



City of Nedlands

Minutes

Sustainable Nedlands Committee Meeting

15 October 2012

ATTENTION

This Agenda has yet to be dealt with by the Committee.

The Administration Recommendations, shown at the beginning of each item, have yet to be considered by the Committee and are not to be interpreted as being the position of either the Committee or Council.

The Minutes of the meeting held to discuss this Agenda should be read to ascertain the decision of the Committee.

Before acting on any recommendation of the Committee a check must also be made in the Ordinary Council Minutes following the Committee Meeting to ensure that Council did not make a decision at variance to the Committee Recommendation.

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City of Nedlands

Minutes of a meeting of the Sustainable Nedlands Committee held in the Council Chambers, 71 Stirling Highway, Nedlands on Monday, 15 October 2012 at 6:00pm.

Declaration of Opening

The Acting Presiding Member declared the meeting open at 6.04pm and drew attention to the disclaimer below.

Present and Apologies and Leave of Absence (Previously Approved)

Councillors	His Worship the Mayor, R M Hipkins (until 7.03 pm) Councillor K Walker	Hollywood Ward
Committee Members	Mr S Hartley Mr G Davies Ms B Channon Ms B Tyson	(Acting Presiding Member)
Staff	Ms Phoebe Huigens	Acting Manager Corporate Services
Leave of Absence (Previously Approved)	Nil	
Apologies	Councillor N Shaw Ms K Whyte Ms A Pallagi Mr R Griffiths	Melvista Ward

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1. Public Question Time

Nil.

2. Public Address Session (only for items listed on the agenda)

Nil.

3. Disclosures of Financial Interest

The Presiding Member reminded Councillors and Staff of the requirements of Section 5.65 of the *Local Government Act* to disclose any interest during the meeting when the matter was discussed.

There were no disclosures of Financial Interest.

4. Disclosures of Interests Affecting Impartiality

The Presiding Member reminded Councillors and Staff of the requirements of Council's Code of Conduct in accordance with Section 5.103 of the *Local Government Act*.

There were no disclosures affecting Impartiality.

5. Declarations by Members That They Have Not Given Due Consideration to Papers

Nil.

6. Confirmation of Minutes

6.1 Sustainable Nedlands Committee Meeting – 17 September 2012

Moved – Councillor K Walker
Seconded – Ms B Channon

The Minutes of the Sustainable Nedlands Committee held on 17 September 2012 were confirmed.

CARRIED UNANIMOUSLY 6/-

7. Items for Discussion

NOTE: Regulation 11(da) of the Local Government (Administration) Regulations 1996 requires written reasons for each decision made at the meeting that is significantly different from the relevant written recommendation of a committee or an employee as defined in section 5.70 (but not a decision to only note the matter or to return the recommendation for further consideration).

7.1 Policy Review – Nature Strip Development

Council requested a review of the City's current Nature Strip Development Policy (refer to attachment) in light of recent media attention regarding surrounding Council's policies on the use of artificial turf on verges. Administration provided the City's current Nature Strip Development Policy for discussion and recommendation by the Sustainable Nedlands Committee.

Moved – Ms B Tyson
Seconded – Ms B Channon

The City's current Nature Strip Development Policy is amended as attached, whereby the City is to allow vegetable gardens on verges, and the minimum requirement for natural vegetation on verges is increased from 20% to 40%.

**CARRIED 5/-
(Abstained: Ms S Hartley)**

Sustainable Nedlands Committee Recommendation

That the City's current Nature Strip Development Policy is amended as attached, whereby the City is to allow vegetable gardens on verges, and the minimum requirement for natural vegetation on verges is increased from 20% to 40%.

The committee discussed the following:

The article from the West Australian Newspaper dated 16 October 2012 regarding cycling was discussed. Cycling and footpaths were discussed in general.

The Committee requests that Administration send the *West Australian* Newspaper's cycling article from 16 October 2012 to all Committee members.

Mayor Max Hipkins retired from the meeting at 7.03 pm.

Administration alerted the Committee to the City's Draft Strategic Community Plan, in particular the comments on cycling and footpaths. The Draft Strategic Community Plan is available at <http://www.nedlands.wa.gov.au/document/draft-strategic-community-plan#overlay-context=strategic-community-plan>. Public submission period closes on 2 November 2012.

The Committee acknowledges and supports the provisions within the Draft Strategic Community Plan for footpaths and cycleways.

The Committee discussed the City's TravelSmart program, and general cycling observations. The Committee feels that fewer school children are cycling to school and are interested to find out about the City's involvement with school TravelSmart Programs. The Committee

also requests that a workshop be held for seniors/inexperienced riders to encourage more people to cycle.

The Committee requests comment from the City's TravelSmart officer regarding the school TravelSmart program.

8. Date of Next Meeting

The next meeting of this Committee is scheduled for Monday, 19 November 2012 commencing at 6.00 pm.

This meeting will focus on the matters arising from the Energy and Waste Subcommittee.

Councillor Walker would like to remind the Sustainable Nedlands Committee members about the upcoming Paul Hardisty talk on 26 November 2012 at the Mount Claremont Community Centre (Tuart Room).

Declaration of Closure

There being no further business, the Presiding Member declared the meeting closed at 7.25pm.

Attachment to Item 7.1

Sustainable Nedlands Committee 15 October 2012

Policy Review – Nature Strip Development

City of Nedlands Verge Development Policy Review

City of Nedlands Verge Development

KFA: KFA 3 Built Environment

Status: Council

**Responsible
Division:** Technical Services

Objective: The policy seeks to define the extent to which owners/occupiers, developers and builders can use and landscape the verge adjacent to a property or business.

Context:

Council may approve a permit for owners, occupiers or developers to develop or use the verge in front and the side of a property in a manner which enhances and integrates with the local streetscape and/or integrates with any greenway corridor.

Statement:

The City encourages verges to be landscaped as nature strips, with grass, trees and plants which may be reticulated without alteration to the existing levels.

Verge development applications will be reviewed with reference to the following key requirements:

- The proposed development complies with the applicable Local Laws.
- As condition of the permit for development and/or installing a verge development in accordance with the Verge Development Guidelines, owners accept:
 - all costs involved in the construction of the verge development;
 - responsibility for maintaining and keeping the verge treatment in a safe and tidy condition;
 - that the improvements automatically become the property of the City of Nedlands and remains a public space; and
 - where the City or a utilities provider carrying out works disturbs a verge, the City or the utilities provider is not liable to compensate any owner/occupier for that disturbance or to replace or restore any verge development.

- Owners and occupiers of premises are encouraged to maintain adjoining verges so as to enhance the broader streetscape.
- The development should contribute to creating an attractive and safe streetscape.
- Verge parking should be minimised wherever alternatives exist.
- Verge developments should not create a hazard or obstruction to pedestrians, cyclists or motorists.
- No fixed structures or other constructions which may cause a hazard or obstruction to pedestrians, cyclists or motorists can be installed / erected within the verge area.
- The City encourages landscaping that:
 - minimises the need for pesticide and fertiliser use;
 - conserves water;
 - incorporates waterwise planting; and
 - incorporates the use of water saving irrigation technology.
- Plant selection and placement should minimise the potential for obstruction of footpaths and roads.
- Vegetable gardens will not be allowed.
- Potential conflict between the built and living environment shall be minimised.
- All hard paved areas (inclusive of crossovers) shall not comprise more than 40% of the total verge area. On corner properties, each verge is to be considered independently.
- Artificial grass installation is permissible on condition that:
 - it does not comprise more than 40% of the total verge area (on corner properties each verge is to be considered independently);
 - it consists of a green colour comparable to natural lawn;
 - it conforms to any applicable Australian Standard in relation to installation specifications, durability characteristics, safety requirements and maintenance scheduling; and
 - it provides adequate drainage of the sub-base so as it does not unduly discharge stormwater into the road drainage system or onto a footpath.
- The use of artificial grass will only be permitted if Council is indemnified against all legal action arising out of, or in connection with, its installation as part of a verge development.

All verge areas must comprise a minimum 20% of natural garden that conforms to the City of Nedlands Verge Development Guidelines.

Permits:

Provided a verge is landscaped in accordance with the City's Verge Development Guidelines, no permit is required from Council for:

- Planting natural lawn.
- Installing below ground reticulation systems.
- Installing low growing verge garden beds where there is no change to natural ground levels.
- Installing garden borders that do not protrude above the natural level of the ground.
- Verges mulched with organic mulch.

Any "Residential" verge development must also comply with the R-codes.

A permit is required for:

- Installation of a crossover(s).
- All hard paved areas. .
- Installation of artificial grass.
- All developments that do not conform to the Verge Development Guidelines.
- Use of the verge for storage of bins and building materials during building activities.

All applications for verge development approval are to be submitted on the prescribed form in writing with a sketch plan that shows the details of the proposal. All applications for verge development will incur the standard scheduled fee for assessment and inspection.

Categories:

Verge development adjacent to 'Schools'

- 'Kiss and Drop' requests / applications must be approved by Council.

Verge development adjacent to 'Commercial Property and Light Industry'

- The paving of verge areas adjacent to approved commercial premises and light industry may exceed the 40% maximum provided the area is broken up with landscaping to adjacent areas or around approved/existing street trees.

Verge development in 'New Land Subdivisions/Major Redevelopments'

- Developers are to supply street trees in accordance with the Street Trees policy.
- The developer will maintain the associated street trees for a period of 12 months and promptly replace any that have perished (for whatever reason) upon being advised.
- Landscaping is to conform to the City's Verge Development Guidelines.
- Provision is to be made on transfer of the title/change of ownership for:

- assigning the responsibility of maintaining the verge from the developer to the property owner;
- connecting any reticulation installed within the verge to the water supply of the abutting property.

Verge development adjacent to “Reserves/Bushland/Undeveloped Land”

- Consideration should be given to providing greenway corridors and for the planting of trees on verges adjacent to the City's Reserves, Bushland areas and undeveloped land areas.
- The City is responsible for verge maintenance where reserves, bushland and undeveloped land adjoins a road.

Verge use in front of “Building Construction”

- Builders must obtain a temporary verge licence through Administration in order to utilise the verge for the storing of building materials and placement of bins, etc. (a minimum fee will apply for the City to restore any damage to the verge not completed by the builder).
- Portable toilets are not to be located on verges.

Related Documentation:

Street Tree Policy
Crossover Construction and Maintenance Policy
Verge Development Guidelines
Verge Development Indemnity
Verge Development Application Form

Related Local Law / Legislation

- Local Government Act 1995
- Main Roads Act 1930
- Thoroughfares Local Law

Related Delegation

Nil

Issued:

dd month 2012 (Report xx)

Amendments:


Attachment to Item 7.1

Sustainable Nedlands Committee 15 October 2012

Policy Review – Nature Strip Development

Town of Claremont Road Verges Policy

ROAD VERGES REN404

	ROAD VERGES REN404
Key Sustainability Result Area: RENEW CLAREMONT	Responsibility: EXECUTIVE MANAGER INFRASTRUCTURE SERVICES Relevant Council Delegation:

Purpose

To provide guidance regarding permissible verge treatments and the obligation of owners and occupiers for their care and maintenance and for the safety and convenience of the public.

Policy

The Policy recognises that verges are required principally to contain:

- a) Utility services and associated equipment (communication; electricity; water; gas; sewer; storm water drainage; street lighting.)
- b) Footpaths, cycle paths, shared paths
- c) Street trees
- d) Road furniture, (street name signs; regulatory and advisory traffic signs; traffic signals; bus stops, bus shelters and bus bays; parking spaces; vehicle and pedestrian movement control devices; seating; litter receptacles)

Council's Activities on Thoroughfares and Public Places Local Law includes provisions governing the power to carry out public works on verges, details of what are permissible verge treatments and the obligations of owners and occupiers for their care and maintenance and for the safety and convenience of the public.

Reticulation of verges is encouraged within the following conditions:

- a) Owners and/or occupiers are responsible for the installation, maintenance, operation and related costs of reticulation in street verges and its operation must comply with watering roster requirements set by the Water Corporation.
- b) Such reticulation is to be installed centrally in the verge, not parallel or adjacent to paths, crossovers or kerbs and no wiring or solenoids are to be installed in road reserve and verge areas.
- c) The local government will take due care and may, at its cost, reinstate reticulation equipment it damages during works carried out by or authorised for the local government provided the installation is in line with the criteria in section 'a' above.

Paving of street verges will be permitted only where on-street parking is not permitted or rendered impossible because of the traffic function of the street and alternative nearby parking is not available.

Where paving of street verges is permitted, the following conditions apply:

- a) Plain dark colours to be used in the appropriate material.
- b) Drainage to be collected and disposed of in soakage pits (1m3 for each 90m2 paving).
- c) Street trees to be carefully protected from root damage and irrigation to be provided.
- d) Standard road kerbing to remain.
- e) Installation over no more than one third of the area of the verge (excluding any vehicle crossing) of an acceptable material, and the planting and maintenance of either a lawn or a garden on the balance of the verge in accordance with the following:
 - (i) clear sight visibility is maintained at all times for a person using the abutting thoroughfare in the vicinity of an intersection or bend in the thoroughfare; and
 - (ii) where there is no footpath, a pedestrian has safe and clear access of a minimum width of 2m along that part of the verge immediately adjacent to the kerb.
- f) Council's crossing paving specification to apply to verge paving construction
- g) All requests to be submitted in writing, with plans and specifications
- h) Permissible materials are porous paving, to the satisfaction of the Manager Engineering Design.
- i) Council promotes sustainable and environmentally sensitive landscaping and encourages ratepayers to do likewise.- See guidelines on verges at <http://www.claremont.wa.gov.au/Community/Sustainability.aspx>
- j) Artificial Turf is not considered a sustainable or environmentally sensitive landscape treatment by Council.

If a landowner installs unapproved surfaces such as Artificial Turf on the verge they may be instructed to reinstate it to an approved surface. The landowner would be responsible for the cost of reinstatement.

Verge maintenance guides for Council staff:

- a) Verges in the Claremont Business District (Stirling Highway, Stirling Road, Guger Street and Leura Avenue inclusive), the Swanbourne Shopping Centre (Claremont Crescent) and the Ashton Avenue Shopping Centre will be inspected and spot maintained daily and receive general maintenance once a week or as required.
- b) Verges in District Distributor (A) and (B) as well as Local Distributor: Roads will be inspected from a vehicle fortnightly for litter collection and the reporting of other observed needs for attention. These roads are as follows: Stirling Road, Shenton Road, Alfred Road, Claremont Crescent, Guger Street, Queenslea Drive, Victoria Avenue, Bay View Terrace (Victoria Avenue to Stirling Highway), Chancellor Street, Ashton Avenue, Judge Avenue, Princess Road, Bay Road, Agett Road (Bay Road to Goldsworthy Road), Goldsworthy Road, Richardson Avenue, Bindaring Parade, Osborne Parade, Melville Street, Loch Street (Stirling Highway to Railway Parade), Graylands Road (Shenton Road to Lapsley Road), Lapsley Road (Graylands Road to Davies Road), Davies Road (Lapsley Road to Alfred Road), Barnfield Road, Devon Road and Narla Road.
- c) Verges in Barnfield Road, Claremont Crescent and Guger Street reserves adjacent to the railway reserve will be litter picked approximately fortnightly.
- d) Verges in Stirling Highway will be walked and litter removed approximately each month, footpath condition inspected / recorded every second month.
- e) Residential, commercial or industrial verges will be slashed/maintained upon warranted complaint or an observed need. These types of verges will be particularly inspected for maintenance needs:
 - (i) In the Showground area in the fortnight before the Royal Show
 - (ii) In the period before Christmas

(iii) Towards the end of winter

Council will encourage residents to show pride in their neighbourhood through caring for the verge treatments by:

- a) Publishing Town Talk articles on best methods
- b) Recognising and reporting superior verge treatments
- c) Fostering Tidy Towns/Keep Australia Beautiful/Clean Up Australia campaigns
- d) Providing administrative and technical support to encourage self-help improvement to verges.”

Other Relevant Policies and Documents

Work Procedures

Policy Adoption and Amendment History

Reviewed/Modified	Minutes Reference	Date	Meeting Type
Adopted	232/05	21/06/2005	Ordinary Council Meeting
Reviewed	182/09	07/07/2009	Ordinary Council Meeting
Reviewed	169/12	04/09/2012	Ordinary Council Meeting

Attachment to Item 7.1

Sustainable Nedlands Committee 15 October 2012

Policy Review – Nature Strip Development

City of Subiaco Verge Policy Management Guidelines

VERGE POLICY - MANAGEMENT GUIDELINES

Reviewed January 2012

Street Verges

Policy Application

The street verge is part of the road reserve and, as such, is under the care, control and management of the City. Underground service provision such as power, water, gas and telecommunications are assigned standard alignments within the road reserve and typically these are between 0.0 and 5.0 metres from the property boundaries. As these are located in the verge, service utilities need to access them from time to time to maintain and/or repair services.

Landscaping of Verges

The underlying principle of the City's approach to managing verges in the road reserve is to encourage residents to: install and maintain soft landscaping which contributes to the aesthetic presentation of the streetscape; apply sound environmental consideration to verge development such as utilising low water demand plantings of species indigenous to the local area and minimising the use of impervious surfaces; meet the communities requirements for safety and protect the City's obligations for duty of care.

Biodiversity value

Consistent with environmental sustainability the policy aims to preserve and promote "green" verges throughout the City. Green verges are an important component of the City's streetscapes, which form green corridors that link to parks, reserves and natural bushland areas. Revegetated verges act as 'ecological stepping stones' and assist native animals and birds move throughout the urban landscape. Planting of local native flowering plants is supported to provide food and shelter for wildlife. Mulch should be applied prior to all plantings to a depth of 7-10 cm to assist water conservation.

Water infiltration

On site infiltration of storm water is desirable as a means of contributing to the replenishment of groundwater. Storm water runoff from large sections of hard surfacing can cause localised flooding and adversely impact on the City's storm water system.

Vegetable gardens

While the City encourages the planting of native species indigenous to the local area on verges, installation of vegetable gardens on the verge is permissible. Vegetable gardens on the verge should not stockpile waste, mulch or manure and all spent vegetation should be removed. Stakes, lattice and/or other supporting structures are not considered appropriate due to safety reasons.

Irrigation systems

Where the property owner wishes to install a permanent irrigation system on the verge the water supply is to be from within the adjacent private property boundary. All pipework is to be installed below ground and under footpaths. Sub-surface drip irrigation is preferred where possible to assist conserve water. Alternatively, the sprinklers should be the pop-up variety or type approved by the City.

Non-compliant use

The installation of hard landscaping elements such as borders and or planter boxes around mature street trees is not supported.

The construction/installation of tree houses and other play structures/equipment within the verge is not considered appropriate due to safety issues.

The tethering of boats, trailers and other such items to street trees, street lights and/or road signs is not considered appropriate within the road reserve due to safety issues and the potential to compromise the health of the tree and/or damage infrastructure.

The installation of synthetic turf as a verge treatment is not permitted due to the number of issues relating to its use.

Verge Compliance Criteria

In order for applications to install landscape treatments on the verge to be approved the following criteria will need to be addressed:

- Verge treatments are limited to low growing plants and ground covers and be non hazardous to pedestrians, motorists, and/or cyclists;
- The proposed landscaping provides a positive contribution to the aesthetic presentation of the streetscape
- Landscaping does not create barriers within the verge
- Dense planting or other low maintenance forms of landscaping is acceptable providing a pedestrian access 1.5m wide is maintained at all times;
- Where the proposal includes provision of a footpath through the verge between the existing footpath and the kerb line, the path is to be 1.5 metres wide, constructed of a suitably trafficable material and laid flush with the existing footpath, kerb and native soil level.
- Where a bus stop exists within a verge, the proposed development must provide a minimum 1.5 clearance around the bus stop and between the bus stop and the foot path;
- The mature height of vegetation will be maintained below 500 mm. However, midstorey plants, particularly those that are indigenous to the area such as grass trees (*Xanthorrhoea* species) and banksias (*Banksia* species) are permissible so long as they are not planted between a footpath and the road, to ensure sight lines are maintained ;
- Hedges or similar borders of plants are acceptable if planted to maintain, a minimum clearance of 500 mm from any existing and/or proposed footpath, and/or crossover and a minimum clearance of 1,000 mm from the kerb line;
- Reticulation, where proposed, does not present a hazard to either pedestrians or traffic;
- Appropriate measures are undertaken and maintained to minimise erosion and dust
- The use of loose inorganic materials (eg gravels / stones / rocks / bricks) will not be supported;
- The use of any hard landscaping elements to create garden edging or retain soil adjacent to any proposed or existing footpaths, crossovers, and or kerbs will not be supported.
- Temporary barricades for the purpose of establishing verge landscaping are acceptable provided that the materials used do not create a hazard are identified with an abundance of markers to ensure the safety of pedestrians.

Barriers must not be erected across pedestrian access ways, or in a manner, which creates a sight line barrier / hazard.

Verge Development Approval Process

All proposals for landscape treatment of the verge require approval from the City of Subiaco.

In order for applications to install landscape treatments on the verge to be assessed property owners are required to submit in writing an outline of the landscape proposal which includes a diagram to illustrate the proposed work including plant species and the layout of any proposed reticulation system(s).

The City will then:

- Inspect the location;
- Notify the owner in writing whether the City supports or does not support the proposed landscape development;
- On completion of any approved works the City will inspect the works;
- Works not carried out in accordance with the relevant approvals will require any noncompliance issues to be rectified.

Verge Development Assistant Scheme

The objective of providing verge development assistance is to encourage and support property owners to develop and maintain verges that contribute to the aesthetic presentation of streetscapes and a sustainable quality environment for the community:

1. **Verge Restoration:** The objective of providing verge restoration is to provide a better growing medium for low water demand plantings of low growing shrubs or ground cover plants other than turf. Existing soil/vegetation is removed from the verge to a depth of 50 mm below kerb/footpath levels and then replaced with fresh topsoil and levelled. Where a vehicular crossover is no longer used to gain access to the property, a verge restoration will include the removal of the redundant crossover. This scheme is available once only in every 10 years for individual properties.
2. **Plant Subsidy:** Residential property owners can apply to purchase subsidised low water demand native plants for landscaping the street verge adjacent to their properties. The objective of providing subsidised plants is to encourage residents to support biodiversity, water conservation, and the establishment of green corridors to link habitat areas within the Western Suburbs. The City will subsidise up to a maximum of 80 plants per property each year. Plants are available through the native plant subsidy scheme run on an annual basis within the month of May.
3. **Landscape Design Advice:** Plant selection advice and landscape design expertise is available to residential property owners requiring or seeking assistance in regard to verge landscaping. The City will subsidise assistance to a value of \$100. This scheme will be available once in every 5 years for individual properties.

Verge Development Assistance Scheme applications will be considered using the following criteria:

- Application must be from the property owner
- An application for verge restoration will not be considered or where building work or activities within the property have damaged the street verge
- The proposed verge treatment will improve and sustain the streetscape

- Preference will be given to native ground covers/shrubs with reduced water demands.
- Applications to participate in one of the City's three Verge Assistance Schemes can be made by contacting the City of Subiaco.

The availability of the verge development assistance scheme, particularly verge restoration, will be delivered within the limits of the available budget, therefore residents are requested to register their interest early in the financial year to avoid disappointment.

It is recommended property owners kill any existing turf prior to verge restoration to avoid resprouting. This may be done when the turf is actively growing (spring or autumn) by using weed control matts or biodegradable herbicides (e.g. Round-up Biactive).

Verge Maintenance

In areas of high visibility where a property owner(s)/resident(s) are not inclined to maintain the verge adjacent to their property the City will provide limited assistance to ensure public safety and to maintain a level of amenity commensurate with the expectations of the Subiaco community.

The following maintenance service is proposed:

The City will each year mow (once only) unkempt road verges in residential areas, which on the 1 December, display weed growth, which exceeds a height of 500 mm across the entire verge.

The City will mow all unkempt road verges adjacent to residential properties that are borders to the City on a programmed basis to a maximum 2 times per year.

Verges that are not typically maintained by residents which have weed/vegetation growth less than 500 mm in height and/or that do not pose a safety hazard, are left un-maintained. This standard is in keeping with the level of maintenance carried out by all other councils within the western suburbs.

Introduce community education program surrounding the benefit of verge maintenance by residents for the whole community.

Verge Paving

Where there is a legitimate requirement for verge parking and there is no reasonable alternative property owners can apply to pave a portion of the verge directly adjacent to their property. The objective is to provide a balance between legitimate off street parking requirements, streetscape enhancement by landscaping and the onsite infiltration of storm water.

Proposals for verge paving require consideration from the City of Subiaco.

Applications will only be approved where the application complies with the requirements of the Verge Policy and/or there is a legitimate requirement to provide for on verge parking and there is no reasonable alternative. Assessment will include a review of the properties ability to accommodate the onsite parking of two passenger vehicles.

Where the installation of paving to the verge is likely to compromise the longevity of an existing street tree the application will not be supported.

Where paving is proposed to provide a footpath between the property boundary and the kerb line, the path is to be 1.5 metres wide.

In order for verge paving proposals to be assessed the property owner is required to submit in writing an outline of their proposed paving plan with a diagram that

illustrates the proposed location, alignment, and the materials to be used. The City will then:

- Inspect the location
- Notify the owner in writing of whether the City supports or does not support the proposed paving plan.
- On completion of any approved works the City will inspect the works. Works not carried out in accordance with the relevant approvals will require any noncompliance issues to be rectified.
- In order for applications to install verge paving to be approved the following criteria will need to be addressed:
- Applicable only where in conjunction with new soft landscaping elements with low water demand.
- Applicable only where verge parking is required and there is no reasonable alternative.
- Proposed parking configuration will not cause obstruction of the footpath or carriageway;
- Where there is provision to park two vehicles within the adjacent residential property the installation of conventional clay or concrete paving within the verge is not supported.
- Where there is no provision to park vehicles within a residential property and there is no crossover into the property the property owner may apply to pave a portion of the adjacent verge to accommodate two vehicles. Where conventional clay or concrete paving is proposed, the area permitted to be paved will be no more than 70% of the verge area (excluding any existing footpath and/or approved single width crossover) where to do so would not compromise the longevity of any existing street tree. The use of soil reinforcing cells will entitle the property owner to pave up to 100% of the adjacent verge.
- Where the provision to park vehicles within private property is limited to one car; the property owner may apply to pave a portion of the adjacent verge to accommodate a second vehicle. Where conventional clay or concrete paving is proposed, the area permitted to be paved will be no more than 30% of the verge area (excluding any existing footpath and/or approved single width crossover) where to do so would not compromise the longevity of any existing street tree. The use of soil reinforcing cells will entitle the property owner to pave up to 70% of the adjacent verge.
- Where the road reserve is narrow and the verge contains a large and mature street tree with a wide spreading canopy, which overshadows the whole verge and which prohibits the establishment of ground covers the adjacent residential property owner may apply to pave up to 70% of the verge consistent with the requirements of this policy.
- Where there is approval to install conventional clay or concrete paving to 70% of the verge the adjacent property owners must make provision for the on-site drainage of storm water within the verge. The adjacent property owner is required to provide detailed plans of the proposed method of storm water infiltration to the City for its consideration and approval. The use of soil reinforcing cells (which provide for storm water infiltration) will not require additional drainage provisions.
- A minimum two (2) metre paving clearance from any street tree is to be maintained.
- The property owner is to acknowledge in writing that any approved verge paving installed within the verge will be maintained by the property owner at grade

consistent with the surrounding soil level at all times to ensure safe pedestrian access.

- The property owner is to acknowledge in writing that there is no responsibility on the part of the Council or utility service provider to reinstate verge paving removed to provide for routine maintenance of services or projects approved by Council.
- Commercial areas are treated separately from residential verges as paving is permitted to 100% of the verge in commercial areas.

Property Development

To minimise the risk of tree damage/death a minimum construction clearance of two (2) metres is required from the base of an existing street tree. Where excavation to a depth greater than 100mm is proposed the clearance should be greater than three(3) metres from the base of an existing street tree.

Existing Verge Treatments

Where verge treatments are not consistent with the policy and are identified as safety hazards the City will request the property owner to carry out remedial works. Where the owner of the property is unable or unwilling to complete remedial works, the City will complete works.

Existing verge treatments, which are not consistent with this policy, are required to be rectified, on the following basis:

- Identified hazards or safety issues eg tree houses, play equipment or any structure that has not been approved etc, boats and/or trailers tethered to street trees etc, landscaping that has thorns, spear like leaves or plants that are known to be toxic etc, landscaping that impedes sightlines/pedestrian access etc, rectification within 14 days of notification. Where an existing verge treatment is identified to present an immediate hazard the City will rectify within 24 hours.
- Paving (not approved by the City of Subiaco) in excess of areas defined in this policy are to be rectified within 60 days of notification.
- Planter boxes/borders not constructed to meet Australian Standards or industry standards; or constructed to a height greater than 150mm and/or within 500 mm of an existing footpath/crossover and/or within 1,000 mm of the kerb line, require rectification within 60 days.

Residents and commercial property owners are encouraged to maintain the verge adjacent to their property, for their own benefit, the benefit of their neighbours and the benefit of the wider Subiaco community.

Public Awareness

The City will acknowledge residents efforts to develop a sustainable verge landscape via a 'Sustainable Verge Award' each year in spring. The award will target verge landscapes which contribute to the City's green objectives. The award is available for two categories' residential and commercial/schools. The award is judged on the following criteria: biodiversity; water wise strategies; design; maintenance and any unique aspects. Nomination forms are available at the Administration Centre, and can be submitted from August to mid-September annually.

Public awareness programs to highlight the responsibilities of residents and the City on the issues of planting and maintenance of the verges will be undertaken, including:

- Articles placed from time to time (quarterly) in the Post newspaper and Talk about Subiaco newsletter. The articles should include all aspects of verge planting and maintenance, including responsibility and relevant By Laws.

Glossary Of Terms

Street Verge -	Portion of road reserve between the property boundary and edge of carriageway (kerb line).
Street Tree -	A tree planted and maintained by the City typically located 2.7 metres off the property boundary.
Verge Treatment -	Landscaping of the portion of street verge not occupied by a footpath or crossover. Typically involves the planting of grass, ground covers or low shrubs and may include reticulation or paving.
Verge Restoration -	The removal of any existing treatment and excavation of soil up to 100mm below existing paved levels. Topsoil is placed and levelled so that the new soil is flush with existing paving (footpath, crossover, kerbing, etc).
Soft landscaping -	Refers to grass, ground cover and shrubs
Hard Landscaping -	Refers to retaining structures or edging / borders, but not paving.
Paving -	Refers to clay or concrete paving materials for footways or hardstand for parking of vehicles.
Structures -	Refers to built structures