parking south of Saunders Street and include bike symbols in the centre of the lanes to encourage cyclists to use the centre of the lane. ▪ Install wayfinding along the route particularly at Comer Street (overpass), Preston Street, Thelma Street and Cale Street. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1)

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L12-A	Coode Street	South Perth Foreshore and South Terrace	**Bicycle Lanes (on-road** Approximately 1.5m on-road bike lanes, which discontinue north of Mill Point Road	 	▪ This provides part of a north-south direction connection between Como and the South Perth Foreshore. ▪ This route carries traffic volumes generally below 6,000 vehicles per day and the posted speed is 50km/hr. ▪ This is a high frequency bus route which creates potential conflicts for on-road cyclists at bus stops. ▪ The existing on-road bike lanes discontinue at the Mill Point Road, Angelo Street and South Terrace intersections, and lack suitable options to enter/exit the roadway at these locations. ▪ While the bike lanes do not continue north of Mill Point Road a 2.5m concrete path is located on the west side. ▪ There is a lack of wayfinding along the route.	▪ Upgrade the existing on-road cycle lanes between South Perth Foreshore and South Terrace to protected cycle lanes, as proposed in the Coode Street prioritised project (outlined in Section 8.2). ▪ Investigate extending the on-road cycle lanes through the Mill Point Road, Angelo Street and South Terrace intersections (i.e. advanced cycle stop boxes) as proposed in the Coode Street prioritised project (outlined in Section 8.2). ▪ Upgrade the existing footpath between the South Perth Foreshore and Mill Point Road to a 2.5-3.0m red asphalt shared path with appropriate line marking and signage. Additionally, consider the installation of cycle friendly traffic calming devices to reduce vehicle speed for on-road cyclists. ▪ Install wayfinding along the route particularly at the South Perth Foreshore, Mill Point Road, Angelo Street and South Terrace. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1)
L12-B	Coode Street	South Terrace and Canning Highway	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 9.0 to 10.0m wide	 	▪ This provides part of a north-south direction connection between Como and the South Perth Foreshore. ▪ This route carries traffic volumes generally below 6,000 vehicles per day and the posted speed is 50km/hr. ▪ This is a high frequency bus route which creates potential conflicts for on-road cyclists at bus stops. ▪ No formal cycle lanes provided, with inconsistent pavement markings. ▪ Two roundabouts are located along the route, which create an intimidating environment for cyclists. ▪ There is a lack of wayfinding along the route.	▪ Install on-road bike lanes between South Terrace and Thelma Street as proposed in the Coode Street prioritised project (outlined in Section 8.2). ▪ Install wayfinding along the route particularly at South Terrace, Preston Street and Thelma Street. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L13-A	Kent Street	Manning Road and Hayman Road	**Sealed Shoulder (on-road) and Shared Path (off-road)** Approximately 1.5m on-road bike lanes (sealed shoulder), which discontinues approximately 300m north of the Manning Road intersection. A 2.0 to 3.0m wide concrete path runs along the west side of the road. A 3.0m off-road path and on-road bike lane run lane along the east side which are located within ToVP. Only the western		▪ This provides a key strategic route that connects to Curtin University, Town of Victoria Park and the Douglas Avenue Hayman Road strategic route. ▪ Existing traffic volumes along the road are approximately 22,000 vehicles per day and the speed limit is 70km/hr. ▪ This is a high frequency bus route which creates potential conflicts for on-road cyclists at bus stops ▪ The existing concrete path lacks appropriate markings and signage, and is narrower than a high quality shared path. ▪ The sealed shoulder is surfaced with red pavement but is not appropriately signed or marked, which may cause confusion for cyclists wishing to use the facility.	▪ Formalise and widen the existing on-road cycle lanes and provide off-road bypass paths during the next resurfacing works as proposed in the Kent Street prioritised project (outlined in Section 8.2). ▪ As part of next footpath resurfacing consider upgrading the existing footpath on the west side with a 2.5m-3.0m wide high quality shared path. ▪ Install wayfinding along route particularly at Manning Road, Curtin University Main Street and Hayman Road. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
			(southbound) carriageway is located within CoSP, which is the only one referred from here.		▪ There is a lack of priority for northbound cyclists turning onto Curtin University Main Street, which puts cyclists in dangerous positions. ▪ Where the northbound bike lane begins, 300m north of Manning Road, there is a lack suitable options to enter the roadway. ▪ There is a lack of wayfinding along the route.	
L13-B	Kent Street	Hayman Road and Jarrah Road	**Sealed Shoulder (on-road)** Approximately 0.8m on-sealed shoulder, which discontinues at some intersections. Only the western carriageway (northbound) is located within CoSP which is only referred to from here.	 	▪ This provides a key strategic route that connects to Curtin University, Town of Victoria Park and the Douglas Avenue Hayman Road strategic route. ▪ Existing traffic volumes along the road are approximately 12,000 vehicles per day and the speed limit is 60km/hr. ▪ This is a high frequency bus route which creates potential conflicts for on-road cyclists at bus stops. ▪ The sealed shoulder is narrow, not surfaced with red asphalt, or marked with bike symbols and signage. ▪ The sealed shoulder discontinues at the Dick Perry Avenue/Turner Avenue and Jarrah Road intersections. There is also no sealed shoulder along the section between Dick Perry Avenue/Turner Avenue and Jarrah Road. ▪ There is currently a lack of off-road bypass paths at the Hayman Road, Dick Perry Avenue/Turner Avenue and Jarrah Road intersections, for the Kent Street approaches and departures. ▪ Median crossings lack holding rails and the required widths for cyclists along Kent Street at the Hayman Road and Jarrah Road intersections. ▪ A 1.8m concrete path is located along a short span (approximately 100m) on the western side south of Jarrah Road. ▪ A short span of shared path is located at the intersection, however the line markings and pavement markings are faded and the surface quality degraded. ▪ Some wayfinding is present, although it shows the outdated Perth Bicycle Network (PBN) routes.	▪ Install new 1.5m on-road cycle lanes with appropriate red asphalt and pavement markings and signage along this section, as proposed in the Kent Street prioritised project (outlined in Section 8.2). ▪ In collaboration with ToVP, install holding rails and shift median crossings so that adequate width is provide (minimum 2.5m) at the Kent Street legs of the Hayman Road intersection. ▪ Install wayfinding along route particularly at Hayman Road, Turner Avenue (Technology Park) and Jarrah Road. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L14	Angelo Street	Labouchere Road and Douglas Avenue	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 7.0 to 13.5m wide. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.	 	▪ This provides a local east-west route that connects to Angelo Street shops, Perth Zoo, and Wesley College. ▪ The speed limit is 50km/hr along the majority and 40km/hr at the Angelo Street shops. ▪ A bus service is located along this route. ▪ Formalised parking is located along the section at the Angelo Street shops. ▪ A considerable hill is located west of Forrest Street, increasing effort for cyclists. ▪ There is a lack of wayfinding along the route. ▪ There is a lack of cycling facilities and space along the route, with potential conflicts on and off-road including at the Angelo Street Shops. This is increase with the use of a painted kerbed median along route approximately 1.5m wide.	▪ As part of the next resurfacing, investigate the feasibility of developing the high activity section of Angelo Street into a slow speed shared environment. In addition, the feasibility of installing a bi-directional cycle path on one side or protected on-road cycle lanes for the remaining length of Angelo Street should be investigated. ▪ Install wayfinding along route particularly at Perth Zoo, Angelo Street shops and Lawler Street. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L15-A	South Terrace/ George Street	Kwinana Freeway Off-Ramp/ Melville Parade and Labouchere Road	**Bicycle Lanes (on-road** Approximately 1.5m on-road bike lanes, which discontinue at the intersections. This section is labelled on the DoT Cycle Map as a local bicycle friendly route.	 	▪ This provides an east-west route through CoSP that connects to the Kwinana Freeway, South Perth Hospital, CoSP Library and Council Building, and Kensington Secondary School. ▪ Existing traffic volumes along the road are approximately 5,000 vehicles per day and the speed limit is 60km/hr. ▪ The existing on-road bike lanes are marked with bike symbols, but the south side (westbound) is not surfaced with red asphalt. ▪ There is a lack of suitable options to enter/exit the roadway at the locations where the bike lanes discontinue. ▪ A high number of cars were observed to park on the bike lanes, putting cyclists in dangerous positions. ▪ There is a lack of wayfinding along the route.	▪ At the east side of the section, where the on-road bike lanes discontinue/begin, install off-road bypass paths with smooth transitions. ▪ As part of the next resurfacing, upgrade the existing on-road cycle lanes with red asphalt, and investigate the extension of cycle lanes through the Labouchere Road intersection (i.e. advanced stop cycle boxes). ▪ Install appropriate bicycle lane signage and pavement markings which will allow the enforcement of parking on the lanes.
L15-B	South Terrace/ George Street	Labouchere Road and Canning Highway	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 10.0 to 12.0m wide, with sections of painted median and road narrowing.		▪ This provides an east-west route through CoSP that connects to the Kwinana Freeway, South Perth Hospital, CoSP Library and Council Building, and Kensington Secondary School. ▪ Existing traffic volumes along the road are approximately 13,000 vehicles per day and the speed limit is 60km/hr. ▪ Part of the section is used by a bus service. ▪ A considerable hill is located between Labouchere Road and Coode Street, increasing effort for cyclists. ▪ There is a lack of wayfinding along the route.	▪ As part of the next resurfacing, investigate the provision of protected 1.5m on-road cycle lanes and advanced stop cycle boxes on the South Terrace approaches at both Coode Street and Canning Highway intersections. This will require liaison with Main Roads. ▪ To avoid the steep grade of South Terrace, consider an alternative route to the Kwinana Freeway principal shared path for cyclists along Hazel Street and Comer Street. ▪ Install wayfinding along route particularly at Coode Street and Canning Highway. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L15-C	South Terrace/ George Street	Canning Highway and Douglas Avenue/ Hayman Road	**Sealed Shoulder (on-road)** Approximately 1.5m on-road bike lanes (sealed shoulder), which discontinue at some intersections.		▪ This provides an east-west route through CoSP that connects to the Kwinana Freeway, South Perth Hospital, CoSP Library and Council Building, and Kensington Secondary School. ▪ Existing traffic volumes along the road are approximately 12,000 vehicles per day and the speed limit is 60km/hr. ▪ Part of the section is used by a bus service. ▪ Several traffic calming devices are located along the section ▪ On-road bike lanes are not marked with bike symbols and signage along the entire length. ▪ On-road bike lanes lack continuity at the Canning Highway, Murray Street and Hayman Road intersections. ▪ There is currently a lack of off-road bypass paths at the Murray Road/ David Street roundabout. ▪ Cars were observed to park on the bike lanes, putting cyclists in dangerous positions. ▪ There is a lack of wayfinding along the route.	▪ At the roundabout of Murray Street/David Street, cycle pavement symbols are recommended to be installed at the centre of the approach lanes of South Terrace to improve awareness for cyclists. Off-road bypass paths should also be installed at a smooth transition for cyclists, plus the median crossings should be investigated for widening (2.5m minimum width) with holding rails to allow for cyclist storage. ▪ Cycle protection kerbs or an appropriate bypass path should be installed at the traffic calming devices along this route ▪ As part of the next resurfacing works this entire section of on-road cycle lanes is recommended to be reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m with consideration of protection. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ Install wayfinding along route particularly at Murray Street/Bland Street and Hayman Road. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L15-D	South Terrace/ George Street	Douglas Avenue/ Hayman Road and Berwick Street	**Sealed Shoulder (on-road)** Approximately 1.5m on-road bike lanes (sealed shoulder), which discontinue at some intersections.		▪ This provides an east-west route through CoSP that connects to the Kwinana Freeway, South Perth Hospital, CoSP Library and Council Building, and Kensington Secondary School. ▪ Existing traffic volumes along the road are approximately 11,000 vehicles per day and the speed limit is 60km/hr. ▪ On-road bike lanes are not surfaced with red asphalt, or marked with bike symbols and signage. ▪ There is a lack of wayfinding along the route.	▪ As part of the next resurfacing works this entire section of on-road cycle lanes is recommended to be reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m with consideration of separation. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ Investigate the enhancement of the on-road cycle environment at the commercial precinct between Kennard Street and Lansdowne Road. Speed reduction, signage and pavement markings could be implemented to increase cyclist safety and driver awareness. ▪ Install wayfinding along route particularly at Baron-Hay Court, Banksia Terrace and Harold Rossiter Park. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L16-A	Murray Street	Jackson Avenue and Thelma Street	**Shared Path (off-road) and Bicycle Lane (on-road)** Approximately 1.5m on-road bike lane, for one section of the road. A 2.5m wide concrete path runs along the west side of the road		▪ This provides a north-south connection from Henley Street/Jackson Road connection to South Terrace and Douglas Avenue, and provides access to Como Secondary College, Penrhos College and Wesley Playing fields ▪ Existing traffic volumes along the road are generally below 4,000 vehicles per day and the speed limit is 50km/hr.	▪ During the next resurfacing of Murray Street, consider installing a bi-directional cycle path with lighting on the eastern side of Murray Street. ▪ In the short term, install a smooth ramp connection to the existing path at the Murray Street cul-de-sac to increase convenience for cyclists. ▪ Install wayfinding along route particularly at Jackson Road and Thelma Street. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ On-road bike lanes are not surfaced with red asphalt, and discontinue for most of the section. ▪ At the south end of the southbound bike lane, the narrowing of the road at the McNabb Loop intersection ('nib') guides cyclists into the way of general traffic, increasing the chances of conflict. ▪ There is a lack of formalised pavement and line marking along the shared path and it lacks adequate width and surface quality at sections. ▪ A high number of cars were observed to park on the bike lanes, putting cyclists in dangerous positions. ▪ There is a lack of lighting at from Murray Street to the Jackson Road/ Henley Street connection. ▪ There is a lack of a direct connection for cyclists for the shared path connection with the Jackson Road/ Henley Street separated path. There is also a lack of a direct connection to the south end of Murray Street. ▪ There is a lack of wayfinding along the route.	
L16-B	Murray Street	Thelma Street and South Terrace	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 10.0m wide. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.		▪ This provides a north-south connection from Henley Street/Jackson Road connection to South Terrace and Douglas Avenue, and provides access to Como Secondary College, Penrhos College and Wesley Playing fields ▪ Existing traffic volumes along the road are generally below 6,000 vehicles per day and the speed limit is 50km/hr. ▪ The road is narrowed by a 1.8m painted median with planted trees, which reduces the space available to cyclists ▪ This road is used by a bus service, which creates potential conflicts for on-road cyclists at bus stops. ▪ There is a hill along the road increasing effort for cyclists. ▪ On-road bike symbols are faded, making it difficult for drivers see. ▪ Three roundabouts are located along the road, which put cyclists in dangerous positions. ▪ There is a lack of wayfinding along the route.	▪ This section of Murray Street is constrained and caters for high traffic volumes and is a bus route. In addition, there are existing trees in the median which provide a squeeze point for cyclists. The potential modification to this section of Murray Street to provide improved cycle infrastructure will likely require the removal of the existing trees or significant cost in widening the road cross section. As such, an alternative route for cyclists is proposed along the parallel Bland Street which can be developed in the future to a Safe Active Street. The existing shared path along the southern side of Thelma Street can be utilised to direct cyclists to Bland Street. Bland Street will also allow cyclists to bypass the conflict points at the Murray Street/South Terrace roundabout which is highly constrained.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L16-C	David Street	South Terrace and Douglas Avenue	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 6.0m wide, with two traffic calming devices. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.		▪ This provides a north-south connection from Henley Street/Jackson Road connection to South Terrace and Douglas Avenue, and provides access to Como Secondary College, Penrhos College and Wesley Playing fields ▪ Existing traffic volumes along the road are generally below 1,500 vehicles per day and the speed limit is 50km/hr. ▪ The traffic calming devices guide cyclists into the way of general traffic, increasing chances of conflict. ▪ There is a lack of wayfinding along the route.	▪ Due to the current traffic calming arrangement, which requires one direction of traffic to give way at a time, investigate improvements for cyclists (to avoid putting them in dangerous positions). It is proposed that Bland Street is developed into a cycle route in the future as a more suitable alternative route.
L17	Mill Point Road	Coode Street and Way Road	**Sealed Shoulder (on-road)** Approximately 1.5m on-road bike lanes (sealed shoulder), which discontinue at some intersections.		▪ This provides an east-west connection from Sir James Mitchell Park to Canning Highway. ▪ Existing traffic volumes along the road are approximately 16,000 vehicles per day and the speed limit is 60km/hr. ▪ This road is used by a bus service, which creates potential conflicts for on-road cyclists at bus stops. ▪ The road is narrowed by a 2.5m painted/concrete median. ▪ On-road bike lanes are surfaced with red asphalt along most of the road, but are not marked with bike symbols or signage. A small section between Hovia Terrace and Way Road is not surfaced with red pavement. ▪ On-road bike lanes do not extend the entire length to the Coode Street intersection, and lack suitable options to enter/exit the roadway at these locations. ▪ There is a lack of wayfinding along the route.	▪ As part of the next resurfacing works this entire section of on-road cycle lanes is recommended to be reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m and it is recommended that protection is considered. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ Consider the installation of cycling advanced stop boxes at the Coode Street intersection. ▪ Investigate modification to the intersection of Mill Point Road and Way Road to enhance the connection to Heppingstone Street and provide safe and convenient access to the existing on-road cycle lanes on Mill Point Road. ▪ Consider developing Heppingstone Street and Lamb Street into a Safe Active Street to enhance the cyclist connection between Mill Point Road and the South Perth Foreshore path. ▪ Install wayfinding along route particularly at the intersections of Coode Street, Douglas Avenue, Hurlingham Road and Heppingstone Street. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L18-A	Talbot Avenue/ Barker Avenue	Canning Highway and Henley Street	**Bicycle Lanes (on-road** Approximately 1.5m on-road bike lanes, which discontinue at some intersections. This section is labelled on the DoT Cycle Map as a local bicycle friendly route.		▪ This provides a north south connection from Canning Highway and Manning Road. ▪ This road is used by a bus service, which creates potential conflicts for on-road cyclists at bus stops. ▪ Existing traffic volumes along the road are moderate and the speed limit is 50km/hr. ▪ The existing on-road bike lanes are marked with bike symbols but are not surfaced with red pavement. ▪ The Canning Highway intersection is an important connection point to the Thelma Street strategic route and Labouchere Road strategic route. The existing on-road bike lanes do not extend the entire length to the Canning Highway intersection.	▪ Install off-road bypass paths with smooth transitions at the Saunders Street roundabout and Brittain Street/Park Street roundabout. ▪ As part of the next resurfacing works this entire section of on-road cycle lanes is recommended to be reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m with consideration of protection. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ It is recommended that this area is reviewed to provide consistent cycle facilities through the Canning Highway intersection. This will require liaison with Main Roads. Investigate the feasibility of providing a continuous cycle lane

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ There is a lack of wayfinding along the route.	(marked in green asphalt) through the intersection of Canning Highway, with an appropriate off-road bypass path to allow cyclists to cross to Thelma Street if desired. Modification to the parking layout at the small commercial lots on the corner may be required and will require further investigation. ▪ Install wayfinding along route particularly at Canning Highway. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L18-B	Talbot Avenue	Henley Street and Bickley Street	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 6.0m wide, with two traffic calming devices. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.		▪ This provides a north south connection from Canning Highway and Manning Road. ▪ Existing traffic volumes along the road are below 1,000 vehicles per day and the speed limit is 50km/hr. ▪ There is a lack of wayfinding along the route.	▪ Improve Henley Street/Talbot Avenue intersection by installing smoother transitions for northbound and southbound cyclists on both sides of Talbot Avenue. It is recommended that the median crossings are widened to 2.5m minimum (3.0m desirable) with holding rails to accommodate crossing cyclists. ▪ Install wayfinding along route particularly at Henley Street and Bickley Crescent. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L18-C	Bickley Crescent	Talbot Avenue and Manning Road	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 6.0m wide, with two traffic calming devices. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.		▪ This provides a north south connection from Canning Highway and Manning Road. ▪ Existing traffic volumes along the road are below 1,000 vehicles per day and the speed limit is 50km/hr. ▪ There is a lack of priority at the Pether Road intersection. ▪ Formalised parking is located at the south end of Bickley Crescent (cul-de-sac), and a path connection to Manning Road. ▪ There is a lack of wayfinding along the route.	▪ Install wayfinding along route particularly at Manning Road. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L19	Dick Perry Avenue	Hayman Road and Kent Street	**Sealed Shoulder (on-road)** Approximately 1.5m on-road bike lanes (sealed shoulder), which discontinue at some intersections. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.	 	▪ This provides an east-west connection from Hayman Road and Kent Street, and provides access to Technology Park. ▪ On-road bike lanes are surfaced with red asphalt along the road, but are not marked edge lines or bike symbols, which may cause confusion for cyclists wishing to use the facility. ▪ There is a lack of appropriate off-road bypass paths at the west leg of the Kent Street intersection. ▪ On-road bike lanes do not extend the entire length to the Burvill Circuit intersection, and lack suitable options to enter/exit the roadway at these locations. There is also a lack of appropriate crossing facilities at Hayman Road. ▪ There is a lack of wayfinding along the route	▪ As part of the next resurfacing works this entire section of on-road cycle lanes is recommended to be reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m with consideration of protection. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ Install appropriate off-road bypass paths at the Burvill Circuit and Kent Street roundabouts. ▪ Install wayfinding along route particularly at Hayman Road and Kent Street. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L20-A	Cale Street	Kwinana Freeway Overpass and Park Street	**Sealed Shoulder (on-road) and unmarked (on-road)** Approximately 1.5m on-road bike lanes (sealed shoulder) along most of the road, which discontinue between Robert Street and Canning Highway. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.	 	▪ This provides an east-west connection between Kwinana Freeway and Como Secondary College. ▪ Existing traffic volumes along the road are below 1,000 vehicles per day and the speed limit is 50km/hr. ▪ On-road bike lanes are not surfaced with red asphalt or marked with bike symbols and signage. ▪ Bike symbols are used on the connection to the Kwinana Freeway overpass, however these are faded. ▪ The existing crossing at Canning Highway lacks adequate width for cyclists, putting cyclists in dangerous positions. ▪ There is a lack of appropriate off-road bypass paths at the Cale Street legs of the Robert Street Roundabout. ▪ There is a lack of wayfinding along the route	▪ Consider developing Cale Street into a Safe Active Street in the future, to enhance the cyclist connection between Como Secondary School and the Kwinana Freeway principal shared path. ▪ Investigate the widening of the median to a minimum 2.5m width (3.0m desirable) on Canning Highway to facilitate cyclists, in liaison with Main Roads WA. ▪ Install wayfinding along route particularly at the Kwinana Freeway Overpass and Canning Highway. This should form part an overall wayfinding strategy (as outlined in Section 8.3.1).
L20-B	Cale Street	Canning Highway and Bruce Street	**Unmarked (on-road)** The road currently has no cycling facilities and is generally 6.0m wide. This road is labelled on the DoT Cycle Map as a local bicycle friendly route.		▪ This provides an east-west connection between Kwinana Freeway and Como Secondary College. ▪ There is a lack of priority at the Baldwin Street and Talbot Avenue intersections.	▪ Consider developing Cale Street into a Safe Active Street in the future, to enhance the cyclist connection between Como Secondary School and the Kwinana Freeway principal shared path.

Link				Convenience			Accessibility / Safety				Comfort				Attractiveness					
Number	Name	Description	Location (between)	Continuity	Legibility	Directness	Worst Junction Conflict Point	Traffic Volume	Traffic Proximity / Mix	Traffic Speed	Link Conflict Points	Effective Width	Surface Quality	Maintenance	Overall Effort	Personal Security	Lighting	Quality of Environment		Overall Score
L1	Kwinana Freeway PSP	Shared Path	Canning Bridge and Narrows Bridge	2	0	2	0	3	3	N/A	1	3	0	0	2	0	-2	1		15
L2	South Perth Foreshore Path	Shared Path/Separated Path	Kwinana Freeway PSP and Ellam Street	2	1	2	0	3	3	3	2	2	1	1	2	2	2	2		28
L3	Hurlingham Road	Shared Path/On-road	South Perth Foreshore and Mill Point Road	2	0	1	0	3	2	0	1	1	0	1	2	2	2	2		19
L4	Banskia Terrace	Shared Path/On-Road	Mill Point Road and George Street	2	1	2	1	2	-2	0	0	0	0	1	0	0	1	1		9
L5	Thelma Street	Shared Path/On-Road	Murray Street and Labouchere Street	-1	0	2	-1	0	0	0	-1	1	0	0	-1	1	1	1		2
L6	Welwyn Avenue	Bicycle Lane	Manning Road and Hope Avenue	1	1	2	-2	0	-1	0	2	0	2	0	2	1	1	1		10
L7	Manning Road	Shared Path	Ley Street and Centenary Avenue	1	0	2	-1	-3	3	3	0	0	-2	0	2	1	1	1		8
L8	Davilak Street/Godwin Avenue/Jackson Avenue	On-Road/Off-road	Canning Bridge and Kent Street	-1	0	1	-2	2	-1	0	0	-1	1	1	2	0	0	0		2
L9	Lawler Street	On-Road	Canning Highway and Mill Point Road	2	-1	1	0	2	2	0	1	-1	1	-1	2	2	0	2		12
L10	Douglas Avenue/ Hayman Road	Shared Path/ Sealed Shoulder	South Perth Foreshore and Kent Street	0	1	2	-3	-3	2	-3	0	0	1	1	1	1	1	1		2
L11	Labouchere Road	Bicycle Lane	Mill Point Road and Canning Highway	1	1	2	-2	-3	2	-3	0	1	1	0	2	2	1	1		6
L12	Coode Street	Bicycle Lane/ On-Road	South Perth Foreshore and Canning Highway	0	1	2	-2	0	-3	0	-1	-1	1	0	2	2	1	1		3
L13	Kent Street	Bicycle Lane	Manning Road and Jarrah Road	0	1	2	-3	-3	2	-3	0	0	1	2	2	1	1	1		4
L14	Angelo Street	On-Road	Labouchere Road and Douglas Avenue	0	0	2	-1		-2	0	0	-1	1	0	-2	1	1	2		1
L15	South Terrace/ George Street	On-Road	Melville Parade and Berwick Street	0	0	2	-2	-2	-2	-3	-1	-1	1	1	0	1	1	1		-4
L16	Murray Street/David Street	On-Road	Jackson Road and Douglas Avenue	0	0	1	-2	0	-2	0	0	-1	1	-1	-1	1	0	1		-3
L17	Mill Point Road	Bicycle Lane	Coode Street and Way Road	1	0	2	1	-3	-2	-3	0	0	2	1	2	1	2	2		6
L18	Talbot Avenue/ Barker Avenue/ Bickley Crescent	Bicycle Lane/On-Road	Canning Highway and Manning Road	1	1	0	-2		0	0	0	-1	0	1	2	1	0	1		4
L19	Dick Perry Avenue	Bicycle Lane	Hayman Road and Kent Street	1	0	1	-2		2	0	2	0	1	0	2	-1	1	1		8
L20	Cale Street	Bicycle Lane/On-Road	Kwinana Freeway Overpass and Bruce Street	1	0	2	-2	2	0	0	1	-1	1	-1	0	1	1	2		7

Modify intersection to improve cyclist priority

Widen and upgrade the existing off-road shared path and install on-road cycle lanes
An alternative option is consider developing into a safe active street.

Support a shared space concept for the Mend Street precinct.

Improve cyclist priority at road junctions

Develop safe active street

Enhance cycle connection

Upgrade intersection with advanced stop boxes

Develop safe active street

Install 1.5m on-road bike lanes

Investigate the reallocation of a traffic lane for the provision of 1.5m on-road bike lanes

Upgrade to protected on-road cycle lanes (during next resurfacing)

Investigate improvements to lighting, signage, pavement surface and general amenity of existing underpass.
Investigate improving cyclist transition into the underpass.

Investigate improvement to north-south connection with Main Roads, including continuation of lanes through intersection

Install bi-directional cycle path

Install bi-directional cycle path

Develop safe active street

Develop safe active street

Consider a shared space for the high activity Angelo Street precinct

Upgrade to protected on-road cycle lanes with bus stop bypasses (during next resurfacing)
Install new shared path on western side of Labouchere Road.

Install appropriate bypass paths

Upgrade to protected on-road cycle lanes

Upgrade to protected on-road cycle lanes(during next resurfacing)

Install advanced stop boxes

Upgrade intersection with advanced stop boxes

Install protected bicycle lanes

Upgrade intersection with advanced stop boxes

As an alternative to installing on-road lanes on South Terrace between Labouchere Road and Coode Street, strengthen the Comer Street connection to South Terrace and also the Community Centre. A safe active street treatment for this section could be developed.

Install on-road cycle lanes

Upgrade to protected on-road cycle lanes

In collaboration with ToVP install Off-Road Bypasses, and widen median crossings

Develop safe active street

Upgrade to protected on-road cycle lanes

Install appropriate off-road bypass paths

Upgrade to protected on-road cycle lanes(during next resurfacing)

Upgrade to 2.5m-3.0m red asphalt shared path

Install protected on-road cycle lanes and upgrade the existing path to a 3.0m high quality shared path in collaboration with ToVP

Develop safe active street

Develop safe active street

Install off-road bypass

Provide appropriate off-road bypasses, Widen median crossings

Upgrade intersection with improved cycle facilities

Investigate modification to intersection

Remove pedestrian only signs and install shared path signage

Provide appropriate off-road bypasses, Shift E-W median crossing on southern leg north

Modify intersection to remove pinch point

Upgrade to protected on-road cycle lanes

Install bi-directional cycle path with appropriate tie-in to Godwin Avenue path

Provide appropriate off-road bypass path to facilitate access to new main street

Install appropriate bypass paths

Install bi-directional cycle path

Install new cut-through crossing

Develop safe active street

Upgrade to 2.5m-3.0m shared path

Reduce posted speed to 60km/h

Investigate median widening on Canning Highway

Develop safe active street

New kids skills and pump track with upgraded shared path connections

Investigate the reduction of posted speed to 60km/h.
Upgrade to protected on-road cycle lanes (during next resurfacing) in collaboration with ToVP.
Install off-road bypass paths at bus stops.

Develop safe active street

Install pedestrian/cyclist crossings on east-west legs

Install bi-directional cycle path

Install pedestrian/cyclist crossing on eastern leg at signals (N-S direction)

Investigate flooding issues along the PSP (similar treatment to the Causeway in ToVP could be implemented).
Cyclists are required to cross Canning Highway at four signalised crossings to access Canning Station with high delays. Improved priority for cyclists connecting to Canning Station should be investigated.
The above should be considered in any future works planned in this area by the Transport Portfolio

Install advanced stop box on Welwyn Avenue approach and install staggered pedestrian/cycle crossing on eastern leg (N-S direction)

Install new 3.0m shared path

Install protected on-road lanes or bi-directional cycle lanes

Install pedestrian/cyclist crossings on all legs at signals

Off-Road Bypasses

Upgrade to 2.5m-3.0m red ashpalt shared path

Paint concrete red and reinstall shared path pavement marking

Under Main Roads control.
Lobby to Main Roads to resurface path with high quality red asphalt and install lighting. It is recommended that widening of the path or providing separation for cyclists/pedestrians is also considered.

OR

Install shared path linemarking and signage

Option 1 - Shared path and safe active street along Hope Avenue
Option 2 - Shared path along Roebuck Drive and safe active street down Letchworth Centre Avenue

Investigate the feasibility of installing a shared path from Centenary Avenue to the existing shared path between Clontarf Aboriginal College and Centenary Avenue

Install bi-directional cycle lanes along Mount Henry Road

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Legend

- Rail Stop
- Railway
- LGA Boundary (CoSP)
- Hospital Facility
- Separated Path (Bikes Only)
- High Quality Shared Path (Bikes and Pedestrians)
- On-Road Bicycle Lanes or Sealed Shoulders
- Safe Active Street/Shared Space
- Identified issue requiring further investigation
- Identified issue requiring minor works

A1 scale: 1:12,000
0 280 560 m

Source: © Landgate 2017, OSM

Date: 9/08/2017

PERTH

aurecon

DRAFT

Coordinate System: GDA 1994 MGA Zone 50
File: f0002_255909_A1P_Overview_DraftCoSP_RevB
GIS Analyst: Sophie.Richards

Infrastructure Audit Summary (CoSP)

Appendix C – Infrastructure Project Sheets (CoSP)

1 South Perth Esplanade

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	From the community survey, this route received the highest number of comments with regards to cycling issues and safety concerns. The lack of dedicated cycle infrastructure, lack of driver awareness and high pedestrian volumes creates an intimidating environment for cyclists.	26-50	**8.0**	**20%**	**8.50**
	Stakeholders	Discussions were raised regarding the lack of on-road cycle infrastructure along the route, and issues for providing this whilst creating a low speed environment in the vicinity of Mends Street. The appropriate type of cross section along this route was discussed and is being considered as part of future planning within the area (i.e. Connect South).				
			Score / 10	**Average / 10**		
Strategic	Completion of State Networks	This project forms part of the principal route along the Swan River that acts a key connection for the region.	10	**10.0**	**25%**	
Connectivity	Schools	This project provides a connection to Wesley College, St Columba's Catholic Primary School and South Perth Primary School.	6	**6.4**	**25%**	
	Tertiary	This project may increase cyclist connectivity, but connectivity to specific tertiary institutions will be limited.	2			
	Recreational and Tourism	This project is a major recreational route and provides direct access to a number of destinations including Perth Zoo and Mends Street.	10			
	Employment Zones	This project provides direct and convenient access to the Perth CBD and will assist commuters.	10			
	Public Transport	This project will have some benefit in terms of connecting to public transport, as it improves the connection to Mends Street Jetty and the corresponding ferry service.	4			
Economic	Mode Shift	It is very likely that this project could attract non-confident cyclists to visit Perth and the South Perth Foreshore.	10	**6.0**	**5%**	
	Impact on motor vehicles	No impact to vehicles is likely to occur due to this project.	0			
	Economic Impacts	This project is part of the South Perth Foreshore, and connects to Perth Zoo and the Mends Street commercial precinct.	8			
Safety	Cycling Safety	Providing appropriate facilities segregated from general traffic presents significant increases in safety for regular users.	10	**10.0**	**15%**	
	Pedestrian safety issues	The issues associated with conflict between pedestrians and cyclists will not increase because this project does not require the removal of the existing footpath on the north side.	10			
People and Communities	Level of Service	This project will reduce delay across the route, caused by vehicle interactions.	10	**10.0**	**10%**	
	Townscape/Urban Planning	This project aligns with planning to increase activity at the South Perth Foreshore.	10			
Financial	Possible funding source	CoSP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost to install raised pavement crossings with path continued through intersections at three locations, as well as construction of on-road cycle lanes and new shared path along South Perth Esplanade.	$1,500,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

2 Canning Bridge to Curtin Link

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	A number of issues were raised for the route, primarily associated with the existing connection between Henley Street and Jackson Road.	6-15	4.0	20%	7.97
	Stakeholders	Curtin University raised the lack of cycle infrastructure connecting to Canning Bridge, and the need for this.				
			Score / 10	Average / 10		
Strategic	Completion of State Networks	This project forms a strategic route acting as a key east-west connection between Curtin University and Canning Bridge.	8	8.0	25%	
Connectivity	Schools	This project provides direct access to Como Secondary School and Curtin Primary School.	10	9.8	25%	
	Tertiary	This project provides direct access to Curtin University.	10			
	Recreational and Tourism	This project connects to a number of key destinations including Curtin University facilities and McDougall Park.	9			
	Employment Zones	This project will provide improved access for commuters accessing Curtin University and residents using Canning Bridge Station to access the Perth CBD.	10			
	Public Transport	This project provides direct access to Canning Bridge Station.	10			
Economic	Mode Shift	It is likely that this project could attract all cyclist groups to access Perth and key destinations within CoSP (i.e. Curtin University).	10	4.3	5%	
	Impact on motor vehicles	The project would decrease the posted speed and remove priority from vehicles between Ley Street and Henley Street, increasing journey times.	-1			
	Economic Impacts	This project will not provide direct access to any shopping centres, but will have some positive effects to Curtin University stores.	4			
Safety	Cycling Safety	Providing appropriate facilities segregated from general traffic presents significant increases in safety for regular users. Removing pinch points, increasing driver awareness and reducing traffic speeds will significantly improve cyclist safety along the safe active street/bicycle boulevard section.	10	10.0	15%	
	Pedestrian safety issues	Existing footpaths remain providing segregation from all other modes.	10			
People and Communities	Level of Service	This project will reduce delay across the route, caused by vehicle interactions.	10	10.0	10%	
	Townscape/Urban Planning	This project aligns with planning to increase activity at the Bentley-Curtin specialised activity centre.	10			
Financial	Possible funding source	CoSP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost over three stages of works to install new bi-directional cycle paths and improved connections at Godwin Avenue/Henley Street and Kent Street intersections. The estimated cost for the Safe Active Street is based on recently completed projects.	$1,800,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

3 Manning Road Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	There is a high demand for provisions of dedicated cycle infrastructure along this route. A high number of issues and safety concerns were raised along the route including high traffic speeds, high traffic volumes and lack of facilities for cyclists.	26-50	**8.0**	**20%**	**7.83**
	Stakeholders	The lack of on-road cycle infrastructure along the road was discussed, and the need for crossing into the campus.				
			Score / 10	**Average / 10**		
Strategic	Completion of State Networks	This project forms a strategic route acting as a key east-west connection through to Curtin University and neighbouring Councils.	8	**8.0**	**25%**	
Connectivity	Schools	This project provides part of the connection to Manning Primary and Curtin Primary schools and provides direct access to Clontarf Aboriginal College.	10	**7.6**	**25%**	
	Tertiary	This project provides direct access with Curtin University.	10			
	Recreational and Tourism	This project acts as an alternative recreational route to the Swan River Foreshore and provides direct access to George Burnett Park, Trinity Playing Fields and Curtin University facilities.	5			
	Employment Zones	This project will provide improved access for commuters accessing Curtin University and residents using Canning Bridge Station to access the Perth CBD.	8			
	Public Transport	This project provides a connection to Canning Bridge Station.	5			
Economic	Mode Shift	It is likely that this project could attract all cyclist groups to access Perth and key destinations within CoSP (i.e. Curtin University).	10	**6.7**	**5%**	
	Impact on motor vehicles	Because of the separation to vehicles, this will not effect general traffic.	0			
	Economic Impacts	This project provides direct access to Waterford Plaza shopping centre.	10			
Safety	Cycling Safety	Providing appropriate facilities segregated from general traffic presents significant increases in safety for regular users.	10	**8.0**	**15%**	
	Pedestrian safety issues	Shared paths provide a higher probability of conflict between pedestrians and cyclists compared to other facilities.	6			
People and Communities	Level of Service	This project will improve comfort (smoother surface) and reduce delay at cross roads because of improved crossing facilities.	8	**8.0**	**10%**	
	Townscape/Urban Planning	This project aligns with planning to increase activity at the Bentley-Curtin specialised activity centre.	8			
Financial	Possible funding source	CoSP Capital Works Programme / Department of Transport / Lotterywest				
			Amount			
	Estimated Capital Cost	Estimated cost to install new shared path along section and upgrade remaining path. Improvements at intersection including advanced cycle stop boxes and crossing facilities is also included.	$600,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

4 Douglas Avenue Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	A number of issues were raised for crossing at Canning Highway and Mill Point Road, and the lack of cycle facilities along Douglas Avenue between these intersections.	26-50	**8.0**	**20%**	**7.47**
	Stakeholders	Crossing at Canning Highway and Mill Point Road was raised by stakeholders as a significant inconvenience for cyclists.				
			Score / 10	**Average / 10**		
Strategic	Completion of State Networks	This project forms a strategic route acting as a key north-south connection through to Curtin University and the South Perth Foreshore.	8	**8.0**	**25%**	
Connectivity	Schools	This project provides a connection to Wesley College and Kensington Secondary School.	6	**7.2**	**25%**	
	Tertiary	This project provides direct connection with Curtin University.	10			
	Recreational and Tourism	This project connects to a number of key destinations within CoSP including Curtin University facilities and the South Perth Foreshore.	8			
	Employment Zones	This project provides improved connection for non-confident commuters to Curtin University and the Perth CBD.	8			
	Public Transport	This project does not provide access to the rail lines, however it does connect to the South Perth Ferry and various bus stops.	4			
Economic	Mode Shift	It is likely that this project could attract non-confident cyclists to Curtin University, South Perth Foreshore and the Perth CBD.	8	**3.3**	**5%**	
	Impact on motor vehicles	The project would decrease the posted speed and remove priority from vehicles increasing journey times on Douglas Avenue between South Perth Foreshore and Mill Point Road, and along Lawler Street.	-2			
	Economic Impacts	This project will not provide direct access to any shopping centres, but may have some positive effects to Curtin University stores and the Mends Street commercial precinct	4			
Safety	Cycling Safety	Providing appropriate facilities segregated from general traffic presents significant increases in safety for regular users. Removing pinch points, increasing driver awareness and reducing traffic speeds will significantly improve cyclist safety along the safe active street/bicycle boulevard sections.	8	**8.0**	**15%**	
	Pedestrian safety issues	Shared paths provide a higher probability of conflict between pedestrians and cyclists compared to other facilities. For the majority of the project, existing footpaths remain providing segregation from all other modes.	8			
People and Communities	Level of Service	This project will reduce delay across the route, caused by vehicle interactions.	8	**7.0**	**10%**	
	Townscape/Urban Planning	This project aligns with planning to increase activity at the South Perth Foreshore and the Bentley-Curtin specialised activity centre.	6			
Financial	Possible funding source	CoSP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost over four stages of works to install new protected cycle lanes and bi-directional path and an upgraded shared path. Improvements at major intersection including advanced cycle stop boxes and crossing facilities are also included. The estimated cost for the Safe Active Street is based on recently completed projects.	$1,500,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

5 Thelma Street Investigation

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	A number of issues were raised, particularly in the vicinity of Penrhos College and to the east, concerned with conflicts with general traffic.	6-15	4.0	20%	6.80
	Stakeholders	Concerns associated with the existing cyclist connection adjacent to Penrhos College were raised.				
			Score / 10	Average / 10		
Strategic	Completion of State Networks	This project forms a strategic route acting as a key east-west connection through to Kwinana Freeway and ToVP.	8	8.0	25%	
Connectivity	Schools	This project provides direct access to Penrhos College and Como Primary School.	10	7.2	25%	
	Tertiary	This project provides connection with Curtin University.	10			
	Recreational and Tourism	This project will improve connectivity to Curtin University facilities, and the Kwinana Freeway PSP.	4			
	Employment Zones	This project will provide improved access for commuters accessing Curtin University and using Kwinana Freeway PSP to access the Perth CBD.	8			
	Public Transport	This project does not provide access to the rail lines, however it does connect to various bus stops.	4			
Economic	Mode Shift	It is likely that this project could attract non-confident cyclists to Curtin University and the Perth CBD.	8	4.0	5%	
	Impact on motor vehicles	The project could potentially decrease the posted speed and remove priority from vehicles, increasing journey times.	-2			
	Economic Impacts	This project will not provide direct access to any shopping centres, but will have some positive effects to Curtin University stores.	6			
Safety	Cycling Safety	Providing appropriate facilities segregated from general traffic presents significant increases in safety for regular users.	10	8.0	15%	
	Pedestrian safety issues	Updating the path adjacent to Wesley Playing Fields to a shared path results in a higher probability of conflict between pedestrians and cyclists compared to other facilities.	6			
People and Communities	Level of Service	This project will reduce delay across the route, caused by vehicle interactions.	8	8.0	10%	
	Townscape/Urban Planning	This project aligns with planning to increase activity at the Bentley-Curtin specialised activity centre.	8			
Financial	Possible funding source	CoSP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost includes an investigation into an improved cycle infrastructure arrangement for east-west cyclists at Penrhos College.	$30,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

6 Kent Street Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	A number of issues were raised at the Hayman Road intersection, and the facilities north of this.	6-15	**4.0**	**20%**	**6.74**
	Stakeholders	Existing issues associated with high traffic speeds and access points into Curtin University were raised.				
			Score / 10	**Average / 10**		
Strategic	Completion of State Networks	This project forms a strategic route acting as a key north-south connection between CoSP and ToVP and to Curtin University.	8	**8.0**	**25%**	
Connectivity	Schools	Although in ToVP, connection is provided to Kent Street Senior High School.	8	**7.4**	**25%**	
	Tertiary	This project provides direct access to Curtin University.	10			
	Recreational and Tourism	This project connects to a number of key destinations in the area including Curtin University facilities, and the Albany Highway commercial precinct.	6			
	Employment Zones	This project provides improved connections to Curtin University and the Albany Highway commercial precinct.	8			
	Public Transport	This project will have some benefit in terms of connecting to public transport, as it improves the connection to the Rutland Avenue PSP and Victoria Park Station (ToVP).	5			
Economic	Mode Shift	It is likely that this project could attract both non-confident and confident cyclists to Curtin University, and to attractors in ToVP (i.e. Albany Highway commercial precinct).	8	**5.3**	**5%**	
	Impact on motor vehicles	Reduction of the speed limit between Manning Road and Jarrah Road and advanced cyclist stop boxes at signalised intersections will increase journey times for general traffic. A reduction in lane width and traffic calming measures may also reduce the level of service of motor vehicles.	-2			
	Economic Impacts	This project provides direct access to Waterford Plaza shopping centre and the Albany Highway commercial precinct.	10			
Safety	Cycling Safety	Providing appropriate off-road facilities segregated from general traffic presents significant increases in safety for regular users. Off-road bypasses for on-road facilities and painted buffer zones will significantly increase safety for on-road cyclists.	10	**7.5**	**15%**	
	Pedestrian safety issues	Shared paths provide a higher probability of conflict between pedestrians and cyclists compared to other facilities.	5			
People and Communities	Level of Service	This project will improve comfort (smoother surface) and reduce delays at busy sections.	8	**7.0**	**10%**	
	Townscape/Urban Planning	This project aligns with planning to increase activity at the Bentley-Curtin specialised activity centre.	6			
Financial	Possible funding source	CoSP Capital Works Programme / Department of Transport / Curtin University				
			Amount			
	Estimated Capital Cost	Estimated cost includes to install off-road bypass paths, amended median crossings and new protected on-road cycle lane.	$400,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

7 Coode Street Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	A number of issues were raised along the road, particularly concerned with gaps in bike lanes and conflicts with general traffic.	6-15	4.0	20%	6.65
	Stakeholders	Coode Street was identified as an important cycling route within the CoSP.				
			Score / 10	Average / 10		
Strategic	Completion of State Networks	This project forms a strategic route acting as a key north-south connection between South Perth Foreshore and Thelma Street.	8	8.0	25%	
Connectivity	Schools	This project provides direct access to Wesley College and Como Primary School.	10	6.0	25%	
	Tertiary	This project may increase cyclist connectivity, but connectivity to specific tertiary institutions will be limited.	4			
	Recreational and Tourism	This project connects to a number of key destinations within CoSP including Angelo Street and Preston Street commercial precincts and the South Perth Foreshore.	6			
	Employment Zones	This project provides improved access for commuters accessing the Perth CBD.	6			
	Public Transport	This project does not provide access to the rail lines, however it does connect to various bus stops and South Perth Ferry.	4			
Economic	Mode Shift	There is some potential that this project could attract cyclists to access Angelo Street and Preston Street commercial precincts and the South Perth Foreshore.	6	4.0	5%	
	Impact on motor vehicles	This project may involve a reduction in lane width and traffic calming measures that may reduce the level of service of motor vehicles.	-2			
	Economic Impacts	This project provides a connection to the Preston Street commercial precinct and direct access to the Angelo Street commercial precinct.	8			
Safety	Cycling Safety	Off-road bypasses for on-road facilities and painted buffers will significantly increase safety for on-road cyclists.	10	9.0	15%	
	Pedestrian safety issues	Existing footpaths remain providing segregation from all other modes.	8			
People and Communities	Level of Service	This project will improve comfort (smoother surface) and reduce delay at intersections.	8	8.0	10%	
	Townscape/Urban Planning	This project aligns with planning to increase activity at the South Perth Foreshore.	8			
Financial	Possible funding source	CoSP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost includes the installation of new protected on-road cycle lanes plus off-road bypass paths at two intersections and advanced cycle stop boxes at one intersection.	$500,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

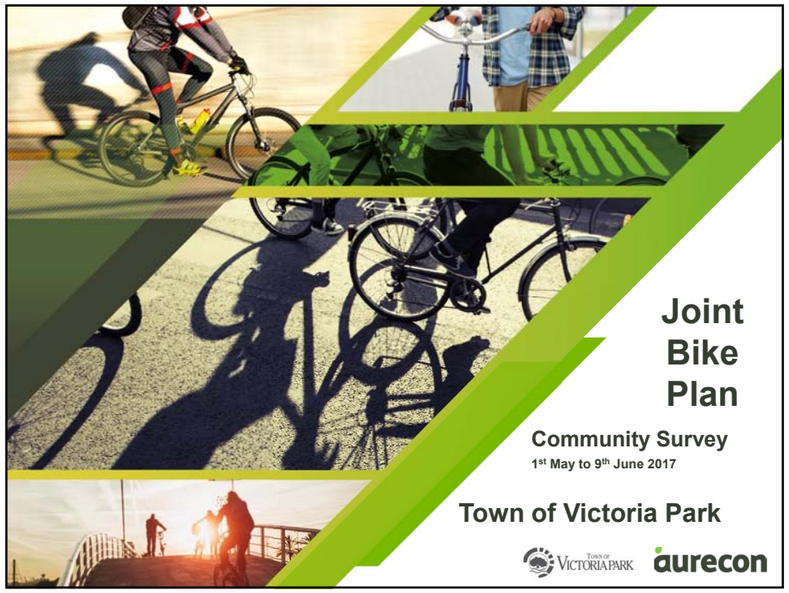


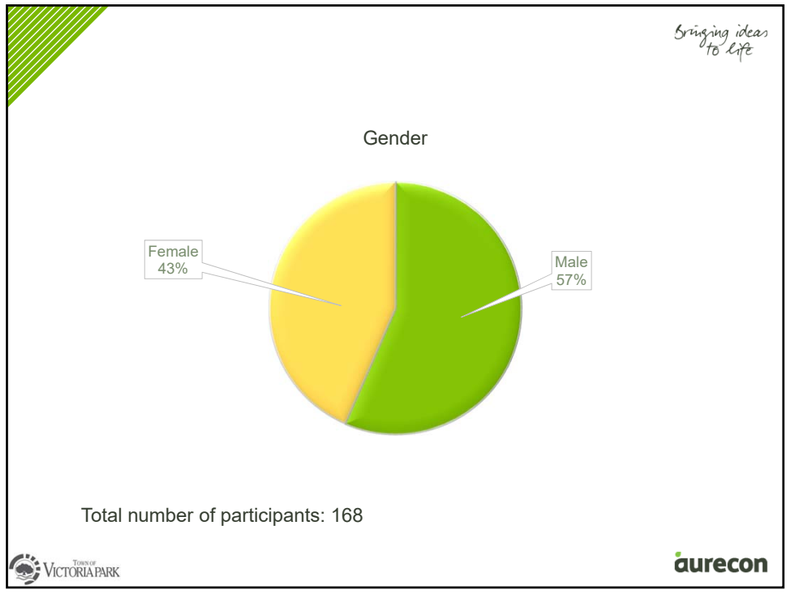


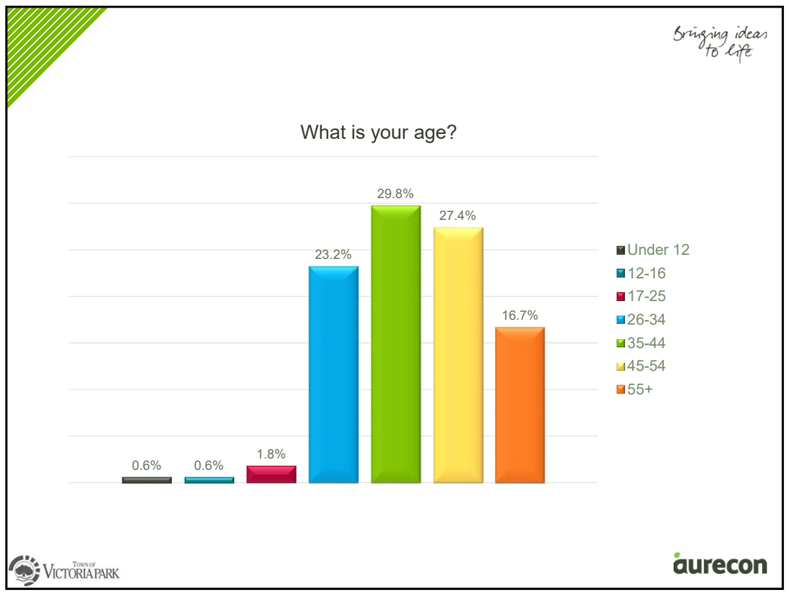
TOWN OF
VICTORIA PARK

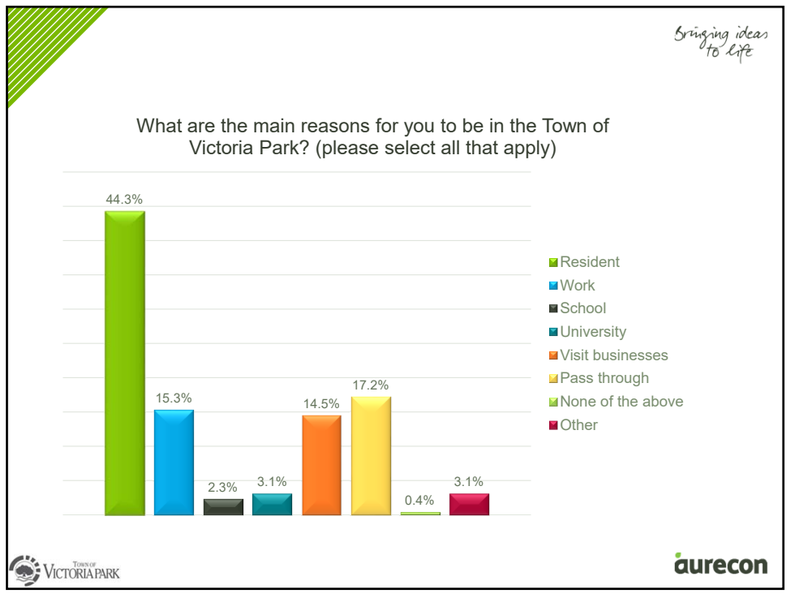
Appendix D – Community Consultation Summary (ToVP)

Appendix D
Community Survey – ToVP Summary

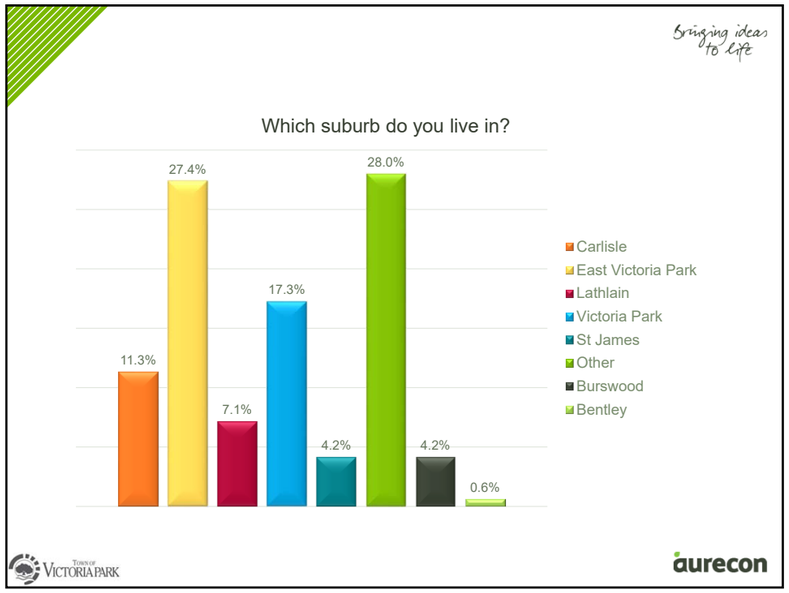


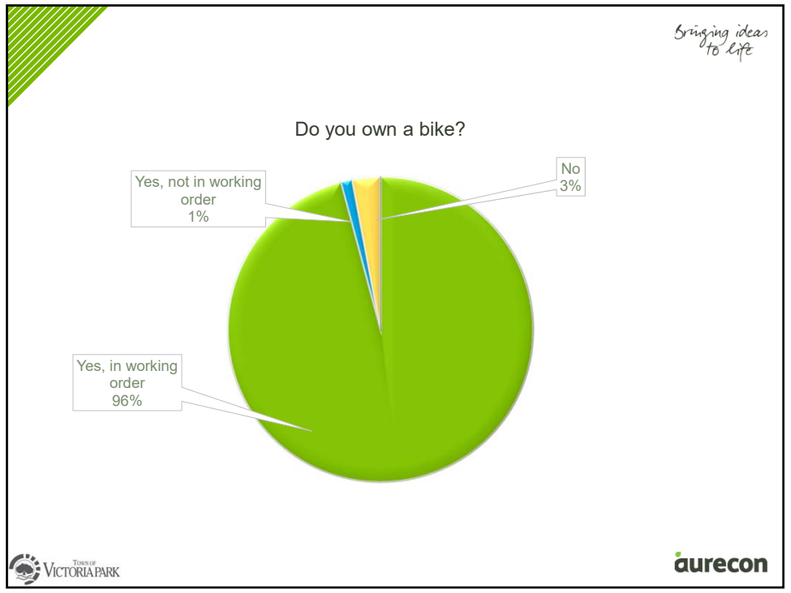


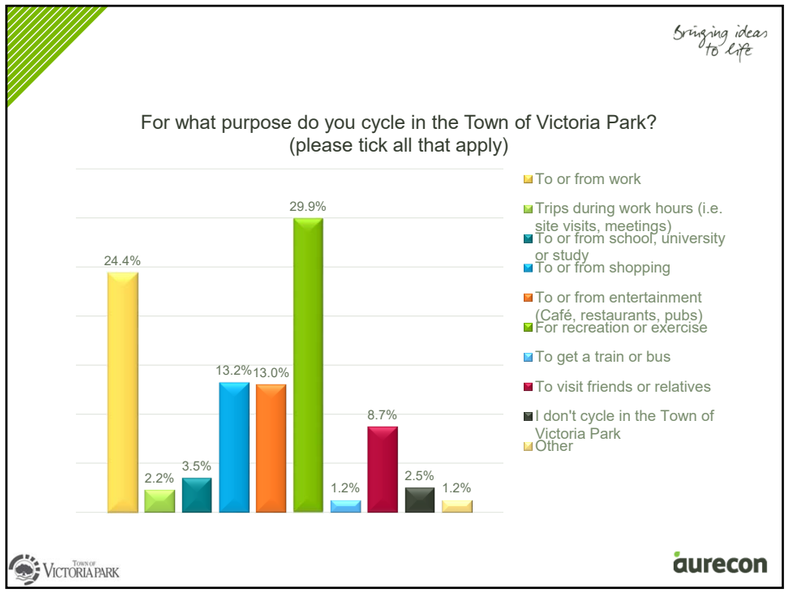


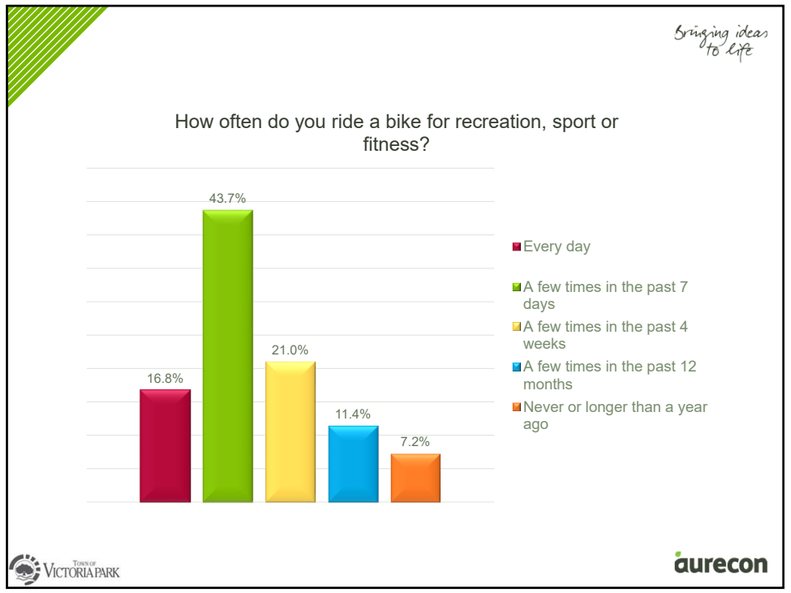


Appendix D
Community Survey – ToVP Summary

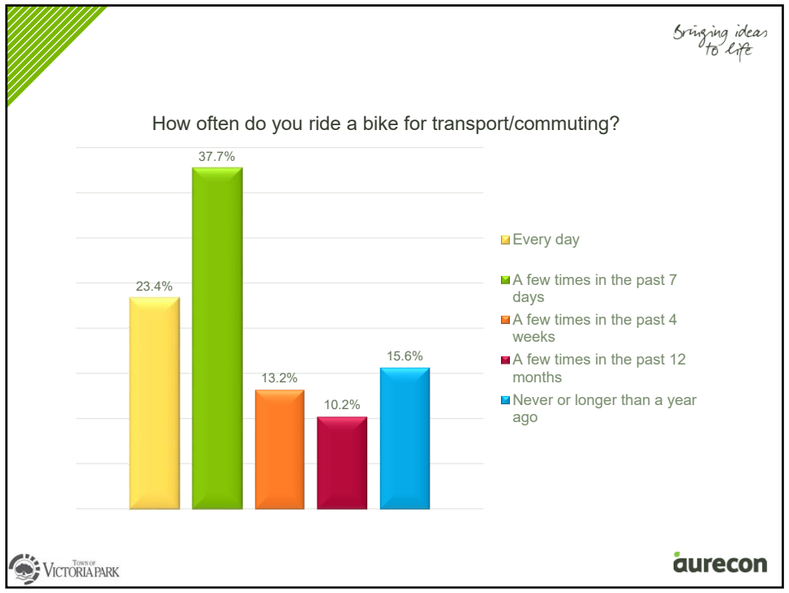


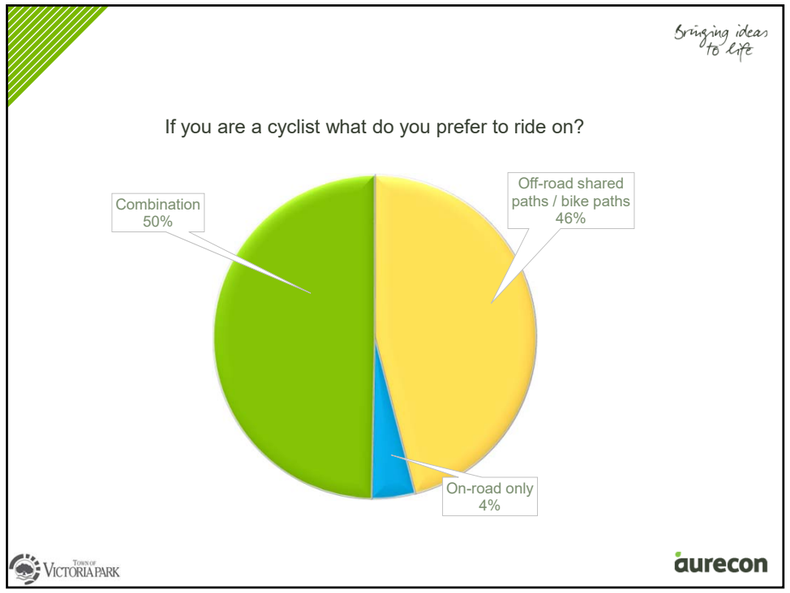


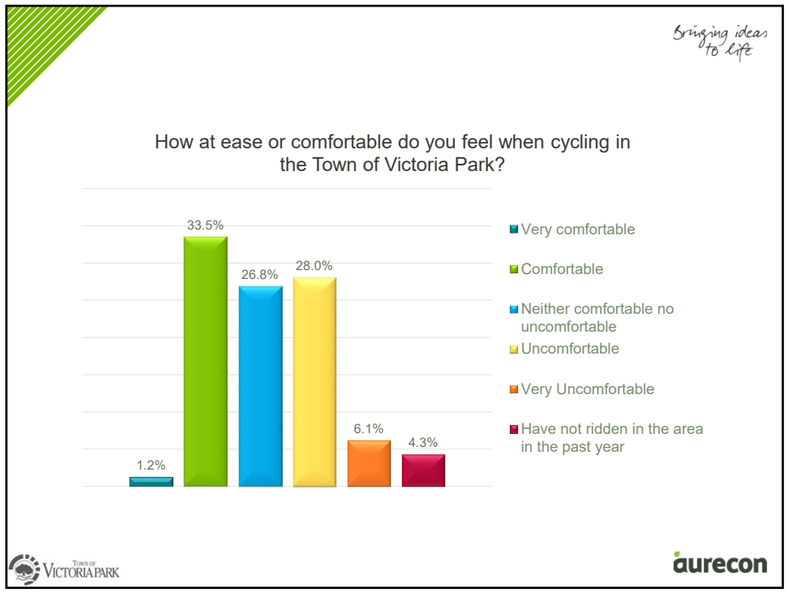


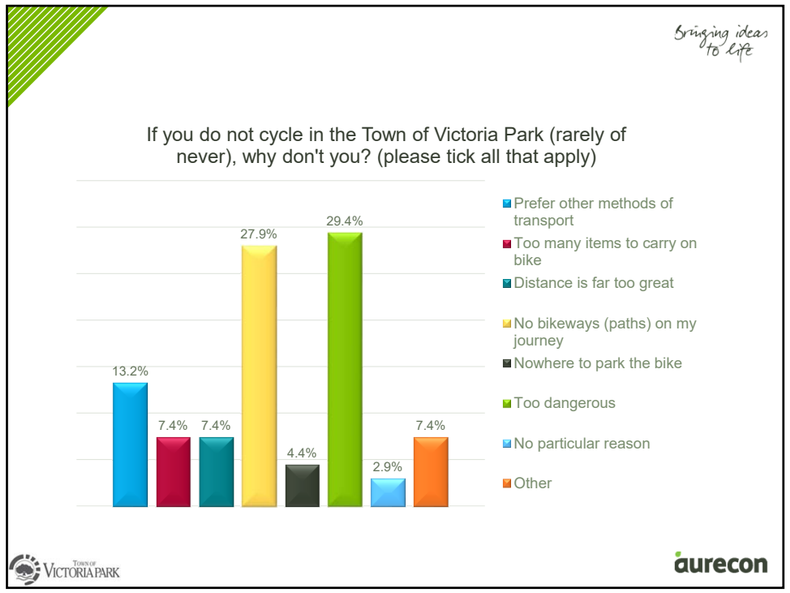


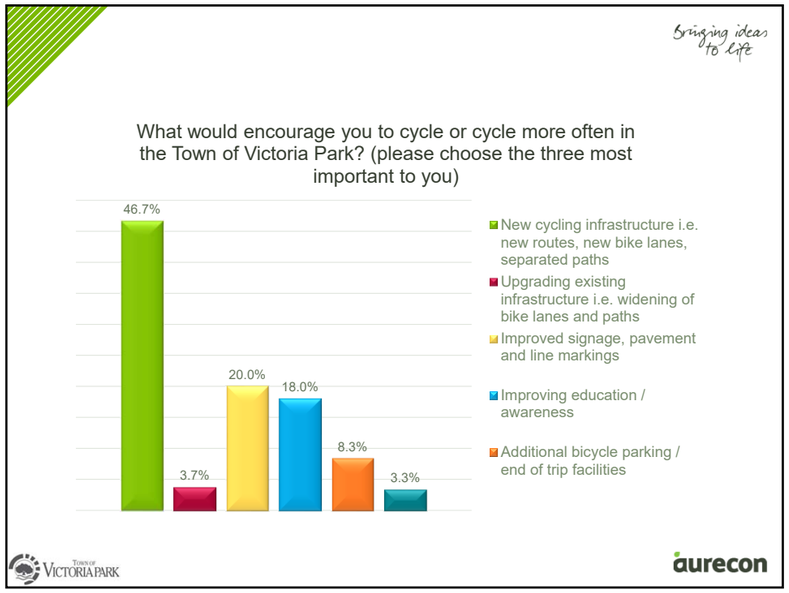
Appendix D
Community Survey – ToVP Summary

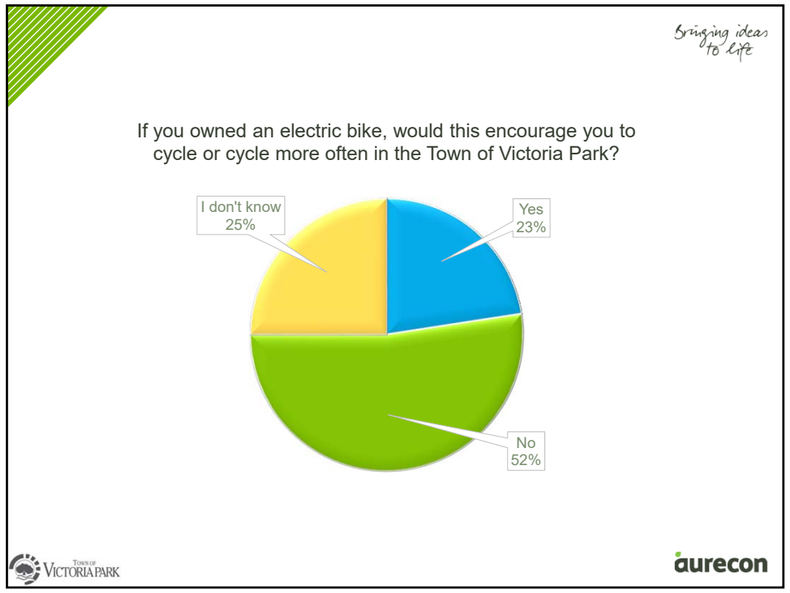


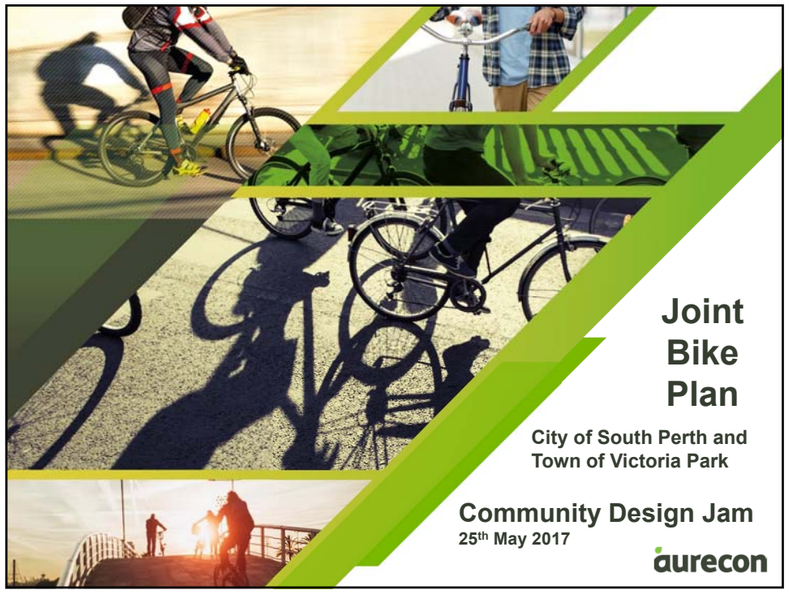






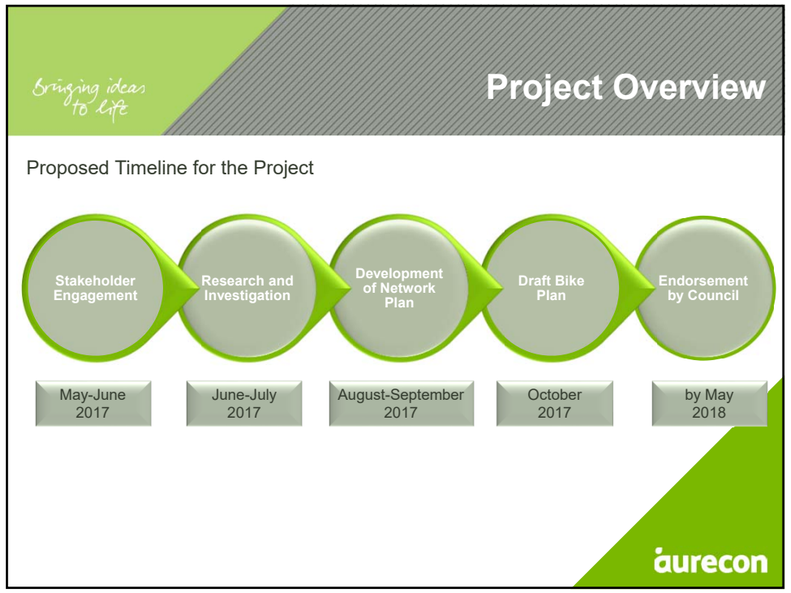

Bringing ideas to life
What would encourage you to cycle or cycle more often in the Town of Victoria Park? (please choose the three most important to you)
46.7%
3.7%
20.0%
18.0%
8.3%
3.3%
New cycling infrastructure i.e. new routes, new bike lanes, separated paths
Upgrading existing infrastructure i.e. widening of bike lanes and paths
Improved signage, pavement and line markings
Improving education / awareness
Additional bicycle parking / end of trip facilities
Town of Victoria Park
aurecon


Bringing ideas to life
If you owned an electric bike, would this encourage you to cycle or cycle more often in the Town of Victoria Park?
I don't know 25%
Yes 23%
No 52%
Town of Victoria Park
aurecon


Joint
Bike
Plan
City of South Perth and
Town of Victoria Park
Community Design Jam
25th May 2017
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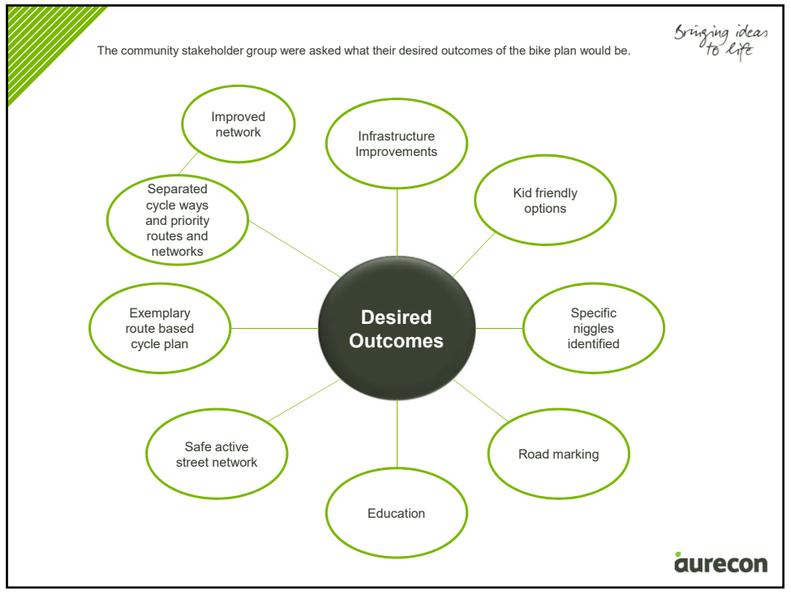

Project
Overview
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Bringing ideas to life
Project Overview
The Safe Cycling Project aims to understand the needs of the cycling community and seek to further develop the existing cycling infrastructure.
Aurecon have been commissioned as the transport engineering consultant to undertake the Joint Bike Plan for the City of South Perth and Town of Victoria Park as part of the Safe Cycling Project. The Joint Bike Plan is part funded through the WA Bicycle Network Grants Program, which is administered by the Department of Transport. This is the first time two local governments have worked together to deliver a bike plan in Western Australia, providing an excellent opportunity to provide a consistent outcome and benefits for the local cycling community. The Joint Bike Plan will set out the long term vision for the strategic cycling network over the CoSP and ToVP area, and five-year action plans for specific improvements to the cycle network and environment for each local government to take forward.
Cycling map
Perth
City of South Perth
Town of Victoria Park
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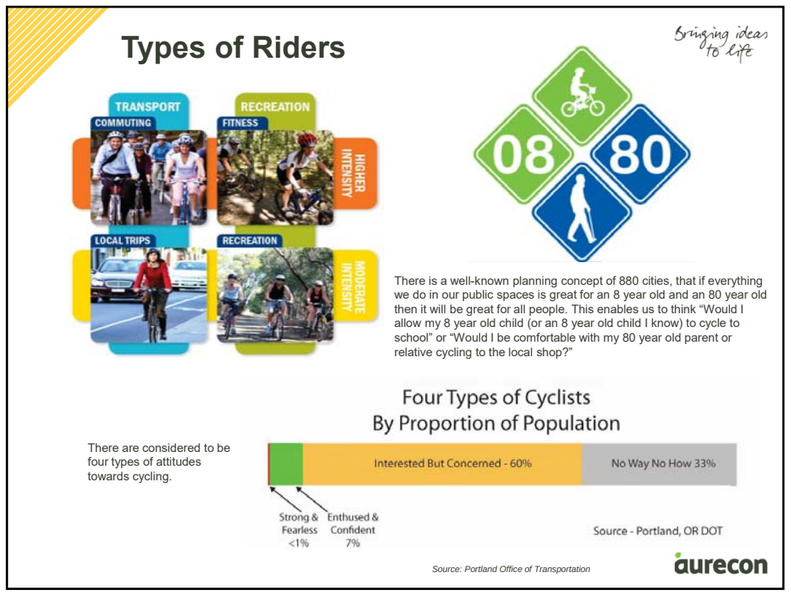

Bringing ideas to life
Project Overview
Proposed Timeline for the Project
Stakeholder Engagement
Research and Investigation
Development of Network Plan
Draft Bike Plan
Endorsement by Council
May-June 2017
June-July 2017
August-September 2017
October 2017
by May 2018
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Appendix D
Community Design Jam – ToVP Summary









Cycling Infrastructure

Bringing ideas to life





On-Road Bicycle Lane





Examples of on-road infrastructure include signed on-road bicycle lanes or marked sealed shoulders, and bicycle boulevards which involve transforming low traffic local roads into slow-speed safe active streets for walking and cycling.

Bicycle Boulevard

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Cycling Infrastructure

Bringing ideas to life





Examples of off-road cycling infrastructure include shared paths for cyclists and pedestrians, and separated cycle paths for cyclists only.

Shared Path





Separated Bicycle Path

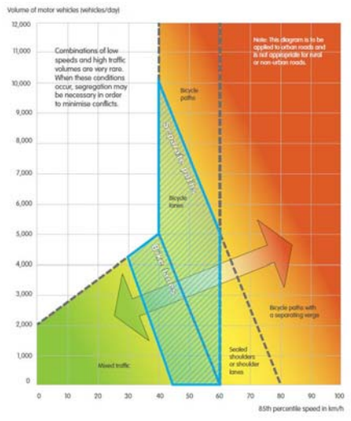
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Cycling Infrastructure

Bringing ideas to life

Different types of infrastructure are often preferred for different types of riders, as indicated on the figure on the left.
The right figure identifies traffic volume and speed thresholds in relation to the type of infrastructure that should be installed.

	On-Road Bicycle Lanes	Off-Road Paths
Training 	✓	✗
Commuting 	✗ ✓	✓
Local trips (i.e. shops, friends) 	✗	✓
Recreation 	✗	✓
School 	✗	✓



Source: adapted from Cycling Aspect of Austroads Guidelines by Bicycle Network Australia

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End of Trip Facilities

Bringing ideas to life

Examples of bicycle parking, including public racks or enclosed storage sheds, like at train stations.





Bicycle Racks





Secure Bicycle Storage

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Appendix D
Community Design Jam – ToVP Summary

End of Trip Facilities

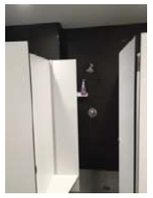
bringing ideas to life

Examples of lockers, showers and changing rooms, often located within private facilities such as workplaces.





Lockers





Shower Facilities

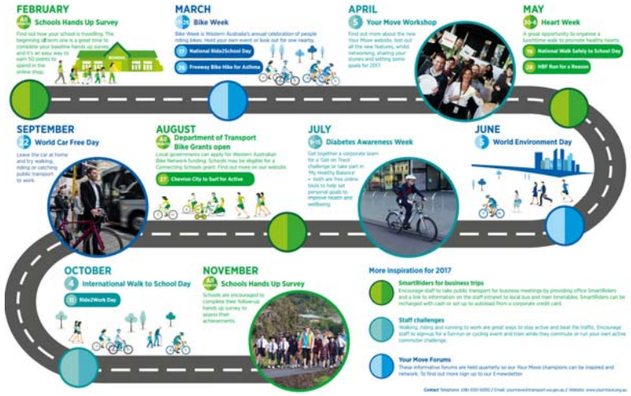
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Behaviour Change

Department of Transport

your move – more ways to get there

An important aspect of the bike plan is to investigate soft solutions, which maximise the effectiveness of the harder infrastructure solutions. The DoT runs a very successful behaviour change program called Your Move which helps people find alternative, active ways to get to and from work, school and around their local community. The program has targeted specific local government areas, for example Cockburn, by helping people achieve their active transport goals through providing tailored information and resources as well as personalised coaching and feedback on progress.

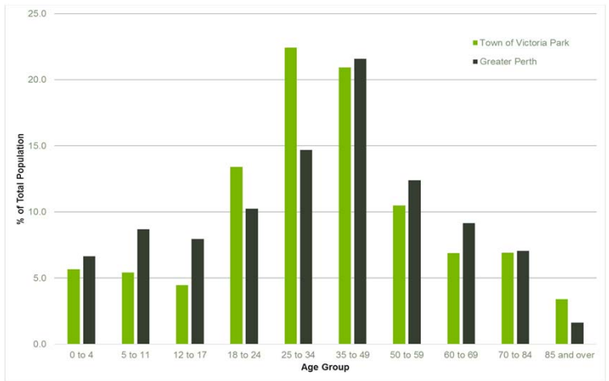


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Previous Survey Data

bringing ideas to life

The following survey data specific to the Town of Victoria Park. The graph demonstrates the age profile for Town of Victoria Park residents in comparison to the greater Perth area. Note that this is taken from census data from 2011, with newer 2016 data expected to be released later this year.



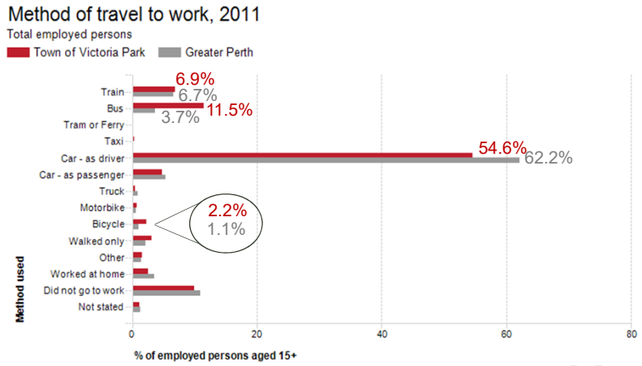
*Sourced from 2011 Census data

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Previous Survey Data

bringing ideas to life

The below graph demonstrates how the Town of Victoria Park residents get to work, with car being the dominant mode choice, as with most of Perth. The graphs shows that 2.2% of residents cycle to work.



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

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Appendix D
Community Design Jam – ToVP Summary

Previous Survey Data

Bringing ideas to life

The below survey data is from the draft Healthy Vic Park Plan released earlier this year. Cycling infrastructure was rated second in public health priorities, and people would like to see more cycling infrastructure in their local neighbourhood to support a healthier lifestyle.





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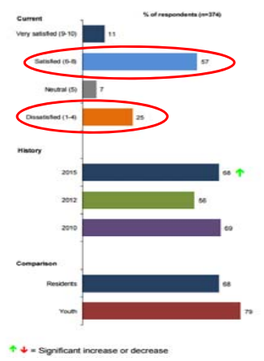
Previous Survey Data

Bringing ideas to life

The below data is from the Town of Victoria Park 2015 Community Perception Survey Report showing that 2/3rds of residents are generally satisfied with footpaths and cycleways in the Town, however there is plenty of room to improve.

Footpaths & cycleways

marketintel



↑↓ = Significant increase or decrease

- Overall, residents are moderately satisfied with the Town's performance in maintaining footpaths and cycleways.
- In total, 68% of respondents are satisfied with maintaining footpaths and cycleways.
  - 11% 'very satisfied'.
  - 57% 'satisfied'.
- A quarter (25%) of residents are dissatisfied and a further 7% are neither satisfied nor dissatisfied with the Town's performance on this attribute.
- In comparison to the previous study, there has been a significant improvement of 12% points.

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Integrated Transport and Movement Plan

Bringing ideas to life



The image demonstrates the key cycling infrastructure improvements recommended in the Integrated Transport and Movement Plan for the Town completed in 2013.

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PERTH & PEEL TRANSPORT PLAN

Bringing ideas to life

The WA Transport Portfolio (the Department of Transport, Public Transport Authority and Main Roads) released the Perth and Peel Transport Plan @ 3.5million earlier this year.

In the Plan there are three key cycling network planning principles to be considered.

The Plan outlines a proposed strategic network for Perth, which the Joint Bike Plan will investigate further and help inform.

The Plan outlines four types of cycle routes and the corresponding infrastructure expected for each.

Cycling Network Planning Principles

1. Provide cycling infrastructure in a grid matrix layout
2. Separate cyclists from moving vehicles
3. Separate cyclists from pedestrians



PSPs	Shared paths of high standard, with grade separation at intersecting roads/railways
Strategic Routes	Shared paths of PSP standard (where possible), separated bi-directional cycle lanes, bicycle boulevards
Local Routes	Pavement markings and signage, bicycle boulevards, on-road cycle lanes
RSPs	Shared paths of PSP Standard

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Appendix D

Community Design Jam – ToVP Summary

Previous Survey Data

Bringing ideas to life

The below image was taken from Strava maps, the online tool that allows riders to log their cycling trips. The thicker lighter lines represent the heavier used roads. The tool is historically more commonly used for recreational trips, however is still a useful tool to capture the more frequently ridden roads.



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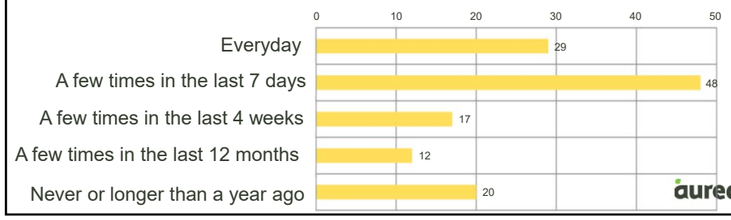
Online Survey Data Results to Date

Bringing ideas to life

How often do you ride a bike for **recreation sport or fitness**



How often do you ride a bike for **transport / commuting**

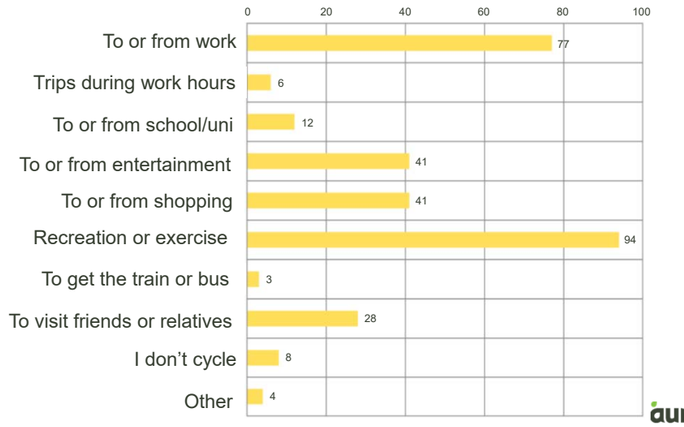


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Online Survey Data Results to Date

Bringing ideas to life

For what purposes do you cycle in the Town of Victoria Park please tick all that apply

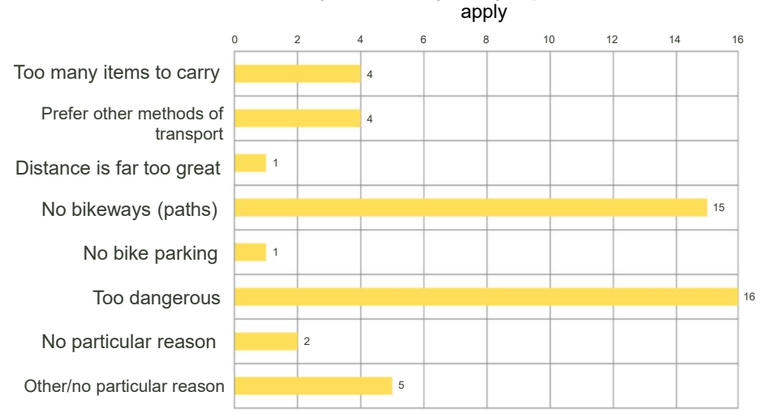


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Online Survey Data Results to Date

Bringing ideas to life

If you do not cycle in the Town of Victoria Park rarely or never why dont you please tick all that apply



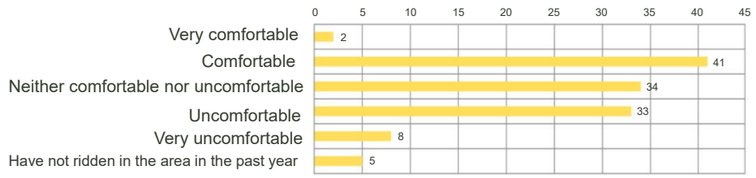
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Appendix D

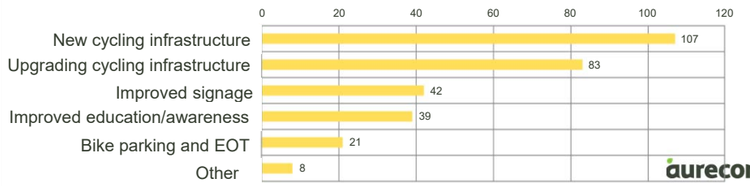
Community Design Jam – ToVP Summary

Online Survey Data Results to Date

How at ease or comfortable do you feel when cycling in the Town of Victoria Park



What would encourage you to cycle or cycle more often in the Town of Victoria Park Please choose the three most important to you



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Is there anything that makes this journey difficult or challenging?



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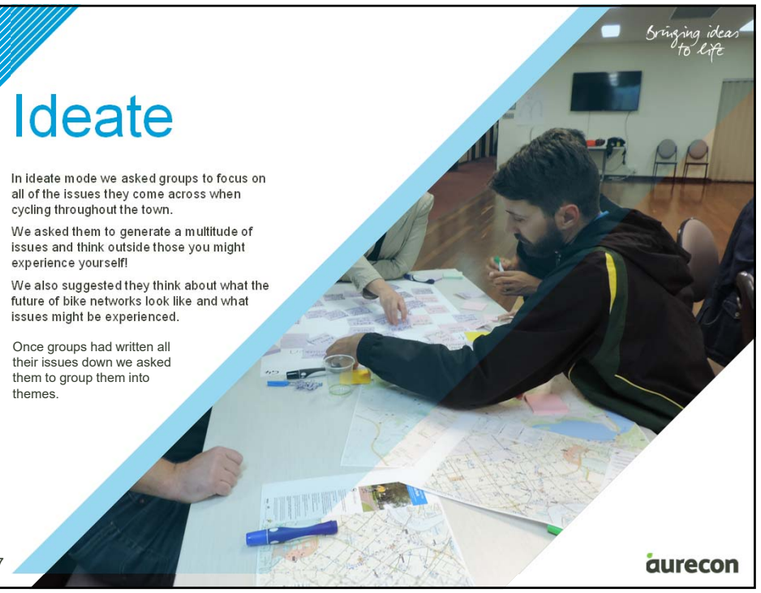
Ideate

In ideate mode we asked groups to focus on all of the issues they come across when cycling throughout the town.

We asked them to generate a multitude of issues and think outside those you might experience yourself!

We also suggested they think about what the future of bike networks look like and what issues might be experienced.

Once groups had written all their issues down we asked them to group them into themes.



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Infrastructure and Connectivity

- Albany Highway is too narrow, too many cars and not enough consistent bike lanes;
- Roundabout disappearing;
- Cycle lanes;
- Hillview Terrace / Oats Street between Albany Highway and Shepperton Road has no cycle lanes and is too busy;
- Bishops Gate is the centre diamond traffic calming measure which pushes the cycle way out;
- The only place to cycle on Canning Highway is on the footpath;
- Berwick Street cycle lane is too narrow, cars are going too fast and its too scary;
- Crossing median strips on Shepperton Road is difficult as its too narrow for bikes;
- Crossing roads when riding along the train line is risky;
- Non bike friendly detours around construction works;
- Rubbish in bike lanes / on the road edge;
- Lack of thought at road works;
- Bad bike surfaces;
- Causeway paving is bumpy;
- Bad drainage at Windan Bridge;
- Lack of street lighting;
- The Causeway – need I say more?;
- More interconnected cycle paths;
- Several major busy roads to cross;
- Path over Causeway is unsafe – need to be replaced or duplicated;
- Poor line marking;
- Bike lanes are dangerous;
- Roundabouts are dangerous due to the need to merge with drivers
- Lack of ability to cross some roads on lights;
- Consistency of bike lane marking eg colour of bitumen, no colour and markings;
- Acute angle bends along great Eastern highway;
- Dog signs on cycle path;
- Limited bike path along Albany highway;
- Great Eastern Highway footbridge and Burswood bike path;
- Cars parked in bike lanes;
- Orrong Road is too difficult to cross
- Bus stop blocking sidewalk / cycle path;
- Interface for cycling / bus at Albany Highway interchange;
- Inability to cycle from one side of Vic Park / South Perth without going on the road;
- Sunbury Road has a pinch point close to Roberts Road roundabout;
- Join paths in 'picnic' areas are dangerous;
- Standard approach at roundabouts versus slip lanes on Bishops Gate;
- Tricky intersections;
- Signage on bike paths can be unclear;
- Separation from pedestrians in high traffic areas;
- Bike path across the Causeway has poor uneven surface;
- No dedicated bike paths along train lines;
- Safer routes to schools;
- Speed in suburbs is too high;
- Tree roots breaking up bike pavement;
- Improved connections to river and foreshore;
- Rutland PSP is needed;
- Lack of connection with public transport;
- Lack of connection with Access Aqua Life across Shepparton road and to Curtin Uni.

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Appendix D
Community Design Jam – ToVP Summary

Bringing ideas to life

Council / Policy

- Lack of ease of finding where to lodge issues about infrastructure on website;
- Council website is shocking;
- No cyclist data or information on the website;
- 4 way stops at junctions on cycle routes are an issue;
- Belmont Council Linkage is needed;
- Engagement back to the community on the draft plan is required;
- We need a prioritised list of initiatives for public to comment on what they feel is most important;
- Innovative / cost effective solutions are what we are looking for;
- Need quick wins that the council can proceed without major funding;
- One clear rule – need now;
- Enforcement of parking and driving laws needs to be invested in;
- Looking / choosing expensive solutions is a barrier;
- Not right priorities on how to spend the money;
- No courage / leadership to implement changes;
- Knowledge of experienced staff that design infrastructure needs to be made use of;
- Not a priority for council;
- Lots of plans but no action;
- Helmet legislation is an issue;
- No follow up on enforcement by police to dangerous drivers; and
- Learn from Belmont, Bayswater and Vincent.

Maintenance

- Glass on footpaths is common;
- Potholes are common;
- Kerbside collection rubbish often left on path;
- Bushes grow into bike path;
- Rubbish on edge of roadway; and
- Sweeping of debris and broken glass is needed.

End of Trip Facilities

- Lack of bike racks at train stations, shopping centres, libraries and retail centres;
- Lack of bike racks on Albany Highway near shops;
- Bike parking / security at destinations needs to be improved;
- End of trip facilities at events are needed to encourage people;
- Not enough bike racks or storage near shops/cafes;
- Not enough parking along Albany Highway restaurants;
- No safe ways to get to Albany Highway; and
- Limited cycle parking near cafés and shops.

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Bringing ideas to life

Education / Attitude

- Lack of knowledge of road rules;
- No signs to tell pedestrians to keep left;
- BELL BELL BELL BELL;
- Drivers need to follow road rules;
- Cyclist education;
- Rider education;
- Walkers with no lights on bike paths;
- Cars assume right of way;
- Us versus them mentality;
- No or lack of empathy;
- Riding on footpaths, car reversing out past high fences;
- Pedestrian education that bikes can use footpaths;
- Communication between road / path users;
- Lack of understanding among users;
- Each feel entitled to own space;
- Car owner attitude – right to the road;
- Pedestrian / cycle conflict
- Pedestrian education – to not walking 3 abreast;
- Dogs cutting off cyclists;
- Better cyclist visibility;
- Tour de France riders – very fast;
- Riding on the footpath – explanation / education;
- Various skills of riders;
- Pedestrians wearing headphones;
- Roundabout etiquette;
- Drivers don't provide enough room for cyclists; and
- Walkers or runners have poor cyclist awareness.

Incentives

- Encouragement / incentives for more 'active' cyclists are needed;
- Cycle incentives for bicycle pathways of businesses do not exist;
- Encouragement of local social cycling amongst groups needs work; and
- Engagement with schools to encourage cycling / walking to school is a great potential.

Recreation

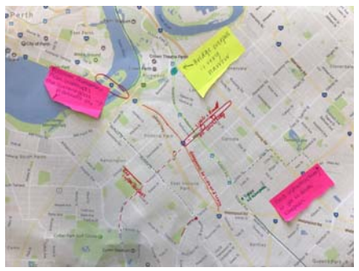
- Lack of child friendly facilities;
- Recreational cycling things are needed; and
- Lack of public cycling events.

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Bringing ideas to life

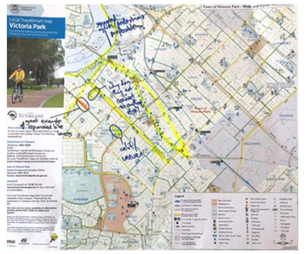
Key Issues and Opportunities Identified

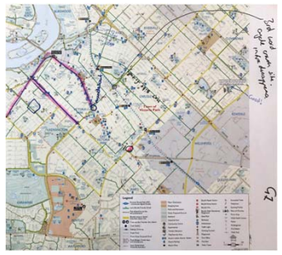




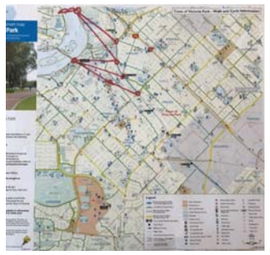


Bringing ideas to life





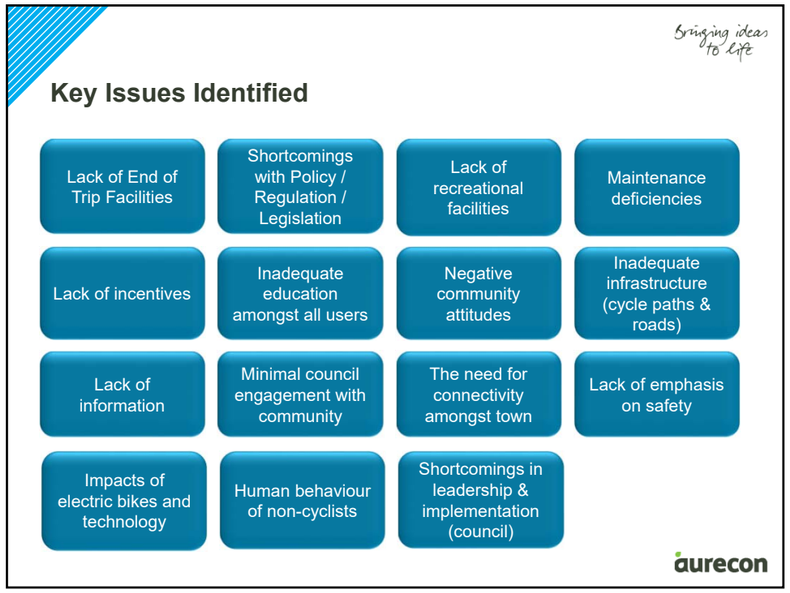




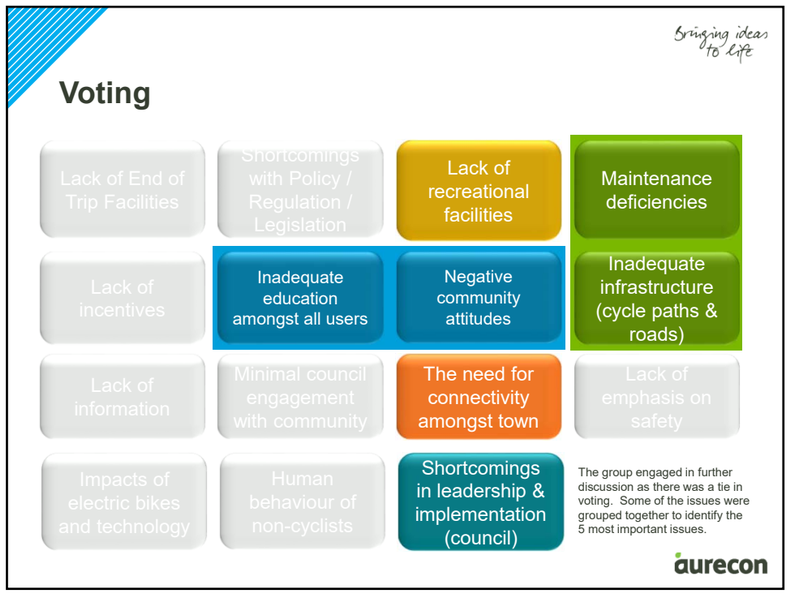
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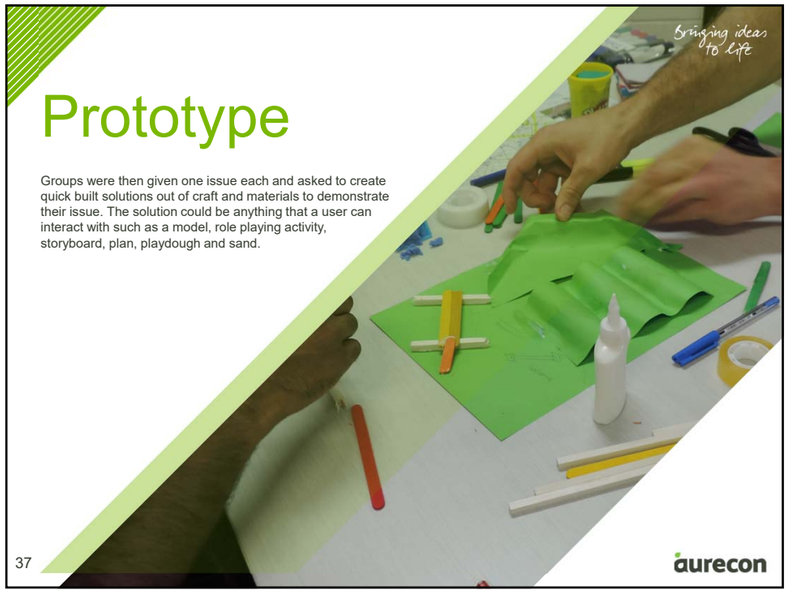
Appendix D
Community Design Jam – ToVP Summary










Bringing ideas to life
Prototype
Groups were then given one issue each and asked to create quick built solutions out of craft and materials to demonstrate their issue. The solution could be anything that a user can interact with such as a model, role playing activity, storyboard, plan, playdough and sand.
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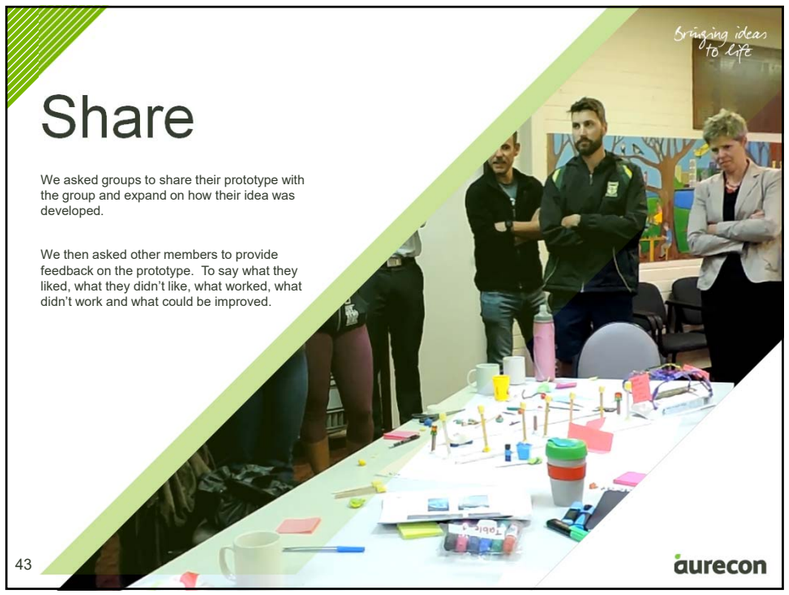

Bringing ideas to life
Lack of Recreational Facilities
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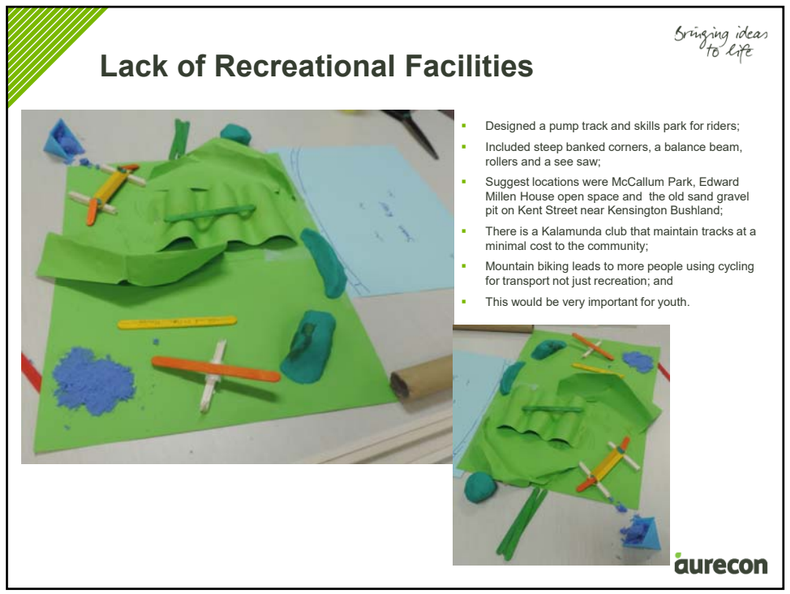

Bringing ideas to life
Infrastructure and Maintenance Deficiencies
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Bringing ideas to life
Community Attitudes and Lack of Education
Ad
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Bringing ideas to life
Inadequate Connectivity
41
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Bringing ideas to life
The need for leadership and Implementation by Council
NO ESCAPE
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Share
We asked groups to share their prototype with the group and expand on how their idea was developed.
We then asked other members to provide feedback on the prototype. To say what they liked, what they didn't like, what worked, what didn't work and what could be improved.
Bringing ideas to life
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Lack of Recreational Facilities
Bringing ideas to life
Designed a pump track and skills park for riders;
Included steep banked corners, a balance beam, rollers and a see saw;
Suggest locations were McCallum Park, Edward Millen House open space and the old sand gravel pit on Kent Street near Kensington Bushland;
There is a Kalamunda club that maintain tracks at a minimal cost to the community;
Mountain biking leads to more people using cycling for transport not just recreation; and
This would be very important for youth.
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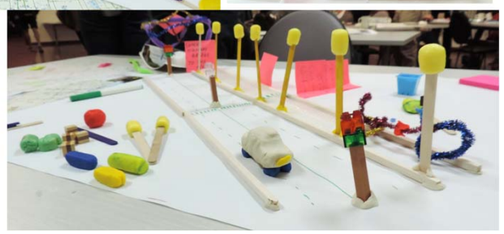
Appendix D
Community Design Jam – ToVP Summary

Bringing ideas to life

Infrastructure and Maintenance Deficiencies







- Utopia version of Albany Highway;
- Separated road and cycle path;
- Solar power generated cycle path;
- Sufficient lighting along the paths;
- Maintenance worker checking paths for consistency;
- Super highway bridge over the river; and
- Traffic lights to allow for traffic.

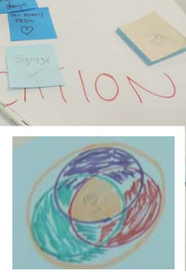
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Bringing ideas to life

Community Attitudes and Lack of Education



- 3 circle harmony approach for pedestrians, cyclist and motorists;
- The symbol could be painted on paths or roads;
- A campaign through social media, television and radio to promote education and awareness;
- "Its another human being"; and
- "I feel like getting a jersey that says I am a human".

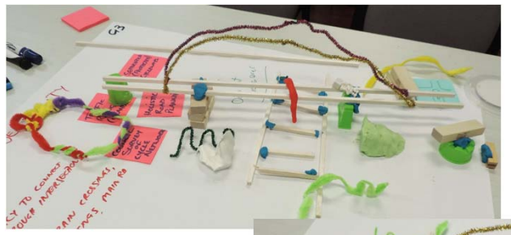


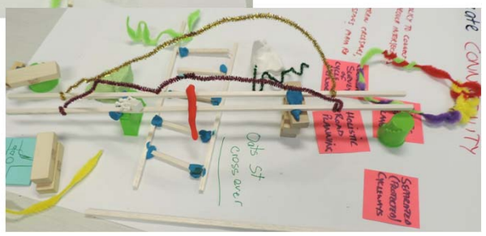


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Bringing ideas to life

Inadequate Connectivity





- Pinch points such as where you can cross the river, highways and train lines and connecting those in with cycle paths;
- Example of crossing the railway with an elaborate green bridge;
- Frustrated by cycle paths stopping at traffic intersections and safety concerns associated with those;
- Suggested that designers and planners ride in the areas and conduct an audit; and
- Suggested a policy change with Main Roads about signalised intersections.

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Bringing ideas to life

The need for Leadership and Implementation by Council



- Need the leadership of our council to be different;
- Allow the town to be very bike friendly;
- The council member has ridden to his speech and left the bike at the bottom, he has risen above the other council members and saying this is the way we do it;
- Lobbying governments for funding;
- Bike paths everywhere;
- Implementation of all plans for commuters and recreational users; and
- Promoting a healthier active lifestyle; and
- Taking a risk and showing people that things can be better.



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Appendix D
Community Design Jam – ToVP Summary



Appendix E – Detailed Infrastructure Audit Results (ToVP)

Detailed Link Results for the ToVP

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L1-A	Town of Victoria Park Foreshore Path	Ellam Street and The Causeway	**Separated Cycle Only Path (off-road)** Approximately 3.0m wide off-road path. The path includes appropriate markings, signage and lighting along most of the alignment. At the path connections to the Causeway bridge (south side), the path becomes shared with pedestrians.	 	▪ This provides part of a key route for commuters and recreational cyclists, who visit the Swan River foreshore and Perth CBD. ▪ The path is high quality and in good condition, however wayfinding is lacking. ▪ Lighting and sightlines are good, creating a suitable cycle environment. ▪ There is a lack of high quality lighting at the Causeway underpass. ▪ Legibility at the connection of the separated and shared path is poor, which can potentially mislead pedestrians onto the separated cycle-only path.	▪ The shared path pavement marking on the cycle only path should be removed, and a small footpath connection should be constructed to direct pedestrians appropriately. ▪ Investigate improvement of lighting at the Causeway underpass. ▪ Install wayfinding along route particularly at Taylor Street and the Causeway. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L1-B	Town of Victoria Park Foreshore Path	The Causeway and Windan Bridge	**Shared Path (off-road)** Approximately 3.0m wide off-road path.		▪ This provides part of a key route for commuters and recreational cyclists, who visit the Swan River foreshore and Perth CBD. ▪ There is a lack of wayfinding along the path, particularly at major junctions such as the shared path connection to the Great Eastern Highway. ▪ Lighting is lacking along some sections of the path including at locations with heavy foliage.	▪ Liaise with the Burswood Park Board and investigate the installation of a separated footpath adjacent to the existing shared path and convert the shared path to a cycle only path. It is recommended that a permanent cycle counter or a real-time speed display sign (north of Crown) is installed to monitor the use and behaviour on the foreshore path following the completion and opening of the new Perth Stadium. This will assist in determining the warrant for path separation. ▪ Investigate installation of lighting at gaps along share path, such as the section just north of the Causeway. ▪ Investigate the ponding issues along the shared path at the junction south of the Windan Bridge. ▪ Install wayfinding along the route particularly at junctions with other paths, directing users to key destinations within ToVP (i.e. Great Eastern Highway shared path north of the Causeway) and key destinations such as Crown Perth and Perth Stadium. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L2 - A	Great Eastern Highway	Burswood Park and Great Eastern Highway Overpass	**Shared Path (off-road)** Approximately 3.0m wide off-road path through part of Burswood Park and along the north side of		▪ This provides part of the east-west connection to the Swan River Foreshore and the proposed Rutland Avenue/ Goodwood Parade PSP. ▪ There is a lack of wayfinding along the path, at junctions and at the Great Eastern Highway Overpass.	▪ It is recommended to install a new 2.5 to 3.0m high quality shared path on the northern side of Great Eastern Highway to bypass the existing bus shelter. The path should connect to the existing ramp which connects to the overpass. ▪ Install wayfinding along the route particularly at the intersection with the shared paths at Foreshore, Victoria

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
			Great Eastern Highway.		▪ A significant conflict exists at the bus stop on the Great Eastern Highway, just east of the overpass. At this location, the path narrows increasing the likelihood of conflicts between cyclists and bus patrons.	Park Drive and the Great Eastern Highway Overpass. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L2 - B	Great Eastern Highway	Great Eastern Highway Overpass and Orrong Road Overpass	**Shared Path (off-road)** Approximately 3.0m wide off-road path on south sides of Great Eastern Highway and the Orrong Road off-ramp.		▪ This provides part of the east-west connection to the Swan River Foreshore from the Orrong Road Overpass (into Belmont) and the proposed Rutland Avenue/ Goodwood Parade PSP. ▪ Some sections of the path are narrow and lack formalised pavement and line marking. ▪ Holding rails are missing at both sides of the Cornwall Street crossover and at the median. ▪ Some sections of the path have debris and overgrown vegetation, particularly at the Orrong Road off-ramp.	▪ Liaise with Main Roads to install holding rails on both approaches of the Cornwall Street crossover and on the median. ▪ Ensure the shared path is maintained regularly through regular liaison with Main Roads.
L3	Gallipoli Street	Orrong Road Overpass and Rutland Avenue/ Victoria Park Station	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 10m wide, with one traffic calming device. This section is labelled on the DoT Your Move Map as a local bicycle friendly route.		▪ This provides a local east-west connection between Victoria Park Station and the Orrong Road overpass (leading into City of Belmont), and Surrey Road safe active street. ▪ The existing path lacks width and is along one side only at sections. ▪ Parked cars, roundabouts and traffic calming devices put on-road cyclists in dangerous positions. ▪ The narrowing of roads at intersections (‘nibs’) also increase the chances of conflicts between cyclists and vehicles. ▪ A small section of the route is part of a bus route. ▪ There is a lack of wayfinding along the road, particularly for key destinations such as Orrong Road Overpass and Victoria Park Station.	▪ This route is proposed to form part of the long term strategic network as a local route. There is potential for this route to be developed into a Safe Active Street. ▪ Install wayfinding along route particularly at the Maple Street and Rutland Avenue intersections. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L4 - A	Bishopsgate Street	Rutland Avenue and Kent Street	**On-Road (marked**) This road currently has appropriately marked red-asphalt on-road bike lanes and consists of a good surface quality with green pavement at intersections. A 1.8m wide off-road concrete path with red painted pavement is located along the east side from Rutland Avenue to Goddard Street and the remaining section is 1.6m wide concrete.	 	▪ This provides a local northwest-south east connection between Victoria Park Station and Angelo Street. ▪ There is a lack of off-road bypass options on the approaches and departures for cyclists travelling through the Kent Street intersection. ▪ The section of path along the east side of Bishopsgate Street south of Goddard is in poor condition with uneven pavement. It is noted that this is adjacent to Lathlain Park, which is planned to be redeveloped. ▪ Existing traffic volumes along the road are approximately 4000 vehicles per day and the speed limit is 50km/hr.	▪ Install appropriate off-road bypass paths with smooth transitions for on-road cyclists on the Bishopsgate Street approaches and departures to the roundabout ▪ Consideration of off-road and on-road cyclists is required along this route, as part of the Lathlain Park Redevelopment. Existing on-road facilities located adjacent to the development should be maintained, while upgrading of the off-road facilities to a high quality shared path standard should be considered as part of any works.
L4 - B	Bishopsgate Street	Kent Street and Archer Street	**On-Road (marked**) This road currently has appropriately marked red-asphalt on-road bike lanes and consists of a good surface quality. Two traffic calming devices are located along the section.		▪ This provides a local northwest-southeast connection between Victoria Park Station and Angelo Street. ▪ The on-road bike lanes discontinue approximately 100m north of the Angelo Street roundabout, forcing cyclists to either exit the road or cycle with traffic. There is currently a lack of suitable options to enter/exit the roadway at this location. ▪ Existing traffic volumes along the road are approximately 3,000 vehicles per day and the speed limit is 50km/hr.	▪ Remove “All Bicycles” signage at the Gloucester Street intersection, which indicates to cyclists to leave the road. ▪ Consider extending the on-road cycle lanes to the Angelo Street roundabout as part of any future resurfacing works, with appropriate off-road bypass paths at the northwest leg of the roundabout. Install off-road bypass paths with smooth transitions where the on-road cycle lanes currently discontinue.
L5 - A	Kent Street	Manning Road and Hayman Road	**Sealed Shoulder (on-road) and Shared Path (off-road)** Approximately 1.5m on-road bike lanes (sealed shoulder), which discontinue at the Manning Road intersection. A 3.0m wide off-road path runs along the east side of the road. The path includes appropriate pavement		▪ This provides a key strategic route that connects multiple destinations including Curtin University, Kent Street Senior High School, the Leisure Life Centre, Albany Highway commercial precinct and Lathlain Park. ▪ Existing traffic volumes along the road are approximately 22,000 vehicles per day and the speed limit is 70km/hr. ▪ This is a high frequency bus route which creates potential conflicts for on-road cyclists at bus stops ▪ The sealed shoulder is not surfaced with red pavement, appropriately signed or marked, and	▪ Replace the existing concrete footpath on the eastern side of Kent Street (just north of Beazley Avenue) with a 2.5m-3.0m high quality red asphalt shared path as proposed in the Kent Street project, outlined in Section 15.3. Liaison with Curtin University is required. ▪ It is recommended that when the next resurfacing works along Kent Street are undertaken that this entire section of on-road cycle lanes is reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m with consideration of protection. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
			and line markings along most of the alignment. A 2.0 to 3.0m concrete path and on-road bike lane run lane along the west side which are located within CoSP. Only the eastern (southbound) carriageway is located within ToVP, which is the only one referred from here.		may cause confusion for cyclists wishing to use the facility. ▪ There is currently a lack of off-road bypass paths at the Manning Road intersection. ▪ A gap in the shared path exists with approximately 230m of narrow unmarked path, north of Beazley Avenue.	▪ Install wayfinding along route particularly at Manning Road and Curtin University Main Street. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L5 - B	Kent Street	Hayman Road and Jarrah Road	**Sealed Shoulder (on-road) and Shared Path (off-road)** Approximately 1.5m sealed shoulder, which discontinue at some intersections and sections of road. Only the eastern carriageway (southbound) is located within ToVP which is only referred to from here. A 2.0 to 2.5m asphalt path runs along the east side of Kent Street.	 	▪ This provides a key strategic route that connects multiple destinations including Curtin University, Kent Street Senior High School, the Leisure Life Centre, Albany Highway commercial precinct and Lathlain Park. ▪ On-road bike lanes are not surfaced with red asphalt, or marked with bike symbols and signage. ▪ There is currently a lack of off-road bypass paths at the Hayman Road, Dick Perry Avenue and Jarrah Road intersections, for the Kent Street approaches and departures. ▪ No on-road bike lane is located along the section between Dick Perry Avenue and Jarrah Road. ▪ There is a lack of formalised pavement and line marking along the shared path and it is cracked and uneven along sections. ▪ There is no lighting along the path affecting personal security and making the path unappealing during the evening. ▪ Median crossings lack holding rails and the required widths for cyclists along Kent Street at the Hayman Road and Jarrah Road intersections. ▪ This is a high frequency bus route which creates potential conflicts for on-road cyclists at bus stops. ▪ There is a lack of wayfinding along the route.	▪ Replace existing footpath on the eastern side of Kent Street with a 3.0m wide red asphalt shared path as proposed in the Kent Street prioritised project (outlined in Section 15.3). ▪ In collaboration with the CoSP, install new 1.5m on-road cycle lanes as proposed in the Kent Street prioritised project (outlined in Section 7.2). ▪ In collaboration with CoSP, install holding rails and shift median crossings so that adequate width is provided (minimum 2.5m) at the Kent Street legs of the Hayman Road intersection. ▪ Install holding rails at the Jarrah Road median crossings. ▪ Install wayfinding along route particularly at Hayman Road, Turner Avenue (Technology Park) and Jarrah Road. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L5 - C	Kent Street	Jarrah Road and Gloucester Street	**Bicycle Lane (on-road) and Shared Path (off-road)** Approximately 1.5m on-road bike lanes, which discontinue at some intersections. A shared path runs along the north side of Kent Street, varying in surface material (asphalt and concrete) and width (1.6m to 4.0m).		▪ This provides a key strategic route that connects multiple destinations including Curtin University, Kent Street Senior High School, the Leisure Life Centre, Albany Highway commercial precinct and Lathlain Park. ▪ Existing traffic volumes along the road are approximately 12,000 vehicles per day and the speed limit is 60km/hr. ▪ This is a high frequency bus route. ▪ On-road bike lanes are not surfaced with red asphalt west of Berwick Street. ▪ There is currently a lack of off-road bypass paths at the Etwell Street, Devenish Street and Berwick Street intersections. ▪ There is a lack of formalised pavement and line marking along the shared path and it lacks adequate width and surface quality at sections. ▪ A high number of driveway crossovers are located on the shared path between Berwick Street and Gloucester Street. ▪ There is a lack of wayfinding along the route.	▪ Formalise the existing shared path on the northern side by including pavement marking and signage as proposed in the Kent Street prioritised project (outlined in Section 15.3). ▪ It is recommended that when the next resurfacing works along Kent Street are undertaken that this entire section of on-road cycle lanes is reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m with consideration of protection. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ Remove “All Bicycles” signage at the Gloucester Street intersection, which indicates to cyclists to leave the road. ▪ Install wayfinding along route particularly at Berwick Street (south) and Gloucester Street. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L5 - D	Miller Street	Gloucester Street and Bishopsgate Street	**Bicycle Lane (on-road) and Shared Path (off-road)** Approximately 1.5m on-road bike lanes, which discontinue at some intersections. A shared path runs along the south side of Kent/Miller Street, varying in quality and width (1.6m to 2.5m).	 	▪ This provides a key strategic route that connects multiple destinations including Curtin University, Kent Street Senior High School, the Leisure Life Centre, Albany Highway commercial precinct and Lathlain Park. ▪ Existing traffic volumes along the road are approximately 12,000 vehicles per day and the speed limit is 60km/hr ▪ This is a high frequency bus route. ▪ On-road bike lanes lack continuity, and are not surfaced with red asphalt east of Sunbury Road. ▪ During the site visit, several locations along the bike lanes were being excavated for other works. ▪ The Kent Street/Albany Highway/Miller Street intersection is a barrier to cyclists, with insufficient space for cyclists on and off-road.	▪ Upgrade the existing footpath to a 2.5m-3.0m red asphalt shared path with appropriate pavement markings and signage on the southern side of Miller Street, as proposed in the Kent Street prioritised project (outlined in Section 15.3). ▪ It is recommended that when the next resurfacing works along Miller Street are undertaken that this entire section of on-road cycle lanes is reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m with consideration of protection. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ Install wayfinding along route particularly at Albany Highway and Bishopsgate Street. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

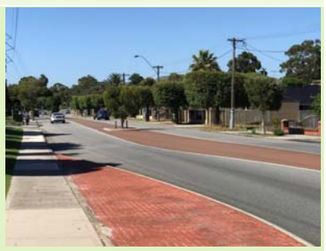
Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ There is currently a lack of off-road bypass paths at the Albany Highway, Shepperton Road and Bishopsgate Street intersections. ▪ There is a lack of formalised pavement and line marking along the shared path and it lacks adequate width and surface quality at sections. Wayfinding is also lacking along the path and at key intersection, such as Albany Highway. ▪ There is a lack of wayfinding along the route.	
L5 - E	Roberts Road	Bishopsgate Street and Orrong Road	**Bicycle Lane (on-road)** Approximately 1.5m on-road bike lanes, which discontinue at some intersections.		▪ This provides a key strategic route that connects multiple destinations including Curtin University, Kent Street Senior High School, the Leisure Life Centre, Albany Highway commercial precinct and Lathlain Park. ▪ Concrete paths located along most of both sides of the road. This lacks formalised pavement and line marking, width and surface quality. ▪ There is a lack of holding rails on the median crossing at Orrong Road. ▪ There is a lack of wayfinding along the route.	▪ Upgrade the existing footpath to a 2.5m-3.0m red asphalt shared path with appropriate pavement markings and signage on the southern side of Roberts Road, as proposed in the Kent Street prioritised project (outlined in Section 15.3). ▪ It is recommended that when the next resurfacing works along Roberts Road are undertaken that this entire section of on-road cycle lanes is reviewed. The cycle lanes should be sealed in red asphalt at a minimum width of 1.5m with consideration of protection. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ As part of other works, the intersection of Orrong Road/Roberts Road is planned to be modified to remove the right turn movement out of Roberts Road. As part of the works consolidated pedestrian/cyclist crossing at Orrong Road with holding rails should be provided. ▪ Install wayfinding along route particularly at Orrong Road. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L6-A	Berwick Street	Canning Highway and Kent Street	**Sealed Shoulder (on-road)** This road currently has no cycling facilities and is generally 12.5m wide. A 1.5m sealed shoulder is located along each side of the road, which discontinues at some sections.		▪ This provides part of a north-south connection between the City of Canning and the Victoria Park foreshore. ▪ Existing traffic volumes along the road are approximately 20,000 vehicles per day and the speed limit is 60km/hr. ▪ This road is part of a bus route. ▪ The sealed shoulder is not surfaced with red pavement, appropriately signed or marked, and may cause confusion for cyclists wishing to use the facility.	▪ Install advanced cyclist stop boxes on the southern approach of the Kent Street intersection, as proposed in the Kent Street prioritised project (outlined in Section 15.3). ▪ This section of Berwick Street is constrained and caters for high traffic volumes and is a bus route. As such, an alternative route for cyclists is proposed along the parallel Gloucester Street which is proposed to be developed into a Safe Active Street. Cyclists can be directed along Kent Street to Gloucester Street and subsequently the existing underpass at Hordern Street.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ The on-road bike lanes discontinue before the Kent Street intersection, which puts cyclists at dangerous positions with general traffic. ▪ There is a lack of pedestrian/cycle lanterns at the Kent Street signalised intersection. ▪ Traffic lanes along the road are narrow, with a painted and concrete median located along the road generally 1.5m wide. ▪ The existing footpath lacks width and surface quality, and is often obstructed by street furniture (i.e. at bus stops and sign posts). ▪ Challenging gradients are located along the route, increasing effort for cyclists.	
L6-B	Berwick Street	Kent Street and Hill View Terrace	**Bicycle Lane (on-road)** Approximately 1.5m on-road bike lanes, which discontinues at some sections. The road is generally 12.5m wide.		▪ This provides part of a north-south connection between the City of Canning and the Victoria Park foreshore. ▪ Existing traffic volumes along the road are approximately 20,000 vehicles per day and the speed limit is 60km/hr. ▪ This road is part of a bus route. ▪ On-road bike lanes are not surfaced with red asphalt, or marked with bike symbols and signage. ▪ The on-road bike lane along the northbound carriageway discontinues south of Whittlesford Street and north of Sussex Street, and lack suitable options to enter/exit the roadway. ▪ The on-road bike lane along the southbound carriageway discontinues north of Ashburton Street and South of Whittlesford Street, and lack suitable options to enter/exit the roadway.	▪ Install off-road bypass paths with smooth transitions at the on-road bike lanes where they discontinue/begin. ▪ Upgrade on-road bike lanes as part of the next resurfacing, ensuring red pavement, adequate pavement markings and signage, and extension across the entire section including through intersections (i.e. Kent Street to Hill View Terrace). ▪ Install wayfinding along route particularly at the Hill View Terrace and Kent Street intersections. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L6-C	Berwick Street	Hill View Terrace and Boundary Road	**Bicycle Lane (on-road)** Approximately 1.5m on-road bike lanes, which discontinues at some sections. The road is generally 13.5m wide.		▪ This provides part of a north-south connection between the City of Canning and the Victoria Park foreshore. ▪ Existing traffic volumes along the road are approximately 9,000 vehicles per day and the speed limit is 60km/hr. ▪ This road is part of a bus route. ▪ On-road bike lanes are marked with bike symbols, but are not surfaced with red asphalt.	▪ Upgrade on-road bike lanes as part of the next resurfacing, ensuring red pavement, adequate pavement markings and signage, and extension across the entire section including through intersections (i.e. Hill View Terrace Boundary Road). ▪ Install wayfinding along route particularly at the Boundary Road and Hill View Terrace intersections. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ On-road bike lanes lack continuity at the Hill View Terrace and Boundary Road intersections. There is also a lack of suitable options to enter/exit the roadway at these locations where the bike lanes discontinue. ▪ A considerable hill is located along at the Hill View Terrace intersection, increasing effort for cyclists.	
L7	Armagh Street	Berwick Street and Hordern Street	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 6.5m wide. This section is labelled on the DoT Your Move Map as a local bicycle friendly route.	 	▪ This provides an east-west connection between Berwick Street and Albany Highway, and to the Victoria Park foreshore via the Hordern Street underpass. ▪ Traffic volumes are below 1,000 vehicles per day, which is conducive to cycling. ▪ A high number of parked cars were observed along the route, on a single side of the road at each section. As a result, there is insufficient space for cyclists on-road, when a vehicle traveling along the road. ▪ Lighting is lacking along some sections of the path including at locations with heavy foliage (i.e. adjacent to Raphael Park). ▪ The Hordern Street underpass is prone to flooding, due to openings in the roof and drainage issues, due to leaf litter build up Boom gates are located at north end of Hordern Street at the connection to the underpass. ▪ There is a lack of wayfinding along the route.	▪ Develop Armagh Street (between Gloucester Street and Hordern Street) into a Safe Active Street as proposed in the Gloucester Street prioritised project (outlined in Section 15.3). ▪ Regular maintenance of the drainage collection points at the ends of the Hordern Street underpass are required to ensure no blockages. It may also be worth investigating if the roof openings can be covered to avoid water intrusion, without affecting lighting. ▪ Investigate measures to reduce conflict between cyclists and pedestrians at the underpass, and improve its overall amenity. ▪ Investigate the operation of the boom gates at the Hordern Street underpass to ensure they do not block pedestrians and cyclists using the route. ▪ Install wayfinding along the route particularly at Gloucester Street and Hordern Street. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L8	Gloucester Street	Kent Street and Armagh Street	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 8.0m wide. This section is labelled on the DoT Your Move Map as a local bicycle friendly route.		▪ This provides part of a north-south connection between the City of Canning (via Berwick Street) and the Victoria Park foreshore. This is an alternative route to Berwick Street (between Canning Highway and Kent Street). ▪ Traffic volumes along most of the route are below 1,000 vehicles per day. The section near Kent Street (south east of Star Street) has approximately 2,000 vehicles per day. ▪ The posted speed is 50km/h. ▪ A small section of the route is used by a bus service (between King George Street and McMillan Street).	▪ Develop Gloucester Street into a Safe Active Street as proposed in the Gloucester Street prioritised project (outlined in Section 15.3). ▪ Install wayfinding along the route particularly at Kent Street and Armagh Street. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ There are several intersections along the route without through priority with cyclist having to stop frequently (i.e. Armagh Street, Geddes Street, Cargill Street, McMaster Street, King George Street, McMillan Street, Manchester Street and State Street). ▪ A considerable hill is located along the route, increasing effort for cyclists. ▪ A left-in left out configuration is located at the McMillan Street intersection.	
L9	Albany Highway	Oats Street and the Causeway	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 13.0m wide (4m lanes).	 	▪ Albany Highway (between Oats Street and the Causeway) is a key commercial and entertainment destination for Town of Victoria Park residents and for the wider Perth metropolitan area. ▪ Existing traffic volumes along the road are approximately 15,000 vehicles per day and the speed limit is 40km/hr. ▪ Formalised parking is located along most of both sides of the road, and the carriageways are generally separated by a painted or concrete median. ▪ This is a high frequency bus route, which increases the chances of conflicts at bus stops. ▪ Currently, less confident cyclists will ride on the existing footpath which has multiple conflict points, including pedestrians, service infrastructure and outdoor dining areas (etc). ▪ There is a lack of wayfinding along the route.	▪ Enhance the on-road cycle environment in the short-term, as proposed in the Albany Highway prioritised project (outlined in Section 15.3). ▪ Investigate modifications to parking and the installation of a bi-directional cycle path along the route, as proposed in the Albany Highway prioritised project (outlined in Section 15.3). ▪ Install wayfinding along the route particularly at Hill View Terrace, Mint Street, Kent Street, McMillan Street, Duncan Street and Armagh Street, and indicate key locations such as Victoria Park Train Station. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L10-A	Rutland Avenue/ Goodwood Parade	Welshpool Road and Great Eastern Highway	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 6.5m north of Victoria Park Station and 10.0m wide south of Victoria Park Station. This road is labelled on the DoT Your Move Map as a local bicycle friendly route.		▪ This provides a principal route along the Perth-Armadale rail line. ▪ Existing traffic volumes are generally below 2,000 vehicles per day, and the speed limit is 50 km/h. ▪ Bus services use some sections of Rutland Avenue, south of Mint Street. ▪ There is a lack of adequate cycle crossing facilities at intersecting roads (i.e. Mint Street and Oats Street), including the lack of median storage and holding rails.	▪ Install high quality shared path along the route between Welshpool Road and Bishopsgate Street and a Safe Active Street between Bishopsgate Street and the Great Eastern Highway as proposed in the Rutland Avenue/ Goodwood Parade prioritised project (as outlined in Section 15.3). ▪ In the interim, improve the transition from on-road to off-road South of the Great Eastern Highway overpass by constructing a more adequate off-road bypass path. ▪ Install wayfinding along the route particularly at Hill View Terrace, Archer Street, Kent Street, Duncan Street and the Great Eastern Highway overpass. This should form

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ At some locations, surface quality is poor, and there is a build-up of leaf litter. ▪ There is a lack of wayfinding along the route. ▪ The existing off-ramp connection to the path for the Great Eastern Highway overpass is lacking a smooth transition for cyclists.	part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L10-B	Rutland Avenue/ Goodwood Parade	Great Eastern Highway and Riversdale Road	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 10.0m wide. This road is labelled on the DoT Your Move Map as a local bicycle friendly route. A 2.0 to 2.5m asphalt path runs along the west side for approximately 120.0m (from the Great Eastern Highway overpass) to a pedestrian/cyclist rail crossing.		▪ This provides a principal route along the Perth-Armadale rail line. ▪ Existing traffic volumes are generally below 2,000 vehicles per day, and the speed limit is 50 km/h. ▪ The Great Eastern Highway overpass is narrow, increasing potential conflicts for cyclists and pedestrians. ▪ The north side of the overpass is secluded and lacks passive surveillance affecting personal security and making the path unappealing during the evening. However, CCTV is located here for these reasons. ▪ There is a high demand for parking along the west side, and a significant number of trees are present. ▪ Some wayfinding is present, although it shows the outdated Perth Bicycle Network (PBN) routes.	▪ Install a high quality shared path along the route providing a connection to the PSP on the east side of the Graham Farmer Freeway, as proposed in the Rutland Avenue/ Goodwood Parade prioritised project (outlined in Section 15.3). ▪ Consider widening at the Great Eastern Highway overpass as part of future works along this route. ▪ Install wayfinding along the route particularly at the Great Eastern Highway Overpass and Riversdale Road. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L11-A	Hayman Road	Kent Street and Marquis Street	**Sealed Shoulder (on-road) and Shared Path (off-road)** Approximately 1.5m sealed shoulder, which discontinue at some intersections. A 3.0m off-road path runs along the south side of Hayman Road between Kent Street and Adie Court.	 	▪ This provides connectivity to and between Curtin University, Bentley TAFE Campus, and other nearby destinations. ▪ Existing traffic volumes are approximately 16,000 vehicles per day and the speed limit is 60 km/h. ▪ The on-road bike lanes discontinue at the Curtin University Main Street/Allen Court intersection and at the section between Adie Court and Marquis Street. It is noted that Hayman Road is planned to be upgraded to four lanes for the entire length, which will result in an off-road emphasis for cycling infrastructure. ▪ Curtin University Bus Station is located opposite Jenkins Avenue, which is utilised by several bus services.	▪ Install a 3.0m high quality shared red asphalt path for the missing section of path on the west side (Adie Court south) and associated works as proposed in the Hayman Road prioritised project (outlined in Section 15.3). ▪ Investigate improving crossing priority for cyclists at the Curtin University Main Street/Allen Court intersection as proposed in the Hayman Road prioritised project (outlined in Section 15.3). ▪ Install wayfinding along route particularly at Manning Road, Curtin University Bus Station and Curtin University Main Street. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ The shared path provided is high quality with red pavement, and appropriate pavement and line markings. ▪ There is a gap in the existing high quality shared path south of Adie Court. The existing concrete path lacks width, red pavement surfacing, and pavement markings and signage. ▪ On-road bike lanes are not surfaced with red asphalt, or marked with bike symbols and signage. ▪ No priority is provided for cyclists at crossovers. ▪ There is a lack of wayfinding along the route.	
L11-B	Marquis Street	Hayman Road and Holder Crescent	**Shared Path (off-road)** A 1.8m concrete path runs along the north side of Marquis Street.		▪ This provides connectivity to Curtin University from cycle infrastructure east i.e. Hill View Terrace bike lanes. ▪ Existing traffic volumes are approximately 12,000 vehicles per day, and the speed limit is 60 km/h. ▪ The on-road environment has tight bends and a roundabout which put cyclists in dangerous positions with traffic. ▪ The existing concrete path is narrow and lacks red pavement, and appropriate pavement and line markings. ▪ There is a lack of wayfinding along the route.	▪ Install a 2.5-3.0m high quality shared red asphalt path on the north side of Marquis Street as proposed in the Hayman Road prioritised project (outlined in Section 15.3). ▪ Install wayfinding along route particularly at Hayman Road and Hill View Terrace. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L12-A	Hill View Terrace	Holder Street and Albany Highway	**Bicycle Lane (on-road)** Approximately 1.5m on-road bike lanes, which discontinues at some sections. The road is generally 13.5m wide, with some sections as narrow as 10.0m.	 	▪ This provides part of a key strategic route that connects multiple key destinations including Curtin University, Albany Highway, TAFE Carlisle, Aqualife and Oats Street Station. ▪ Existing traffic volumes are approximately 13,000 vehicles per day, and the speed limit is 60 km/h. ▪ This is a high frequency bus route with potential conflicts for on-road cyclists at bus stops. ▪ There is a gap in on-road bike lanes between Holder Street and Jarrah Road.	▪ Install new 1.5m wide on-road cycle lanes between Holder Street and Boundary Road as proposed in the Oats Street prioritised project (outlined in Section 15.3) ▪ Upgrade the existing on-road cycle lanes as part of the next resurfacing, ensuring red pavement, adequate pavement markings and signage, and extension of the cycle lanes through intersections (i.e. at Jarrah Road and Albany Highway). ▪ At the Jarrah Road intersection, install advanced cyclist stop boxes on both Hill View Terrace approaches. ▪ At the Holder Street roundabout, install appropriate off-road bypass paths to ensure a smooth transition with the shared path proposed on the north side of Marquis Street and the proposed bike lanes on Hill View Terrace.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					▪ On-road Bike lanes discontinue on the east side of Jarrah Road and lack suitable options to enter/exit the roadway. ▪ On-road Bike lanes discontinue on the west side of Albany Highway and lack suitable options to enter/exit the roadway. ▪ On-road bike lanes are marked with bike symbols, but are not surfaced with red asphalt between Jarrah Road and Berwick Street. ▪ A considerable hill is located along the route at the intersection with Berwick Street, increasing effort for cyclists. ▪ There is a lack of wayfinding along the route.	▪ Install wayfinding along the route particularly at Berwick Street and Albany Highway. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L12-B	Oats Street	Albany Highway and Orrong Road	**Bicycle Lane (on-road)** Approximately 1.5m on-road bike lanes, which discontinues at some sections. The road is generally 13.5m wide.		▪ This provides part of a key strategic route that connects multiple key destinations including Curtin University, Albany Highway, TAFE Carlisle, Aqualife and Oats Street Station. ▪ Existing traffic volumes are approximately 15,000 vehicles per day, and the speed limit is 50 km/h. ▪ This is a high frequency bus route with potential conflicts for cyclists at bus stops. ▪ There is a gap in on-road bike lanes between Albany Highway and Shepperton Road, and at the rail crossing adjacent to Oats Street Station. ▪ On-road bike lanes discontinue on the east side of Shepperton Road and lack suitable options to enter/exit the roadway. ▪ On-road bike lanes discontinue on the west side of Orrong Road and lack suitable options to enter/exit the roadway. ▪ On-road bike lanes are marked with bike symbols, but are not surfaced with red asphalt between Shepperton Road and Orrong Road ▪ There is a lack of off-road bypass paths at the Read Street, Bishopsgate Street and Star Street roundabouts. ▪ There is a lack of wayfinding along the route.	▪ Install 1.5m wide on-road cycle lanes between Albany Highway and Shepperton Road and widen the existing on-road cycle lanes between Shepperton Road and Orrong Road as proposed in the Oats Street prioritised project (outlined in Section 15.3). ▪ Install wayfinding along the route particularly at Albany Highway, Bank Street, Rutland Avenue, and Orrong Road. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L13	Orrong Road	Cornwall Street and Kew Street	**Shared Path (off-road)** A 2.0 to 2.5m wide concrete path runs along the west side of the road. A 1.6 to 2.0m wide concrete path runs along the east side of the road, which is located within City of Belmont ad not referred to further.		▪ This provides north-south route between Leach Highway and Great Eastern Highway. ▪ Existing traffic volumes are approximately 65,000 vehicles per day, and the speed limit is 60 km/h. ▪ A sealed shoulder is provided along sections, although is narrow and lacks continuity. ▪ The existing concrete path lacks appropriate markings and signage, and is narrower at sections than a high quality shared path. ▪ The path pavement surface is cracked and uneven along stretches. ▪ Some sections of the path had debris and overgrown vegetation. ▪ There is a lack of wayfinding along the route.	▪ As part of future works along Orrong Road, ensure that cycle infrastructure is provided. Liaison with Main Roads will be required. ▪ Install wayfinding along the route particularly at Kent Street and Oats Street. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L14	Jarrah Road	Kent Street and Hill View Terrace	**Bicycle Lane (on-road)** Approximately 1.5m on-road bike lanes.	 	▪ This provides a north-south connection adjacent to Curtin university which provides linkage to key routes and local streets. ▪ Existing traffic volumes are generally below 2,000 vehicles per day, and the speed limit is 50 km/h. ▪ This route is used by bus services, with potential conflicts for on-road cyclists at bus stops. ▪ Most of the on-road bike lanes are appropriately marked and surfaced with red pavement. ▪ The existing on-road bike lanes discontinue at the Kent Street and Hill View Terrace intersections, and lack suitable options to enter/exit the roadway. ▪ Most of the northbound bike lane is located within the door zone of the adjacent and parallel parking, which increases the chances of conflicts for vehicles and cyclists. ▪ Some sections of the bike lanes had debris and vegetation located on it.	▪ Install advanced cyclist stop boxes at the Hill View Terrace intersection at the Jarrah Road and Boundary Road approaches to provide continuous on-road cycle lanes. ▪ During the next resurfacing, consider indenting the on-road parking bays further into the verge to provide sufficient clearance to on-road cyclists away from the door zone of parked vehicles. Alternatively, investigate the installation of a shared path on the western side of Jarrah Road. ▪ Install appropriate off-road bypass paths with smooth transitions at the approach and departure on Jarrah Road at the intersection with Kent Street, as proposed in the Kent Street prioritised project (outlined in Section 15.3). ▪ Investigate indentation of parking along the west side to avoid northbound cyclists being locate in the door zone. ▪ Install wayfinding along the route particularly at Kent Street, and Hill View Terrace. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L15	Baron-Hay Court	Kent Street and George Street	**On-Road (unmarked)** The road currently has no cycling facilities and is generally 6.0m wide. This road is labelled on the DoT Your Move Map as a local bicycle friendly route.		▪ This provides a north-south connection which provides linkage to key routes and continuation to Jarrah Road. ▪ Existing traffic volumes are low along this road. ▪ Parking is located along most of the road on the west side. ▪ This road is in poor condition with uneven pavement and missing kerbing, which has resulted in soil/sand deposits along the road. ▪ It is noted that there is a potential for future development along the road. ▪ Lighting is lacking along the route.	▪ This route is proposed to form part of the long term strategic network as a local route. As part of future works on the road, investigate the provision of a bi-directional cycle path along the eastern side of Baron-Hay Court. In addition, install appropriate off-road bypass paths to ensure a smooth transition between the on -and off-road environments. ▪ Install wayfinding along the route particularly at Kent Street and George Street. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L16-A	Perth Cycle Ring (Adie Court/ Pallitt Street/ Creaton Street/ Playfield Street/ Devenish Street/ Whittlesford Street)	Hayman Road and Berwick Street	**On-Road (unmarked)** The road currently has no cycling facilities and is generally between 7.5m and 10.0m wide. Adie Court is labelled on the DoT Your Move Map as a local bicycle friendly route.	 	▪ This route forms part of the “Perth Cycle Ring” report and is endorsed by the community. ▪ This provides part of a local east-west route connecting from Curtin University to Oats Street Station. Other attractions and destinations include Millen Primary School, Carson Street School, Aqualife Centre, South Metropolitan TAFE Carlisle Campus. ▪ The route carries predominantly low traffic, and is therefore more suitable for less confident cyclists. ▪ Adie Court is a high frequency bus route, with two cyclist crashes involving buses. The existing path along Adie Court lacks formalised pavement and line marking and conflicts with bus stops and parked vehicles. ▪ Existing signage at the Adie Court/ Jarrah Road intersection indicates that entry is only permitted for taxis and buses. ▪ Parking along Pallitt Street has high usage from Curtin University visitors, which results in a narrow space for on-road traffic and cyclists. ▪ There is lack of controlled parking along Creaton Street. ▪ Millen Primary School is located along Playfield Street, which has increased traffic for the morning and afternoon peaks for children being dropped off. ▪ Lighting is lacking along sections of the route.	▪ Construct a cut-through at the intersection of Adie Court/Jarrah Road to allow cyclists to exit Adie Court and connect to the Jarrah Road on-road cycle lanes. ▪ Update no entry signage at the Adie Court/ Jarrah Road intersection (excluded to buses and taxis) to also allow cyclists to access the road. ▪ This route is proposed to form part of the long term strategic network as a local route. As part of any resurfacing works along the route, consider the implementation of Safe Active Street and high quality shared path treatments.

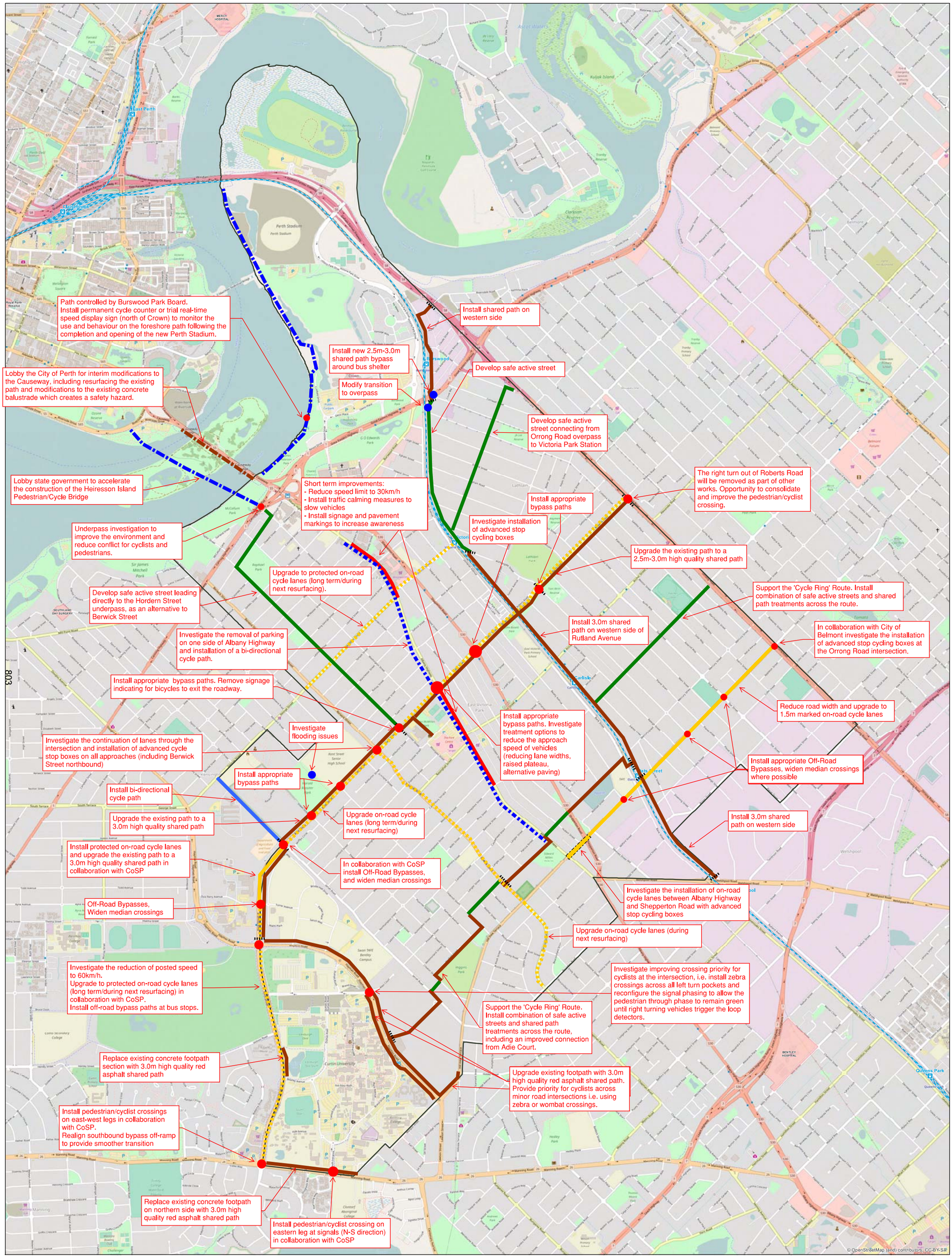
Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L16-B	Perth Cycle Ring (Baillie Avenue/ Somerset Street/ Bank Street)	Berwick Street and Oats Street Station	**On-Road (unmarked)** The road currently has no cycling facilities and is generally between 7.5m and 13.0m wide. Baillie Avenue and Somerset Street are labelled on the DoT Your Move Map as a local bicycle friendly route.		▪ This route forms part of the "Perth Cycle Ring" report and is endorsed by the community ▪ This provides part of a local east-west route connecting from Curtin University to Oats Street Station, made up of a combination of high quality shared paths and safe active streets. Other attractions and destinations include Millen Primary School, Carson Street School, Aqualife Centre, South Metropolitan TAFE Carlisle Campus. ▪ This route carries predominantly low traffic, and is more suitable for less confident cyclists. An off-road environment only is suitable at Berwick Street, which has high traffic volumes. ▪ There is lack of controlled parking along Baillie Avenue. ▪ Provisions for crossing at major roads is lacking holding rails (i.e. Berwick Street, Albany Highway, Shepperton Road) ▪ The section of Somerset Street between Shepperton Road and Bank Street caters for increased traffic volumes (approximately 1,800 vehicles per day), a bus route and connects to the Aqualife Centre and TAFE Carlisle Campus. ▪ Lighting is lacking along sections of the route.	▪ This route is proposed to form part of the long term strategic network as a local route. As part of any resurfacing works, consider the implementation of a high quality shared path on the eastern side of Baillie Avenue adjacent to Edward Millen Reserve. Investigate the feasibility of installing a 2.5m-3.0m high quality shared path between Carson Street School and the National Archives of Australia. ▪ As part of any resurfacing works along the route, consider the implementation of Safe Active Street and high quality shared path treatments.
L17	Lion Street/ Asteroid Way/ Apollo Way/ Solar Way/ Gemini Way/ Galaxy Way	Oats Street Station and Orrong Road	**On-Road (unmarked)** The road currently has no cycling facilities and is generally between 7.5m and 8.5m wide.	 	▪ This provides a local east-west connection between Carlisle Station and Orrong Road. ▪ This route carries predominantly low traffic, and is more suitable for less confident cyclists. ▪ Parking activity is high during events at Fletcher Park and the adjacent Catholic Church along Solar Way. ▪ Lighting is lacking along most of the route. ▪ The general amenity of sections of the route are poor, potentially discouraging use for some cyclists. ▪ Increased permeability for cyclists is provided at several locations along the route, where general traffic has restricted access and cyclists are provided with access.	▪ This route is proposed to form part of the long term strategic network as a local route. As part of any resurfacing works along the route, consider the development of the route as a Safe Active Street.

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L18	Manning Road	Kent Street and Conlon Street	**Shared Path (off-road)** A 1.6m to 2.0m concrete path runs along the north side of Manning Road. A 2.5m concrete path runs along the south side of Manning Road, which is within CoSP and not referred to here.	 	▪ This provides part of a key strategic east-west route that connects multiple key destinations including Curtin University, South Perth and Canning. ▪ Existing traffic volumes along the road are approximately 32,000 vehicles per day and the speed limit is 70km/hr. This is an unsuitable environment for on-road cycling. ▪ This is a high frequency bus route. ▪ The existing concrete path is narrow and lacks formalised signage, pavement and line marking. ▪ The draft City of Canning Cycling and Walking Plan proposes a 2.5m shared path along Manning Road between Conlon Street and Hamilton Street on one side (assumedly). ▪ There is a lack of adequate crossing facilities along Manning Road to Curtin University.	▪ As part of any resurfacing works along the path, replace the existing footpath with a 2.5m-3.0m wide high quality shared path. ▪ In collaboration with CoSP, upgrade existing crossing facilities at the Curtin University South entrance intersection, as proposed in the Manning Road prioritised project (outlined in Section 7.2).
L19-A	Mint Street	Albany Highway and Rutland Avenue	**On-Road (unmarked)** Most of the road currently has no cycling facilities and is generally between 13.0m and 13.5m wide.		▪ This provides part of an east west connection between Albany Highway and Orrong Road. This section also connects Carlisle Station and the Park Centre shopping complex on Albany Highway. ▪ Existing traffic volumes along the road are approximately 11,000 vehicles per day and the speed limit is 50km/hr. ▪ This road is used by multiple bus services, which creates potential conflicts for on-road cyclists at bus stops. ▪ A sealed shoulder, approximately 1.5m wide is located between Hubert Street and Shepperton Road. This is narrow, not surfaced with red pavement, appropriately signed or marked, which may cause confusion for cyclists wishing to use the facility. ▪ The road is narrowed by a 2.5m painted/ concrete median, which further reduces space for on-road cyclists. ▪ An overpass is located at Shepperton Road, however the grades and width are not conducive to cyclists. There are no other crossing facilities provided at Shepperton Road	▪ This route is proposed to form part of the long term strategic network as a local route. As part of the next resurfacing, investigate the provision of 1.5m on-road bike lanes with consideration of protection, plus advanced stop cycle boxes on the Mint Street approaches of the Albany Highway and Shepperton Road intersections. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ As part of any upgrades to the rail crossing (i.e. grade separation), investigate the provision of 3.0m high quality shared paths with appropriate off-road bypass paths for each direction, or 1.5m on-road cycle lanes with protection kerb. ▪ With the above infrastructure, install wayfinding along the route particularly at Albany Highway and Shepperton Road. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
					for the east-west direction (i.e. pedestrian/cycle lanterns). ▪ A rail crossing is located on the road, which lacks provisions for on-road cyclists.	
L19-B	Archer Street	Rutland Avenue and Orrong Road	**On-Road (unmarked)** Most of the road currently has no cycling facilities and is generally between 12.0 and 15.0m wide.		▪ This provides part of an east west connection between Albany Highway and Orrong Road. This section also provides access to Carlisle Station the Archer Street shops. ▪ Existing traffic volumes along the road are approximately 14,000 vehicles per day and the speed limit is 50km/hr. ▪ This road is used by multiple bus services, which creates potential conflicts for on-road cyclists at bus stops. ▪ Red asphalt pavement and formalised parking is located along the section of road between Raleigh Street and Mars Street, at the local shops. ▪ The road is narrowed by a 1.6m to 1.8m painted/concrete median with tree plantings, which further reduces space for on-road cyclists. ▪ Currently, less confident cyclists will ride on the existing footpath which has multiple conflict points, including pedestrians, service infrastructure and outdoor dining areas (etc).	▪ This route is proposed to form part of the long term strategic network as a local route. As part of the next road resurfacing, investigate the provision of 1.5m on-road cycle lanes with consideration of protection, plus off-road bypass paths on the Archer Street approaches and departures of the Bishopsgate Street, Star Street and Orrong Road intersections. The on-road cycle lanes must provide appropriate clearance from the door zone of the existing on-parking along Archer Street shops. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ With the above infrastructure, install wayfinding along the route particularly at Bishopsgate Street and Archer Street shops. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).
L20-A	McMillan Street	Berwick Street and Albany Highway	**On-Road (unmarked)** Most of the road currently has no cycling facilities and is generally 10.0m wide.		▪ This provides an east west connection between George Street and Albany Highway, which provides access to South Perth and the Albany Highway commercial precinct. ▪ Existing traffic volumes along the road are approximately 6,000 vehicles per day and the speed limit is 50km/hr. ▪ This road is used by a bus service for the section between Berwick Street and Gloucester Street. ▪ Several median crossings are located along the road for cyclists and pedestrians.	▪ This route is proposed to form part of the long term strategic network as a local route. As part of the next road resurfacing, investigate the provision of 1.5m on-road cycle lanes with consideration of protection, plus advanced stop cycle boxes on the McMillan Street approaches of the Berwick Street and Albany Highway intersections. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. ▪ With the above infrastructure, install wayfinding along the route particularly at Gloucester Street and Albany Highway. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link Reference	Street Name	Between	Description	Photos	Comments / Issues	Suggestions
L20-B	Duncan Street	Albany Highway and Victoria Park Station	**On-Road (unmarked)** Most of the road currently has no cycling facilities and is generally between 10.0 to 12.0m wide.		▪ This provides an east west connection between Albany Highway and Victoria Park Station. ▪ Existing traffic volumes along the road are approximately 4,000 vehicles per day and the speed limit is 50km/hr. ▪ Formalised parking is located along the section between Albany Highway and Shepperton Road. ▪ There is a lack of pedestrian/cycle lanterns at the Shepperton Road signalised intersection.	▪ This route is proposed to form part of the long term strategic network as a local route. As part of the next resurfacing, investigate the provision of 1.5m on-road cycle lanes with consideration of protection, plus advanced stop cycle boxes on the Duncan Street approaches of the Albany Highway and Shepperton Road intersections. In addition, green asphalt should be used for the cycle lanes across all side intersections. Where possible, the existing traffic lane width should be narrowed to the minimum possible to facilitate a wider cycle lane. Investigation into a wombat crossing to provide improved access from Kitchener Avenue to Victoria Park Station is also recommended. ▪ With the above infrastructure, install wayfinding along the route particularly at Albany Highway and Victoria Park Station. This should form part of an overall wayfinding strategy (as outlined in Section 15.3.1).

Link				Convenience			Accessibility / Safety				Comfort				Attractiveness				
Number	Name	Description	Location (between)	Continuity	Legibility	Directness	Worst Junction Conflict Point	Traffic Volume	Traffic Proximity / Mix	Traffic Speed	Link Conflict Points	Effective Width	Surface Quality	Maintenance	Overall Effort	Personal Security	Lighting	Quality of Environment	Overall Score
L1	Town of Victoria Park Foreshore Path	Separated Path/Shared Path	Ellam Street and Windan Bridge	2	0	2	0	3	3	N/A	2	3	2	2	2	2	0	2	25
L2	Great Eastern Highway	Shared Path	Burswood Park and Great Eastern Highway Overpass	2	0	2	0	3	3	N/A	0	2	2	2	2	1	2	2	23
L3	Gallipoli Street	Shared Path	Orrong Road Overpass and Rutland Avenue	1	1	2	-1	1	1	0	0	3	0	0	0	0	0	2	10
L4	Bishopsgate Street	Bicycle Lane	Rutland Avenue and Archer Street	-1	0	1	-2	0	2	0	-1	0	2	0	2	2	1	1	7
L5	Ken Street/Miller Street/Roberts Road	Shared Path/Bicycle Lane	Manning Road and Orrong Road	0	0	2	-3	-3	2	-3	0	0	2	0	2	1	0	0	0
L6	Berwick Street	Sealed Shoulders	Canning Highway and Kent Street	-2	-2	2	1	-3	-2	-3	-2	0	0	0	-1	1	1	0	-10
L7	Armagh Street	On-Road	Berwick Street and Hordern Street	2	-2	2	0	3	-1	0	1	-2	2	2	2	2	1	2	14
L8	Gloucester Street	On-Road	Kent Street and Armagh Street	0	-2	2	-2	2	0	0	1	-1	1	1	-1	2	2	1	6
L9	Albany Highway	On-Road	Oats Street and the Causeway	-1	0	2	-2	-3	-2	0	-2	-1	2	2	2	2	2	2	3
L10	Rutland Avenue	On-Road	Welshpool Road and Great Eastern Highway	-1	-2	2	-1	2	0	0	1	1	0	1	2	0	0	2	7
L11	Hayman Road	Shared Path/Bicycle Lane	Hayman Road and Holder Crescent	-1	0	2	-2	-3	-2	-3	-2	0	1	2	2	2	1	2	-1
L12	Hill View Terrace/ Oats Street	Bicycle Lane	Holder Street and Orrong Road	-1	1	2	-2	-3	2	-3	-1	1	0	-1	0	1	0	1	-3
L13	Orrong Road	Shared Path	Cornwall Street and Kew Street	1	0	2	0	-3	3	-3	2	2	-1	-1	2	1	2	0	7
L14	Jarrah Road	Bicycle Lane	Kent Street and Hill View Terrace	1	1	2	-2	2	2	0	-1	0	1	-1	0	1	1	1	8
L15	Baron-Hay Court	On-Road	Kent Street and George Street	2	-1	2	0	3	0	0	1	-2	-1	-1	-1	0	-2	1	1
L16	Perth Cycle Ring	On-Road	Hayman Road and Oats Street Station	0	-1	0	0	2	-2	0	0	-2	1	1	0	1	0	1	1
L17	Lion Street	On-Road	Oats Street Station and Orrong Road	1	-1	2	0	3	0	0	1	-1	0	-1	2	-1	-2	-1	2
L18	Manning Road	Shared Path	Kent Street and Conlon Street	1	0	2	0	-3	3	3	0	0	-1	-1	2	1	0	1	8
L19	Mint Street/ Archer Street	On-Road	Albany Highway and Orrong Road	0	0	2	-2	-3	-2	0	0	0	1	1	2	2	1	0	2
L20	McMillan Street/ Duncan Street	On-Road	Berwick Street and Duncan Street	0	0	2	1	0	-1	0	0	0	1	1	1	2	2	1	10



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GIS Analyst: Sophie.Richards

Infrastructure Audit Summary (ToVP)

Appendix F – Infrastructure Project Sheets (ToVP)

1 Rutland Avenue Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	There is a very high demand for provisions of cycle infrastructure along this route. A high number of issues and safety concerns were raised along the route including high traffic speeds, high traffic volumes and lack of facilities for cyclists.	26-50	**8.0**	**20%**	**8.83**
	Stakeholders	The lack of cycle infrastructure along the rail line was discussed, which this Plan must support.				
			Score / 10	**Average / 10**		
Strategic	Completion of State Networks	This project forms part of the principal route along the rail line that acts a key connection for the region.	10	**10.0**	**25%**	
Connectivity	Schools	This project provides a connection to East Victoria Park Primary School.	6	**7.6**	**25%**	
	Tertiary	This project may increase cyclist connectivity, but connectivity to specific tertiary institutions will be limited.	2			
	Recreational and Tourism	This project is a major recreational route and provides direct access to a number of destinations including Burswood Precinct, Perth, Lathlain Precinct and Albany Highway.	10			
	Employment Zones	This project provides direct and convenient access to the Perth CBD and will assist commuters.	10			
	Public Transport	This project provides direct access to Welshpool Station, Oats Street Station, Carlisle Station and Victoria Park Station.	10			
Economic	Mode Shift	It is likely that this project could attract all cyclist groups to access Perth and key destinations within ToVP (i.e. Albany Highway).	10	**6.7**	**5%**	
	Impact on motor vehicles	Because of the separation to vehicles, this will not effect general traffic.	0			
	Economic Impacts	This project provides a connection to Albany Highway, Burswood and Perth.	10			
Safety	Cycling Safety	Providing appropriate facilities segregated from general traffic presents significant increases in safety for regular users.	10	**10.0**	**15%**	
	Pedestrian safety issues	The issues associated with conflict between pedestrians and cyclists will not increase because this project does not require the removal of the existing footpath on the east side.	10			
People and Communities	Level of Service	This project will reduce delay across the route, caused by vehicle interactions.	10	**10.0**	**10%**	
	Townscape/Urban Planning	This project aligns with planning to increase activity at Burswood Peninsula.	10			
Financial	Possible funding source	ToVP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost over four stages of works	$2,300,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

2 Kent Street Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	From the online Mapping Tool, this route received the highest number of comments for cycling issues and safety concerns. Issues raised include the discontinuity of cycle lanes at sections of road and major intersections. Off-road facilities are also missing along sections or of low quality. The directness of the route and high level of community input highlights a clear desire for this project.	26-50	**8.0**	**20%**	**8.07**
	Stakeholders	A number of issues with intersections at major roads were raised, in addition to the missing gaps between Curtin University and the rest of Victoria Park.				
			Score / 10	**Average / 10**		
Strategic	Completion of State Networks	This forms a strategic route acting as a key east-west connection through Victoria Park and neighbouring Councils.	8	**8.0**	**25%**	
Connectivity	Schools	This project provides direct access to Kent Senior High School and East Victoria Park Primary School.	10	**8.2**	**25%**	
	Tertiary	This project provides direct access to Curtin University.	10			
	Recreational and Tourism	This project connects to a number of key destinations within ToVP including Curtin University facilities, Harold Rossiter Park, Albany Highway shops and Lathlain Park.	8			
	Employment Zones	This project provides improved connections to Curtin University and the Albany Highway commercial precinct.	8			
	Public Transport	This project will have some benefit in terms of connecting to public transport , as it improves the connection to the Rutland Avenue PSP and Victoria Park Station.	5			
Economic	Mode Shift	It is likely that this project could attract both non-confident and confident cyclists to Curtin University, and to attractors internal to ToVP (i.e. Albany Highway shops).	8	**5.3**	**5%**	
	Impact on motor vehicles	Reduction of speed limit between Manning Road and Jarrah Road and advanced cyclist stop boxes at signalised intersections will increase journey times for general traffic. A reduction in lane width and traffic calming measures may also reduce the level of service of motor vehicles.	-2			
	Economic Impacts	This project provides direct access to Waterford Plaza shopping centre and Albany Highway.	10			
Safety	Cycling Safety	Providing appropriate off-road facilities segregated from general traffic presents significant increases in safety for regular users. Off-road bypasses for on-road facilities and painted buffer zones will significantly increase safety for on-road cyclists.	10	**9.0**	**15%**	
	Pedestrian safety issues	Shared paths provide a higher probability of conflict between pedestrians and cyclists compared to other facilities.	8			
People and Communities	Level of Service	This project will improve comfort (smoother surface) and reduce delays at busy sections.	8	**8.0**	**10%**	
	Townscape/Urban Planning	This project aligns with planning to increase connectivity to Curtin University, and Albany Highway.	8			
Financial	Possible funding source	ToVP Capital Works Programme / City of South Perth / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost over four stages of works to provide a complete shared path connection between Manning Road and Orrong Road.	$1,500,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

3 Albany Highway Investigation

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	From the community survey, this route received the highest number of comments with regards to cycling issues and safety concerns. The lack of cycle infrastructure, lack of driver awareness and speeding drivers creates an intimidating environment for cyclists.	26-50	**8.0**	**20%**	**7.67**
	Stakeholders	Discussions were raised for the lack of cycle infrastructure along the route, and issues for providing this while maintaining on-street parking. The appropriate type of cross section along this route was a source of contention amongst stakeholders, considering the potential future planning within the area.				
			Score / 10	**Average / 10**		
Strategic	Completion of State Networks	This project forms a local route which provides a connection through the centre of ToVP and connects to strategic routes.	6	**6.0**	**25%**	
Connectivity	Schools	This project provides direct access to Victoria Park Primary School and connects with Ursula Frayne Secondary College.	10	**7.2**	**25%**	
	Tertiary	This project may increase cyclist connectivity, but connectivity to specific tertiary institutions will be limited.	2			
	Recreational and Tourism	This project is part of the Albany Highway commercial strip, which is a recreational destination.	10			
	Employment Zones	This project will provide improved access for commuters accessing the Albany Highway commercial precinct.	10			
	Public Transport	This project will have some benefit in terms of connecting to public transport, as it improves the connection to Victoria Park Station.	4			
Economic	Mode Shift	It is very likely that this project could attract non-confident cyclists to visit Albany Highway by bike.	10	**5.3**	**5%**	
	Impact on motor vehicles	Further reduction of the speed limit and traffic calming will increase journey times for general traffic.	-4			
	Economic Impacts	This project is part of the Albany Highway commercial strip.	10			
Safety	Cycling Safety	Removing pinch points, increasing driver awareness and reducing traffic speeds will significantly improve cyclist safety. Medium-term treatments for segregation will further reduce potential conflict points.	10	**10.0**	**15%**	
	Pedestrian safety issues	Existing footpaths remain providing segregation from all other modes.	10			
People and Communities	Level of Service	The project will improve comfort and reduce delay because of improved priority along the road.	10	**10.0**	**10%**	
	Townscape/Urban Planning	The project supports urban planning for Albany Highway.	10			
Financial	Possible funding source	ToVP Capital Works Programme				
			Amount			
	Estimated Capital Cost	Investigation into bi-directional cycle lanes on one side of Albany Highway, plus interim low cost measures to improve cycling awareness.	$100,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

4 Gloucester Street Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	There is demand for improved infrastructure connecting to the Swan River Foreshore. Berwick Street was raised during the survey as an area requiring improvement, which this project provides an alternative option.	6-15	4.0	20%	7.10
	Stakeholders	This project provides an alternative route to Berwick Street, which was raised as an area of significant concern for cyclists.				
			Score / 10	Average / 10		
Strategic	Completion of State Networks	This project forms a strategic route acting as a key north-south connection through Victoria Park to Perth.	8	8.0	25%	
Connectivity	Schools	This project provides a connection to Kent Street High School and Victoria Park Primary.	10	6.0	25%	
	Tertiary	No tertiary institutions are within close proximity to the project although it still could form part of the route to Bentley.	4			
	Recreational and Tourism	This project could be utilised to connect to key destinations along the foreshore such as Taylor McCallum Park. Connection to recreational uses on Albany Highway and at Curtin University (as it develops into activity centre) are also connected.	8			
	Employment Zones	This project provides improved connection for non-confident commuters to the Perth CBD.	8			
	Public Transport	The project does not connect to any major bus or train stations	0			
Economic	Mode Shift	It is likely that this project could attract non-confident cyclists to access Perth and Albany Highway.	10	6.0	5%	
	Impact on motor vehicles	The project would decrease the posted speed and remove priority from vehicles, increasing journey times.	-2			
	Economic Impacts	The project directly connects to The Park Shopping Centre.	10			
Safety	Cycling Safety	Removing pinch points, increasing driver awareness and reducing traffic speeds will significantly improve cyclist safety.	10	10.0	15%	
	Pedestrian safety issues	Existing footpaths remain providing segregation from all other modes.	10			
People and Communities	Level of Service	The project will improve comfort (if road is resurfaced) and reduce delay because of improved priority at intersections.	10	10.0	10%	
	Townscape/Urban Planning	The project supports urban planning for the Victoria Park area.	10			
Financial	Possible funding source	ToVP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost based on recently completed Safe Active Street projects.	$1,300,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

5 Oats Street Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	There is demand for improved infrastructure along the entire length of Hill View Terrace and Oats Street, particularly where bicycle lanes end between Albany Highway and Shepperton Road.	6-15	4.0	20%	6.85
	Stakeholders	The abovementioned gap was also highlighted by stakeholders.				
			Score / 10	Average / 10		
Strategic	Completion of State Networks	This forms part of a strategic route acting as a key connection through to Belmont.	8	8.0	25%	
Connectivity	Schools	This project may increase cyclist connectivity, but connectivity to specific schools will be limited.	2	7.4	25%	
	Tertiary	This project provides direct access with the TAFE campus in Carlisle.	10			
	Recreational and Tourism	This project could be utilised for Aqualife and a number of parks.	8			
	Employment Zones	This project provides improved access for commuters accessing Curtin University, the Albany Highway commercial precinct and within the City of Belmont.	7			
	Public Transport	This project provides a direct connection from the east and west to Oats Street Station.	10			
Economic	Mode Shift	It is likely that this project could attract confident cyclists to access Curtin University and public transport.	8	4.0	5%	
	Impact on motor vehicles	This project may involve a reduction in lane width and traffic calming measures that may reduce the level of service of motor vehicles.	-2			
	Economic Impacts	This project connects to Albany Highway and forms part of the connection to Belmont Forum.	6			
Safety	Cycling Safety	Off-road bypasses for on-road facilities and painted buffers will significantly increase safety for on-road cyclists.	8	8.0	15%	
	Pedestrian safety issues	Existing footpaths remain providing segregation from all other modes.	8			
People and Communities	Level of Service	This project will improve comfort (smoother surface) and reduce delay at intersections.	8	8.0	10%	
	Townscape/Urban Planning	This project aligns with planning to increase connectivity to Albany Highway and Bentley.	8			
Financial	Possible funding source	ToVP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost to install new on-road cycle lanes and widen existing on-road cycle lanes to provide a complete cycle connection between Holder Street and Orrong Road.	$1,000,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.

6 Hayman Road Project

Objective	Sub Objective	Qualitative Impacts	Quantitative Assessment		Weighting	Weighted /10
			No. of Comments	Score / 10		
Public Consultation	Community Survey	There is demand for improved infrastructure along Hayman Road, due to the existing gap in off-road facilities causing inconvenience and safety concern.	6-15	**4.0**	**20%**	**6.53**
	Stakeholders	Curtin University raised the lack of cycle infrastructure along Hayman Road, to improve connectivity into the campus form the east side.				
			Score / 10	**Average / 10**		
Strategic	Completion of State Networks	This forms a strategic route acting as a key connection through to the Swan River Foreshore (via Douglas Avenue) and Kent Street.	8	**8.0**	**25%**	
Connectivity	Schools	This project may increase cyclist connectivity, but connectivity to specific schools will be limited.	2	**5.4**	**25%**	
	Tertiary	This project provides direct access with Curtin University (including Technology Park) and the TAFE.	10			
	Recreational and Tourism	This project will improve connectivity to sporting facilities at Curtin University.	4			
	Employment Zones	This project provides improved access to Curtin University for staff.	6			
	Public Transport	This project provides direct access to the Curtin University Bus Station, although a new station is planned internal to the campus	5			
Economic	Mode Shift	It is likely that this project could attract non-confident cyclists to Curtin University, removing a barrier to the final part of the journey.	8	**2.7**	**5%**	
	Impact on motor vehicles	Improvement of signal phasing for pedestrians and cyclists, and zebra crossings on side roads will increase delay for vehicles	-2			
	Economic Impacts	This project will not provide direct access to any shopping centres, but may have some positive effects to Curtin University stores.	2			
Safety	Cycling Safety	Providing appropriate facilities segregated from general traffic presents significant increases in safety for regular users.	10	**9.0**	**15%**	
	Pedestrian safety issues	Shared paths provide a higher probability of conflict between pedestrians and cyclists compared to other facilities.	8			
People and Communities	Level of Service	This project will improve comfort (smoother surface) and reduce delay because of zebra crossings at cross roads, and improved crossing phases at the Allen Court/Curtin Main Street intersection	10	**9.0**	**10%**	
	Townscape/Urban Planning	The project aligns with increasing connectivity to Curtin University, which is designated as a specialised activity centre.	8			
Financial	Possible funding source	ToVP Capital Works Programme / Department of Transport				
			Amount			
	Estimated Capital Cost	Estimated cost to install new 3.0m shared path to provide a complete shared path connection between Adie Court and Holder Street.	$450,000.00			

* The number of stakeholder comments is included in the quantitative analysis for assessing the proposed projects. Note that the comments relate to a range of issues and are used to provide an indication of the level of stakeholder interest for the location in question.





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Western Australian Planning Commission Draft Liveable Neighbourhoods 2015

Bringing ideas to life



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14.10 Recommendation from the Future Planning Committee - Review of Local Planning Policies 3, 4 and 5

Draft revised Local Planning Policy 3

‘Non-Residential Uses in or Adjacent to Residential Areas’

TOWN OF VICTORIA PARK

Local Planning Policy No. 3
Non-Residential Uses In or Adjacent to Residential Areas

Date of Adoption: 30 September 1998 Date Amended: Draft June 2018

INTRODUCTION

The Council recognises that certain non-residential uses can co-exist with and integrate into residential areas without adversely affecting residential amenity. A range of such uses is provided for under the Town Planning Scheme, and some of these are subject to separate policies.

The purpose of this Policy is to provide general guidance and development standards applicable to non-residential development in or adjacent to residential areas, notwithstanding any additional requirements stipulated under the relevant Scheme Precinct Plan or in other Policies or area-specific Design Guidelines adopted by the Council.

Non-residential uses are to have regard to the objectives and Statement of Intent contained in the relevant Precinct Plan for the locality in which it is located, and demonstrate that the use of the land for non-residential purposes and any associated amenity impacts will not detrimentally impact upon the amenity of residential properties and areas.

OBJECTIVES

The objectives of this policy are:

a) to ensure non-residential uses are compatible with the residential character, scale and amenity of surrounding residential properties;

b) to provide for non-residential uses which serve the needs of the community;

c) to encourage the re-use of existing purpose built non-residential buildings for a mix of appropriate local convenience/service and commercial uses where it results in an economically viable use of the building and provides a service to the community;

d) to minimise the impacts of non-residential development through appropriate and sufficient management of car parking and traffic generation, noise, visual amenity and any other form of emissions or activities that may be incompatible with surrounding residential uses;

e) to ensure that the appearance and design of non-residential development is compatible with surrounding residential properties and the streetscape in terms of building size and scale, the provision of adequate landscaping treatments, the retention of existing mature trees and the suitable design and location of advertising signage;

f) to maintain and enhance the amenity of residential environments through ensuring appropriate landscaping treatments, location of car parking and vehicular access legs, and the protection of visual privacy when considering applications for non-residential development;

g) to avoid the concentration of non-residential uses where it would create a de-facto commercial area, isolate residential properties or contribute to the unplanned expansion of commercial or mixed use zones into surrounding residential zoned land.

POLICY SCOPE

This Policy applies to both :

(a) Non-residential development on Residential zoned land; and
(b) Non-residential development adjacent to land zoned Residential or used for residential purposes.

Unless otherwise specifically stated, the Policy provisions apply in both situations.

This Policy does not however apply to Home Occupations, which are subject to Local Planning Policy 2, or a Home Office**.**

POLICY REQUIREMENTS

1. Preferred Location

a) Non-residential uses are generally encouraged to locate on sites which have access to main streets or major roads, and are discouraged from locating within a local access street or laneway. Other locations may be considered where it can be demonstrated that residential amenity can be protected;

b) Should be located such that residential properties are not isolated between non-residential uses;

2. Traffic Generation

a) Non-residential development should only be permitted where it does not negatively impact the function or safety of the adjacent roads or cause undue conflict through the generation of traffic or demand for parking.

b) In assessing an application for non-residential development, in addition to considering matters such as traffic volumes, road capacity and road safety from a technical engineering perspective, Council will have also regard to these matters from a residential amenity perspective

b) A Transport Impact Statement (TIS) or Transport Impact Assessment (TIA) prepared by a suitably qualified independent traffic consultant may be required to be submitted as part of a development application, which assesses the likely traffic impacts associated with the proposed development.

c) The appropriate level of traffic assessment required to be undertaken for the proposed development will be determined by Council having regard to the requirements of the Western Australian Planning Commission's (WAPC) (2016) *Transport Impact Assessment Guidelines*.

3. Control of Noise, Pollution or Other Impacts Associated with the Use

Non-residential development shall only be permitted where the nature of the non-residential use will not cause undue conflict or adversely affect the amenity of the neighbourhood through the emission of light, noise, fumes, odours, dust, vibration, electrical interference, waste water, or any other form of pollution which may be undesirable in residential areas. Development applications for a non-residential use should be accompanied by a statement and/or specialist reports outlining if and how

any impacts arising from the activities proposed to be conducted on the site will be prevented or appropriately managed to ensure that the amenity of surrounding residential properties is maintained (eg. Acoustic Report).

4. Plot Ratio

Non-residential development on Residential zoned land is required to comply with the plot ratio development standards for Multiple Dwellings of the relevant R-Code on which the development is located. For the purposes of this Policy, in areas with a density coding of less than R40, a plot ratio of 0.5:1 applies.

5. Building Setbacks

a) Front setback requirements

(i) For non-residential development on Residential zoned land - to comply with those applicable to residential development under the relevant Precinct Plan, R-Codes and/or Council Policies.

(ii) For non-residential development adjacent to land zoned Residential or used for residential purposes - to comply with those applicable under the relevant Precinct Plan and/or Council Policies.

b) Side setbacks to any neighbouring residential property are to be in accordance with the requirements for residential development under the Residential Design Codes. For the purposes of this Policy a wall containing a window, door or other opening which is capable of affecting the privacy or amenity (e.g. through associated access/activity/noise) of nearby residences or future residences will be treated as a 'major opening' for calculating the required side setback.

c) A nil side setback may be permitted to an adjoining residential property where the length and height of the boundary wall complies with the requirements for residential development applicable to the adjoining residential property under Council's Local Planning Policy No.26 – Boundary Walls.

6. Visual Privacy

Major openings (any window, door or other opening which may affect the privacy of nearby residences or future residences) should be located such that they do not directly face or are screened from surrounding residential properties. This is particularly important where they may serve as a means of frequent access, allow the escape of noise, or serve as sources of overlooking into adjoining residential properties by staff or visitors/customers to the site.

Where located adjacent to existing residential properties, developments are to be designed to satisfy the following criteria:

a) All major openings to operational rooms or amenities frequented by staff/customers of the development that have a finished floor level raised 0.5 metres or more above natural ground level which overlook any part of an adjoining residential property behind its street setback line, are to be:

i. setback, in direct line of sight, a minimum of 6.0 metres from the boundary of the adjoining residential property (as measured from a 45 degree cone of vision from the external face of the opening); or

ii. provided with permanent vertical screening to a minimum height of 1.6 metres above

the finished floor level.

b) All unenclosed outdoor spaces (balconies, decks, verandahs and the like) where the finished floor level is raised 0.5 metres or more above natural ground level which overlook any part of an adjoining residential property behind its street setback line, are to be:

i. setback, in direct line of sight, a minimum of 7.5 metres from the boundary of the adjoining residential property (as measured from a 45 degree cone of vision from the external perimeter of the unenclosed outdoor space); or

ii. provided with permanent vertical screening to a minimum height of 1.6 metres above the finished floor level of the unenclosed outdoor space.

7. Building Design

The design and siting of new non-residential buildings/facilities on Residential zoned land should have regard to the existing neighbourhood character and reflect a residential scale and appearance, particularly with regard to the following elements:

a) Building and roof form
b) Building height and setback
c) Design detail, including façade articulation, verandahs, window and door style and placement; and
d) Building materials, colours and finishes.

8. Location of Vehicular Access/Car Parking and Provision of Boundary Fencing

a) Where car parking or vehicular access ways are already provided in the vicinity of adjacent residential properties or cannot be (re)located elsewhere, suitable barriers shall be provided to protect boundary fencing, which may be required to be upgraded to protect the amenity and/or privacy of adjoining residents.

b) New or upgraded boundary fencing should be a minimum of 1.8 metres high and be of masonry construction in a colour/finish that complements the development as well as being of compatible colours and materials to any neighbouring residential properties.

c) It is recommended that the applicant obtain agreement with neighbouring properties regarding the height, materials and finish of any new/upgraded boundary fencing.

d) The provision of new/upgraded boundary fencing may be applied as a condition of development approval where it is deemed necessary by the Council to reduce the impacts of the non-residential development on adjoining residential properties.

9. Location of Building Services and Bin Storage Areas

a) Delivery, loading and building services areas are to be located such that they are not visible from the street or adjoining residential properties.

b) Bin storage areas are to be appropriately screened and located so that they do not harm the amenity of surrounding residential properties by way of visual nuisance, noise, odours or other impacts.

10. Antisocial Behaviour & Crime Prevention

The development should demonstrate that it has been designed and will operate in a manner that

does not encourage crime or antisocial behaviour to occur. Non-residential development should be designed in accordance with relevant Crime Prevention Through Environmental Design (CPTED) principles, having regard to the Policies adopted by Council as well as relevant State Planning Guidelines, to address matters including propensity for crime and antisocial behaviour to occur, personal safety, passive surveillance, vandalism/graffiti etc. Roller doors/shutters will not be acceptable in any instance.

11. Landscaping

a) A high quality of landscaping should be provided to soften the appearance of the development, screen car parking areas and provide for a pleasing aspect that is compatible with the streetscape and amenity of surrounding residential properties.

b) For non-residential development on Residential zoned land, a minimum of twenty five per cent (25%) of the site area is to be landscaped, and a minimum of fifty per cent (50%) of the front setback area is to be soft landscaping.

(c) For non-residential development adjacent to land zoned Residential or used for residential purposes, on-site landscaping is to be provided in accordance with any standards applicable under the Precinct Plan and/or Council Policies.

d) Car parking areas located within the front setback area are to be setback from the front property boundary behind a soft landscaping strip of at least 1.5 metres in width.

e) The development to be designed to retain and conserve existing mature trees on the site as well as existing Council verge trees, wherever possible.

f) Where a vehicular access way or car parking area is located adjacent to any residential property and is unable to be (re)located elsewhere, it shall be setback behind a barrier to protect neighbouring boundary fencing that incorporates a planted perimeter strip of at least 1.0 metre in width between the car park/vehicular access way and any adjoining residential property.

12. Signage

a) All signage associated with the non-residential development should be detailed as part of the development application for the main (re)development. Where final specifications are unknown, a signage strategy identifying the location, size and type of external advertising signage to be installed on the building/site is to be submitted to Council as part of the development application.

b) All signage is to be designed and located so as to provide a balance between providing appropriate identification for visitors to the site and ensuring that the signage has regard to its residential context and minimises any adverse amenity impacts, as follows:

i. being designed integrally with the building, and being of a modest size and scale that respects the amenity and streetscape of surrounding residential properties;

ii. where illuminated, not containing any flashing, pulsating or chasing light, and being located and baffled to prevent light spill/glare into surrounding residential properties;

iii. not comprising highly reflective materials or visually 'loud'/obtrusive colour schemes that cause glare or visual nuisance in direct line of site of adjoining residential properties; and

iv. are generally located (or are provided with screening or landscaping) such that they primarily face the street/public realm and do not directly face dwelling entries or windows to habitable rooms of adjoining residential properties.

c) The design, type, location and number of signs on the site/building is subject to the requirements of Council's Local Planning Policy and/or Local Law related to Signs and/or a signage strategy approved by Council as part of a development application.

13. Hours of Operation

a) Hours of operation for all non-residential uses will be considered having regard to the nature and intensity of the use and the context of the site and surrounding areas.

b) Loading and unloading of vehicles should only occur between the hours of 7am to 7pm.

CONSIDERATION OF APPLICATION FOR DEVELOPMENT APPROVAL

Submission Requirements

A development application should be accompanied by the following:

a) a description of the proposal that responds to the requirements of this Policy, including proposed hours and days of operation, number of staff, type and frequency of deliveries, number of visitors/patrons/customers, length of appointments and any other relevant information;

b) a traffic impact statement or traffic impact assessment should be provided where the proposed development is of a scale that warrants their submission, in accordance with the WAPC's *Transport Impact Assessment Guideline*;

c) a written explanation of the need for the proposed facility or service in the area; and

d) details of how amenity impacts will be managed to an acceptable level, which may include specialist reports (eg. Acoustic Report).

Conditions of approval

The Council shall have regard to and may apply conditions relating to matters including hours and days of operation, number of clients/customers to the site, car parking, deliveries, advertising signs (including hours of illumination), provision of landscaping and boundary fencing, and other matters pertaining to the design and operation of the development.

VERSION CONTROL

Date Initially Adopted :	Former Policy 3.5 under Town Planning Scheme Policy Manual – adopted 30 September 1998
Date(s) Amended :	1. Adopted as Local Planning Policy 3 at Ordinary Council Meeting 9 February 2016;

Draft revised Local Planning Policy 4

‘Mixed Use Development and Residential Uses in Non-Residential Areas’

Local Planning Policy No. 4
Mixed Use Development and Residential Uses In Non-Residential Areas

Date of Adoption: 30 September 1998 Date Amended: Draft June 2018

INTRODUCTION

It is possible to develop housing amongst many areas which are primarily of a non-residential (commercial) nature. Council's Scheme also encourages residential uses to be developed in conjunction with non-residential activities in certain areas, for example within the Residential/Commercial Zone or District Centre Zone, found along the Albany Highway activity corridor. Here, the residents of appropriately designed mixed use developments or stand-alone residential developments can benefit from proximity to various services, facilities and attractions often available in non-residential and mixed-use environments, and can contribute to after-hours activity.

This Policy has been prepared to provide guidelines for residential and mixed-use development proposed within non-residential areas.

OBJECTIVES

a) To ensure that, where residential and non-residential uses are developed on the site, the activities are compatible so that each can function without undue interference from another use, and are developed in such a manner that the amenity of all uses is safeguarded.

b) To promote successful development of residential uses in non-residential areas, as a means of achieving a diversity of uses, benefitting from proximity to services and attractions, and contributing to after-hours activity.

c) To ensure non-residential uses are able to conduct their normal day to day activities without undue influence from or conflict with residential uses.

POLICY SCOPE

Where permitted under the relevant Scheme and Precinct provisions.

POLICY REQUIREMENTS

1. <u>WHOLLY RESIDENTIAL DEVELOPMENT</u>

In considering an application for a wholly residential development within a non-residential area (i.e. on non-Residential zoned land), the Council shall have regard to:

a) protecting the character of the area and ensuring non-residential uses are able to conduct their normal day to day activities without undue influence from residential uses;

b) ensuring residential uses are not developed where it will result in significant unacceptable disturbance to residents resulting in a reduced level of amenity, acknowledging that residential uses in non-residential areas should expect a different level of amenity to that available in a residential area; and

c) the relevant provisions of the Residential Design Codes and the development standards of the Scheme.

2. MIXED USE DEVELOPMENT

Where residential uses are to be developed in conjunction with non- residential uses, the development should have regard to the following matters, in addition to any area-specific development standards or design guidelines applicable to the site under Council's Scheme or adopted State and/or Local Planning Policies:

a) Address, Servicing and Access

The address and entry points for the residential use must be separate from other uses and readily identifiable. All necessary rubbish bin areas, letterboxes, drying areas and similar facilities and services must be separately provided for residential uses.

b) Amenity and Security

A high level of amenity and security should be ensured for all uses, particularly residential. All development should be designed to avoid problems such as overlooking, overshadowing and nuisances. In addition, maximum advantage should be taken of available views and favourable orientation for residential development.

c) Parking

Car parking shall be provided as required under the relevant Local Planning Policy requirements. Parking for the residential use(s) shall be separate from parking for other uses. Access to car parking spaces shall be available for all uses at all times of operation.

d) Setbacks

Setbacks for residential development shall be provided as required under the Scheme and precinct requirements. For the purpose of determining the distance between non-residential and residential buildings or parts of buildings, both shall be treated as though they are residential and set back accordingly. Likewise, windows, doors and similar openings in non-residential buildings shall be treated, for the purposes of calculating setbacks, as though they are major openings in residential buildings.

e) Open Space

Open space shall be provided for residential uses as required under the Residential Design Codes. For the purposes of calculating the amount of required open space for single houses and grouped dwellings, the 'site' (area) shall be that portion of the site set aside for residential purposes.

f) Visual Privacy

The non-residential portion of any mixed-use development is to be designed to minimise overlooking of major openings and outdoor active habitable spaces of the multiple dwellings within the site.

VERSION CONTROL

Date Initially Adopted :	Former Policy 3.6 and 3.7 under Town Planning Scheme Policy Manual – adopted 30 September 1998
Date(s) Amended :	1. Adopted as Local Planning Policies 4 and 5 at Ordinary Council Meeting 9 February 2016;

14.11 Recommendation from Future Planning Committee – Endorsement of Kensington Bushland Management Plan

Kensington Bushland Management Plan

Prepared for
Town of Victoria Park

16 April 2018









DOCUMENT TRACKING

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Prepared by	Jeni Morris, Michelle Doak, Joel Collins and Daniel Panickar
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- Friends of Kensington Bushland
- Adele Scarfone of the City of South Perth
- Rebecca Ong from the Department of Biodiversity, Conservation and Attractions
- Mary Gray from the Urban Bushland Council.

Disclaimer

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Abbreviations

Abbreviation	Description
BAM Act	*Biosecurity and Agriculture Management Act 2007*
DBCA	Department of Biodiversity Conservation and Attractions
DBH	Diameter at Breast Height
DEC	Department of the Environment and Conservation
DFES	Department of Fire and Emergency Services
DotEE	Department of the Environment and Energy
DPIRD	Department of Primary Industries and Regional Development
DTS	Dieback Treatment Services
DWER	Department of Water and Environmental Regulation
DWG	Dieback Working Group
ELA	Eco Logical Australia
EP Act	*Environmental Protection Act 1994*
EPA	Environmental Protection Authority
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
ESA	Environmentally Sensitive Areas
EWCP	Environmental Weed Census and Prioritisation
FCT	Floristic Community Types
the Friends Group	Friends of Kensington Bushland
ha	Hectare/s
IBRA	Interim Biogeographic Regionalisation for Australia
IPM	Integrated Pest Management
kL	Kilolitre
km	Kilometre/s
LGA	Local Government Area
LNA	Local Natural Area
mAHD	Elevation in metres with respect to Australian Height Datum
MoU	Memorandum of Understanding
NIASA	Nursery Industry Accreditation Scheme Australia
NRM	Natural Resource Management
P	Priority flora/fauna listed by the DBCA
PCYC	Police and Citizens Youth Centre

Abbreviation	Description
PMST	Protected Matters Search Tool
POS	Public Open Space
SCC	Swan Catchment Council
SERS	Site Environmental and Remediation Services
SOP	Standard Operating Procedure
T	Threatened flora/fauna listed under the EPBC Act
the Town	Town of Victoria Park
ToVP	Town of Victoria Park
TEC	Threatened Ecological Community
WA	Western Australia
WAH	Western Australian Herbarium
WALGA	Western Australian Local Government Association
WAM	Western Australian Museum
WAOL	Western Australian Organism List
WC Act	*Wildlife Conservation Act 1950*
WONS	Weed of National Significance

1 Introduction

1.1 Background

Kensington Bushland Reserve (the Reserve) is an approximate 9 hectare (ha) area of remnant bushland, located in the Town of Victoria Park, approximately 3 kilometres (km) east of Perth in Western Australia (WA; **Figure 1**). The Reserve is surrounded by a number of land parcels including:

- Kensington Secondary School to the north-west
- Kensington Police Station, DFES and George Street Reserve to the north
- Kensington Police and Citizens Youth Centre (PCYC) to the north-east
- Harold Rossiter Park and Kent Street Senior High School to the east
- Kent Street Sand Pit to the south-east
- Baron-Hay Court and the Department of Primary Industries and Regional Development – Department of Agriculture and Food to the south-west.

In 2015, the area incorporating the Reserve, George Street Reserve and the Kent Street Sand Pit were merged into one area by the Town of Victoria Park, called the Jirdarup Bushland Precinct (**Figure 1)**. The creation of the Precinct recognised that these three areas do not function independently from each other, and that they are all linked to provide a valuable natural asset that needs to be protected. The Reserve provides an example of an intact *Banksia* woodland that the Jirdarup Bushland Precinct revegetation structure and diversity can be modelled against.

The Reserve and part of the adjoining Kent Street Sand Pit have been recognised as regionally significant by being designated as Bush Forever Site 48 (Government of Western Australia 2000). In addition, the Reserve is considered to be locally significant as it is the only sizeable bushland remnant remaining in the Town of Victoria Park Local Government Area (LGA). Its local significance is enhanced when considering the Banksia woodland presence in the context of adjoining LGA's City of South Perth and City of Belmont, which are also highly developed landscapes with small fragmented bushland remaining.

In recognition of the significance of the Reserve, the Council of the Town of Victoria Park (the Town) commissioned the development of the Kensington Bushland Protection Study in 2005 (Ecologia 2005). This served to guide the management of the land and surrounds to ensure protection of the Reserve.

In February 2016, a bushfire occurred within the Reserve, burning approximately 70% of the native vegetation. In light of this incident and the broader community interest to enhance and protect the Reserve, the Town commissioned the preparation of this Management Plan.

1.2 Purpose and scope

The purpose of this Management Plan is to provide for the long-term rehabilitation, protection and enhancement of the Reserve, which would build upon the Kensington Bushland Protection Study (Ecologia 2005).

This Management Plan is intended to be reviewed and updated after five years in 2022.

Figure 1: Kensington Bushland Reserve and surrounds



Legend

- Reserve boundary
- Cadastre
- Jirdarup Bushland Precinct

0 50 100 200
Metres
Datum/Projection:
GDA 1994 MGA Zone 50

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1.3 Management Plan structure

This Management Plan has been prepared as a functional document, to allow adaptability and flexibility in management of the Reserve depending on the circumstances at the time. Following an initial introductory section (Section 1), the context of the Reserve (Section 2) is described and the threatening processes to those identified values (Section 3) are summarised. The last section (Section 4) outlines the Reserve management, providing a summary of previous actions that have occurred as well as outlining future management objectives and actions. There is some information included regarding future land development and surrounding land use management, however, this is addressed in more detail in other documents and is provided as an overview of options that are available in the context of protecting the Reserve rather than management actions for the surrounding areas (this Management Plan is not intended to provide management actions for areas surrounding the Reserve).

In regards to future management actions for the Reserve, some actions are specific and others are higher level. The higher level actions primarily relate to revegetation and weed control, as the Town and its contractors manage this specifically each year determining a plan based on the resources, circumstances and objectives for different areas across the municipality. There are, however, some standards that are required in regard to revegetation and weed control at all times (e.g. utilising local provenance propagation material (seed/cuttings) that is sourced from Kensington Bushland Reserve is a requirement for all revegetation activities at all times).

1.4 Associated documents

There are a number of other management initiatives, policies, guidelines and documents that have been prepared for the Town that are relevant to this Management Plan, including:

- Kensington Bushland Protection Strategy (Ecologia 2005)
- Remnant Vegetation Management Plan (Ecoscape 2003)
- George Street Management Plan (2014
- Environmental Plan 2013 - 2018
- Strategic Community Plan 2017 - 2032
- Healthy Vic Park Plan 2017 - 2022
- Public Open Space Plan (in preparation)
- Urban Forest Strategy (in preparation).

Broader State Government documents are also relevant to the Reserve, including the draft Perth and Peel @ 3.5 million suite of documents.

2 Reserve context

2.1 Tenure and land use

Kensington Bushland Reserve forms part of Reserve 3694, which is Council controlled land, zoned as Parks and Recreation under both the Local Planning Scheme and Metropolitan Regional Scheme. The Kensington Bushland Reserve, along with part of adjoining Kent Street Sand Pit, was designated as Bush Forever Site 48 due to the high quality of remnant vegetation present (Government of Western Australia WA 2000).

The Reserve is used for passive recreation such as walking, dog exercise and bike riding, and provides an opportunity for bushland appreciation and education for nearby schools and others in the community.

The Reserve is classified in the Municipal Heritage Inventory within Management Category A, which is 'worth the highest level of protection'. These areas are: '*recommended for entry into the State Register of Heritage Places which gives legal protection; development requires consultation with the Heritage Council of WA and the local government; and provide maximum encouragement to the owner under the Town of Victoria Park Planning Scheme to conserve the significance of the place*'. The Reserve was added to the Municipal Heritage Inventory due to its aesthetic and scientific heritage significance.

2.2 Bioregion

The Interim Biogeographical Regionalisation for Australia (IBRA) Version 7 recognises 89 geographically distinct bioregions based on common climate, geology, landform, native vegetation and species information. The 89 bioregions are further refined into 419 subregions which are more localised and homogenous geomorphological units in each bioregion (Department of the Environment and Energy [DotEE] 2017a).

The Reserve lies within the Perth subregion of the Swan Coastal Plain bioregion, which comprises *Banksia*-Jarrah-Marri woodland on sandy soils. In the east, the plain rises to duricrusted Mesozoic sediments dominated by Jarrah woodland. The outwash plains, once dominated by *Casuarina obesa*, *Corymbia calophylla* (Marri) woodlands and *Melaleuca* shrublands, are only found extensively in the south (Mitchell et al. 2002).

2.3 Geology, soils and landform

The geology of the Reserve comprises the Bassendean Sands and is situated on the permeable Bassendean Dune System (Government of Western Australia 2000), which occurs as a varying thickness of 15 metres (m) to 90 m. The Bassendean Dune System lies in the centre of the Swan Coastal Plain and is the oldest of the Aeolian dune systems. The Bassendean Dunes consist of poor grey humic sands, are relatively flat, and generally support low shrubland with *Banksia* species often dominant (Government of Western Australia 2000). The Bassendean Dunes are underlain by the Pinjarra Plain and wetlands to the west, which comprise a clay base and can be generally associated with peaty sands formed between the dunes. The Bassendean Dune System is generally characterised by leached, infertile and acidic sands (Government of WA 2000).

The topography of the Reserve is gently sloping to the south-east, with elevation ranging from approximately 20 m above sea level in the south-east and south-west to 25 m above sea level in the north-west.

2.4 Hydrology

Superficial groundwater occurs beneath the site at around 5 mAHD, which means that the groundwater table occurs between 11 m and 22 m below ground level. The base of the aquifer is estimated to occur between -20 and -25 mAHD (Government of WA and Department of Water and Environmental Regulation [DWER] 2017). The Perth Groundwater Atlas indicates that regional groundwater flows in a west north-westerly direction towards the Swan River (Government of WA and DWER 2017).

There are no occurrences of surface water on the site or in the immediate surrounding areas.

2.5 Vegetation

The *Banksia* woodlands of the Swan Coastal Plain constitute the typical vegetation of much of the Perth area and are now highly fragmented by urban development (Stevens et al 2016) with the medium patch size estimated at 1.6 hectares (ha) (DotEE 2016a).

The vegetation of the Reserve is situated in the Bassendean Dunes geomorphic unit, as described by Heddle et al (1980), and is mapped as the Bassendean Complex – Central and South. The Bassendean Dune System stretches discontinuously for the whole length of the Swan Coastal Plain from Moore River to Dunsborough. The complex is described as vegetation ranging from woodland *of Eucalyptus marginata - Allocasuarina fraseriana - Banksia* spp. to low woodland of *Melaleuca* spp. and sedgelands on the moister sites. The Bassendean Complex – Central and South vegetation complex currently has 21.6% of its pre-European extent remaining within the Perth IBRA region (EPA 2015). In addition to the broad Heddle et al (1980) mapping of the Perth metropolitan region, vegetation of the Swan Coastal Plan has also been systematically surveyed and defined into Floristic Community Types (FCTs) by Gibson et al. (1994). One FCT is known to occur in the Reserve: FCT 23a – *Central Banksia attenuata – B. mensiesii woodlands* (Government of WA 2000).

Three vegetation types have previously been identified as occurring within the Reserve including (Cranfield and Parker 1992):

- Low *Banksia* Woodland of *Banksia attenuata*, *Banksia menziesii* and *Banksia ilicifolia*
- Low *Banksia*/*Eucalyptus* Woodland containing the above-mentioned *Banksia* species as well as *Eucalyptus marginata*, *Eucalyptus todtiana* and *Allocasuarina fraseriana*
- Low Shrubland of *Allocasuarina humilis*.

The vegetation condition across the site is primarily Very Good (based on the Keighery scale), with some reasonable areas in Good condition and Excellent condition (**Figure 2**).

No Priority Ecological Communities have been identified at the site, however, one Threatened Ecological Community (TEC) is considered to occur within the Reserve: *Banksia* Woodlands of the Swan Coastal Plain TEC (DotEE 2016b). This TEC is listed as Endangered under the Australian Government *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The vegetation within the Reserve was determined to represent this TEC as it was formally assessed against and met the criteria and condition thresholds provided in the Conservation Advice (DotEE 2016a). Specifically, the vegetation in the Reserve has a prominent tree layer of *Banksia* and an understorey with a rich mix of sclerophyllous shrubs, graminoids and forbs. In addition, the Reserve contains 94% of key species which occur in the understorey and associated canopy species (e.g. *Eucalyptus marginata* and *Allocasuarina fraseriana)*. Almost all of the vegetation within the Reserve is in Good or better condition and meets the minimum condition threshold and extent (DotEE 2016a). The vegetation within the Reserve also represents FCT 23a, which has a relationship to the TEC. The full assessment of vegetation in the Reserve against criteria set out in the Conservation Advice for the TEC is provided in **Appendix A**.

Figure 2: Kensington Bushland Reserve vegetation condition



Legend

- Reserve boundary
- Track
- Fire scar area

Vegetation condition (Keighery 1994)

- Pristine
- Excellent
- Very good
- Good
- Degraded
- Completely degraded

0 25 50 100
Metres
Datum/Projection:
GDA 1994 MGA Zone 50

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2.6 Flora

Previous surveys (Ecoscape 2003), anecdotal sightings and seed collection records have recorded 208 flora species occurring within the Reserve, represented by 41 families and 111 genera. A preliminary flora species list for the Reserve is provided in **Appendix B**, however, this list is not intended to provide a full inventory of all species.

Based on database searches, 38 conservation significant species, listed as Threatened either under the EPBC Act or State *Wildlife Conservation Act 1950* (WC Act), or listed as Priority species by DBCA, have been recorded within a 5 km radius of the Reserve (DPAW 2007-2017; DotEE 2017b). One Priority 4 species, *Dodonaea hackettiana*, has been planted within the reserve and surrounding revegetation sites. Based on a review of habitat requirements and previous survey effort it is considered that the remaining 37 conservation significant species are unlikely to occur within the Reserve.

A two-phase weed mapping survey of the Reserve was undertaken in spring 2016 and winter 2017 (ELA 2017), identifying 27 weed species. Of these, one Weed of National Significance (WONS) and Declared Pest under the *Biosecurity and Agriculture Management Act 2007* was recorded from two locations within the Reserve: **Asparagus asparagoides*. Two weed species recorded during the surveys are reported to have the greatest effect on community composition including Perennial Veldt grass and *Gladiolus caryophyllaceus* (DotEE 2016a). Other weeds which occur within the Reserve (but have not been mapped) and have the potential to become problematic include *Ehrharta longiflora* (Annual Veldt), *Ursinia anthemvoides* (Urisinia) and *Misopates orantium* (Lesser Snapdragon) (**Appendix C**).

Weeds within the Reserve were generally widespread, with high densities recorded along tracks edges, at the edges of the Reserve, and in narrow strips of remnant bushland and rehabilitated areas, such as those that occur in the south of the Reserve (ELA 2017).

2.7 Terrestrial fauna

Two fauna surveys have been undertaken within the Reserve, including a one-season survey in 1990 (Turpin 1990) and a pitfall trapping survey undertaken in 2017 by staff from the Western Australian Museum and Friends of Kensington Bushland (the Friends Group). In addition, there are numerous anecdotal records, mainly from observations made by the Friends Group. The fauna survey undertaken in 1990 recorded a total of 17 birds, 12 reptiles, one amphibian and a number of invertebrates (Turpin 1990; Ecoscape 2003). This survey recorded the White-spotted Ground Gecko (*Lucasium alboguttatum*), which is the only record south of the Swan River in the Metropolitan Area (DPAW 2007-2017). Pitfall trapping surveys undertaken in 2017 recorded eight native reptiles, including, Western bobtail (*Tiliqua rugosa*), Buchanan's Snake-eyed Skink (*Cryptoblepharus buchananii*), Dugite (*Pseudonaja affinis*) and the Western Bearded Dragon (*Pogna minor*). No native mammals have been recorded within the Reserve, either during surveys or from anecdotal evidence. A full species list is provided in **Appendix D**.

Conservation significant fauna listed under State and/or Commonwealth legislation that have been observed within the Reserve include:

- *Calyptorhynchus latirostris* (Carnaby's Black Cockatoo) – listed as Endangered under the EPBC Act and Schedule 2 of the WC Act
- *Calyptorhynchus banksii* subsp. *naso* (Forest Red-tailed Black Cockatoo) – listed as Vulnerable under the EPBC Act and Schedule 3 of the WC Act
- *Merops ornatus* (Rainbow Bee-eater) – listed as Schedule 5 under the WC Act.

Significant Carnaby's Black Cockatoo and Forest Red-tailed Black Cockatoo roosts have previously been recorded in the wider Kensington area (BirdLife and DBCA 2017).

One Priority 4 species (*Isoodon obesulus* subsp. *fusciventer,* Quenda), listed by the Department of Biodiversity, Conservation and Attractions, has been recorded within the Reserve from secondary evidence (diggings).

Based on database searches, 51 species of conservation significance have been recorded within a 5 km radius of the reserves (DPAW 2007-2017; DotEE 2017). This includes 45 birds, three mammals and one reptile. In addition to the four conservation significant fauna species that have been observed in the Reserve, three additional conservation significant fauna species are considered to have the potential to occur (Perth Slider, Black-striped Snake and Peregrine Falcon) due to the occurrence of suitable habitat, occurrence of nearby records and connectivity to other remnant bushland areas. The remaining 45 species are considered unlikely to occur due to lack of suitable habitat (e.g. marine animals), proximity of previous records to the Reserve or those that are locally extinct.

A Black Cockatoo habitat assessment was conducted within the Reserve and surrounding areas. Potential breeding habitat trees for Black Cockatoos have a Diameter at Breast Height (DBH) over 50 cm and are therefore capable of forming hollows in which Black Cockatoos can potentially nest (SEWPaC 2012). The assessment recorded a total of 91 trees that represent potential breeding and/or roosting habitat for Black Cockatoos; however, none of these occur within the Reserve (**Figure 3**). Known roosting sites and potential breeding trees occur in adjacent areas, such as Harold Rossiter Park. Approximately 31 *Eucalyptus gomphocephala (*Tuart), two *Eucalyptus marginata* (Jarrah) and one *Corymbia calophylla* (Marri) trees were identified as potentially suitable breeding trees during the assessment, and a number of occurrences of other tall planted non-endemic *Eucalypts* and Pine trees provide potential roosting habitat for Black Cockatoos. The Reserve contains suitable foraging habitat for Black Cockatoos in the form of *Banksia* species, which would provide an important food resource to Carnaby's Cockatoo, particularly for birds utilising the adjacent habitat for roosting and/or breeding. It is noted that non-endemic *Eucalypt* seedlings occurring in the Reserve within revegetation areas and have the potential to cause negative impact on native plant species survival and should be considered for removal in these situations.

Figure 3: Black Cockatoo habitat tree locations at Kensington Bushland Reserve and surrounds



Legend

- Reserve boundary
- Cadastre
- Black Cockatoo habitat tree

0 30 60 120
Metres
Datum/Projection:
GDA 1994 MGA Zone 50

N

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2.8 Environmentally Sensitive Areas

Environmentally Sensitive Areas (ESAs) are defined in the Environmental Protection Notice 2005 under section 51B of the *Environmental Protection Act 1994* (EP Act). ESAs include areas declared as World Heritage, included on the Register of the National Estate[1], defined wetlands, and vegetation containing rare (Threatened) flora, TEC's and Bush Forever Sites. ESA values that occur within the Reserve include the TEC "*Banksia* Woodlands of the Swan Coastal Plain" and Bush Forever site 48.

There are no areas listed on the Register of the National Estate or defined wetlands within the Reserve itself. However, the Swan-Canning Estuary, which is listed as a Nationally important wetland, occurs approximately 1.6 km to the north of the Reserve (DBCA 2017b; State of Western Australia 2012). The Swan-Canning Estuary provides important habitat for migratory shorebirds, fish and reptiles. The Reserve provides an ecological linkage to this area.

2.9 Ecological linkages

An ecological linkage is defined as 'a series of both continuous and non-continuous patches, which by virtue of their proximity to each other, act as stepping stones of habitat which facilitate the maintenance of ecological processes or the movement of organisms within and across the landscape' (Molloy et. al. 2009).

The Reserve is currently the best-preserved area of remnant bushland between the Swan and Canning Rivers and is therefore considered highly important as an ecological and cultural asset to the Town. Along with street-scaping and nearby parks, the Reserve forms ecological linkages with a number of smaller parks and reserves (**Figure 4**).

Whilst the Reserve does lie directly adjacent to George Street Reserve and Harold Rossiter Park, it is not physically connected to many of the smaller natural area reserves in the region. The Reserve, however, is still ecologically linked to these areas through movement from fauna (such as birds and insects) and flora (such as seeds and pollen) and, as such, provides important wildlife corridors or stepping stones for many species in an otherwise highly urbanised, fragmented landscape.

[1] The Register of National Estate was closed in 2007 and is no longer a statutory list. The Register of National Estate has been replaced by the National Heritage List under the EPBC Act.

Figure 4: Ecological linkages



Legend

- Reserve boundary
- Bush Forever site
- Jirdarup Bushland Precinct

0 0.5 1 2
Kilometres
Datum/Projection:
GDA 1994 MGA Zone 50

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2.10 Heritage

The Town is within the Whadjuk state of the Bibbulumun nation of the Nyoongah people (Ecoscape, 2003). A search of the Department of Indigenous Affairs Aboriginal Sites Register did not identify any sites within the Reserve or surrounding area.

A search of the Heritage Council of WA's State Register of Heritage Places did not identify any areas of heritage significance within or surrounding the Reserve. The Reserve and the Kent Street Senior High School are both listed on the Town's Municipal Inventory. This is a list of places that in the opinion of the local government are, or may become, of local cultural heritage significance. Local governments are required under Section 45 of the *Heritage of Western Australia Act 1990* to prepare such a list. A place's entry in a Municipal Inventory is recognition of its heritage importance to the community. There are no statutory implications other than a requirement for the list to be sent to the Heritage Council for public information.

2.11 Infrastructure and amenities

Providing adequate infrastructure within the Reserve is important to minimise the spread of dieback, disease and weeds and to reduce trampling of flora and fauna habitat by visitors. Infrastructure generally provides access for unstructured recreation, pedestrians, dog walkers and authorised off-road activity. Infrastructure within the Reserve comprises fences, formal paths and tracks, gate and other access points, seats/benches, picnic areas, dieback cleaning stations, natural appreciation views and informative or educational signage (**Figure 5** and **Figure 6**).



a) Limestone track and fencing



b) Wire and post fencing



c) Pedestrian and vehicle access



d) Kensington Bushland sign



e) Noticeboard



f) Metal bench



g) Dieback signage



h) Phytofighter dieback cleaning station

Figure 5: Examples of infrastructure at Kensington Bushland Reserve

Figure 6: Existing infrastructure and access within Kensington Bushland Reserve



Legend

- Reserve boundary
- Track
- Fencing

Infrastructure

- Dieback cleaning station
- Sign
- Bench
- Drinking fountain
- Rubbish bin
- Pedestrian access
- Vehicle gate

0 25 50 100
Metres
Datum/Projection:
GDA 1994 MGA Zone 50

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2.12 Surrounding land parcels and use

A brief overview of the land parcels surrounding the Kensington Bushland Reserve is provided below (Ecologia 2005) (**Table 1**). It should be noted that these land parcels do not form part of this Management Plan but are relevant to the area as a whole, and so a brief description is provided here for context.

Table 1: Land parcels and their use

Land Parcel	Description
Kent Street Sand Pit	The Kent Street Sand Pit occurs on Council controlled land and forms part of Reserve 3694, and is zoned as 'Parks and Recreation' under both the Local Planning Scheme and Metropolitan Regional Scheme. The site was used as a landfill location between 1962 and 1990, and then subsequently used by the Council for the storage of construction materials, street sweepings and vehicle washing until 2006 (SERS 2015). The site has remained vacant and unused since and is currently classified under the *Contaminated Sites Act 2003* as 'Remediated for Restricted Use' (Department of Water and Environmental Regulation [DWER] 2017).' In July 2000, the Town resolved that the future use of the Kent Street Sand Pit site would be reserved for passive recreation and cultural purposes (ToVP 2004).
George Street Reserve	George Street POS lies on Council controlled land within Reserve 7682, and is reserved 'Public Purpose' under the Local Planning Scheme and 'Urban' under the Metropolitan Region Scheme. This site consists of a 0.8 ha grassed area with a few single large trees and a small area in the southern corner of mature grass trees (*Xanthorrhoea preissii*). George Street Reserve is used primarily for passive recreation and provides access to Harold Rossiter Park and the Reserve. George Street Reserve is contaminated from historical use as an uncontrolled landfill and as such is classed as 'Contaminated – Restricted Use' by the Department of Environment and Conservation (DEC; now known as Department of Water and Environmental Regulation; ToVP 2011).
Harold Rossiter Park	Harold Rossiter Park (the Park) lies on Council controlled land within Reserve 3694. The Park is zoned 'Parks and Recreation' under the Local Planning Scheme and 'Urban' under the Metropolitan Region Scheme, and is predominantly used for active and passive recreation and consists of a grass cricket pitch, cricket practice nets, two grass soccer pitches, clubhouse, dog exercise area, playground, picnic tables and car park with 86 parking bays. The Park contains a number of mature *Eucalyptus* and *Corymbia* trees which are considered of high value as they provide protection from the elements, shade for park users, buffer for the Reserve, a visual screen to the surrounding residents and habitat and food sources for native fauna including Threatened Black Cockatoos.

Land Parcel	Description
Kensington Police and Citizens Youth Centre (PCYC)	The Kensington Police and Citizens Youth Centre (PCYC) lies on Council controlled land within Reserve 7682, and is zoned 'Public Purpose' under the Local Planning Scheme and 'Urban' under the Metropolitan Region Scheme. The PCYC consists mainly of buildings, basketball courts, barbeque areas, automotive workshops and an out of school care facility. There is a small area of unused remnant bushland (approximately 0.8 ha), on the south-east side which adjoins the Reserve. This vegetation is in poor condition with various weeds, bamboo, castor oil plants and several grasses, having invaded the remnant vegetation. However, several native species have been retained including *Corymbia calophylla* (Marri), *Banksia attenuata* (Candle Banksia), *Banksia menziessii* (Fire Wood *Banksia*) and *Adenanthos cygnorum* (Woolly bush).
Kensington Secondary School	The Kensington Secondary School lies on State Government controlled land, within Reserve 23941 and is zoned as 'Special Use – Education' under the Local Planning Scheme and as 'Urban' under the Metropolitan Region Scheme. This land parcel has a small area, <1 ha, of remnant bushland on the south-east boundary that lies adjacent to the Reserve. This vegetation is in fair condition despite having previously been used as a BMX track and rubbish and grass-cutting dumping ground. There are a number of weeds present within the area (Ecologia 2005).
DFES/Police Station	The St Johns Ambulance Station, Kensington Fire Station and Kensington Police Station occur on State Government controlled land. This land parcel is zoned 'Public Purpose – civic use' under the Local Planning Scheme and 'Urban' under the Metropolitan Region Scheme. This area of land is used for civic purposes. There is no remnant bushland on these sites or vegetation of significance.
Kent Street Senior High School	It occurs on Reserve 22151, on Government controlled land, and is reserved 'Public Purpose' under the Local Planning Scheme and 'Public Purpose – High School' under the Metropolitan Region Scheme. The school playing fields lie adjacent to Harold Rossiter Park with the two areas being delineated with a row of highly valued mature Eucalyptus trees.
Baron-Hay Court Road Reserve	The Baron-Hay Court Road Reserve occurs on Council controlled land and is part zoned 'Parks and Recreation' and 'Special Use – educational facilities' under the Local Planning Scheme, and as 'Urban' under the Metropolitan Region Scheme. Baron-Hay Court is a boundary road with the City of South Perth. There is a car park and entrance point on Baron-Hay Court for the Reserve. Baron-Hay Court is currently closed at the Kent Street end and is only used to access the Department of Agriculture Precinct on the west and the Reserve on the east. The court is used by bike riders and walkers as a thoroughfare between Kent and George Streets. Revegetation and weed management programs have been undertaken on the eastern side of Baron-Hay Court to improve the vegetation and to provide a buffer for the Reserve (Brendan Nock pers. comms. Town of Victoria Park 2017).

Land Parcel	Description
Department of Primary Industries and Regional Development – Department of Agriculture and Food	The Department of Primary Industries and Regional Development – Department of Agriculture and Food occurs on Government controlled land, located within the City of South Perth.

3 Threatening processes

Threatening process are processes that occur that threaten or may threaten the survival, abundance or evolutionary development of a native species or ecological community. It is important to be aware of threatening processes present within natural areas to be able to manage and monitor accordingly. Threatening processes relevant to the Reserve include:

- weeds
- dieback
- arson
- trampling of native flora / vegetation
- introduced fauna / pests
- vandalism and rubbish dumping
- dumping garden refuse
- soil dumping and excavation
- changes to hydrological regimes
- edge effects from surrounding land parcels
- development of surrounding land parcels.

The main threats to the *Banksia Woodlands of the Swan Coastal Plain* TEC are fragmentation, Dieback, invasive species, inappropriate fire regimes, hydrological changes and climate change (DotEE 2016a).

Some of these threats are described in more detail below.

3.1 Weeds

Banksia woodlands are highly vulnerable to weed invasion (Rokish and Newton 2016). Weeds may impact on the biodiversity values across the Reserve by out-competing native species for nutrients, water, space and sunlight, reducing the natural diversity by smothering native plants or preventing them from growing back, reducing habitat for native animals and altering fire regimes (DotEE 2016a).

There are many vectors for the introduction and spread of weeds, such as edge effects from roads/cleared areas (weed invasion and human impacts), dumping of rubbish, escape of garden plants, human and animal transport and fire. Weed growth is common post-fire due to the reduction of competing biomass and introduction of nutrients into the system. While weed growth is not ideal, this does allow for the effective control of weeds post-fire due to dominance of weeds in a landscape that is otherwise devoid of native vegetation.

3.2 Dieback

Phytophthora cinnamomi (Phytophthora dieback) is a water mould that causes dieback disease in plants and is known to occur across the Swan Coastal Plain (CALM 2003). Dieback spreads through the movement of *Phytophthora cinnamomi* spores in soil. Spores are also spread via root to root contact from susceptible species (research suggests approximately 1 metre per year; Dieback Working Group [DWG] 2017). Any activities that result in the movement of soil can potentially spread dieback including:

- walking off track
- vehicle movement
- earthworks / construction activities
- soil / garden refuse dumping

- rubbish dumping
- water flows in sloping areas.

The potential impacts of dieback on the values of the Kensington Bushland includes:

- Death of up to 20% of the species diversity through direct susceptibility of these species to dieback (Ahmedi 2015).
- Death of species not directly susceptible to dieback but susceptible to changes in biophysical conditions resulting from death of susceptible species.
- Changed habitat availability due to changes in vegetation structure and diversity leading to loss of fauna and fungi diversity.
- Changed trophic relationships due to changes in vegetation structure and diversity leading to loss of fauna diversity.
- Loss of heritage values.
- Loss of visual and landscape values.
- Water table elevation due to the loss of vegetation resulting from deleterious effect to water sensitive species.

Previous dieback studies undertaken in the Reserve have recorded the presence of low dieback inoculum levels (i.e. zoospores, cysts, sporangia) and/or DNA from dead dieback (Ahmedi 2015). However, a recent dieback assessment was undertaken within the Reserve, with sampled sites testing negative for presence of dieback (Dieback Treatment Services [DTS] 2017). The assessment included field observations in combination with the collection of two soil and tissue samples in areas consisting of dead *Allocasuarina humilis* and/or *Banksia attenuata* trees (both susceptible species). Both sites tested negative for dieback (DTS 2017).

Host or indicator species that could be expected to reliably express disease symptoms within the Reserve include *Adenanthos cygnoram, Allocasuarina humilis, Banksia attenuata and B. illicifolia, Eucalyptus marginata, Jacksonia species, Macrozamia reidlei, and Xanthorrhea preissii* (DTS 2017).

Other dieback species in WA that may have the potential to impact the bushland include *P. cryptogea* and *P. nicotianae*.

3.3 Introduced fauna/pests

Feral (and domestic) fauna are a significant problem in the management of native fauna populations and can impact upon native flora and fauna, either through grazing, predation or direct competition for resources such as nesting hollows (DotEE 2016).

It is currently unknown to what extent introduced (feral) fauna may be utilising the Reserve. *Mus musculus* (House Mouse) and foxes are known to occur and it is considered likely that domestic (and possibly feral) cats and feral bees also occur within the Reserve.

3.4 Alteration of hydrological regimes

Alteration of hydrological regimes affects both the quantity and quality of surface and groundwater, upon which natural areas may be depending. Changes in surface water flows alters the drainage of an area, specifically some areas may receive more water and others may receive less. Groundwater abstraction for development and residential use lowers the water table and has the potential to cause a reduction in water available to plants, such as mature *Banksia* sp. Lowering groundwater levels have been suggested as the cause of some loss of *Banksia's* in the Reserve to date.

4 Reserve management

4.1 Overview of current management initiatives

An overview of the implementation status of various management activities undertaken at the Reserve is provided in **Table 2**.

Table 2: Status of previously recommended management actions for Kensington Bushland Reserve and surrounds

Previous Management Plan recommendation / other initiatives	Status (ongoing, complete or incomplete)
Protect and revegetate the remnant vegetation on the Police and Citizens Youth Club, George Street Reserve and Kensington Secondary School sites	Commenced 2010; Ongoing (in Stage 3 of a five stage project)
Reclaim the remnant vegetation on the Kensington Secondary School site into council land by purchase or land swap	Feasibility yet to be investigated
Incorporate the remnant bushland surrounding the Kensington Bushland into a buffer between any future development and the bushland to ensure its long-term protection	Complete
If possible, expand the boundary of the Kensington Bushland Bush Forever boundary to include the remnant vegetation on the Police and Citizens Youth Club, George Street Reserve and Kensington Secondary School sites	To be investigated
Close Baron-Hay Court to vehicles beyond the Kensington Bushland car park and develop a shared path in place of the road. As part of developing the shared path expand the buffer between the shared path and the Kensington Bushland	Limited ability to close road given current access to DAFWA site.
Infill plant the area between Harold Rossiter Park and the Kensington Bushland	Commenced 2009; Ongoing expansion of buffer
Revegetate the buffer between Kent St and the Kent St Sand Pit	Commenced 2009; Ongoing
Revegetate the Kent St Sand Pit site with local native species that can be utilised as a seed production area for revegetation programs within the Town. Ensure that any revegetation is undertaken in a manner that does not preclude the future use of the area for an education / cultural centre	Commenced 2009; Surrounds ongoing, rest of site, to be confirmed
Ensure that the area of public open space within the study area is maintained so that pressure is not put on the Kensington Bushland Reserve for activities such as dog walking and bike riding	Ongoing
Restrict the number of trails through remnant vegetation areas by rehabilitating minor trails and providing set shared path for access between Kent St and George St	Commenced 2016; Complete (though constantly reviewed)

Previous Management Plan recommendation / other initiatives	Status (ongoing, complete or incomplete)
Ensure that any development proposals to the land surrounding the Kensington Bushland Reserve develop an environmental management plan to address potential impacts to the bushland from the development before approval is obtained	No definitive plans to develop the immediate surrounds to the Kensington Bushland Reserve has occurred to date
Other management initiatives undertaken by the Town	**Status (ongoing, complete or incomplete)**
Two boot cleaners (Phytofighter 1000) were installed at the Baron-Hay Court and the George St Reserve entrances to Kensington Bushland	Initial installation 2015, second installation occurred in 2016
Intensive weed control program within the bushfire area of Kensington Bushland focussing on grass and broadleaf weeds	Commenced 2016; Ongoing
A weed wiping / target spray / hand weed program has been implemented to control an extensive Gladiolus infestation throughout the Kensington Bushland	Commenced 2016; Ongoing (part of a staged 3-5 year program)
In collaboration with Brendon Nock (EO) and the Town's Coordinator of Ranger Services (Alan Bancroft) a Memorandum of Understanding has been reached with Kensington Secondary School to manage land adjacent to Kensington Bushland Reserve to reduce the immediate fire risk. This process has included initial discussions, review and negotiation of a revised fire response plan	MoU complete with implementation ongoing; MOU to be reviewed on an annual basis
Direct seeding project was undertaken by the Town in June 2017 where degraded areas in the 2016 bushfire zone were identified by vegetation condition mapping and 6.5 kg of seed was hand cast into site prepared revegetation zones. A monitoring report has been prepared by a consultant to measure the success of the project, with the information to be utilised to inform future revegetation management in areas considered to have low weed seed burden.	Commenced 2017; Ongoing
The Town of Victoria Park's natural areas operations has coordinated with the Western Australian Museum, Murdoch University students and the Friends of Kensington Bushland to conduct a pit trapping survey of the reptiles of the Reserve. This is the first pit trapping survey undertaken at Reserve since pit trapping was undertaken by the WA Naturalist Club in 1990. The Town of Victoria Park aims to build on the survey data collected to implement reptile conservation management initiatives to preserve the diversity of reptiles in the Reserve.	Completed 2017, ongoing management initiative.

4.2 Future management

4.2.1 Objectives

Table 3 outlines the objectives for the Kensington Bushland Reserve Management Plan.

Table 3: Objectives of the Management Plan

Topic	Objectives
Revegetation and buffer management	Improve the overall condition of the Kensington Bushland Reserve, improve native species cover and diversity.
	Maintain vegetation considered to be in Very Good or better condition.
	Undertake revegetation within Kensington Bushland Reserve to enhance and support the Jirdarup Bushland Precinct linkages.
	Reduce the threatening processes for the rehabilitation sites.
Weed management	Remove or reduce existing weed and non-endemic species infestations.
	Minimise the spread of weeds.
	Prevent introduction of additional weed species.
	Prevent further encroachment of weeds into bushland areas.
	Minimise any detrimental effects of the weed control programme on the native biota by following best practice guidelines.
Fire management	Maintain biodiversity and conservation values of the bushland.
	Minimise the bushfire risk to conservation values, lives, properties and assets.
	Reduce the incidence of unplanned fire / arson attacks.
Dieback management	Reduce the risk of introduction and/or spread of dieback.
	Educate the community about dieback and ways to reduce the risk of introduction and/or spread.
	No new dieback infestations to occur as a result of contractors', volunteers or community activities.
Fauna management	Conserve and enhance habitat to increase diversity and numbers of native fauna, and to improve connectivity for terrestrial fauna.
	Control feral animals where possible to reduce predation / competition with native fauna.
	Ensure that feral animal control measures do not adversely impact on the native biota of the reserves or on people visiting the area.
Infrastructure and access management	Protect the local biodiversity values from human degradation and impacts.
	Provide the local community with natural areas that are easily accessible, informative, enjoyable and safe.
	Enhance the social and built environment.
Community use and education management	Reduce the associated risks of community use to the biodiversity values of the Reserve.
	Provide a safe and enjoyable resource for the local community.
	Enhance community use and interest in the bushland reserves.

4.2.2 Management actions

To assist in decision making and in prioritising recommendations to address key issues, a priority ranking system has been developed and is shown in **Table 4**. Management actions for the Kensington Bushland Reserve are outlined in **Table 5** and **Figure 7**. It is noted that some actions outlined for particular features (e.g. weeds, fire) could also benefit other features (e.g. fauna).

The resources required to undertake the management actions are:

- $40 per hour of the Town's officer time
- $120 per hour of consultant time
- $1.50 per seedling
- Accredited dieback free mulch, weed control chemicals, fencing materials, signage, nest boxes and dog-poo bag dispenser charged at cost
- $6000 of consultant time for weed mapping
- Fencing contractor and nest-box installation costs as per industry rates
- Purchase and installation of water tank charged at cost

Table 4: Priority rankings for implementation of management

Priority ranking	Definition and justification	Recommended timing
High	High priority recommendations are an essential requirement and should be implemented immediately or as soon as practical. These recommendations will enable effective management decisions to be made and guide future management.	Effective immediately (i.e. within the next year) and/or applicable throughout life of plan on an annual basis
Medium	Medium priority recommendations are important and could also be implemented when additional funding and opportunities exist.	Within the next two to three years
Low	If suitable funding and opportunities exist, these recommendations should be investigated and implemented as additional value adding components and/or to gain additional knowledge and understanding of biodiversity values.	Within the next four to five years

Table 5: Kensington Bushland Reserve management actions

Item no.	Management action	Timing	Priority
Revegetation and Buffer Management			
1.1	Utilise local provenance propagation material (seed/cuttings) that is sourced from Kensington Bushland Reserve.	Ongoing	High
1.2	Revegetate using flora species that have previously been recorded in Kensington Bushland Reserve (**Appendix B**).	Ongoing	High
1.3	Where seedlings are to be planted, ensure seedlings are produced from a nursery accredited by the Nursery	Ongoing	High

Item no.	Management action	Timing	Priority
	Industry Accreditation Scheme Australia (NIASA), specifically to reduce the risk of dieback introductions and weeds.		
1.4	Species selected for inclusion in rehabilitation of sites which have been noted to have known or inferred resistance to dieback, if future surveys identify dieback presence	Ongoing	High
1.5	Use accredited dieback free mulch (Australian Standard AS4454) from authorised suppliers. Mulch is required to be large chip/hot composted for three days and tested for dieback batch by batch prior to being transported to site.	Ongoing	High
1.6	Undertake a revegetation program to improve native species cover and diversity	Annually	High
1.7	Engage the local community (including Friends of Kensington Bushland) to assist in undertaking the planting for any revegetation projects, through distribution of informative material or open planting days.	Ongoing	High
1.8	Consider watering seedlings through the first summer to increase survival rates	Ongoing	High
1.9	Undertake annual monitoring of revegetation sites to assess survival rates and requirement for follow up works.	Annually	High
1.10	Investigate the potential impacts of groundwater draw down on mature *Banksia* sp	Every three years	Medium
1.11	Undertake the removal of non-endemic Eucalypt species within revegetation areas, prior to revegetation occurring	Annually	High
	Weed management		
2.1	Undertake weed control works to assist and maintain vegetation in Very Good or better condition (starting in areas of higher quality bushland and working outwards) as per Bradley (1997) method, to facilitate natural recruitment of native species. Undertake removal of non-endemic Eucalypt species prior to revegetation activities.	Annually	High
2.2	Implement a weed control program to remove or reduce weed species cover and distribution, as per weed timing schedule based on growth form provided in **Appendix E**.	Ongoing	High
2.3	Undertake weed control efforts on tracks/paths, disturbed areas and potential revegetation sites. If hand-weeding, remove all flowering and fruiting material from the site.	Ongoing	High
2.4	Implement an ongoing weed monitoring/mapping program to identify new weed infestations and to record weed species cover and distribution. From this, the success of the weed control management actions can be	Every three years	Medium

Item no.	Management action	Timing	Priority
	evaluated/measured and recommendations made using an adaptive management framework. Recommendations shall also be made on whether weed management actions need to be updated to be consistent with best practice principles.		
2.5	Undertake monitoring and where required, weed control activities following disturbances such as fires.	Ongoing	High
2.6	Prevent introduction of weeds by removing dumped rubbish and minimising soil disturbance through maintaining pathways.	Ongoing	High
2.7	Ensure weed control contractors are following best practice guidelines and using correct herbicides for weed species.	Ongoing	High
2.8	Inspect vehicles and machinery prior to site entry to ensure it is free from soil/organic material.	Ongoing	High
2.9	Engage with surrounding landholders to promote an integrated weed management approach to reduce weed encroachment into the Reserve.	Ongoing	High
2.10	Undertake the removal of non-endemic *Eucalypt* species across the Reserve.	Ongoing	Medium
	Fire Management		
3.1	Restrict the use of machinery and tools that have the potential to ignite fires, such as angle grinders and welders, when the fire danger rating is Very High or above (e.g. during any maintenance works).	Ongoing	High
3.2	Ensure fire extinguishers are present on site during operations which are likely to start a fire (e.g. works requiring angle grinders or welders).	Ongoing	High
3.3	Undertake manual fuel reduction within the Reserve itself (e.g. removal of dead plant material in the understorey where required, weed control etc.). Dead trees will be prioritised for retention where appropriate.	Ongoing	Medium
3.4	Investigate the benefits of a mosaic burn regime for the Reserve towards the end of the five-year plan.	Year 5	Low
3.5	Undertake regular maintenance of grassy areas adjacent to the Reserve (e.g. mowing of grass etc.) to maintain available fuel loads within 5 t/ha.	Ongoing	High
3.6	Ensure all firebreaks are cleared and maintained prior to the onset of fire season.	Ongoing	High
3.7	Install a firebreak along the northwest boundary of the Reserve.	Year 1	High

Item no.	Management action	Timing	Priority
3.8	Install water tanks in the Reserve to aid in fire suppression activities, tank size a minimum of 10-50 Kilolitre (kL)	Year 1	High
3.9	Install temporary Fire Danger Rating signs on days of Catastrophic Fire Danger to warn the public not to enter the Reserve and help reduce the risk of ignition.	Ongoing	High
3.10	Encourage community reporting of suspicious behaviour, especially on days of high fire danger or above.	Ongoing	High
3.11	Provide a public education/community awareness program highlighting the dangers of lighting fires and the penalties that may apply if caught.	Ongoing	High
3.12	Develop a comprehensive Fire Management Plan for the Reserve	Ongoing	Medium
Dieback Management			
4.1	Monitor for fresh deaths of susceptible species to trigger dieback assessment and mapping.	Ongoing	High
4.2	Implement an ongoing dieback assessment, testing and mapping program.	Every three years	Medium
4.3	Undertake phosphite treatment program of susceptible species if surveys identify dieback presence.	As required	Medium
4.4	Undertake regular inspections of infrastructure such as fencing, limestone tracks, dieback hygiene stations, informative signage and dumped rubbish, soil and / or garden refuse. Repair / remove as required	Ongoing	High
4.5	Remove dumped rubbish, soil and garden refuse from locations shown in **Figure 7**.	Ongoing	High
4.6	Ensure all staff, contractors and volunteers are informed of and comply with the Town's Dieback Management Procedures and Protocols handbook (Town of Victoria Park 2012) through regular training and if possible Green Card Training	Ongoing	High
4.7	Use only accredited suppliers, contractors and nurseries in line with the Town's Dieback Management Procedures and Protocols handbook (ToVP 2012).	Ongoing	High.
4.8	Review the locations and integrity of boot-cleaning stations and signage to suit any changes in dieback occurrence within the Reserve.	Ongoing	Medium
4.9	Facilitate and encourage research in soil science in an effort to find out why active *Phytophthora cinnamomi* has not yet revealed itself.	As required	Low
Fauna Management			

Item no.	Management action	Timing	Priority
5.1	All potential breeding habitat trees for Black Cockatoos should be retained and prohibited from clearing. Leave dead trees standing.	Ongoing	High
5.2	Install a minimum of six artificial nest boxes in the large mature eucalypt trees surrounding the Reserve to encourage use by native fauna. Nest boxes should incorporate large (entrance hole size 14-19 cm), medium (entrance hole size 6.5-10 cm) and small sizes (entrance hole size 4.5-5 cm), which target different bird species, such as parrots, kingfishers, ducks, nightjars, owl and pardalotes. Purpose-built bat boxes should also be installed to encourage bat nesting and roosting.	Year 1	High
5.3	Undertake monitoring of nest boxes every 2 years to establish the extent to which native and feral fauna are utilising the boxes, and to address any issues (fallen or vandalised nest boxes, etc.).	Every two years	Medium
5.4	Raise awareness within the community about domestic cat use within the Bushland.	Ongoing	High
5.5	Undertake feral fauna monitoring within Kensington Bushland Reserve, which could include monitoring for scats, dens or burrows and diggings, or with the use of remote-sensor cameras.	Every three years	Medium
5.6	Undertake feral bee control in nest boxes as required.	Ongoing	High
5.7	Ensure that dogs are on leads at all times when walking through the Bushland.	Ongoing	High
Infrastructure and Access Management			
6.1	Repair damaged fencing located at the corner of Baron-Hay Court and the boundary of Kensington Secondary School (**Figure 7**).	Ongoing	High
6.2	Inspect all signage, fencing (including internal), dieback cleaning stations, benches and access infrastructure on a regular basis for damage by fire or vandalism and upgrade when necessary.	Ongoing	High
6.3	Monitoring is undertaken for all tracks and that maintenance of these tracks be undertaken as required.	Ongoing	High
6.4	Replace 4 rehabilitation signs (**Figure 7**).	Year 1	High
6.5	Re-attach dieback sign located at the Baron-Hay Court entrance (**Figure 7**).	Year 1	High
6.6	Install 'No Parking – Keep Clear' signs on vehicle access gates at the Etwell Street and George Reserve entrances (**Figure 7**).	Year 1	High

Item no.	Management action	Timing	Priority
6.7	Replace or trim vegetation surrounding two 'Keep Out – Deep Excavation' and one 'Trespassers Will Be Prosecuted' signs installed on the fence surrounding the excavated sand pit area. Alternatively, remove signs if they are no longer considered necessary (**Figure 7**).	Year 1	High
6.8	Repair or replace drinking fountain located inside the Etwell Street entrance (**Figure 7**).	Year 1	High
6.9	Install a dog-poo bag dispenser at the Baron-Hay Court entrance and inspect on a regular basis for damage by fire or vandalism and upgrade when necessary (**Figure 7**).	Year 1 and ongoing	High
6.10	Remove all occurrences of dumped rubbish and undertake regular inspections and subsequent clean ups for rubbish removal (**Figure 7**).	Ongoing	High
Community Use and Education Management			
7.1	Organise community and/or school participation days such as wildlife or wildflower walks, fungi surveys, nest box building events, revegetation, weeding events, participating in the Great Cocky Count or involving the community in nest box or fauna monitoring programs.	Ongoing	High
7.2	Advertise community participation days through the Town's and the Friends Group website and social media pages.	Ongoing	High
7.3	Raise community awareness through updates to the Town's and the Friends Group website and social media pages. This could include promoting responsible pet ownership (dogs on leads), use of dieback stations, advising of legislation in relation to domestic dogs and cats, prohibiting the dumping of garden refuse and rubbish, lists of suitable species for gardens to provide habitat and complement natural areas, lists of invasive plant species to avoid planting in gardens and the consequences of arson.	Ongoing	High
7.4	Consider developing an interpretational trail linked to the website about the Reserve, its biodiversity values and the Friends Group/community involvement (and requirement for members). Develop the trail so that it is interactive and can be available on personal mobile devices, such as smart phones.	Ongoing	Medium

4.2.3 Contingencies, review and reporting

Annual reviews of the Management Plan will identify the progress and efficacy of projects, and have the ability to adapt to emergent issues, reconsidering the priority and scope of projects to ensure major

benefits for the Reserve are achieved in the years of implementation. A range of contingency actions will be implemented by the Town where objectives are not met (**Table 6**).

Table 6: Contingency actions

Topic	Contingency actions
Revegetation and buffer management	• Review the revegetation process (e.g. timing, techniques, selected species) and make changes where required. • Implement supplementary revegetation efforts. • Amend revegetation methods to address identified faults in the revegetation process • Increase monitoring to determine if revised revegetation methods are effective and to identify any future revegetation issues as soon as possible. • Review mitigation measures (e.g. weed control, feral animal control, grazing) to protect juvenile plants.
Weed management	• Review the weed control process (e.g. timing, techniques, methods, chemicals) and make changes where required. • Implement supplementary weed control efforts. • Increase monitoring to determine if revised mitigation methods are effective and to identify any future issues as soon as possible.
Fire management	• Review the fire control processes (e.g. timing, techniques, community awareness programs) and make changes where required. • Implement supplementary fire control efforts. • Monitor to determine if revised mitigation methods are effective and to identify any future issues as soon as possible.
Dieback management	• Implement supplementary Dieback assessments and treatments. • Review Town's Dieback Management Procedures and Protocols handbook and make changes where required. • Identify cause/source of dieback. • Implement measures to rectify and/or prevent further occurrence of dieback. • Monitor success of rectification or prevention measures and implement additional measures if required.
Fauna management	• Review effectiveness of next boxes and make changes in design if required • Implement supplementary installation of nest boxes • Amend approach to community cat awareness • Increase monitoring to determine if management is effective and to identify any future threatening issues as soon as possible.
Infrastructure and access management	• Increase vandalism monitoring and make changes to reduce incidents of damage to infrastructure. • Increase available budget to allow for installation of appropriate signage and to remove any dumped rubbish
Community use and education management	• Review community awareness strategies and make changes to approach and/or methods to increase participation. • Update social media pages to increase awareness.

4.3 Future land development and surrounding land use management

The Town has a number of documents that provide for local biodiversity conservation and are considered throughout the planning process (e.g. scheme amendments, structure plans, and subdivision or development applications), including the Environmental Plan and Strategic Community Plan. There are a range of avenues for protection of the Kensington Bushland Reserve in the context of surrounding land uses and any potential future development, in addition to this Management Plan, including:

- acquisition and management by the Town
- amending zoning to one that is more sympathetic to protection (e.g. Public Open Space; this could be undertaken at the time of land zoning changes or assessment of structure plans, subdivision or development applications)
- conservation covenants/covenants on titles
- development control provisions within Local Planning Scheme
- conditions on planning applications (e.g. requirement for vegetated buffer strips along lot boundaries adjoining the Reserve, in structure plans or subdivision applications).

In addition to the local planning processes, there are a range of other legislative and planning policy documents that can protect and manage potential impacts to Kensington Bushland Reserve. Some of these include:

- Part IV and V of the *Environmental Protection Act 1986* (assessment of significant proposals and clearing)
- *Planning and Development Act 2005*
    - State Planning Strategy
    - State Planning Policies
    - Sub-regional planning framework
    - Planning Bulletins
    - Guidelines (e.g. Better Urban Water Management Guidelines)
- Federal Government *Environment Protection and Biodiversity Conservation Act 1999*.

For the land surrounding the Reserve that is within the Town's control and management, maintaining a native-vegetated buffer to mitigate edge effects and increase linkages, is the key action that can be undertaken. Progressive rehabilitation/revegetation of the Kent St Sand Pit site would enhance this buffer. It is recommended that these activities initially be focused on areas that are immediately adjacent to the Reserve to provide the maximum buffer, however, relocation of fencing to accommodate these new rehabilitation areas will also limit costs associated with the work.

Figure 7: Kensington Bushland Reserve future management actions



Legend

- Reserve boundary
- Track

Future management

- Revegetation
- Firebreak
- Dumped rubbish
- Install 'No Parking - Keep Clear' signage
- Install dog-poo bag dispenser
- Repair / replace drinking fountain
- Repair / replace signage
- Repair fencing

0 25 50 100
Metres
Datum/Projection:
GDA 1994 MGA Zone 50

N

ecological AUSTRALIA
www.ecoaus.com.au

Prepared by: SM Date: 19/12/2017

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Appendix A Banksia Woodlands TEC assessment

Step	Key diagnostic characteristics (DotEE 2016)	Outcome
1	**Location and physical environment** The Banksia Woodlands ecological community primarily occurs in the Swan Coastal Plain IBRA bioregion.	The study area is located on the Swan Coastal Plain.
	Soil and landform The Banksia Woodlands typically occurs on well drained, low nutrient soils on sandplain landforms, particularly deep Bassendean and Spearwood sands and occasionally on Quindalup sands.	The study area is located on Bassendean Dune System.
	Structure The structure of the Banksia Woodlands is a low woodland to forest with these features: • A distinctive upper sclerophyllous layer of low trees* (occasionally large shrubs more than 2 m tall), typically dominated or co-dominated by one or more of the Banksia species identified under composition • Emergent trees of medium or tall (>10 m) height *Eucalyptus* or *Allocasuarina* species may sometimes be present above the Banksia canopy • An often highly species-rich understorey that consists of: o a layer of sclerophyllous shrubs of various heights; and, o a herbaceous ground layer of cord rushes, sedges and perennial and ephemeral forbs, that sometimes includes grasses. The development of a ground layer may vary depending on the density of the shrub layer and disturbance history.	Three vegetation types have been identified within the Reserve (Cranfield and Parker 1992): • Low Banksia Woodland of *Banksia attenuata*, *Banksia menziesii* and *Banksia ilicifolia* • Low Banksia/Eucalyptus Woodland containing the above-mentioned Banksia species as well as *Eucalyptus marginata*, *Eucalyptus todtiana* and *Allocasuarina fraseriana*. • Low Shrubland of *Allocasuarina humilis* The understorey contains a diverse array of sclerophyllous shrubs and herbaceous species with 94% of the species comprising key species of the TEC. In addition, the FCT 23a – Central *Banksia attenuata – B. menziesii* woodlands is known to occur within the Reserve (Government of WA 2000). Vegetation within the Reserve contains *Banksia attenuata* and *B. menziesii* as a dominant species in the upper layer as well as other associated emergent species of *Eucalyptus* and *Allocasuarina*

Step	Key diagnostic characteristics (DotEE 2016)	Outcome
		species. Vegetation within the Reserve contains all of the structural elements which define the TEC.
	Composition • The canopy is most commonly dominated or co-dominated by *Banksia attenuata* (candlestick banksia, slender banksia) and/or *B. menziesii* (firewood banksia). Other Banksia species that dominate in some examples of the ecological community are *B. prionotes* (acorn banksia) or *B. ilicifolia* (holly-leaved banksia); and • The patch must include at least one of the following diagnostic species: o *Banksia attenuata* (candlestick banksia) o *Banksia menziesii* (firewood banksia) o *Banksia prionotes* (acorn banksia) o *Banksia ilicifolia* (holly-leaved banksia). • If present, the emergent tree layer often includes *Corymbia calophylla* (marri), *E. marginata* (jarrah), or less commonly *Eucalyptus gomphocephala* (tuart); and • Other trees of a medium height that may be present, and may be codominant with the Banksia species across a patch, include *Eucalyptus todtiana* (blackbutt, pricklybark), *Nuytsia floribunda* (Western Australian Christmas tree), *Allocasuarina fraseriana* (western sheoak), *Callitris arenaria* (sandplain cypress), *Callitris pyramidalis* (swamp cypress) and *Xylomelum occidentale* (woody pear); and • The understorey typically contains a high to very high diversity of shrub and herb species that often vary from patch to patch*** • Contra-indicators: o Patches clearly dominated by *Banksia littoralis* are not part of the Banksia Woodlands ecological community but indicates a different, dampland community is present. o Patches clearly dominated by *Banksia burdettii* are not part of the Banksia Woodlands ecological community but indicates a tall shrubland and not the Banksia Woodlands ecological community. o FCT 20c – Eastern shrublands and woodlands, corresponds with a separate EPBC ecological community listing, Shrublands and Woodlands of the eastern Swan Coastal Plain. Occurrences of this FCT should be considered under that separate listing.	Two of the vegetation communities within the Reserve are dominated by the diagnostic species *Banksia attenuata and Banksia menziesii*. *Banksia ilicifolia* is also present in one of the vegetation communities. There is the presence of *Eucalyptus marginata* and other codominant species, such as *Allocasuarina fraseriana, Eucalyptus todtiana* and *Nuytsia floribunda*. The remaining vegetation community low shrubland of *Allocasuarina humilis* is considered part of the *Banksia* communities. The understorey contains a high diversity of species and includes 94% of key species defining the sclerophyllous and herbaceous layers of the TEC. To date 205 flora species have been noted in the Reserve from 41 families. The contra-indicators of *Banksia littoralis* and *Bankia burdettii* were not recorded. The community does not represent FCT 20c – Eastern shrublands and woodlands. Vegetation within the Reserve contains all of the key composition elements which define the TEC.

Step	Key diagnostic characteristics (DotEE 2016)	Outcome
2	**Condition thresholds** • Assessments of a patch should initially be centered on the area of highest native floristic diversity and/or cover, i.e. the best condition area of the patch. • Consideration must be given to the timing of surveys and recent disturbance. Ideally surveys should be undertaken in spring with two sampling periods to capture early and late flowering species. • The surrounding context of a patch must also be taken into account when considering factors that add to the importance of a patch that meets the condition thresholds. • Certain vegetation components of the Banksia Woodlands ecological community merit consideration as critical elements to protect. Three components are recognised as threatened in their own right in WA and, as such, are priorities for protection; refer to Table 1 in the Approved Conservation Advice (DotEE 2016). • A relevant expert (e.g. ecological consultant, local NRM or environment agency) may be useful to help identify the ecological community and its condition.	Vegetation sampling was undertaken by Cranfield and Parker (1992). The vegetation condition is almost entirely in Good or better condition.
3	**Minimum patch size** Minimum patch sizes apply for consideration of a patch as part of the listed ecological community for EPBC Act referral, assessment and compliance purposes. Where patches meet different levels of condition, different minimum patch sizes apply: • 'Pristine' – no minimum patch size applies • 'Excellent' – 0.5 ha or 5,000 m2 (e.g. 50 m x 100 m) • 'Very Good' – 1 ha or 10,000 m2 (e.g. 100 m x 100 m) • 'Good' – 2 ha or 20,000 m2 (e.g. 200 m x 100 m). Note: To be considered as part of the EPBC Act ecological community, a patch should meet at least the Good Condition category.	The extent of vegetation within the reserve in Good or better condition is as follows: Excellent – 1.1 ha Very Good – 5.5 ha Good – 2.2 ha Vegetation within the Reserve meets the minimum condition requirements of 2 ha of Good condition when considered in isolation from surrounding vegetation.
4	**Further information to assist in determining the presence of the ecological community and significant impacts.** • The landscape position of the patch, including its position relative to surrounding vegetation also influences how important it is in the broader landscape. For example, if it enables movement of native fauna or plant material or supports other ecological processes.	The vegetation within the Reserve represents an occurrence of the Banksia Woodlands of the Swan Coastal Plain TEC as it meets all of the key diagnostic characteristics.

Step	Key diagnostic characteristics (DotEE 2016)	Outcome
	• A patch is a discrete and mostly continuous area of the ecological community. A patch may include small-scale (<30 m) variations, gaps and disturbances, such as tracks, paths or breaks. Where there is a break in native vegetation cover, from the edge of the tree canopy of 30 m or more (e.g. due to permanent artificial structures, wide roads or other barriers; or due to water bodies typically more than 30m wide) then the gap typically indicates that separate patches are present. • Variation in canopy cover, quality or condition of vegetation across a patch should not initially be considered to be evidence of multiple patches. Patches can be spatially variable and are often characterised by one or more areas within a patch that meet the key diagnostic characteristics and condition threshold criteria amongst areas of lower condition. Average canopy cover and quality across the broadest area that meets the general description of the ecological community should be used initially in determining overall canopy cover and vegetation condition. Also note any areas that are either significantly higher or lower in quality, gaps in canopy cover and the condition categories that would apply across different parts of the site respectively. Where the average canopy cover or quality falls below the minimum thresholds, the next largest area or areas that meet key diagnostics (including minimum canopy cover requirements) and minimum condition thresholds should be specified and protected. This may result in multiple patches being identified within the overall area first considered. • A buffer zone is a contiguous area immediately adjacent to a patch of the ecological community that is important for protecting its integrity. The purpose of the buffer zone is to help protect and manage the national threatened ecological community. The edges of a patch are considered particularly susceptible to disturbance and the presence of a buffer zone is intended to act as a barrier to further direct disturbance. • The recommended minimum buffer zone for the ecological community is 20–50 metres from the outer edge of a patch, and the appropriate size depends on the nature of the buffer and local context (e.g. slope). A larger buffer zone should be applied, where practical, to protect patches that are of particularly high conservation value, or if patches are down slope of drainage lines or a source of nutrient enrichment, or groundwater drawdown.	

Appendix B Native flora species list

Family	Species^	Common name
Anarthriaceae	*Lyginia barbata*	-
Apiaceae	*Xanthosia huegelii*	-
Araliaceae	*Trachymene pilosa*	Native Parsnip
Asparagaceae	*Chamaescilla corymbosa*	Blue Squill
	Laxmannia squarrosa	-
	Lomandra caespitosa	Tufted Mat Rush
	Lomandra hermaphrodita	-
	Lomandra nigricans	-
	Lomandra odora	Tiered Mat Rush
	Lomandra preissii	-
	Lomandra suaveolens	-
	Sowerbaea laxiflora	Purple Tassels
	Thysanotus manglesianus	Fringed Lily
	Thysanotus sparteus	-
	Thysanotus tenellus	-
	Thysanotus triandrus	-
Asteraceae	*Brachyscome bellidioides*	-
	Hyalosperma cotula	-
	Lagenophora huegelii	-
	Olearia paucidentata	Autumn Scrub Daisy
	Podolepis gracilis	Slender gracilis
	Podotheca angustifolia	Sticky Longheads
	Podotheca chrysantha	Yellow Podotheca
	Podotheca gnaphalioides	Golden Long-heads
	Siloxerus humifusus	Procumbent Siloxerus
	Waitzia suaveolens	Fragrant Waitzia
Campanulaceae	*Lobelia tenuior*	Slender Lobelia
	Wahlenbergia gracilenta	Annual Bluebell
Casuarinaceae	*Allocasuarina fraseriana*	Sheoak
	Allocasuarina humilis	Dwarf Sheoak

Family	Species^	Common name
Celastraceae	*Stackhousia monogyna*	-
	Tripterococcus brunonis	Winged Stackhousia
Colchicaceae	*Burchardia congesta*	Kara
Crassulaceae	*Crassula colorata*[2]	Dense Stonecrop
Cyperaceae	*Lepidosperma angustatum*	-
	Lepidosperma squamatum	-
	Mesomelaena pseudostygia	Semophore Sedge
	Mesomelaena stygia[2]	-
	Schoenus brevisetis[2]	-
	Schoenus curvifolius	-
	Schoenus lanatus	Woolly Bog-rush
	Schoenus latitans	-
	Calectasia narragara	-
	Dasypogon bromeliifolius	Pineapple Bush
Dilleniaceae	*Hibbertia huegelii*	-
	Hibbertia hypericoides	Yellow Buttercups
	Hibbertia racemosa	Stalked Guinea Flower
	Hibbertia subvaginata[2]	-
Droseraceae	*Drosera erythrorhiza*	Red Ink Sundew
	Drosera huegelii	Bold Sundew
	Drosera macrantha	Bridal Rainbow
	Drosera menziesii	Pink Rainbow
	Drosera menziesii subsp. *penicillaris*[2]	-
	Drosera pallida[2]	Pale Rainbow
	Drosera stolonifera	Leafy Sundew
Ericaceae	*Astroloma macrocalyx*	Swan Berry
	Astroloma pallidum	Kick Bush
	Conostephium pendulum	Pearl Flower
	Conostephium preissii	-
	Leucopogon conostephioides	-
	Leucopogon parviflorus	Coast Beard-heath
	Leucopogon propinquus[2]	-

Family	Species^	Common name
	Leucopogon sp.[2]	-
	Lysinema ciliatum	Curry Flower
	Styphelia tenuiflora	Common Pinheath
Euphorbiaceae	*Monotaxis grandiflora*	Diamond of the Desert
	Stachystemon vermicularis	-
Fabaceae	*Acacia huegelii*	-
	Acacia pulchella	Prickly Moses
	Acacia rostellifera[2]	Summer-scented Wattle
	Acacia saligna	Orange Wattle
	Acacia sphacelata	-
	Acacia stenoptera	Narrow-winged Wattle
	Acacia willdenowiana	Grass Wattle
	Bossiaea eriocarpa	Common Brown Pea
	Daviesia divaricata	Marno
	Daviesia nudiflora	-
	Daviesia triflora	-
	Gastrolobium capitatum	-
	Gompholobium tomentosum	Hairy Yellow Pea
	Hardenbergia comptoniana	Native Wisteria
	Hovea trisperma	Common Hovea
	Isotropis cuneifolia	Granny Bonnets
	Jacksonia furcellata	Grey Stinkwood
	Jacksonia lehmannii	-
	Jacksonia sternbergiana	Stinkwood
	Johnsonia pubescens	Pipe Lily
	Kennedia prostrata	Scarlet Runner
Goodeniaceae	*Dampiera linearis*	Common Dampiera
	Scaevola canescens	Grey Scaevola
	Scaevola repens	-
	Scaevola sp.	-
Haemodoraceae	*Anigozanthos humilis*	Catspaw
	Anigozanthos manglesii	Mangles Kangaroo Paw

Family	Species^	Common name
	Conostylis aculeata	Prickly Conostylis
	Conostylis aculeata subsp. *aculeata*	-
	Conostylis aurea	Golden Conostylis
	Conostylis juncea	-
	Conostylis setigera	Bristly Cottonhead
	Haemodorum spicatum	Mardja
	Phlebocarya ciliata	-
Hemerocallidaceae	*Arnocrinum preissii*	-
	Corynotheca micrantha	Sand Lily
	Dianella revoluta	Blueberry Lily
	Dianella revoluta var. *divaricata*	-
	Dianella revoluta var. *revoluta*	-
	Tricoryne elatior	Yellow Autumn Lily
Iridaceae	*Patersonia occidentalis*	Purple Flag
Lamiaceae	*Hemiandra pungens*	Snakebush
Lauraceae	*Cassytha racemosa*	Dodder Laurel
Loranthaceae	*Nuytsia floribunda*	Christmas Tree
Macarthuriaceae	*Macarthuria australis*	-
Montiaceae	*Calandrinia corrigioloides*	Strap Purslane
	Calandrinia granulifera	Pygmy Purslane
Myrtaceae	*Calothamnus sanguineus*	Silky-leaved Blood Flower
	Calytrix angulata	Yellow Starflower
	Calytrix flavescens	Summer Starflower
	Calytrix fraseri	Pink Summer Calytrix
	Calytrix sp.	-
	Eremaea pauciflora	-
	Eremaea pauciflora var *pauciflora*	-
	Eucalyptus marginata	Jarrah
	Eucalyptus todtiana	Coastal Blackbutt
	Hypocalymma robustum	Swan River Myrtle
	Leptospermum spinescens	-
	Melaleuca seriata	-

Family	Species^	Common name
	Regelia inops	-
	Scholtzia involucrata	Spiked Scholtzia
	Taxandria linearifolia	-
	Verticordia densiflora	Compacted Featherflower
Orchidaceae	*Caladenia discoidea*	Dancing Orchid
	Caladenia ferruginea	Rusty Spider Orchid
	Caladenia filifera	Blood Spider Orchid
	Caladenia flava	Cowslip Orchid
	Caladenia latifolia	Pink Fairy Orchid
	Caladenia longicauda	Common White Spider Orchid
	Caladenia longiclavata	Clubbed Spider Orchid
	Caladenia macrostylis	Leaping Spider Orchid
	Caladenia sp.	-
	Cyanicula sericea	-
	Diuris brumalis	-
	Diuris magnifica	-
	Eriochilus dilatatus subsp. *dilatatus*[2]	-
	Microtis media	Tall Mignonette Orchid
	Microtis sp.	-
	Pheladenia deformis	Blue Fairy Orchid
	Pterostylis pyramidalis	Snail Orchid
	Pterostylis dilatata	-
	Pterostylis recurva	Jug Orchid
	Pterostylis sanguinea	-
	Pterostylis vittata	Banded Greenhood
	Thelymitra graminea	Shy Sun Orchid
	Thelymitra macrophylla	-
Phyllanthaceae	*Poranthera microphylla*	Small Poranthera
Pittosporaceae	*Billardiera fraseri*	Elegant Pronaya
	Billardiera fusiformis	Australian Bluebell
	Billardiera heterophylla	Gumug
	Billardiera sp.[2]	-

Family	Species^	Common name
Poaceae	*Amphipogon amphipogonoides*[2]	-
	Amphipogon turbinatus	-
	Rytidosperma caespitosum[2]	-
	Austrostipa compressa	-
	Austrostipa elegantissima	-
	Austrostipa flavescens	-
	Austrostipa hemipogon	-
	Austrostipa mollis	-
	Neurachne alopecuroidea	Foxtail Mulga Grass
Polygalaceae	*Comesperma calymega*	Blue-spike Milkwort
Proteaceae	*Adenanthos cygnorum*	Common Woollybush
	Banksia attenuata	Slender Banksia
	Banksia ilicifolia	Holly-leafed Banksia
	Banksia menziesii	Firewood Banksia
	Persoonia saccata	Snottygobble
	Petrophile linearis	Pixie Mops
	Petrophile macrostachya	-
	Stirlingia latifolia	Blueboy
	Synaphea spinulosa	-
Restoniaceae	*Alexgeorgea nitens*	-
	Desmocladus flexuosus	-
	Hypolaena exsulca[2]	-
	Lepidobolus preissianus	-
Rutaceae	*Philotheca spicata*	Pepper and Salt
Sapindaceae	*Dodonaea hackettiana* (P4) planted	Hackett's Hopbush
Santalaceae	*Leptomeria cunninghamii*	-
	Leptomeria empetriformis[2]	-
Stylidiaceae	*Levenhookia stipitata*	Common Stylewort
	Stylidium amoenum	Lovely Triggerplant
	Stylidium androsaceum[3]	-
	Stylidium brunonianum	Pink Fountain Triggerplant
	Stylidium calcaratum	Book Triggerplant

Family	Species^	Common name
	Stylidium carnosum	Fleshy-leaved Triggerplant
	Stylidium diuroides	Donkey Triggerplant
	Stylidium junceum	Reed Triggerplant
	Stylidium neurophyllum	Coastal Plain Triggerplant
	Stylidium piliferum	Common Butterfly Triggerplant
	Stylidium repens	Matted Triggerplant
	Stylidium schoenoides	Cow Kicks
	Stylidium sp.[4]	Triggerplant
Thymelaeaceae	*Pimelea suaveolens*[4]	Scented Banjine
	Pimelea sulphurea	Yellow Banjine
Violaceae	*Hybanthus calycinus*	Wild Violet
Xanthorrhoeaceae	*Xanthorrhoea brunonis*	-
	Xanthorrhoea preissii	Balga, Grass Tree
	Xanthorrhoea sp.[4]	-
Zamiaceae	*Macrozamia riedlei*	Zamia

^Species provided by the Town of Victoria Park from various sources including seed collection, Friends of Kensington Bushland and Report for Town of Victoria Park Management Plan (Ecoscape 2003).

*CR = listed as Critically Endangered under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) List of Threatened Flora

EN = listed as Endangered under the EPBC Act

P4 = Priority 4: Rare, Near Threatened and other species in need of monitoring but not currently threatened; could become threatened if present circumstances change. Listed by Department of Biodiversity, Conservation and Attractions.

[1]Species collected 1995

[2]Species collected 1993-1995

[3]Species collected 1985

[4]Species collected 1990.

Appendix C Weed species list

Weed species recorded within the Reserve were assessed and a priority ranking for control and management was determined through consideration of the following:

- Status under the BAM Act by DPIRD (2017);
- Rating assigned in *Environmental Weed Census and Prioritisation* (EWCP) by the Swan Natural Resource Management (2008);
- Weeds of National Significance (DotEE 2017c); and
- The representation of a species across the Reserve including density and distribution and consideration of the nature of a species and potential to affect remnant vegetation (e.g. its potential to become highly invasive).

Bulbous Weeds
**Gladiolus caryophyllaceus* (Wild Gladiolus)
**Oxalis pes-caprae* (Soursob)
**Romulea rosea* (Guildford Grass)
Grass Weeds
**Avena barbata* (Bearded Oat)
**Briza maxima* (Blowfly Grass)
**Bromus diandrus* (Great Brome)
**Ehrharta calycina* (Perennial Veldt Grass)
**Ehrharta longiflora* (Annual Veldt Grass)
**Eragrostis curvula* (African Lovegrass)
**Hordeum glaucum* (Northern Barley Grass)
Other Weeds
**Asparagus asparagoides* (Bridal Creeper)
**Brassica tournefortii* (Mediterranean Turnip)
**Conyza bonariensis* (Flaxleaf Fleabane)
**Euphorbia terracina* (Geraldton Carnation Weed) / *E. peplus* (Petty Spurge)
**Fumaria capreolata* (Whiteflower Fumitory)
**Fumaria muralis* (Wall Fumitory)
**Fumaria bastardii*
**Lupinus sp.* (Lupin)
**Malva parviflora* (Marshmallow)
**Medicago sp.* (Medic)
**Misopates orantium* (Lesser Snapdragon)

**Pelargonium capitatum* (Rose Pelargonium)
**Raphanus raphanistrum* (Wild Radish)
**Solanum nigrum* (Black Berry Nightshade)
**Sonchus asper* (Rough Sowthistle)
**Sonchus oleraceus* (Common Sowthistle)
**Ursinia anthemoides* (Ursinia)
Woody Weeds
**Chamelaucium uncinatum* (Geraldton Wax)
**Corymbia citriodora* (Lemon-scented Gum)
**Corymbia maculata* (Spotted Gum)
**Eucalyptus camaldulensis* (River Gum)

Appendix D Fauna species list

Group	Species	Common name	Source[1]
Amphibians	*Limnodynastes dorsalis*	Western Banjo Frog	WAM and the Friends' Group
Birds	*Accipiter cirrocephalus*	Collared Sparrowhawk	Turpin 1990
	Accipiter fasciatus	Brown Goshawk	Turpin 1990
	Anthochaera carunculata	Red Wattlebird	Turpin 1990
	Calyptorhynchus latirostris (Endangered)	Carnaby's Black Cockatoo	Turpin 1990
	Coracina novaehollandiae	Black-faced Cuckoo-shrike	Turpin 1990
	Corvus coronoides	Australian Raven	Turpin 1990
	Cracticus tibicen	Australian Magpie	Turpin 1990
	Elanus caeruleus	Black Shouldered Kite	Turpin 1990
	Hirundo neoxena	Welcome Sparrow	Turpin 1990
	Lichenostomus virescens (previously *Meliphaga virescens*)	Singing Honeyeater	Turpin 1990
	Lichmera indistincta	Brown Honeyeater	Turpin 1990
	Pachycephala rufiventris	Rufous Whistler	Turpin 1990
	Pardalotus striatus	Striated Pardalote	Turpin 1990
	Platycercus zonarius	Ring-Necked Parrot	Turpin 1990
	Rhipidura leucophrys	Willie Wagtail	Turpin 1990
	Streptopelia senegalensis	Laughing Dove	Turpin 1990
	Zosterops lateralis	Silvereye	Turpin 1990
Mammals	*Mus musculus*	House Mouse	WAM and the Friends' Group
Reptiles	*Christinus marmoratus* (previously *Phyllodactylus marmoratus*)	Marbled Southern Gecko	Turpin 1990
	Cryptoblepharus buchananii	Buchanan's snake-eyed skink	WAM and the Friends' Group
	Cryptoblepharus plagiocephalus	Peron's Snake-eyed Skink	Turpin 1990
	Ctenotus australis	Western Limestone Ctenotus	WAM and the Friends' Group

Group	Species	Common name	Source[1]
	Ctenotus fallens	West-coast Laterite Ctenotus	Turpin 1990
	Hemiergis quadrilineata	Two-toed Earless Skink	WAM and the Friends' Group, Turpin 1990
	Lerista elegans	Elegant Slider	WAM and the Friends' Group, Turpin 1990
	Lialis burtonis	Burton's legless lizard	Turpin 1990
	Lucasium alboguttatum (previously *Dipludacylus alboguttatus*)	White-spotted Ground Gecko	Turpin 1990
	Menetia greyii	Common Dwarf Skink	WAM and the Friends' Group, Turpin 1990
	Pletholax gracilis	Keeled Legless Lizard	Turpin 1990
	Pogona minor	Dwarf Bearded Dragon	WAM and the Friends' Group
	Pseudonaja affinis	Dugite	WAM and the Friends' Group
	Tiliqua rugosa rugosa	Blue-tongued Skink	WAM and the Friends' Group, Turpin 1990

[1]Pitfall trapping survey undertaken in 2017 by staff from the Western Australian Museum and Friends of Kensington Bushland

Appendix E Weed timing schedule based on growth form

Broad Weed Group	Species	Growth form	Month												Treatment timing[1]	
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Optimum herbicide treatment	Optimum manual removal
Bulbous Weeds	**Gladiolus caryophyllaceus*	Dormant	■	■										■	Jul-Sep	Jul-Sep
		Active growth			■	■	■	■	■	■	■	■	■			
		Flowering								■	■	■				
		Fruiting									■	■	■			
	**Oxalis pes-caprae*	Dormant	■	■	■								■	■	Jun-Jul	Jun-Jul
		Active growth				■	■	■	■	■	■	■				
		Flowering						■	■	■	■					
	**Romulea rosea*	Dormant	■	■	■									■	Jul-Aug	Jul-Aug
		Active Growth				■	■	■	■	■	■	■	■			
		Germination					■	■	■							

Broad Weed Group	Species	Growth form	Month												Treatment timing[1]	
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Optimum herbicide treatment	Optimum manual removal
		Flowering								■	■	■				
Grass Weeds	**Avena barbata*	Active growth						■	■	■	■	■	■		Jul-Oct	Jul-Oct
		Germination					■	■								
		Flowering									■	■	■			
		Fruiting												■		
	**Briza maxima*	Active growth					■	■	■	■					Jul-Aug	Jul-Aug
		Germination					■	■	■	■						
		Flowering								■	■	■				
		Fruiting										■	■	■		
	**Bromus diandrus*	Active growth						■	■	■	■	■	■		Jun-Aug	Jun-Aug
		Germination					■	■								
		Flowering									■	■	■			
		Fruiting											■	■		

Broad Weed Group	Species	Growth form	Month												Treatment timing[1]	
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Optimum herbicide treatment	Optimum manual removal
	**Ehrharta calycina*	Active growth							■	■	■	■	■		Jun-Aug	Jan-Feb, Nov-Dec
		Germination						■	■	■	■					
		Flowering								■	■	■				
		Fruiting										■	■			
	**Eragrostis curvula*	Active growth	■	■	■	■	■				■	■	■	■	Nov-May	Nov-May
		Flowering	■	■	■	■	■						■	■		
		Fruiting	■	■	■	■	■							■		
	**Hordeum glaucum*	Active growth					■	■	■	■	■				Jun-Aug	Jun-Aug
		Germination					■	■	■							
		Flowering									■	■	■			
Other Weeds	**Asparagus asparagoides*	Dormant	■	■									■	■	Jul-Aug	Jul-Aug
		Active growth			■	■	■	■	■	■	■	■				
		Germination			■	■	■	■	■	■	■					

Broad Weed Group	Species	Growth form	Month												Treatment timing[1]	
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Optimum herbicide treatment	Optimum manual removal
		Flowering									■	■				
	**Brassica tournefortii*	Germination			■	■	■	■							Jul-Sep	Jul-Sep
		Flowering						■	■	■	■	■	■			
	**Conyza bonariensis*	Germination					■	■	■						Jun-Sep	Jun-Sep
		Active growth						■	■	■	■	■	■			
		Flowering	■	■	■	■	■				■	■	■	■		
		Fruiting										■	■	■		
	**Euphorbia terracina*	Dormant	■	■	■									■	Jun-Aug	Jun-Nov
		Active growth					■	■	■	■	■	■	■			
		Germination						■	■	■						
		Flowering								■	■	■				
		Fruiting										■	■	■		
	**Fumaria* sp.	Germination					■	■	■	■	■	■			Jul-Sep	Jul-Sep

Broad Weed Group	Species	Growth form	Month												Treatment timing[1]	
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Optimum herbicide treatment	Optimum manual removal
		Active growth						■	■	■	■	■	■			
		Flowering								■	■	■	■			
		Fruiting										■	■	■		
	**Lupinus* sp.	Germination				■	■	■							Jun-Oct	Jun-Oct
		Active Growth						■	■	■	■	■	■			
		Flowering								■	■	■	■			
		Fruiting										■	■			
	**Malva parviflora*	Germination				■	■	■	■	■					Apr-Jun	Apr-Sep
		Active growth						■	■	■	■	■	■			
		Flowering							■	■	■	■	■			
		Fruiting										■	■			
	**Medicago* sp.	Germination				■	■	■	■	■	■	■			Jun-Aug	Jun-Aug
		Active growth						■	■	■	■	■	■			

Broad Weed Group	Species	Growth form	Month												Treatment timing[1]	
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Optimum herbicide treatment	Optimum manual removal
		Flowering					■	■	■	■	■	■	■			
		Fruiting								■	■	■	■	■		
	**Pelargonium capitatum*	Germination					■	■	■	■					Jun-Oct	Jun-Nov
		Active growth						■	■	■	■	■	■			
		Flowering								■	■	■	■	■		
		Fruiting										■	■	■		
	**Raphanus raphanistrum*	Germination				■	■	■	■	■	■				Jan-Dec	Jun-Dec
		Active growth	■	■	■	■	■	■	■	■	■	■	■	■		
		Flowering				■	■	■	■	■	■	■	■			
		Fruiting				■	■	■	■	■	■	■	■			
	**Solanum nigrum*	Germination								■	■	■	■	■	Jul-Dec	Jun-Nov
		Active growth						■	■	■	■	■	■			
		Flowering	■	■	■	■	■	■	■	■	■	■	■	■		

Broad Weed Group	Species	Growth form	Month												Treatment timing[1]	
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Optimum herbicide treatment	Optimum manual removal
		Fruiting										■	■			
	**Sonchus* sp.	Germination					■	■	■	■					Jun-Aug	Jun-Oct
		Active growth					■	■	■	■	■	■	■			
		Flowering									■	■	■	■		
		Fruiting	■										■	■		
Woody Weeds	**Chamelaucium uncinatum*	Flowering						■	■	■	■	■	■		Jan-Dec	Jan-Dec
		Fruiting	■	■	■	■	■							■		
	**Corymbia citrodora*	Flowering	■	■	■	■	■						■	■	Jan-Dec	Jan-Dec
	**Eucalyptus camaldulensis*	Flowering	■	■									■	■		

[1]Herbicide weed control methods recommended by DBCA 2017b.

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bsi. AS/NZS 4801:2001 Occupational Health and Safety Management

bsi. ISO 9001 Quality Management

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