



Additional documents

Ordinary Meeting of Council

Wednesday, 27 May 2020, 6.00 pm



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**C2005-12 HAMPTON ROAD, NO.229B (LOT 100), BEACONSFIELD - MIXED
USE COMMERCIAL DEVELOPMENT (PETROL FILLING STATION,
OFFICE AND WAREHOUSE) (JL DAP002/20)**

Alternative recommendation submitted by Cr Adin Lang

ALTERNATIVE RECOMMENDATION

Council:

- 1. DO NOT SUPPORT the Officer's Recommendation to APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Demolition of existing buildings and construction of a Petrol Filling Station, Office and Warehouse buildings at No. 229b Hampton Road (Lot 100) Hampton Road, South Fremantle and recommend that the application be REFUSED for the following reason:**
 - a) The proposed use and development would be incompatible with the desired future character of the area and is likely to stymie future high density and mixed use developments in the area consistent with the objectives of the City's Strategic Community Plan 2015-25.**
 - b) The proposed Warehouse and Office development is inconsistent with the parking requirements (clause 4.7.2) of Local Planning Scheme No. 4.**
 - c) The proposal would be detrimental to the amenity of the area under clause 67 of Planning and Development (Local Planning Scheme) Regulations 2015 by reasons of vehicle parking and traffic.**
- 2. Invite the proponents to discuss with the City of Fremantle alternative development proposals for the site involving land uses and built form that would be more compatible with a progressive transition of the Brockman Place mixed use zone over time into a precinct with the following features:**
 - a) Commercial land uses presenting an active frontage of more urban character to Hampton Road and Brockman Place**
 - b) A less car-orientated public domain**
 - c) Development compatible with the possible future provision of residential uses in the area once services needed to support residential uses are available.**

Reason for change:

- a) The proposed development and use is inconsistent with the City's objectives of the Strategic Community Plan which aims to improve density in urban centres, transit corridors and redevelopment areas. The proposed development and use will stymie future development of this lot and surrounding lots for a mix of compatible uses including residential at a higher density.**
- b) In its current form the lack of parking for the Warehouse and Office development and the increased traffic generated by the development will have a detrimental impact on the amenity of the immediate locality.**

C2005-15 Davis Park Precinct Local Structure Plan, Beaconsfield - Outcomes of Community Consultation and Recommendation

Amendment submitted by Cr Jenny Archibald: To retain traffic signal location at the intersection of South Street and Nannine Avenue, as submitted;

Amend part 2 of the officers recommendation to delete reference to relocation of the traffic lights in point d) and in Attachment 3, as shown below:

2. *In accordance with clause 20 of the deemed provisions in schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, refer the Davis Park Precinct Local Structure Plan (Attachment 1) and the associated council reports to the Western Australian Planning Commission with a recommendation that the plan be approved subject to modifications addressing the issues outlined in the officer's report, as detailed in Attachment 3 to this report, including:*
 - a. *Reduction in the additional retail floorspace provided for to 2,500m² NLA.*
 - b. *Reclassification of the Mixed Use between the Nannine Avenue extension and Fifth Avenue to 'Local Centre' and reduction of its depth to half the depth shown, with the balance made Residential.*
 - c. *Inclusion of information on residential density targets as provided by the proponent, and a minimum overall density yield requirement of 550 dwellings.*
 - ~~d. *Relocation of the proposed traffic signals from the intersection of Nannine Avenue to the intersection of Ceasar Street.*~~

And also including the following additional modification:

- i. *Modify Part 2 to reference the intention for the new signalised intersection to improve pedestrian and cycle movement across South Street, and access into the Davis Park precinct and local centre, whilst minimising additional vehicular traffic movement on Nannine Avenue.*

Reason for change:

To make better provision for access into the expanded local centre and improved pedestrian and cycle connection across South Street.

Amendment submitted by Mayor Brad Pettitt: To increase the minimum building height along South Street and specify its activation

Amend part 2 of the officers recommendation to amend reference to the minimum building height on South Street to 3 storeys of active frontage in point i), as shown below:

- 2. *In accordance with clause 20 of the deemed provisions in schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, refer the Davis Park Precinct Local Structure Plan (Attachment 1) and the associated council reports to the Western Australian Planning Commission with a recommendation that the plan be approved subject to modifications addressing the issues outlined in the officer's report, as detailed in Attachment 3 to this report, including:***
 - a. *Reduction in the additional retail floorspace provided for to 2,500m² NLA.***
 - b. *Reclassification of the Mixed Use between the Nannine Avenue extension and Fifth Avenue to 'Local Centre' and reduction of its depth to half the depth shown, with the balance made Residential.***
 - c. *Inclusion of information on residential density targets as provided by the proponent, and a minimum overall density yield requirement of 550 dwellings.***
 - d. *Relocation of the proposed traffic signals from the intersection of Nannine Avenue to the intersection of Caesar Street.***
 - e. *And also including the following additional modifications:***
 - i. *Incorporate reference to a desired minimum 2 3 storey building height of active frontage along South Street in the objective for Sub-Precinct 1.***
 - ii. *Incorporate minimum dwelling yield requirements for each precinct, reflecting the lowest level 'target' currently identified.***
 - iii. *Amend the requirement for a Landscape and Open Space Management Plan in Section 1.7, Table 2, to make this a Landscape Design and Open Space Management Plan, with the purpose of "To detail landscape design and planting (including adherence to waterwise principles) and the ongoing management and maintenance arrangements of landscaping and public open space areas", and include additional information on this aspect in Part 2 of the document.***
 - iv. *Amend Section 1.6 Table 1 to include a requirement for 'Public Transport integration and stop provision' as a Consideration within Precinct 1, and include additional information on this aspect in Part 2 of the document.***

Reason for change:

To make better provision for the type of built form the Council is wishing to achieve as part of its broader planning and design objectives.

Amendment submitted by Cr Andrew Sullivan: To retain permissible retail floorspace within the development at 4,600m², as submitted

Amend part 2 of the officers recommendation to delete reference to the reduction in retail floorspace in point a) and in Attachment 3, as shown below:

2. *In accordance with clause 20 of the deemed provisions in schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, refer the Davis Park Precinct Local Structure Plan (Attachment 1) and the associated council reports to the Western Australian Planning Commission with a recommendation that the plan be approved subject to modifications addressing the issues outlined in the officer's report, as detailed in Attachment 3 to this report, including:*
 - a. ~~*Reduction in the additional retail floorspace provided for to 2,500m² NLA.*~~
 - b. *Reclassification of the Mixed Use between the Nannine Avenue extension and Fifth Avenue to 'Local Centre' and reduction of its depth to half the depth shown, with the balance made Residential.*
 - c. *Inclusion of information on residential density targets as provided by the proponent, and a minimum overall density yield requirement of 550 dwellings.*
 - d. *Relocation of the proposed traffic signals from the intersection of Nannine Avenue to the intersection of Ceasar Street.*

Reason for change:

To enable the significant redevelopment of the precinct as a transport oriented development, and to underpin residential densities by providing substantial local amenity.

Amendment submitted by Mayor Brad Pettitt: To introduce sustainability standards for lower density development.

Amend part 2 of the officers recommendation to incorporate a further modification requiring application of additional sustainability construction standards for lower density development, as shown below:

And also including the following additional modification:

*i. **Add the following to Section 1.5 “Sustainability Schedule for Lower Density Development (R40 or less)”***

Where development is proposed at a residential density of R40 or less, all of the following criteria shall be satisfied:

(a) Each dwelling shall demonstrate a Nationwide House Energy Rating Scheme (NatHERS) star rating 2 stars in excess of the current energy efficiency requirement of the Building Codes of Australia for class 1A buildings. The star rating shall be certified by a NatHERS accredited assessor; and

(c) Provision of a minimum 2.0kw photovoltaic solar panel system per dwelling; and

(d) Provision of a minimum 3000L capacity rainwater tank per dwelling; or alternatively an approved grey-water reuse system that collects grey water from the laundry and bathroom and re-directs it for irrigation and/or ground water recharge; and

(e) A minimum of one existing mature tree per dwelling shall be retained on site, or alternatively a minimum of one mature tree per dwelling (minimum 100 Litre bag) shall be planted on site prior to occupancy of development in a location nominated and approved on the development application.

Reason for change:

To provide further incentive to achieve density development in this well located area, and to promote more sustainable buildings.

Amendment by Cr Sue Groome: To modify the maximum building height in the Innovation Precinct to 6 storeys.

Amend part 2 of the officers recommendation to incorporate a further modification amending the building height for the Innovative Housing Precinct outlined in the sub-precinct objective to 6 storeys, as shown below:

And also including the following additional modification:

- i. Amendment to the objectives for sub-precinct 3 - Innovative Housing in Table 1 to include a reference to development being up to 6 storeys.**

Reason for change:

To provide further flexibility for different building typologies and housing diversity, noting the absence of interface with existing residential development with this precinct.

**C2005-20 ADOPTION OF THE COUNCIL AND COMMITTEE MEETING
SCHEDULE FOR THE PERIOD OF JULY 2020 TO JUNE 2021**

Amendment submitted by Cr Frank Mofflin

Amend the officer's recommendation to include an additional part 4, to read as follows:

Council:

- 1. Adopt the schedule of council and committee meetings, to be held during the period of July 2020 to June 2021, shown in attachment 1.**
- 2. Approve advertisement of the adopted schedule in accordance with the Local Government Act 1995.**
- 3. Approve meetings to continue to be held via electronic means until further reviewed in line with government social distancing provisions relating to the Covid19 pandemic.**
- 4. *If the North Fremantle Community Centre can't meet the social distancing provisions to enable public participation then other options to enable public access will be investigated.***

Reason for change:

North Fremantle Community Centre can only accommodate 20 people with an allocation of 4m² each, if the 4m² requirement is maintained the Community Centre will not be a viable option for Council meetings. It is important to enable public access to meetings as soon as it is safe to do so.

**C2005-28 NOTICE OF MOTION – C40 CLIMATE LEADERSHIP GROUP
"STATEMENT OF PRINCIPLES" – CR RACHEL PEMBERTON**

Proposed amendment submitted by Cr Marija Vujcic

Amend the motion to add an additional part 5, to read as follows:

- 5. Before the Statement of Principles are implemented in any post COVID-19 economic recovery, we will use the cost benefit and opportunity cost analysis model to determine how local programs and incentives will benefit the ratepayers.**

Reason for change:

Before these principles are adopted it would be our fiduciary responsibility, in our current dire financial position, to adopt a cost, benefit and opportunity analysis model to guide our decision making for post COVID-19 economy recovery.

**C2005-27 NOTICE OF MOTION – RESERVE 8965 SOUTH TERRACE, SOUTH
FREMANTLE ‘WILSON PARK’ – CR MARIJA VUJCIC**

Additional information (attachment) not included in the Agenda

Attachment 2: Wilson Park Overflow Car Park Operational Management Plan

Wilson Park Overflow Car Park Operational Management Plan

April 2015



1. Background

To facilitate overflow car parking from South Beach users and special events patrons, Wilson Park is made available during summer months and events, for informal car parking. This arrangement has been in place since 2011. On considering a basketball court proposal, turf reinstatement, fencing and landscaping for Wilson Park, Council resolved at the ordinary Council meeting of 23 of April 2015 that:

The City to develop an operational plan to manage the use of Wilson Park for overflow parking and to ensure the central grassed area is maintained at a standard suitable for informal active recreation ordered:

This plan was developed in conjunction with a landscape concept plan to address improvements to manage overflow parking on the grassed reserve, whilst maintaining the parkland in a quality condition suitable for recreational uses.

This operational plan addresses:

- Availability of the reserve for parking
- Management tasks and responsibilities
- Managing the risks of overflow parking on Wilson Park

The plan is envisaged to apply for the term of the current park uses, ie. informal recreation, occasional events and overflow parking.

1.1 Wilson Park History

Wilson Park was granted to the "Mayor and Councillors of the Municipality of Fremantle" on the 14 December 1904, being Certificate of Title 323 Folio 185 to be held solely for "Recreation purposes". Reserve No. 8965 was established in 1905 in association with the Crown Grant and it was used for active sports, being known at that time as 'the Rec'.

The park was also a popular camp ground close to South Beach where visitors could rent a tent. During the Great Depression years the park served as a gathering ground for local unemployed, who were known as the 'Sons of the Rest'. Wilson Park was also important to local fishermen who still use it to spread and repair fishing nets.

In 1974 the Crown Grant was cancelled to make way for road and railway provisions. In the 1980s the park had fallen into a state of neglect and the state government proposed that an extension to the Roe Highway be routed through Wilson Park and in 1986, was vested back with the City of Fremantle as Reserve No. 39729 (Fremantle Suburban Lot 85) for the purpose of "Recreation". Since 2009 the park has been used for informal recreation and dog exercise, with golf practice and parking on the reserve no allowed.

Wilson Park became an overflow car park for spectators during an ISAF international sailing competition in 2011. In 2013 a proposal to landscape Wilson Park and install a basketball court was amended after public consultation. This proposal and resulting public consultation highlighted the importance of Wilson Park as a recreational resource

to the community. A balance between maintaining a quality grassed and landscaped park while providing for South Beach user car parking was required.

In 2014 the turf surface was renovated, perimeter bollards were installed to prevent causal parking over the reserve and further consideration was given to landscaping the park to protect and enhance amenity.

This operational parking plan was developed to assist with best managing car parking egress into and out of the reserve and to protect the recreational qualities of the park.

1.2 Wilson Park recreation uses

Wilson Park is classed as a third category reserve in City of Fremantle parks and reserves hierarchy. Parks and landscapes have resources allocated to park maintenance based on the park's relative significance to the community, ie. Category 1 parks, gardens and streetscapes would be highly valued for celebration, competition sports, memorials, or special amenity, through to Category 3 being least utilised by community. Goal posts are located centrally for informal ball kick about. The park is used by fitness trainers and for dog walking.

The reserve is 1.7Ha, with an allocation of ground water for irrigation purposes of 12,750kL per annum. An automatic in-ground irrigation system supplements turf growth. At the northern end of the park are mature Morten Bay Fig trees of significance.

1.3 Wilson Park informal parking uses

Since 2011 the reserve has been used as an overflow car park for the Fremantle events and more recently as an overflow car park for South Beach car park during summer month weekends and holidays.

This parking use has caused considerable damaged to the turf surface and sprinkler irrigation in recent years and in 2014 \$30,000 was expended on returfing sections of the park. Concern has been raised regarding parking over tree root zones which may be contributing to irreversible damage to mature trees and loss of amenity and access for recreational park users.

2. Wilson Park Overflow Parking Operating Plan

The following section captures the current and proposed continued practice undertaken by the City to accommodate parking demand in the South Beach foreshore area. Consideration was given to options for improving current parking management. However, the City's parking officers reported that the public response was positive and no issues of significance had arisen out of the arrangement of the past four years.

2.1 Summer operations

Wilson Park will be made available for overflow parking commencing each year from the Queen's Birthday long weekend in September, concluding on the last day of April coinciding with the end of the school holidays and the beginning Term 2 each year.

From the end of school Term 4 Wilson Park will be made available for summer holiday parking every day until the beginning of school Term 1.

At all other times during the period from September to April, it is to be available for parking on Saturdays, Sundays and Public Holidays only.

For the balance of the year, other than for use associated with approved events, the reserve is to be closed for use as car parking.

2.2 Access control

The City's Parking Services is responsible for opening and closing gates and ensuring that vehicles do not remain on the park during the week days.

Chain gates are to be opened after 5:00pm on Friday afternoon and locked on Monday morning at 8:00am. In the case of a public holiday, the gates to be opened at 5:00pm on the last working day and closed at 8:00am on the following working day morning.

The practice of leaving gates open through the evenings of each weekend or holiday period, may be reviewed subject to any complaints, damage to the park, or specific security issues.

2.3 Events car parking at Wilson Park

In the 2014 – 2015 financial year, Wilson Park was utilised for car parking to support most of the City of Fremantle's festivals and events. The City's Events Management also offered Wilson Park for car show events during the same period.

Event	Dates	Use
Football Grand Final	27 Sep 14	Overflow parking to Fremantle Oval
Half Marathon	5 Oct 14	South Beach allocated parking
Ocean Ride for MS	19 Oct 14	South Beach allocated parking
Fremantle Festival	Oct/Nov 14	Overflow parking for CBD event
Leaving of the Ships	Oct/Nov 14	Overflow parking for port event

Australia Day	26 Jan 15	South Beach allocated parking
Laneway Festival	7-8 Feb 15	Overflow parking for CBD event
Chilli Festival	7-8 Mar 15	Overflow parking for Esplanade event
Street Arts Festival	4-6 Apr 15	Overflow parking for CBD event
Fitness groups used Wilson Park and South Beach throughout the year.		

Events Management staff are to make arrangements with Parking Services and the event organizers to facilitate overflow parking management at Wilson Park.

3. Maintenance issues associated with parking on Wilson Park

Excessive wear of the turf surface and damage to tree roots through compaction are the primary issues of concern for loss of amenity through degradation of the landscaping. The before and after Plan 2 photographs attached, show the extent of turf damage caused by concentrated parking during the 2014 summer season. Concerns were raised by community members regarding the loss of amenity and recreational uses caused by this wear.

3.1 Damage of trees

Young trees are susceptible to vehicle damage and loss. Trees roots extend out from the trunk and up to the same diameter as the tree canopy. The roots are to be protected from the vehicles parking under the canopy in the shade, to reduce mechanical damage to and soil compaction around roots that results in tree death. Tree and root zone protection can be achieved with soft landscaping, temporary fencing or permanent bollard fencing.

3.2 Protection of the grassed surface

Concentrated traffic over turfed areas will cause soil compaction and turf death. Re-establishing turf in worn areas requires substantial turf renovation, soil improvements, increased watering and returfing works. This can be alleviated by rotating and evenly spreading parking and parking schedules over the grassed surface during warm season growth periods and excluding or severely limiting parking in winter turf dormancy periods.

4. Managing the risks for Wilson Park overflow car parking

The primary risks to using Wilson Park as an overflow car parking facility are:

- Loss of amenity through degradation of the landscaping.
- Conflict between recreation and parking related users.

4.1 Managing Wilson Park amenity

Turf and trees suffer from root compaction and eventual death from excessive and repeated vehicle and pedestrian access. Mature trees in particular do not recover from root compaction and will inevitably die in a short period of time. Young trees are subjected to vehicle damage and are difficult to establish.

It is therefore essential to protect plantings and park infrastructure by limiting vehicle access within the root zone of trees and concentrated wear over the grass surface. During the summer growth season, turf may be renovated and will recover from minor damage. During winter months, most grasses are subject to winter growth dormancy and will not grow and recover from damage. Heavy traffic in wet periods exacerbates compaction and the damage to turf.

With the primary objective of delivering on the park's recreational purpose:

- Events parking shall be kept to a maximum of one every two weeks.
- Parking is not to be allowed within the root zones of trees.
- Informal overflow parking is to be spread across the turf surface by directing vehicles to different locations on the park week around to share the wear.
- Wilson Park is not to be used for overflow car parking in winter months.

The landscaping proposal for Wilson Park in 2015 assisted with meeting these management objectives, by addressing the layout of the park to:

- Provide separation of turf and trees to protect young trees and tree root zones
- Separate recreation from parking areas.
- Retain clear views across the park from residences opposite to assist with passive surveillance.
- Provide non conflicting routes of access separating vehicles and pedestrians/cyclists.
- Accommodate maximum parking opportunities without impacting on the health of the soft landscaping.

The effectiveness of this plan is to be monitored and reviewed each year by the City's Events, Parking and Parks and Landscaping services.

4.2 Review of overflow car parking in Wilson Park

A review of this operational plan and the City's budget allocated for maintenance of the park will be required where stated objectives are not being met, eg. If the annual turf damage from car parking requires extensive renovations such as in 2014.

4.2.1 Alternative parking areas

The City may consider the South Beach/South Fremantle area for more parking alternatives to provide seasonal relief to Wilson Park. The former South Fremantle waste site / Hollis Park or adjacent City of Cockburn North Coogee opportunities could be explored further.

4.2.2 Transport options

The City could promote the use of public transport, disembarking at the Fremantle train station, or parking within one of the CBDs car parks and then taking a the free Cat Bus to South Beach.

The distance between Fremantle CBD and South Beach is around 2.5km and therefore easily accessible by bicycle or walking.

4.2.3 Parking Fees

The City could consider charging parking fees for the overflow car park, particularly during the summer holiday period. Leaving the South Beach car park without parking charges could encourage drivers to utilise the western constructed carpark to capacity prior to using Wilson Park.

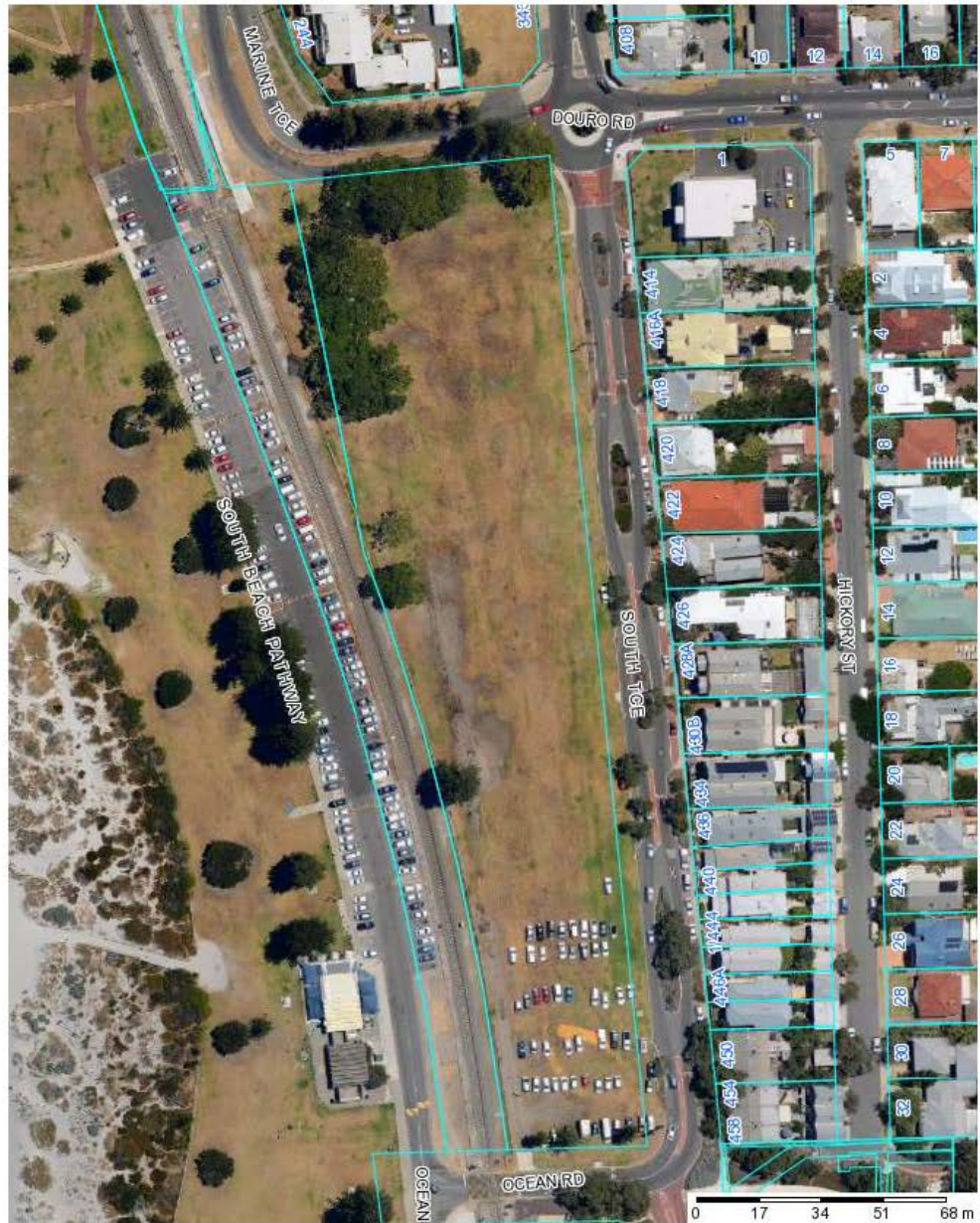
Plan 1. Wilson Park Overflow Parking Plan, April 2015



OVERFLOW PARKING OPERATIONAL MANAGEMENT PLAN

OVERFLOW PARKING OPERATIONAL MANAGEMENT PLAN		DATE 04/15/2015	
PROJECT WILSON PARK		SCALE 1" = 20'	
DESIGNED BY J. A. [Signature]		APPROVED BY J. A. [Signature]	
DATE 04/15/2015		DATE 04/15/2015	
PROJECT LOCATION 1000 N. [Address]		PROJECT NUMBER 1000	
PROJECT DESCRIPTION OVERFLOW PARKING		PROJECT STATUS IN PROGRESS	
PROJECT OWNER [Owner Name]		PROJECT CONTACT [Contact Name]	
PROJECT ADDRESS [Address]		PROJECT PHONE [Phone Number]	
PROJECT FAX [Fax Number]		PROJECT EMAIL [Email Address]	
PROJECT WEBSITE [Website URL]		PROJECT NOTES [Notes]	

Plan 2. Wilson Park Overflow Parking Impacts, 2014



Picture 1. Turf Degraded Condition, 6 January 2014



Picture 2. Turf Improved Condition, 7 December 2014