



TOWN OF CLAREMONT

ORDINARY COUNCIL MEETING

MINUTES

TUESDAY 4 OCTOBER, 2016

Stephen Goode

CHIEF EXECUTIVE OFFICER

Date:

DISCLAIMER

Would all members of the public please note that they are cautioned against taking any action as a result of a Council decision tonight until such time as they have seen a copy of the Minutes or have been advised, in writing, by the Council's Administration with regard to any particular decision.

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS.....	1
2	RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE	1
3	DISCLOSURE OF INTERESTS	1
4	RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE .	1
5	PUBLIC QUESTION TIME	1
6	PUBLIC STATEMENT TIME	2
7	APPLICATIONS FOR LEAVE OF ABSENCE	2
8	PETITIONS/DEPUTATIONS/PRESENTATIONS.....	2
9	CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS.....	2
10	ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETING MAY BE CLOSED TO THE PUBLIC	2
11	BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING	2
12	REPORTS OF COMMITTEES.....	2
13	REPORTS OF THE CEO.....	3
13.1	PLANNING AND DEVELOPMENT	3
	13.1.1 LOTS 718, 803, 810 AND 811 (19) QUEENSLEA DRIVE, CLAREMONT - PROPOSED REMEDIAL AND UPGRADE WORKS TO FORESHORE ACCESS PATH AND BOAT RAMP	3
13.2	CORPORATE AND GOVERNANCE.....	11
	13.2.1 IMPLEMENTATION OF PRECINCT PARKING ZONES.....	11
	13.2.2 APPOINTMENT OF FRIENDS OF LAKE CLAREMONT REPRESENTATIVE TO LAKE CLAREMONT ADVISORY COMMITTEE.....	24
13.3	INFRASTRUCTURE	28
	13.3.1 GRANGE STREET STIRLING HIGHWAY TRAFFIC MOVEMENTS	28

13.3.2 VERGE TREES OUTSIDE 9 VICTORIA AVENUE 32

13.3.3 ASHTON AVENUE REPLACEMENT BRIDGE - DESIGN
PARAMETERS FOR THE CONCEPT DESIGN..... 35

14 ANNOUNCEMENTS BY THE PRESIDING PERSON..... 39

**15 ELECTED MEMBERS’ MOTIONS OF WHICH PREVIOUS NOTICE HAS
BEEN GIVEN..... 39**

**16 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE
PERSON PRESIDING OR BY DECISION OF MEETING 39**

**17 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE
CLOSED TO THE PUBLIC 39**

18 FUTURE MEETINGS OF COUNCIL 39

19 DECLARATION OF CLOSURE OF MEETING 39

TOWN OF CLAREMONT
ORDINARY COUNCIL MEETING
4 OCTOBER, 2016
MINUTES

1 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

His Worship the Deputy Mayor, Mr Peter Browne, welcomed members of the public, staff and Councillors and declared the meeting open at 7:00PM.

2 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

ATTENDANCE

Deputy Mayor Peter Browne (Presiding)	West Ward
Cr Karen Wood	West Ward
Cr Peter Edwards	West Ward
Cr Chris Mews	South Ward
Cr Jill Goetze	South Ward
Cr Alastair Tulloch	East Ward
Cr Bruce Haynes	East Ward
Cr Kate Main	East Ward

Mr Stephen Goode (Chief Executive Officer)
Ms Liz Ledger (Executive Manager People and Places)
Mr Les Crichton (Executive Manager Corporate and Governance)
Mr David Vinicombe\ (Executive Manager Planning and Development)
Ms Katie Bovell (Governance Officer)

No members of the public
Two members of the press

APOLOGIES

Mayor Barker (Apology)
Cr Paul Kelly (Leave of Absence)

3 DISCLOSURE OF INTERESTS

NIL

4 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

NIL

5 PUBLIC QUESTION TIME

NIL

6 PUBLIC STATEMENT TIME

NIL

7 APPLICATIONS FOR LEAVE OF ABSENCE

NIL

8 PETITIONS/DEPUTATIONS/PRESENTATIONS

NIL

9 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Moved Cr Main, seconded Cr Mews

**That the minutes of the Ordinary Meeting of Council held on
20 September 2016 be confirmed.**

**CARRIED(153/16)
(NO DISSENT)**

**10 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETING
MAY BE CLOSED TO THE PUBLIC**

NIL

11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

NIL

12 REPORTS OF COMMITTEES

NIL

13 REPORTS OF THE CEO

13.1 PLANNING AND DEVELOPMENT

13.1.1 LOTS 718, 803, 810 AND 811 (19) QUEENSLEA DRIVE, CLAREMONT - PROPOSED REMEDIAL AND UPGRADE WORKS TO FORESHORE ACCESS PATH AND BOAT RAMP

File Ref:	01PEA/16/2929
Attachments (Public):	Location Plan and Photos
Attachments (Restricted):	Site Plan and Elevations
Responsible Officer:	David Vinicombe Executive Manager Planning and Development
Author:	David Vinicombe Executive Manager Planning and Development
Proposed Meeting Date:	4 October 2016
Date Prepared:	27 September 2016
Planning Application No.:	DA2016.00116
60 Days Due Date:	N/A
Property Owner:	Christ Church Grammar School and Methodist Ladies College
Submitted By:	Airey Taylor Consulting
Lot No.:	718, 803, 810 and 811
Area of Lot:	718 – 2,840 m², 803 – 3,975 m², 810 – 20,665m² and 811 – 2,366 m² Total – 29,846m²
Zoning:	Regional Reserve for Parks and Recreation
Financial Implications:	Nil
Enabling Legislation:	<i>Planning and Development Act 2005 (PDA)</i> Metropolitan Regional Scheme (MRS) Town Planning Scheme No. 3 (TPS3) Local Law 123 – Height of Buildings Freshwater Bay Escarpment

Summary

- Metropolitan Region Scheme (MRS) Form 1 application for Planning Approval received by the Town on 26 July 2016 for a new pedestrian ramp down the Freshwater Bay escarpment from Christ Church Grammar School (CCGC) to a western setdown area located on land owned by Methodist Ladies College (MLC), construction of a new path east toward the existing CCGS boat shed, reconstruction of the CCGS boat ramp and associated rock revetments and landscaping.

- The works are proposed to allow rowing boats (up to 17m long) to be safely transported to and from the school to the foreshore by students and to upgrade the existing boat ramp which is being eroded and unsafe.
- The lower setdown area, path and new boat ramp are located on the MRS Regional Reserve for Parks and Recreation (P&R Reservation) for acquisition by Western Australian Planning Commission (WAPC).
- As the works are located in the P&R Reservation, approval is not required under TPS3 by the Town. Approval is required under the MRS by the WAPC following recommendation from Council.
- The proposal has been referred to Council's Foreshore Advisory Committee for comment and was supported with recommended alterations and conditions.
- Recommended that Council advise the WAPC that it conditionally supports the proposal subject to standard conditions and recommended design modifications to reduce the impact on trees on the escarpment by realigning the stairs to partially traverse the existing alignment of the steps, relocation of the stair base to the boat ramp to reinstate the natural beach foreshore along the Freshwater Bay and for all redundant infrastructure to be removed.

Purpose

The application proposes construction of a new stairway from CCGS (near Chapel) to a setdown area on the foreshore, a new path to the existing boat shed reconstruction of the boat ramp and associated rock revetments and landscaping. The works are proposed to allow both CCGS and MLC students to transfer rowing boats (up to 17m long) safely to and from school and the foreshore and to upgrade the existing boat ramp which is being eroded and unsafe.

The proposed development is not required to obtain development approval under Town Planning Scheme No. 3 (TPS3), but is required to be determined by the Western Australian Planning Commission (WAPC) pursuant to the Metropolitan Region Scheme (MRS). Council is required to make its recommendation to the WAPC within 42 days of receipt of the application (by 21 September 2016 – extended to 5 October 2016).

The proposal was recommended for support in a delegated report to Council on 14 September in accordance with Delegation DA22. Due to concerns raised by Cr Mews, the proposal is referred to Council for consideration. In the process, the application was also referred to Council's Foreshore Advisory Committee for consideration and comment.

Background

The following table outlines key dates regarding this proposal:

Date	Item/Outcome
26 July 2016	Planning Application received by Council
6 September 2016	Comments to WAPC due
14 September 2016	Delegated Report
22 September 2016	Foreshore Advisory Committee meeting
27 September 2016	Report prepared for Council
5 October 2016	Extended WAPC comment period

Past Resolutions

Ordinary Council Meeting 19 July 2016, Resolution 111/16:

That Council approves;

1. *The WESROC Foreshore Management Plan Report.*
2. *The section Appendix E, relating to Town of Claremont.*
3. *The use of remaining budgets being for Foreshore Stage 1 Management Plan and River Foreshore Erosion control, to be used for the development of detailed plans for;*
 - a) *Chester Road car park modification design.*
 - b) *Alex Prior drain outfall.*
 - c) *Sand accretion and erosion management.*

*CARRIED
(NO DISSENT)*

Heritage

The property is not included in the Town's Heritage List.

Consultation

The proposal was not advertised to adjoining property owners in accordance with Council Policy on Advertising of Planning Applications LG525 as it does not impact on adjoining property owners.

Discussion

Foreshore Management Plan

The application is considered to be generally consistent with the Foreshore Management Plan (FMP) approved by Council earlier this year.

The FMP provides a number of recommended actions to improve the resilience and function of the foreshore.

Within the FMP, the area behind the school was identified as an area requiring attention in relation to the design to reduce ongoing management issues with the foreshore, particularly in relation to sediment transport (erosion and accretion).

The Town provided the developer with the approved Foreshore plan to ensure these issues were addressed during the redesign of the boat ramps and access to the foreshore.

The actions identified are as follows (From Appendix E (TOC) of the WESROC FMP:

Capital Works

- Christ Church to extend stairs from school to the boat shed (extends half-way down the slope) to minimise erosion from pedestrians.
- Fence other pathways to minimise trampling and revegetate. Cost: Christ Church Grammar School

- Develop guidelines and memorandum of understanding regarding requirements for private property owners and leaseholders (see Issues to be resolved below).

Maintenance

- Maintain stairs and fencing to guide pedestrian access between Christ Church school and the boat shed.
- Annual and post-event checks with maintenance to be undertaken as needed.
- Encourage any areas with bamboo removal to be revegetated with other plants to slow erosion, if erosion is threatening any existing facilities. To be confirmed with private property owners and Parks and Wildlife (*through the Swan River Trust - SRT*)
- 5 to 10 yearly geotechnical assessment of toe of steep banks to determine hazards related to slip failure or bank collapse.

Clear documentation outlining the responsibility of Christ Church school and private property owners in terms of:

- Maintaining their own erosion mitigation structures and facilities (no financial assistance provided by government). This also requires maintenance of access to their lower foreshore areas for heavy vehicles, or arrangements with adjacent owners for access or the understanding that a barge may be required.
- Minimising the transfer of erosion risk to adjacent properties and the potential to have to provide financial compensation if any works undertaken transfer erosion.
- Works should not reduce hydraulic smoothness or restrict bidirectional transport.
- Contributing to weed management and fire load reduction for fire management (details TBC). This includes no dumping of garden waste.
- Surface runoff management and pool discharge for properties at the top of cliffs and steep slopes.
- Any works to require Whadjuk approval.

Works to be avoided include:

- Works that reduce hydraulic smoothness.
- Works that restrict bidirectional sediment transport.
- Works that could result in slips of the steep slopes, which could cause damage to private property above.
- Reinstatement of Osborne steps, or equivalent access to lower foreshore, because of high capital and maintenance costs and the inability to guarantee safe pedestrian access between Christ Church boat ramp and Claremont Yacht Club (CYC).
- Harvesting any sediment from this section for use elsewhere on the river as it will enhance the rate of erosion of the steep banks.

- Works that transfer erosion hazard to adjacent properties.
- Plans for pedestrian access along this section of foreshore.
- Renourishment of the lower foreshore because of contribution to sedimentation of CYC pens, unless the material is harvested from the pens.

The proposal was referred to Council's Foreshore Advisory Committee on 22 September 2016 where it was resolved as follows:

That Committee supports the proposed design for Christ Church boat ramp and access subject to the following conditions:

- 1. Removal of redundant stairs previously providing access to foreshore by both Methodist Ladies College and Christ Church Grammar School and re-establish local native vegetation along the former stairway alignments.*
- 2. Realign stairs over existing path alignment to retain Tuart trees – marked as T4 and T5 on plan L-01.*
- 3. Set ramp back to align with high water mark by cutting back failing wall on dinghy store to provide adequate room along beach and improve hydraulic smoothness or shoreline.*
- 4. Redesign revetment in front of ramps and boat shed to re-establish a natural beach shoreline and densely plant remaining revetment with Melaleuca and Saltbush as per the species nominated on the plan to improve sediment transport.*
- 5. Town to liaise with Christ Church Grammar School to determine the justification for the western set down area and reduce in size if possible.*
- 6. Providing the western set down area is justified, provide new cantilever steps from the set down area to the foreshore to the satisfaction of the Town of Claremont to improve pedestrian access to the foreshore and allow vegetation re-establishment.*
- 7. Remove all redundant infrastructure and building materials including but not limited to concrete footings and building rubble, failed rock wall, ramp and revetment materials, both above and below high water mark to the satisfaction of the Town of Claremont.*
- 8. Creation of a revegetation plan to demonstrate the gradual ongoing replacement of Arundo (Giant reed), Agave (Century Plant), Watsonia bulb (Watsonia) with other plants to slow erosion across the embankment to the satisfaction of the Town of Claremont.*
- 9. Application is to be made to and a Section 18 approval is to be granted by Department of Indigenous Affairs.*

Advice Note:

- A. Town to liaise with Methodist Ladies College with a view to secure removal of any redundant infrastructure, fencing and stairs along the foreshore area.*
- B. A Building Permit must be obtained from the local government prior to the commencement of any building works. Permits for non residential development must be certified prior to submission.*

Compliance

Condition 5 from the Foreshore Advisory Committee, which requires justification for the extent of the western setdown area has been discussed with the representative from CCGS. The setdown area at the base of the stairs is required, firstly as a turning point relative to the boats (up to 17m long) being carried up/down the stairs and secondly moving from/to the base of the stairs from the rowing shed located to the east. Accordingly this area is justified under the application as a setdown and returning area for the rowing boats to allow safe movements of boats up and down the escarpment. The other recommended conditions made by the Foreshore Advisory Committee are aimed at reducing the environmental impact of the proposal and the long term viability of the works, while at the same time as maintaining a foreshore beach in front of the boat ramp.

Clause 38 of TPS3 requires buildings to be amalgamated onto one lot where the building extends over the boundaries of a lot. The proposed stairs extend over three lot boundaries, in two separate owners (CCGS and MLC). This requirement does not strictly apply the P&R Reservation and it is noted that Clause 38 is proposed to be removed from the Scheme under Amendment No. 132, which is currently awaiting final approval from the Minister for Planning. In these circumstances, the *Building Act 2011* would determine whether amalgamation is necessary to address fire safety considerations. Discussions with Council's Building Services provider indicate that it is unlikely that amalgamation would be required in this instance.

Clause 50 of TPS3 restricts building heights to a maximum of 2.4m and a finished floor level of no higher than 1m above natural ground level when included in the area hatched as part of Local Law 123 – Height of Buildings Freshwater Bay Escarpment. The current plans are in accordance with this requirement, however in order to satisfy the proposed realignment condition (to save two trees) as recommended by the Foreshore Advisory Committee, an additional condition will be required to ensure compliance with clause 50.

Conclusion

Based on the above, it is recommended that approval be granted subject to the conditions recommended by the Foreshore Advisory Committee (with exception to proposed condition 5 relating to the western setdown area) and inclusion of conditions requiring a construction management plan and compliance with clause 50 of TPS3.

Voting Requirements

Simple majority decision of Council required.

Moved Cr Mews, seconded Cr Edwards

THAT Council:

A Advise the Western Australian Planning Commission that it supports the granting of a planning approval for proposed remedial and upgrade works to foreshore access path and boat ramp at Lots 718, 803, 810 and 811 (19) Queenslea Drive, Claremont subject to the following conditions and advice notes:

- 1. Removal of redundant stairs previously providing access to foreshore by both Methodist Ladies College and Christ Church Grammar School and**

re-establish local native vegetation along the former stairway alignments.

2. Realign stairs over existing path alignment to retain Tuart trees – marked as T4 and T5 on plan L-01.
3. The realigned stairs are to comply with the height restrictions contained in clause 50 of Town Planning Scheme No. 3.
4. Set ramp back to align with high water mark by cutting back failing wall on dinghy store to provide adequate room along beach and improve hydraulic smoothness or shoreline.
5. Redesign revetment in front of ramps and boat shed to re-establish a natural beach shoreline and densely plant remaining revetment with Melaleuca and Saltbush as per the species nominated on the plan to improve sediment transport.
6. Providing the western set down area is justified, provide new cantilever steps from the set down area to the foreshore to the satisfaction of the Town of Claremont to improve pedestrian access to the foreshore and allow vegetation re-establishment.
7. Remove all redundant infrastructure and building materials including but not limited to concrete footings and building rubble, failed rock wall, ramp and revetment materials, both above and below high water mark to the satisfaction of the Town of Claremont.
8. Creation of a revegetation plan to demonstrate the gradual ongoing replacement of Arundo (Giant reed), Agave (Century Plant), Watsonia bulb (Watsonia) with other plants to slow erosion across the embankment to the satisfaction of the Town of Claremont.
9. Application is to be made to and a Section 18 approval is to be granted by Department of Indigenous Affairs.
10. Site and Construction Management Plan is required for the construction of the proposed development including details on delivery and service vehicles/craft prior to issue of a Building Permit and implemented for the duration of construction to ensure the adjacent foreshore and vegetation is not damaged during construction works and removal of redundant infrastructure.

Advice Notes:

- (i) A Building Permit must be obtained from the local government prior to the commencement of any building works. Permits for non residential development must be certified prior to submission.
- (ii) It is noted that the existing dingy store is in poor repair. It is advisable for the structural stability of the store to be verified by a structural engineer and that rectification works be undertaken if required.
- (iii) The applicant/owner is advised of the following health requirements from the Town's Health Services. Should any advice be unclear, please contact the Town's Health Services on 9285 4300:

- a) Works that are to be undertaken on site are to comply with the *Environmental Protection (Noise) Regulations 1997*;
- b) Under the *Environmental Protection (Noise) Regulations 1997*, no work is to be permitted or suffered to be carried out:
 - i. Before 7:00am or after 6:00pm between Monday and Saturday inclusive; or
 - ii. On a Sunday or public holiday;
- c) The applicant is to remove any hazardous materials contained within the building including the portion of the building to remain, at their own expense and in accordance with the *Code of Practice on Safe Removal of Asbestos (NOHSC:2002(1988))* as stipulated by the *Occupational Health and Safety Regulations 1996*, and disposed of in accordance with the *Health (Asbestos) Regulations 1992* and the *Environmental Protection (Controlled Waste) Regulations 2004*.

B. Manager Parks and Environment to liaise with Methodist Ladies College with a view to secure removal of any redundant infrastructure, fencing and stairs along the foreshore area.

MOTION TO DEFER

Moved Cr Tulloch, seconded Cr Goetze

That the item be deferred back to Administration.

Reason: To allow further input from Christ Church Grammar School.

EQUALITY

CASTING VOTE FOR

CARRIED(154/16)

For the Motion to Defer: Deputy Mayor Browne, and Crs Tulloch, Wood, and Goetze.
Against the Motion to Defer: Crs Edwards, Haynes, Mews, and Main.

13.2 CORPORATE AND GOVERNANCE

13.2.1 IMPLEMENTATION OF PRECINCT PARKING ZONES

File Ref:	LAW/00089
Attachments:	Proposed Precinct Parking Management Policy Proposed Permit Parking Policy
Responsible Officer:	Les Crichton Executive Manager Corporate and Governance
Author:	Brian Kavanagh Manager Statutory Services
Proposed Meeting Date:	4 October 2016

Purpose

Report recommends implementation of Precinct Parking Zones throughout the Town.

Background

The increasing development of residential units/commercial/office space throughout the locality, combined with the expansion of private schools faculties, Bethesda hospital and aged care facilities has placed significant strain on the number of available on-street parking spaces in the district.

This has been exacerbated by the growing numbers by Public Transport Authority (PTA) commuters accessing the Claremont Railway Station and/or bus services and parking all day on local residential streets, together with the number of large homes and residents with an expectation to be provided with parking permits to allow multiple cars to park on the street.

Currently the strategies being employed by the Town (and others) to manage parking in the town centre precinct and local streets consist of timed parking restrictions being applied to a small number of local streets, timed parking restriction to public car parking stations, paid parking in Claremont Quarter/Time Square, and parking permits being distributed to residents to enable residents or their visitors to park in the street contrary to timed parking restrictions.

The growth in residents and visitors to the Town will create greater demand for parking with no significant corresponding increase in available parking space.

A parking forum was held in August 2014 and Councillors provided the following priorities;

- orderly rationing of scarce resources (on-street bays)
 - limit on number of permits for residents in group housing /apartments
 - new technology options
 - consistency with parking controls across precincts
 - put a price on permits
 - additional enforcement resource
 - lots of parking on demand
-

- introduce parking zones
- policing parking laws (tougher approach)
- integrate controls across and between zones- time restricted parking – precinct wide.

At a subsequent forum presentation in November 2015, Councillor's supported the following actions to be implemented;

- introduce Parking zones
- introduce timed parking throughout zones
- combination of timed parking and parking permit to all streets in the zones
- introduce an application/registration fee for permits
- a limit of permits to each single residential property in the zone (maximum per property and only the owner can make application)
- review of parking local law
- develop a parking permit policy.

In May 2016, Council resolved to repeal the Town of Claremont's Parking Local Law 2012 and adopt the updated Parking Local Law 2016. The Town of Claremont Parking Local Law 2016 was gazetted on 2 September 2016.

The Town engaged Luxmoore Parking and Safety Consultancy to prepare a model Precinct Parking Plan for use in the Central, Central North, Central South, Central East, Central West, and Loch Street Station Precincts. The North East Precinct Zones 1 and 2 requires a mix of strategies to be employed over the next 10 years with the area initially under construction and then occupied, by multiple high-rise dwellings, commercial businesses, retail shops, and the redevelopment of Claremont Football Club facilities.

A report specifically relating to the NEP Precinct 1 is being prepared will be provided separately to Councillors for consideration.

At the Ordinary Council Meeting on the 16 August 2016, Council deferred the motion and requested additional information to be included in a report following a Council forum on Precinct Parking held 5 September 2016.

In addition to confirming strong support for the implementation of Precinct Parking with timed parking introduced into identified 'hot spots', feedback centred around;

- duration of timed parking (there was equal support for 2 and 3 hour periods)
- duration of permit parking (support for parking greater than the current 24 hour parking limit)
- incremental implementation
- extensive communication and education leading up to implementation.

These items are discussed within the body of this report.

Discussion

The review of the Town's current parking strategies was undertaken to ensure parking of vehicles for residents, visitors and employees working in the town centre can be achieved with an orderly and structured process.

There are some key measures identified in the Precinct Parking Plan which include the number of available on-street bays, location of on-street paid parking, time restrictions, resident parking permit policy, mobility parking, and reductions in parking and spill-over areas.

The information presented to the Councillor's Forum in November 2015 confirmed the shortfall of on-street bays (town wide) against the number of residential dwellings, the number of parking permits currently being issued, and the number of off-street parking bays controlled or managed by the Town.

The Town has

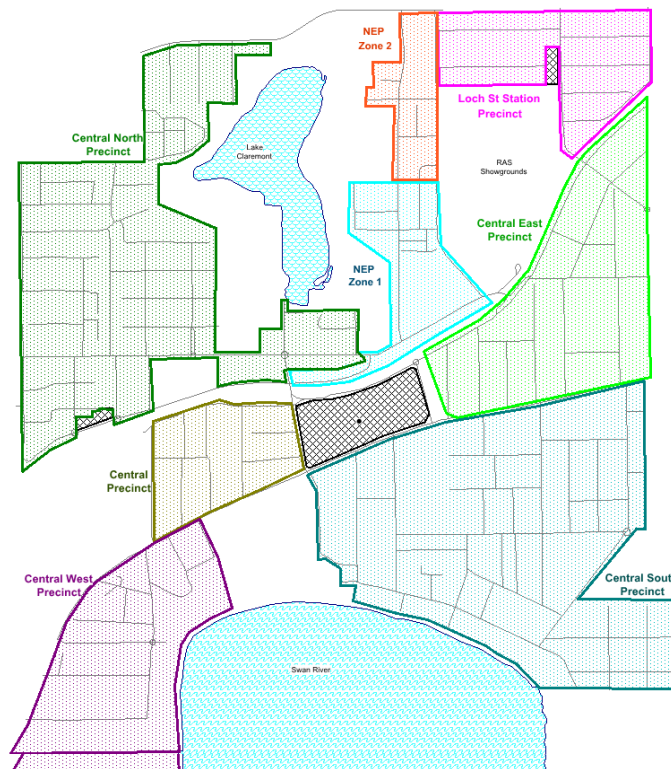
- 3,768 single dwellings with 4,900 rateable assessments,
- space for 2,523 on-street parking bays (town wide) available however this does not include provision for sight lines from driveways, and assumes parking on both sides of the road,
- issued 571 parking permits to residents in 2015-16,
- six Parking Stations which provides 424 car bays, and
- nine private Parking Stations which provide an additional 572 bays under its management.

The results of the survey provided by Councillors in November 2015 supported

- introduction of parking precincts,
- introduction of timed parking throughout precincts,
- a combination of timed parking and parking permit to all streets within the precincts, and
- introduction of an application/registration fee for permits.

Parking Precincts

The report has recommended establishment of eight parking precincts.



Each precinct is located adjacent to either a school, university, hospital, age care facility, commercial/office, the Royal Showgrounds, main railway /bus routes, and in most cases a combination of each. All have limited on-street parking bays available to meet the expectations of residents and their visitors to park adjacent to the residential property.

The increase in retail/commercial opportunities, other school students driving to school, UWA campus and PTA commuters using Swanbourne, Claremont and Loch Street stations, and expansion of age care/hospital facilities and existing school campuses attracts more people to the precincts and increasing demand for the limited number of available on-street bays to the detriment of the residents or their visitors.

The operation of the Parking Precincts has been incorporated in the draft Precinct Parking Management Policy LV131 (Attachment 1). In summary this policy details;

- Control zones recognise the increased demand for on-street parking due to the proximity to facilities or services within each precinct
- Time parking is the preferred control within control zones to allow reasonable access for short visits without the need for permits
- Longer term parking is available within control zones to owners of single residences within the precinct
- Permits to residents may only be used within the precinct in which it has been issued
- Time parking to operate 8.30am to 5.30pm Monday to Friday, 8.30am to noon on Saturday
- A permit does not guarantee there will be a parking bay available.

Implementation of control zones has been recommended for only four the precincts and, other than Central Zone, only to a specified area within the precinct reflecting their proximity to demand-creating facilities or services. (The whole of the Central Zone is considered significantly impacted by its proximity to the CBD, schools, aged care facilities and the train stations.) For this reason, while acknowledging some call for three hour parking, the policy as presented recommends two hour timed parking restrictions (2P) into the control zones.

The 2P parking will increase the churn of the on-street bays and limits the scope of employees of the town to continually move vehicles around during the working day at the detriment of the residents' ability to secure on-street bay. Equally, those areas further away and not included in the control zones will be unrestricted.

Application of a single (2P) timed parking regime throughout the zones will also provide better use of limited staff resources to visit the zones and enforce. An assortment of time restrictions across the precincts would require officers to attend zones more frequently to enforce the various time zones. The single timed parking regime also provides clarity to visitors to the area.

Further information on each of the precincts is detailed under the *Parking Precincts and Control Zones* section of this report.

Parking Permits

The current permit parking system is inefficient and costly to administer. It does not allow the effective use of spaces and allows abuse by eligible and unauthorised permit holders. It also places an inequitable burden on those ratepayers who provide their own parking within the property boundary or do not drive.

The strategy recommended for managing parking in all control zones within precincts (excluding the NEP1) is outlined within the Parking Permits Policy LV132 (Attachment 2).

The Policy recommends a limit of two parking permits are issued to each single residential property in the district. This best reflects current demand while acknowledging the limited on-road bays available.

The Policy recommends the Town will not issue parking permits for multiple dwellings.

Parking permits will allow residents or their visitors to park on any street within the precinct their residence is located. The parking permits are allocated to and valid only for the precinct it has been issued. The permits will allow residents or their visitors to park longer than the applied timed parking restriction. It does not, however, allow parking contrary to other control restrictions and signage (e.g. No Stopping, Clearway, Cycle Lanes, and Continuous Yellow Line markings etc).

Parking Permits cannot be used in the Town Centre, Swanbourne and Ashton Avenue shopping areas.

Parking Permits be valid for three years (or part thereof) and issued 1 July 2017 expiring 30 June 2020.

The policy also proposes a fee is charged for each permit application processed. A fee of \$20 for the application/registration for parking permits has been included (but not currently charged) in the Town's 2016-17 schedules of fees and charges. While similar to other local governments (Subiaco-\$30; Vincent-\$27), the fee neither reflects full recovery of administration fees associated with issuing the permit, nor does it place a value on the provision of a public asset (road) to park private vehicles.

An alternative to the current fee is to place a value on this access to public land when issuing a permits, for example \$150 for 3 years (or part thereof). Clause 7 of the Permit Parking Policy provides discretion to the Chief Executive Officer to issue additional permits over the initial two issued. It is suggested additional permits approved and allocated are \$200 each.

Extended parking

Councillors also indicated support for the permit holder to park on the street longer than 24 hours.

As defined in the under clause 9.7 of the Town's Parking Local Law 2016;

9.7 Vehicles not to obstruct a public place

- (1) *A person must not leave a vehicle, or any part of a vehicle, in a public place without the written permission of the local government or unless authorised under any written law.*
- (2) *A person will not contravene sub-clause (1) where the vehicle is left for a period not exceeding 24 hours.*

Should Council wish to provide parking beyond 24 hours, this could be accommodated if included within a parking permit i.e. permits could include wording to the effect "*Precinct Parking Permit – Central Zone Only. Vehicle may be parked on the street for up to 72 hours. Permit only valid if properly displayed*".

Rather than allow unrestricted extended parking, it is suggested extended parking be set to a specific time period. To allow unrestricted parking might result in cars effectively being stored on the street.

A period of 72 hours is recommended.

Implementation

In addition to some changes to existing signage, implementation of Precinct Parking Zones will require marking of those areas not available for on-street parking within control zones. These areas recognise;

- narrow streets where one-side only parking can occur (these are detailed within each precinct summary)
- bus embayments/stops
- cross-over clearance
- intersection clearances
- fire hydrant access

It is also recognised that while eight precincts are proposed, four recommend control zones where timed parking are to be introduced, three of which comprise only a portion of the precinct.

Given this relatively low level of change it is recommended introduction of the precincts and control zones be operational effective 1 July 2017. In the lead up to this, it is proposed;

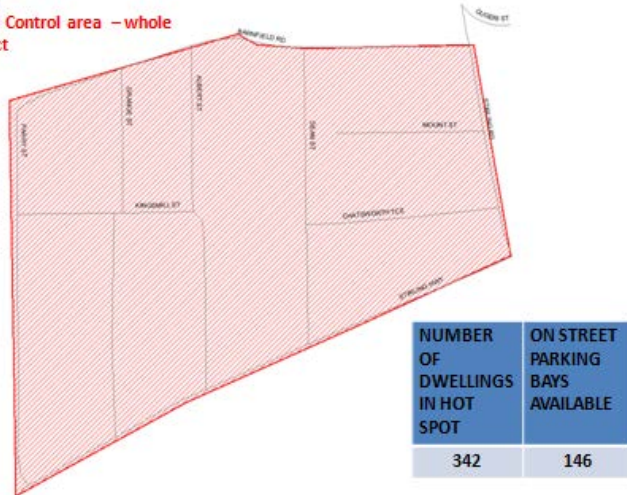
- consultation within the central north precinct be completed to address the condition of adoption of the Scotch College Traffic Management and Transport Plan (OCM 19 July 2016; resolution 111/16)
- signage and road marking be undertaken and ready for the 1 July start date
- an extensive information program detailing the introduction of the parking precincts commence on or before 1 March 2017

Parking Precincts and 'Control Zones'

1. Central Precinct

This precinct is bounded by Stirling Road, Stirling Highway, Parry Street and Barnfield Road.

CENTRAL
Proposed Control area – whole of precinct



The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. In addition to its proximity to the central business district, several private schools, aged care, retirement village facilities and large multiple dwellings are located in the precinct. The number of dwellings in the zone is 342 and the number of on-street bays available is 146.

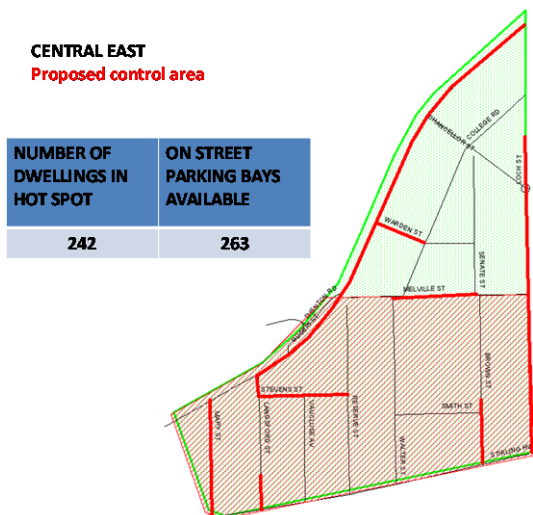
It is recommended all the streets in the Central Precinct are controlled by timed parking restrictions. The restrictions recommended are 2P-8.30am to 5.30pm Monday to Friday and 8.30am to 12 noon on Saturday. No restrictions would apply on Sunday.

A number of streets (Albert, Kingsmill etc) may be confined to one side only on-street parking due to the narrow carriageway of the street.

2. Central East Precinct

The Central East Precinct is bounded by Leura Street, Guger Street, Loch Street and Stirling Highway.

CENTRAL EAST
Proposed control area



The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. A large number of bays on the streets within the zone and being used for parkers working in the town centre or are commuters.

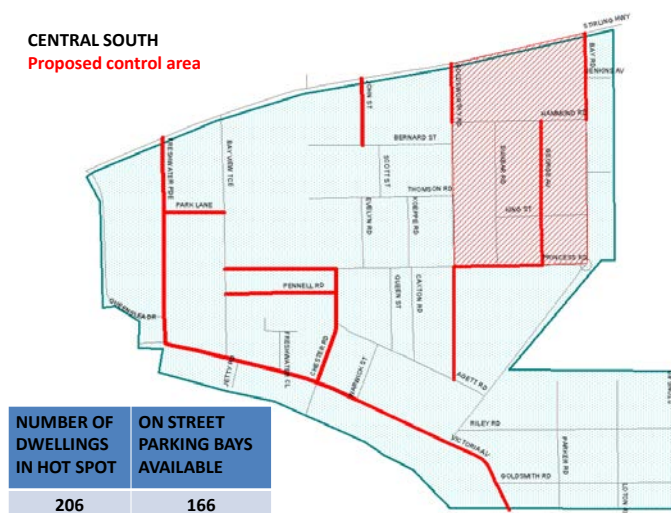
The number of dwellings in the zone is 242 and the number of on-street bays available is 263.

It is proposed all the streets within the boundaries of Melville, Gugeri, Loch Streets, Leura Ave and Stirling Highway in the Central East Precinct are controlled by timed parking restrictions. The restrictions recommended are 2P-8.30am to 5.30pm Monday to Friday and 8.30am to 12 noon on Saturday. No restrictions would apply on Sunday.

All current timed parking restrictions will remain but upgraded to represent the proposed timed parking restrictions being applied.

3. Central South Precinct

The Central South Precinct is bounded by Stirling Highway, Bay Road, Melvista Ave, Stone Road, Goldsmith Road, Victoria Ave, and Queenslea Drive.



The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. Bethesda Hospital, Schools, Christ Church, UWA Campus and Aged Care facilities are located in the precinct. A large number of bays on the streets within the zone and being used for parkers working in commercial premises, town centre or are commuters.

The number of dwellings in the zone is 206 and there are 166 on-street bays available.

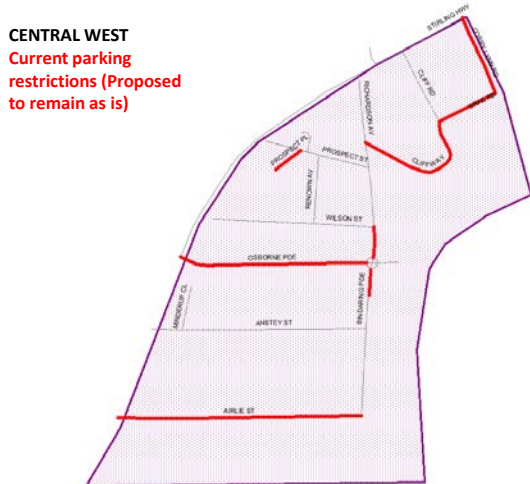
It is proposed all the streets within the boundaries of Princess, Bay, Goldsworthy Roads and Stirling Highway are controlled by timed parking restrictions. The restrictions recommended are 2P-8.30am to 5.30pm Monday to Friday and 8.30am to 12 noon on Saturday. No restrictions would apply on Sunday.

A number of streets (Caxton, Queen, George, King, etc) may be confined to one side only on-street parking due to the narrow carriageway of the street.

All current timed parking restrictions will remain but upgraded to represent the proposed timed parking restrictions being applied.

4. Central West Precinct

The Central West Precinct is bounded by Corey Lynn Road, Bindaring Ave, Airlie Street, and Stirling Highway.

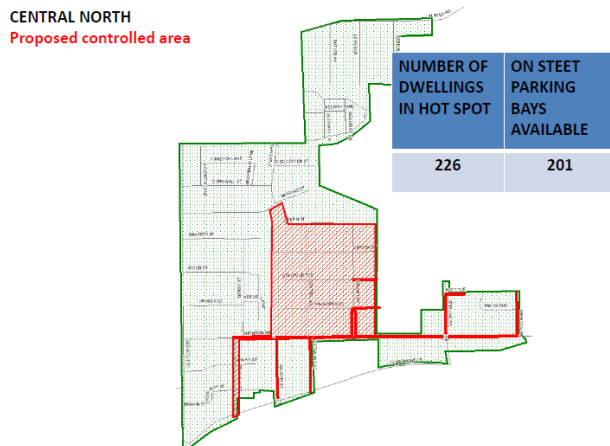


Methodist Ladies College, Aged Care facilities and a number of large multiple dwellings are located in the precinct.

There are no changes recommended for this precinct and the current timed parking restrictions will remain but upgraded to represent the proposed timed parking restrictions being applied.

5. Central North Precinct

The Central North Precinct is bounded by Claremont Crescent, Servetus Street, Narla Road, Alfred Road, Shenton Road, Stirling Road, Kott Tce, The Cedus and Shenton Place.



The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. Scotch College, Swanbourne Shops and Aged Care facilities are also located in the precinct.

The number of dwellings in the zone is 226 and there are 201 on-street bays available.

It is proposed all the streets within the boundaries of Fern Street, Devon and Shenton Roads and Wright Ave together with Franklin Street and Shenton Road to Claremont Crescent are controlled by timed parking restrictions. The restrictions recommended are 2P-8.30am to 5.30pm Monday to Friday and 8.30am to 12 noon on Saturday. No restrictions would apply on Sunday.

The Central North Precinct (around Scotch College) may require additional signage to be installed to ensure compliance during peak periods (7.30 am-9.00am and 2.30pm-4.00pm).

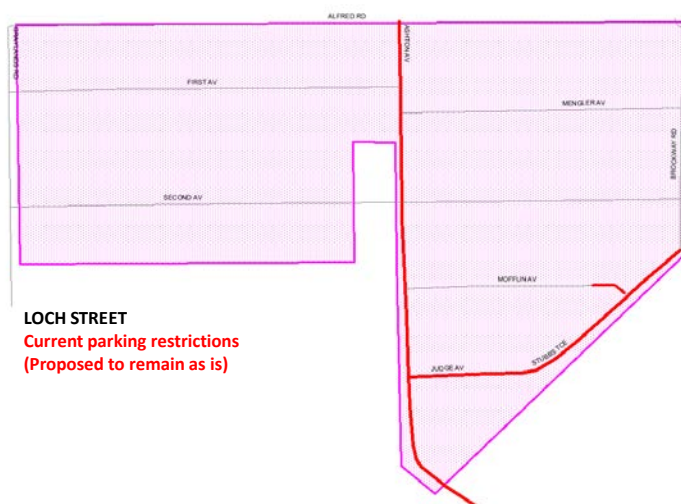
Consultation with residents located in the proposed control zone of the central north precinct will be undertaken to address the condition of the Scotch College Traffic Management and Transport Plan (OCM 19 July 2016; resolution 111/16).

A number of streets (Garden, Saunders, Bellevue etc) parking maybe confined to one side only due to the narrow carriageway of the street.

All current timed parking restrictions will remain but may be upgraded to represent the proposed timed parking restrictions being applied.

6. Loch Street Precinct

The Loch Street Precinct is bounded by Graylands Road, Alfred Road, Brockway Road, Stubbs Tce and Ashton Ave.



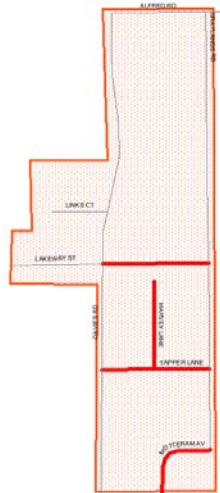
The precinct has a large number of narrow streets which reduces the ability to park vehicles on both sides of street. The Loch Street Railway Station is adjacent to the precinct.

There is no change to the Loch Street Precinct and current timed parking restrictions within the precinct will remain however upgraded to represent the proposed timed parking restrictions being applied.

7. *NEP Zone 2*

The NEP Zone 2 is bounded by Alfred Road, Graylands Road, Motteram Ave (north) and Davies Road including Lakeway Street and Links Court.

NEP-ZONE 2
 Current parking restrictions
 (proposed to remain as is)



The precinct comprises of narrow streets which reduces the ability to park vehicles on both sides of street. There are large number of high rise and multiple dwellings within this precinct.

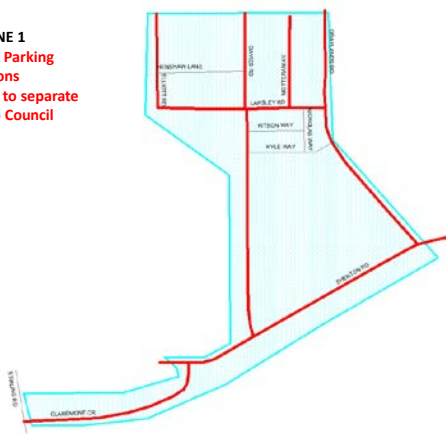
The number of dwellings in the zone is 348 and there are 89 on-street bays available.

There is no change recommended for this precinct and current timed parking restrictions will remain but upgraded to represent the proposed timed parking restrictions being applied.

8. *NEP Zone 1*

The NEP Zone 1 Precinct is bounded by Graylands Road, Shenton Road to Claremont Crescent, Davies Road, Henshaw Lane and includes Claremont Crescent between Shenton Road and Stirling Road.

NEP- ZONE 1
 - Current Parking
 Restrictions
 - Subject to separate
 report to Council



This area is an area of significant development over the next 5-10 years.

The NEP Zone 1 Precinct is subject to a separate report being prepared for Councillor's consideration.

Past Resolutions

Ordinary Council Meeting 16 August 2016, Resolution 131/16:

That the item be deferred back to Administration.

Reason: For Council to conduct a forum to discuss the matter.

Financial and Staff Implications

Implementation of the Parking Permit Policy and the Precinct Parking Management Policy would be in accordance with existing budgetary allocation.

Any additional funding requirements beyond the budget allocation relating to new signage, line marking, marketing and consultation will be subject of a further report to Council.

Policy and Statutory Implications

Parking Local Law 2016.

Parking Permit Policy LV132.

Precinct Parking Management Policy LV131.

Local Government Act 1995.

Road Traffic Code 2000.

Communication and Consultation

An extensive educational program regarding the implementation of Precinct Parking and Parking Permits will be sent to all residents including consultation with residents residing within assigned control zones.

Strategic Community Plan

People

We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.

- Maintain, effectively manage and enhance the Town's community facilities in response to a growing community.

Environment

We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.

- Create opportunities for varied transport options that reduce carbon emissions and other impacts of a growing town.
- Provide education and communication on leading practices to the community.

Governance and Leadership

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Focus on improved customer service, communication and consultation.
- Maintain long term financial stability and growth.

Urgency

The Town is being requested by residents to introduce a parking system that provides residents and their visitors reasonable access to on-street parking spaces. The growth of the area is attracting more people to the precincts therefore compounds the competition for the limited number of available on-street bays to the detriment of the residents or their visitors. The implementation Precinct Parking Plan will assist to manage parking of vehicles in local residential streets.

Voting Requirements

Simple majority decision of Council required.

Moved Cr Haynes, seconded Cr Edwards

That Council

- 1. Endorse the implementation of Parking Precincts**
- 2. Endorse the proposed control zones within each precinct**
- 3. Adopt Draft Precinct Parking Management Policy LV131**
- 4. Adopt Draft Parking Permit Policy LV132**
- 5. Receive a further report on fee paying management options to better reflect and manage user demands in all off-street car parks and on-street bays within the NEP Zone 1. Options to include recommended restrictions times and parking fee business case to determine an appropriate fee structure for the Zone.**

CARRIED(155/16)

For the Motion: Crs Tulloch, Mews, Haynes, Edwards and Goetze.

Against the Motion: Deputy Mayor Browne and Crs Main and Wood.

13.2.2 APPOINTMENT OF FRIENDS OF LAKE CLAREMONT REPRESENTATIVE TO LAKE CLAREMONT ADVISORY COMMITTEE

File Ref:	GOV/00054
Responsible Officer:	Les Crichton Executive Manager Corporate and Governance
Author:	Katie Bovell Governance Officer
Proposed Meeting Date:	4 October 2016

Purpose

For Council to appoint community members to the Lake Claremont Advisory Committee of Council.

Background

Council has established various committees to advise it on specific matters with membership made up of elected members, community members and, relative to some committees, representatives of other organisations or committees. The establishment and appointment of representatives to Council committees is governed by the *Local Government Act 1995*.

The tenure of all committee members on local government committees expires at the next ordinary election following appointment. The current committee members were appointed following the 2015 election and their tenure expires on the Election Day in 2017.

Council appointed councillor representatives to its committees following the 2015 election. Also the Council approved the appointment of community and organisation representatives effective 18 October 2015.

The Terms of Reference and positions for the Lake Claremont Advisory Committee are as follows:

To provide advice to Council on matters relating to:

- *The care and maintenance of Lake Claremont and its immediate environment;*
- *The rehabilitation of Lake Claremont and its environs;*
- *Plans for amenities proposed to Lake Claremont and its immediate environs;*
- *Proposals for the Lake from the Friends Group.*

Representative Type	Positions
City of Nedlands	1
Scotch College	1
Friends of Lake Claremont (FOLC)	1
Community	2

Discussion

All voting positions on the Lake Claremont Advisory Committee were appointed by Council at its meeting held 6 October 2015.

The position of Friends of Lake Claremont representative has become vacant and it is recommended a replacement representative be appointed. The Committee has received a nomination for Nick Cook to be appointed. Mr Cook held the position between October 2015 and April 2016.

It is also recommended for a deputy to be approved to attend the meeting in the event that the nominated person can not attend. Heidi Hardisty has been a past Friends of Lake Claremont representative in the LCAC and has agreed to be the deputy.

Past Resolutions

Ordinary Council Meeting 19 April 2016, Resolution 59/16

That Council approves the appointment to the Lake Claremont Advisory Committee of Council:

<i>Representative Type</i>	<i>Nominee</i>
<i>City of Nedlands</i>	<i>Cr Robert Brinks</i>
<i>Friends of Lake Claremont (FOLC)</i>	<i>Heidi Hardisty</i>

CARRIED BY AN ABSOLUTE MAJORITY

Ordinary Council Meeting 6 October 2015, resolution 170/15 – appointment of community representatives to Advisory Committees.

Ordinary Council Meeting 17 March 2015, resolution 38/15 – appointment to fill vacant community member position of Foreshore Advisory Committee.

Ordinary Council Meeting 5 November 2013, resolutions 315/13 -318/13 – appointment of elected members to Advisory Committees.

Ordinary Council Meeting 1 October 2013, resolution 281/13 - appointment of community representatives effective from 2013 Council election and disbandment of Community Safety and Crime Prevention Committee.

Ordinary Council Meeting 16 April 2013, resolution 69/13 – appointment of youth representatives from Scotch College and Christ Church Grammar School; increase of membership to include City of Nedlands councillor

Ordinary Council Meeting 7 August 2012, resolution 143/12 – elected member motion to disband Strategic Planning and Policy Committee.

Ordinary Council Meeting 6 December 2011, resolution 279/11 – appointment of Community Representatives to Advisory Committees following 2011 Local Government election

Ordinary Council Meeting 18 October 2011, resolutions 221/11 to 227/11 – Appointment of Councillors to Advisory Committees following 2011 Local Government election.

Financial and Staff Implications

Resource requirements are in accordance with existing budgetary allocation.

Policy and Statutory Implications

Local Government Act 1995.

Section 5.8 - Establishment of committees

Section 5.9 - Types of committees

Section 5.10 - Appointment of committee members

Section 5.11 - Tenure of committee membership.

Publicity

Nil

Strategic Community Plan

Environment

We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.

- Provide education and communication on leading practices to the community.

People

We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.

- Improve the capacity of local community groups.

Governance and Leadership

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Identify strategic partnerships that align with the Town's vision.
- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Focus on improved customer service, communication and consultation.

Urgency

Appointment of committees is essential to assist the Council in performing some of its legislative responsibilities.

Voting Requirements

ABSOLUTE MAJORITY DECISION OF COUNCIL REQUIRED.

Moved Cr Haynes, seconded Cr Wood**That Council approves the appointment to the Lake Claremont Advisory Committee of Council:**

Representative Type	Nominee
Friends of Lake Claremont (FOLC)	Nick Cook
Friends of Lake Claremont (FOLC)	Heidi Hardisty (Deputy)

**CARRIED BY AN ABSOLUTE MAJORITY(156/16)
(NO DISSENT)**

13.3 INFRASTRUCTURE

13.3.1 GRANGE STREET STIRLING HIGHWAY TRAFFIC MOVEMENTS

File Ref:	RDS/00287
Attachments:	Grange St report - MRWA Crash Data.pdf Locality map - U6 2 Grange St.PNG
Responsible Officer:	Saba Kirupanather Executive Manager Infrastructure
Author:	Marty Symmons Engineering Technical Officer
Proposed Meeting Date:	4 October 2016

Purpose

Assess traffic movements and safety concerns raised by a resident of Grange Street. Report recommends Council make no change to the intersection of Grange Street and Stirling Highway.

Background

Grange Street is a local access road intersecting with Stirling Highway.

Average weekday traffic is 314 vehicles per day, and 85th percentile speed is 44kmh. These counts have been taken midblock and do not include the number of vehicles performing low speed U-turns near Stirling Highway.

Drivers often use Grange Street to perform U-turns allowing them to reverse direction on Stirling Hwy.

Around 80 U-turns are performed on Grange Street near Stirling Highway on an average weekday with the majority being in the morning. About 20 cars perform U-turns between 07:00 to 08:15am and 20-25 cars between 8:15 to 8:30am.

Grange Street is well utilised for on street parking. No regulatory parking controls are currently in place however two hour parking controls have been recommended as part of the newly proposed precinct parking plan, with resident permit parking exemption.

The intersection with Stirling Highway allows for right and left turn movements in both directions. There is a 27m long splitter island on Grange St separating traffic entering and exiting onto Stirling Highway.

A Grange Street property owner, adjacent to the Stirling Highway intersection, has requested the Town prevent U-turns at Grange Street, stating U-turns

- create a dangerous situation
 - adds to the amount of noise and fumes created
 - causes traffic jams and congestion in front of private driveways
 - encourages risk taking
-

Discussion

An assessment of each of the concerns has been completed and detailed below:

- Creates a dangerous situation

Crash data has been collected for this location and compared with similar intersections both north and south along Stirling Highway.

The number and nature of crashes in this location is consistent with others along Stirling Highway.

This indicates that the high numbers of U-turns occurring here are not causing an increase in crashes or crash severity.

- Adds to the amount of noise and fumes created

Stirling Highway is immediately adjacent to Grange St and carries around 39,000 vehicles per day through Claremont, including cars, buses, and trucks.

It is unlikely that the volume of vehicles performing U-turns on Grange St noticeably contributes to the amounts of noise and fumes created.

- Causes traffic jams and congestion in front of private driveways

The Town has conducted video monitoring of the intersection on weekdays over a two week period to assess vehicles performing U-turns on Grange St.

The U-turn movements happen intermittently throughout the day peaking for a 15 minute period in the mornings between 8:15 and 8:30.

At this time it was observed that some congestion can occur; however only for short durations, typically under 1 minute and quickly clearing.

Over the monitoring period none of the residents were observed being blocked from accessing or exiting their properties. This does not mean it does not occur, however it is infrequent and would be for a short duration only.

- Encourages risk taking

No evidence of excessive risk taking was observed for the period of observation and the crash data does not indicate that this is occurring.

Cars are regularly performing U-turns at this location which has obviously become an annoyance for the resident.

There are a number of options available to prevent U-turns if deemed warranted:

The installation of a regulatory sign on the central median to ban U-turns. *The installation of a sign would likely be ineffective and a further engineered solution would be required to prevent the movement.*

Lengthening the centre median to where the road narrows.

This would impact the access of the adjacent residents on both sides of Grange St as they would no longer be able to access or exit their properties from both directions.

They would become left in left out only.

The carriageway could be narrowed to make the movement more difficult.
This would impact turning movements to and from Stirling Hwy affecting the safety and operation of the intersection, so is not advised.
On road parking would be lost.
People can still perform U-turns by doing a 3 point turn or by utilising a crossover.

The centre median on Stirling Hwy could be continued past Grange St changing Grange St access to left in left out only.
This will affect access to all residents and visitors travelling to and from Grange St, Kingsmill St, and Albert St from Stirling Hwy, so is not advised.

It is likely that any treatment which prevents U-turns from happening will result in an impact to the amenity of the surrounding residents.

Past Resolutions

There are no recent past resolutions relating to this matter.

Financial and Staff Implications

There are no current resources allocated, this will need to be considered as part of next budgetary process.

Policy and Statutory Implications

Main Roads WA design guidelines.

Communication / Consultation

The applicant will be informed of the Council decision. If it is decided to pursue the ban of U-turn movements with an engineered solution affected residents should be consulted.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Maintain and upgrade infrastructure for seamless day to day usage.

Voting Requirements

Simple majority decision of Council required.

Moved Cr Haynes, seconded Cr Tulloch

That Council makes no change to the intersection of Grange Street and Stirling Highway.

AMENDMENT

Moved Cr Mews, seconded Cr Goetze

That the following be added to the recommendation -

That an application be made to Main Roads WA that a 'NO U TURN' sign be placed in Grange Street for a trial period of 3 months.

Reason: To decrease traffic congestion in Grange Street and Stirling Highway and improve the amenity for local residents.

EQUALITY

CASTING VOTE FOR

CARRIED(157/16)

For the Amendment: Deputy Mayor Browne, and Crs Mews, Goetze, and Wood.
Against the Amendment: Crs Tulloch, Edwards, Main, and Haynes.

THE AMENDED PRIMARY MOTION WAS PUT

That

- 1. Council makes no change to the intersection of Grange Street and Stirling Highway, and**
- 2. An application be made to Main Roads WA that a 'NO U TURN' sign be placed in Grange Street for a trial period of 3 months.**

CARRIED(158/16)

For the Amended Motion: Deputy Mayor Browne, and Crs Mews, Goetze, Edwards and Wood.

Against the Amended Motion: Crs Tulloch, Main, and Haynes.

13.3.2 VERGE TREES OUTSIDE 9 VICTORIA AVENUE

File Ref:	CUS/00090-02
Attachments:	9 Victoria Avenue Tree Replacement proposal
Responsible Officer:	Saba Kirupanather Executive Manager Infrastructure
Author:	Andrew Head Manager Parks and Environment
Proposed Meeting Date:	04 October 2016

Purpose

For the Council to consider a previous decision relating to the approval of planting four Erythrina (Flame) trees and removal of an Agonis (WA Peppermint) tree in the verge outside 9 Victoria Avenue.

Background

In February/ March 2015, the verge adjacent to 9 Victoria Avenue was identified for tree planting. Three trees were planned for this location. Due to a small number of Erythrina's available and delay in obtaining stock, this location was removed from the 2015 planting list and placed on the 2016 planting list.

In August 2015, the Town received a request from an owner/occupier at 9 Victoria Avenue to remove a mature verge tree.

In September 2015, the Town distributed letters to all owner/occupiers at this location requesting feedback on the removal of this mature tree.

By October 2015, all resident responses were received and collated.

In summary, all six respondents were supportive of the tree removal. Two respondents were strongly opposed to planting of additional trees.

Discussion

Three options were presented to the Council at the Ordinary Council Meeting on 1 December 2015.

Proposal One(a)

Remove the existing Agonis next to driveway and replace with four new flame trees at eight to ten meter spacing, in accordance with the Street Tree Master Plan approved species for Victoria Avenue.

Proposal One (b)

Retain the existing Agonis and plant three new Erythrina trees within the existing gaps in the tree boulevard.

Proposal Two

Plant a hedge to grow to only 500mm high and extend for 50 metres along the verge.

The Council approved Proposal One (a) as shown above.

As Erythrina trees are already established along Victoria Avenue, the installation of new Erythrina trees will provide a significant contribution to the existing Streetscape.

On 3 August 2016 the Town's officers met with two representatives of 9 Victoria Avenue due to a concern regarding the number and species of trees proposed for replanting.

They requested the realignment of the trees to retain existing river views and a reduction of one tree which would impact the view created by the removal of the Agonis. Three stakes have been positioned on site in the ground in the proposed three trees locations.

The owners also requested a reduction in canopy of the trees on the southern side of the road. It was explained that any work would need to be paid for by the owners of the property and works approved by the Town to ensure no detrimental effects to the trees as a result of excessive pruning.

The two owner representatives understood this requirement and will be seeking approval from the body corporate to undertake the pruning works requested at their cost. Prior to the works a site meeting will be organised by the Town to meet with the owners and the contractor to plan the required works.

Past Resolutions

Ordinary Council Meeting [1 December 2015], Resolution 218/15;

That Council approves the removal of the mature Agonis tree outside 9 Victoria Avenue and installation of four new trees in the 2016 winter planting program in the Victoria Avenue frontage.

*CARRIED(218/15)
(NO DISSENT)*

Financial and Staff Implications

Resource requirements are in accordance with existing budgetary allocation.

Policy and Statutory Implications

Consideration should be made to the Town's following Policies:

Tree Promotion EN304;
Street Trees EN305; and
Tree Preservation EN306

Communication / Consultation

Consultation with the owners' representatives has occurred. The representatives will be informed of the Council decision.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Clean, usable, attractive, accessible streetscapes and public open spaces.

Governance and Leadership

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Focus on improved customer service, communication and consultation.

Urgency

Low

Voting Requirements

Simple majority decision of Council required.

Moved Cr Mews, seconded Cr Wood

That Council

- 1. Approves the removal of the Agonis verge tree outside 9 Victoria Avenue and the planting of three Erythrina (flame) trees as per the attached plan.**
- 2. Notes the removal of the above Agonis tree after the planting of the three Erythrina trees.**

CARRIED(159/16)

For the Motion: Deputy Mayor Browne and Crs Tulloch, Goetze, Mews, Main and Wood.

Against the Motion: Crs Haynes and Edwards.

13.3.3 ASHTON AVENUE REPLACEMENT BRIDGE - DESIGN PARAMETERS FOR THE CONCEPT DESIGN

File Ref:	RDS-00173
Responsible Officer:	Liz Ledger A/Chief Executive Officer
Author:	Saba Kirupananther Executive Manager Infrastructure
Proposed Meeting Date:	04 October 2016

Purpose

For the Council to consider the proposed design parameters for the draft concept design for the Ashton Avenue replacement bridge.

Background

In 2015 the existing Ashton Avenue bridge was investigated by Main Roads WA (MRWA) and found that the structural strength of the bridge is below the acceptable loading capacity and immediate action was taken by MRWA to install signs with load limits. The structural strengthening works will take place in December 2016 - January 2017.

Discussion

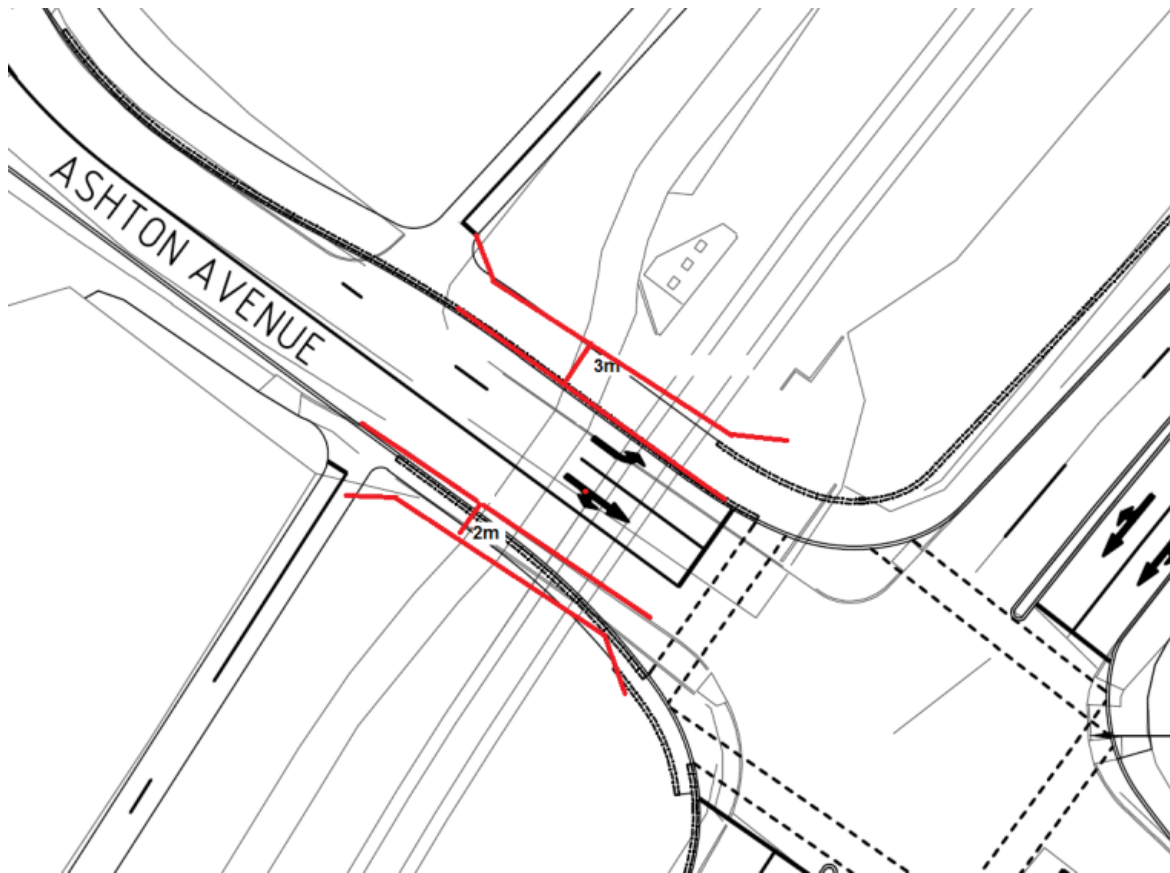
At the Ordinary Council Meeting on 18 August 2015, the Council approved to submit an application to the Federal Government Bridge Renewal Program (BRP) Funding for the replacement of Ashton Avenue bridge structure (Bridge 903 Ashton Avenue). The funding was not successful.

MRWA is currently developing a concept design for the Ashton Avenue bridge replacement, to be ready for future Federal and State funding. This will allow sufficient time to get the approvals from other agencies, mainly Public Transport Authority (PTA) regarding height clearance.

MRWA invited the Town to review the preliminary draft concept plan on Thursday 15 Sept 2016. At this meeting it was discussed that the concept plan of the bridge deck should have the following:

- a) Two lanes in the easterly direction (one lane to turn right from Ashton Avenue to Guger Street and one lane to go straight and turn left);
- b) One lane in the westerly direction from Chancellor Street to Ashton Avenue;
- c) Shared path of 3 m on the north side and a path of 2m on the south side;
- d) An access ramp from the Principal Shared Path between Loch Street station and Ashton Avenue, to connect to Ashton Avenue on the east side of the bridge.
- e) The Town to make a decision whether to continue permanently, the temporary right turn signal from Chancellor Street to Guger Street;
- f) Additional lane in Chancellor Street in the westerly direction is not possible due to the sweeping requirement of left turning trucks from Guger Street to Chancellor Street;

g) In the design a 19m truck is checked for the turning movements, as these size trucks are now allowed to go on any roads without permit (eg: some removalist trucks).



MRWA has not made any assessment regarding traffic signal configuration and phasing. This will include vehicle turning movements and pedestrian phasing. The Council could request that once MRWA completes the above assessment with level of service for various options, to allow the Town to review and agree with MRWA on the best solution. In the interim the temporary right turn from Chancellor Street to Guger Street to continue unless there is a significant drop in the level of service at the intersection.

If funding is approved soon the new bridge construction works could commence in 2017-18. The construction works may require closure of Ashton Avenue for a period of six months. At that time a construction traffic management plan will be reviewed by MRWA and the Town.

Past Resolutions

Ordinary Council Meeting 18 August 2015, Resolution Number: 148/15;

That Council:

1. *APPROVES the submission of the Federal Government Bridge Renewal Program (BRP) Funding application for the replacement of Ashton Avenue bridge structure (Bridge 903 Ashton Avenue) subject to Main Roads WA funding the Town's contribution (as previously agreed by MRWA);*

2. *NOTES MRWA's decision to shift the stop line from south to north side of the Ashton Avenue bridge and relocate the traffic lights accordingly; and*
3. *APPROVES:*
 - 3.1. *the MRWA proposal to temporarily allow right turn from Chancellor Street to Guger Street until the structural works are completed; and*
 - 3.2. *to continue with the above right turn treatment if the temporary arrangement is improving the situation and not impacting level of service.*

CARRIED

Financial and Staff Implications

Main Roads WA is paying for the design. The funding for construction will be from Federal and State Government.

Policy and Statutory Implications

Austrroads and Main Roads WA design guidelines.

Communication / Consultation

There will be an article in the Town Talk.

Strategic Community Plan

Liveability

We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.

- Clean, usable, attractive, accessible streetscapes and public open spaces.
- Maintain and upgrade infrastructure for seamless day to day usage.

Environment

We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.

- Create opportunities for varied transport options that reduce carbon emissions and other impacts of a growing town.
- Provide education and communication on leading practices to the community.

Governance and Leadership

We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.

- Identify strategic partnerships that align with the Town's vision.

- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Provide responsive and responsible leadership.

Urgency

MRWA is expecting comments from the Town as soon as possible to finalise the concept design.

Voting Requirements

Simple majority decision of Council required.

Moved Cr Haynes, seconded Cr Goetze

That Council

- 1. Accepts the proposed design parameters listed below for the preliminary draft concept design developed by Main Roads WA:**
 - a) Two lanes in the easterly direction (one lane to turn right from Ashton Avenue to Guger Street and one lane to go straight and turn left);**
 - b) One lane in the westerly direction from Chancellor Street to Ashton Avenue;**
 - c) Shared path of 3 m on the north side and a path of 2m on the south side;**
 - d) An access ramp from the Principal Shared Path between Loch Street station and Ashton Avenue, to connect to Ashton Avenue on the east side of the bridge.**
 - e) The Town to make a decision whether to continue permanently, the temporary right turn signal from Chancellor Street to Guger Street;**
- 2. Requests Main Roads WA to consider additional ramp from the PSP on the south side of the bridge to give cyclists and pedestrians to access Ashton Avenue from both sides**
- 3. Requests Main Roads WA to consider the following options as well in the assessment of traffic signal configuration**
 - a) Maintain right turn green arrow from Chancellor Street to Guger Street**
 - b) Provide pedestrian phase for all sections**
 - c) Provide right turn green arrow during peak times and turn off as a green filter from Guger Street to Chancellor Street and right turn ban from Guger Street to Ashton Avenue during afternoon peak times**
- 4. Appreciates the Commissioner of Main Roads and Managing Director for their prompt attention in restricting the load limit and developing a concept design plan for the replacement bridge for the long term use and acceptable to all road users.**
- 5. Inform the community via the Town Talk and the Town's website.**

**CARRIED(160/16)
(NO DISSENT)**

14 ANNOUNCEMENTS BY THE PRESIDING PERSON

Cr Main reported on attending the art exhibition at The Goods Shed.

Cr Wood reported on positive feedback given by Form.

15 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

NIL

16 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PERSON PRESIDING OR BY DECISION OF MEETING

NIL

17 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

NIL

18 FUTURE MEETINGS OF COUNCIL

Ordinary Council Meeting, 18 October 2016.

19 DECLARATION OF CLOSURE OF MEETING

There being no further business, the presiding member declared the meeting closed at 8:00pm.

Confirmed this day of 2016.

PRESIDING MEMBER