



CITY of PERTH

Lord Mayor and Councillors,

**NOTICE IS HEREBY GIVEN** that the next Ordinary Meeting of the Council of the City of Perth will be held in the Council Chamber, Level 9, Council House, 27 St Georges Terrace, Perth on **Tuesday, 13 October 2015 at 6.00pm.**

Yours faithfully

GARY STEVENSON PSM  
CHIEF EXECUTIVE OFFICER

8 October 2015

#### VISION STATEMENT

*Perth is renowned as an accessible city. It is alive with urban green networks that are safe and vibrant. As a global city, there is a diverse culture that attracts visitors. It provides city living at its best. Local and global businesses thrive here. Perth honours its past, while creating a sustainable future.*



# BUSINESS

1. Prayer
2. Declaration of Opening
3. Apologies
4. Question Time for the Public.
5. Members on Leave of Absence and Applications for Leave of Absence
6. Confirmation of Minutes:  
Ordinary Council – 22 September 2015
7. Announcements by the Lord Mayor
8. Disclosure of Members' Interests
9. Questions by Members of which due notice has been given
10. Correspondence
11. Petitions
12. Matters for which the Meeting may be Closed

In accordance with Section 5.23(2) of the *Local Government Act 1995*, should an Elected Member wish to discuss the content of the confidential schedule/s listed below, it is recommended that Council resolve to close the meeting to the public prior to discussion of the following:

Schedule No.	Item No. and Title	Reason
Schedule No. 17	Item No. 14 – Tender 008-15/16 Water Feature Maintenance Services at Various Locations	Section 5.23(2)(e)(ii)

13. Reports (refer to Index of Reports on the following pages)
14. Motions of which previous notice has been given
15. Urgent Business
16. Closure

## INFORMATION FOR THE PUBLIC ATTENDING COUNCIL MEETINGS

Welcome to this evening's Council meeting. This information is provided on matters which may affect members of the public. If you have any queries on procedural matters please contact a member of the City's staff in attendance tonight.

### Question Time for the Public

- An opportunity is available at Council meetings for members of the public to ask a question about any issue relating to the City. This time is available only for asking questions and not for making statements. Complex questions requiring research should be submitted as early as possible in order to allow the City sufficient time to prepare a response.
- The Presiding Person may nominate a Member or officer to answer the question and may also determine that any complex question requiring research be answered in writing. No debate or discussion is allowed to take place on any question or answer.
- To ask a question please write it on the white Question Sheet provided at the entrance to the Council Chamber and hand it to a staff member before the meeting begins. Alternatively questions can be forwarded to the City of Perth prior to 3.00pm on the day of the meeting, by:-
  - Letter: Addressed to GPO Box C120, Perth, 6839;
  - Email: [governance@cityofperth.wa.gov.au](mailto:governance@cityofperth.wa.gov.au).
- Question Sheets are also available on the City's web site: [www.perth.wa.gov.au](http://www.perth.wa.gov.au).

### Disclaimer

Members of the public should note that in any discussion regarding any planning or other application that any statement or intimation of approval made by any Member or officer of the City during the course of any meeting is not intended to be and is not to be taken as notice of approval from the City. No action should be taken on any item discussed at a Council meeting prior to written advice on the resolution of the Council being received.

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# EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

The City of Perth values the health and safety of its employees, tenants, contractors and visitors. The guide is designed for all occupants to be aware of the emergency procedures in place to help make an evacuation of the building safe and easy.

## BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

### ALERT ALARM

**beep beep beep**

All Wardens to respond.

Other staff and visitors should remain where they are.



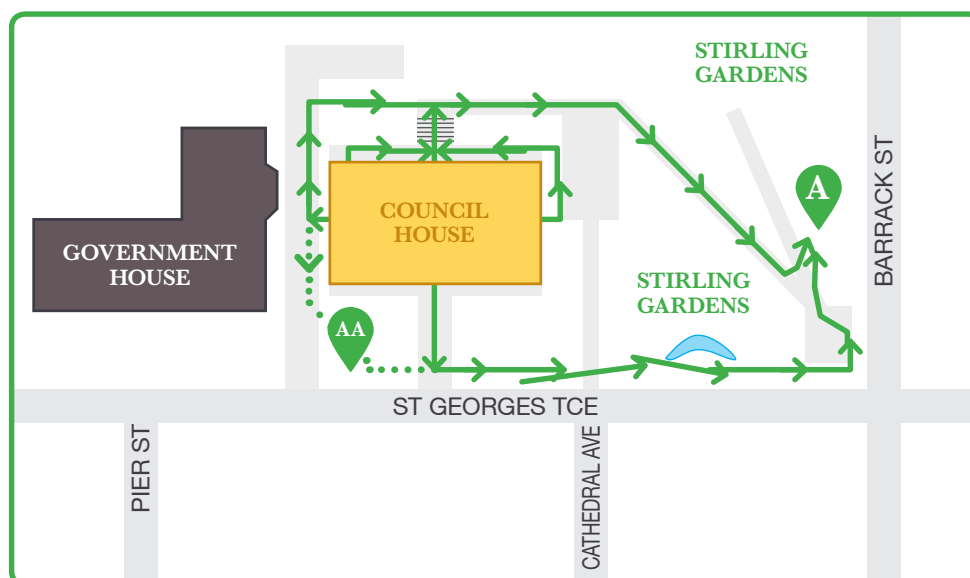
## EVACUATION ALARM/PROCEDURES

**whoop whoop whoop**

On hearing the Evacuation Alarm or on being instructed to evacuate:

1. Move to the floor assembly area as directed by your Warden.
2. People with impaired mobility (those who cannot use the stairs unaided) should report to the Floor Warden who will arrange for their safe evacuation.
3. When instructed to evacuate leave by the emergency exits. **Do not use the lifts.**
4. Remain calm. Move quietly and calmly to the assembly area in **Stirling Gardens** as shown on the map below. Visitors must remain in the company of City of Perth staff members at all times.
5. After hours, evacuate by the nearest emergency exit. **Do not use the lifts.**

### EVACUATION ASSEMBLY AREA



Assembly Area

Alternate Assembly Area

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## **PLANNING COMMITTEE REPORTS**

### **ITEM NO: 1**

#### **5 THE ESPLANADE AND BARRACK SQUARE (LOTS 302, 501, 555 AND 9000), PERTH – PROPOSED ACTIVATION OF ELIZABETH QUAY AND BARRACK SQUARE AS AN EVENT VENUE**

**PLANNING COMMITTEE  
RECOMMENDATION:**

**(ADVICE TO METROPOLITAN  
REDEVELOPMENT AUTHORITY)**

***That Council advises the Metropolitan Redevelopment Authority that:***

- 1. it supports the proposed activation of Elizabeth Quay and Barrack Square as event venues subject to:***
  - 1.1 a working party being established between the City and the Metropolitan Redevelopment Authority which could address event planning; scheduling and programming; coordination and management; resolving disputes in events being considered; issuing of joint approvals; and assisting to inform improvements in future events on public event spaces;***
  - 1.2 noise management being further considered with a policy being agreed upon between the Metropolitan Redevelopment Authority and the City addressing the frequency and times of events that may have adverse impacts on nearby residents and businesses;***
  - 1.3 the City not accepting any responsibility for any risks associated with events held at Elizabeth Quay with the City being indemnified against any claim arising from the events, noting there is the potential spill-over of unforeseen matters over property and jurisdiction boundaries;***

***(Cont'd)***

- 1.4 separate approvals being obtained by the event organisers from the relevant authorities as required in terms of Health Act 1911, the Health (Public Buildings) Regulations 1992, and Food Act 2008, Building Code of Australia, Fireworks, Main Road Impacts, and Environmental impact;**
- 1.5 the majority of the public realm areas, including pedestrian and cycle links along the waterfront, being accessible (free of charge) to the public at all times to reflect the general intent of the approved public open space;**
- 1.6 bump-in and bump-out for events being prohibited during peak traffic and pedestrian periods, being between 7:00am and 9:00am and 4:00pm and 6:00pm on weekdays;**
- 1.7 the Metropolitan Redevelopment Authority effectively enforcing compliance with the conditions of licensed events and limiting any 'unauthorised' activities or use (for example unauthorised parking on vacant sites);**
- 1.8 The Metropolitan Redevelopment Authority or event organiser being responsible for covering the City's costs:**
  - a) in regard to repairing any damage to the City's infrastructure and assets resulting from an event; and**
  - b) of City staff undertaking inspections and monitoring during and post events;**
- 1.9 the design of the centralised storage, waste and cleaning facility being integrated into the broader design of the public realm with details being provided to the City for comment prior to the facility being constructed;**
- 1.10 disability access being maintained throughout the public realm and being included as a condition of any event approval, ensuring compliance with the Disability Discrimination Act;**

**(Cont'd)**

- 1.11 event infrastructure being located to avoid potential impact on WiFi sight lines and CCTV services for the public realm, with these services being shown on the 'EQ Infrastructure Map';**
- 1.12 all event organisers addressing waste as part of their event management plans, with a waste management plan template/checklist being provided by the Metropolitan Redevelopment Authority to event organisers to identify how they would address issues specific to each event site within Elizabeth Quay;**
- 1.13 all event organisers submitting a communication plan detailing how public enquiries, complaints and notifications for each event will be managed and implemented by event organisers;**
- 1.14 parking and loading related to bump-in and bump-out activities being provided on site where possible to reduce impacts on traffic, particularly when multiple events occur within Elizabeth Quay;**
- 1.15 large ticketed events (over 5000 people) being required to have joint ticketing with the Public Transport Authority;**
- 1.16 event organisers submitting Management Plans to adequately address Risk; Noise; Transport and Parking; Pedestrian movement; Security; and Disability Access and Inclusion;**
- 2. the following additional matters be further considered when considering the planning of, or assessing applications for, events:**
  - 2.1 temporary food and beverage outlets which compete with permanent food and beverage outlets in the locality should not be supported unless the specific event attendance numbers support the need for additional services;**
  - 2.2 a Lighting Management Plan being required as part of any event application addressing safety impacts on vehicular and pedestrian traffic and amenity impacts on adjoining buildings or event spaces;**

**(Cont'd)**

- 2.3 conditions of event approvals should clearly define wear and tear damage to the event site; require penalties if bump out is not completed by the expiration date, include cleaning of surrounding streets, public areas and adjoining properties; encourage the reduction in energy consumed, the use of clean energy including generators, the use of recycling bins for rubbish disposal and the use of public transport to attend the event;**
- 2.4 the establishment of an Emergency Management Working Group with the Group considering the location of centralised assembly areas when multiple events are taking place at the same time; the provision of a public address system or general alarm for the whole of Elizabeth Quay that can be utilised in case of emergency and the potential conflict between emergency vehicles entering the precinct and/or specific sites and patrons occupying or exiting the area during an emergency;**
- 2.5 Main Roads Western Australia will need advance notice to approve any proposed temporary traffic signal changes;**
- 2.6 the temporary closure of any roads within or adjacent to Elizabeth Quay for event purposes will be required to follow due process;**
- 2.7 consideration needs to be given to any impacts on public transport notably the CAT buses and ferries providing access for patrons and the public;**
- 2.8 access to Sites 2 and 3 from William Street should be limited to reduce traffic impacts on the local road network;**
- 2.9 traffic management plans for major events should include crowd management (traffic controllers) when pedestrians cross William Street from Elizabeth Quay to The Esplanade railway station.**

## BACKGROUND:

SUBURB/LOCATION:	5 The Esplanade, Perth and Barrack Square, Perth
FILE REFERENCE:	2015/5372
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	23 September 2015
MAP / SCHEDULE:	Schedule 1 – Location Map
3D MODEL PRESENTATION:	A 3D Model for this application will not be available at the Committee meeting.
LANDOWNER:	Metropolitan Redevelopment Authority
APPLICANT:	Metropolitan Redevelopment Authority
ZONING:	(MRS Zone) N/A (City Planning Scheme Precinct) Civic (P7) and Foreshore (P8) (City Planning Scheme Use Area) N/A
APPROXIMATE COST:	Not specified

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

## SITE HISTORY:

The following development applications are relevant:

Development Application 1 – Forward Works Civil (DA1; Approving Authority: WAPC): Includes external roadworks, major services, contamination remediation and demolition/deconstruction within the Esplanade Reserve (conditionally approved February 2012).

Development Application 2 – Inlet and Marine Works (DA2; Approving Authority: WAPC): Includes major earthworks associated with the creation of the inlet and island, jetty demolition, jetty extensions and dredging (conditionally approved April 2012).

Development Application 3 – Infrastructure & Services to support the Public Realm (DA3; Approving Authority: WAPC). This principally covered the remaining servicing and infrastructure to support the public realm at Elizabeth Quay (conditionally approved in March 2014).

Development Application 4 – Final Finishes to Public Realm (DA4; Approving Authority: MRA): Covers all remaining public realm finishes for the completion of the Elizabeth Quay project (conditionally approved in July 2014).

Development Application 6 – (DA6; Approving Authority: MRA): This development application related to the food and beverage (FBO) outlet known as Station Park FBO, which was approved on 22 July 2014 and is currently under construction.

Development Application 7 – (DA7; Approving Authority: MRA): This development application related to the FBO known as Eastern Promenade FBO, which was approved on 21 July 2014 and is currently under construction.

Development Application 8 – (DA8; Approving Authority: MRA): This development application related to the reconstruction of the heritage Florence Hummerston FBO and was approved on 21 July 2014.

The following subdivision applications are relevant:

Subdivision 1 – North (SD1; Approving Authority: WAPC): Consisting of 5 northern lots (conditionally approved February 2012).

Subdivision 2 – South (SD2; Approving Authority: WAPC): Consisting of the balance four lots either side of the inlet and public domain (conditionally approved April 2012).

Subdivision 3 – Re-subdivision (SD3; Approving Authority: WAPC): To accommodate food and beverage outlets and a new access road (awaiting approval).

## **DETAILS:**

Currently the Metropolitan Redevelopment Authority (MRA) has a regulatory approval process that requires development approval to be obtained for all uses, including events, within Elizabeth Quay regardless of the size, type and impact of the event or use. The MRA has referred an application to the City for its comment that seeks to streamline the event approval process for Elizabeth Quay, to assist in attracting more events to the area.

The application proposes to formally change the use of 12 spaces within Elizabeth Quay and Barrack Square including the inlet, roads, unsold development lots (Lots 2, 3, 4 and 5) and other public realm areas from "public domain" to "event space", providing ongoing planning approval for events that comply with predetermined thresholds. The change of use is proposed until 31 July 2018.

The various spaces offer a range of areas and surfaces (grass, gravel/pebble, road pavement, water), most with access to power and sewerage connection, to accommodate a wide range of activities and attractions. Details of the proposed change of use are as follows:

### Types of Events

The MRA considers its role to be to activate Elizabeth Quay by developing a calendar of events, activities and entertainment that drive visitation and create a brand and destination awareness resulting in economic and social benefits. The MRA considers that ongoing activation, marketing events and programming will support commercial operations of the precinct and benefit the Elizabeth Quay project.

The types of events that be held within the various event spaces will vary from commercial to community events and will be operated by local, national and international event organisers.

Event, programming and activities include:

- Markets
- Spaces for artists and business entrepreneurs to create and display
- Food stalls and vendors
- Cultural and Community fairs/events
- Concerts (paid and free)
- Multimedia attractions
- Outdoor cinemas
- Art installations
- Corporate and special event functions
- Large festivals
- Sporting events (fun runs, swimming, triathlons)
- Circus shows and carnival rides
- Charity events
- Water based activities
- Children activities
- Public product displays (vintage cars)
- Event support areas (first aid, catering, information)
- Photography and film shoots

#### Structures associated with Events

The structures and supporting infrastructure that will be permissible as part of event approvals include but are not limited to:

- Market stalls
- Performance stages
- Marquees
- Garden beds
- Structures for multipurpose use by artists and entrepreneurs
- Display boards and tables
- Seating and tables
- Food and drink stalls and service area
- Toilets and change rooms, generators, first aid stands and similar support facilities
- Art installations and unique festival facilities
- Fencing and crowd control measures
- Signage, promotional and directional
- Sea containers for a multitude of uses including storage, ticket booths, bike
- Parking, food and drink stalls and office use
- Pontoons
- Movie screens

The MRA advised that it is intended that conditions will be applied to any event approval requiring all structures to be high quality and compliant with all safety, access and building code requirements with large structures requiring approvals or permits from the relevant Government agency. Furthermore, conditions will also require that structures and signage do not pose any damage to Elizabeth Quay infrastructure including the inlet area, or detract from the visual site aesthetics with signage not allowed to be attached to existing buildings, fences, or walls.

#### Event Thresholds

- Operations between 7am and midnight only, any day of the week;
- Bump-in and bump-out of the event is to occur between 7:00am and 7:00pm;
- Planned attendance at all events within the public realm is to be no more than 15,000 people at any one time;
- All events, exhibitions or installations to run for no more than 90 days, 24 hours a day;
- Events must not prevent access into or through the public realm or unreasonably blocking/restricting access to buildings (especially FBO tenants) within the EQ development;
- Events must at all times comply with the permit noise emission limits specified under the Environmental Protection Noise Regulations.

#### Development Approval for Events Exceeding the Threshold

The following Events will require separate Development Approval from the MRA and will not be covered by this application:

- Events that do not meet the above thresholds or the Event License conditions;
- Events which require restricted access to the entire Elizabeth Quay area;
- Events that require an approval under Regulation 18 of the Environmental Protection Noise Regulations to exceed standard noise limits; and
- Further the MRA will reserves the right to require any event considered to be potentially disruptive to submit a separate application for Development Approval.

#### Public Liability

All event organisers will be required to provide details of Public Liability Insurance.

#### Event Licenses

All events and activities will be required to obtain an Event License from the MRA.

#### Stakeholder Communication/Complaint Resolution

The MRA advised that it is in consultation with the City's Officers in regard to Community Consultation and letters and meetings with residents are envisaged.

### Waste Management

The MRA has provided a Waste Management Plan to ensure the precinct is maintained to a high standard.

### Noise Management

The MRA will ensure activities and programming comply with the Health Regulations.

### Risk Management

A Risk Management Plan has been prepared.

### Security Management

Depending on the details of any event additional security will be required under the Event License conditions to be provided by the Event Organiser.

### Emergency and Traffic Management

The MRA has provided a Emergency and Traffic Management Plan including various scenarios as a base document however and Emergency Management Plan including traffic management will be required to be submitted for each event by the Event Organiser as part of the Event License application.

### Equipment and Storage

Temporary and permanent storage areas will be provided onsite.

### Parking and Loading

The MRA advised that loading bays provided in the streets can be utilised for bump in and out. Also entry and loading zones are provided for each site.

## **LEGISLATION :**

### Central Perth Redevelopment Scheme

The Elizabeth Quay Project Area was added to the MRA Central Perth Redevelopment Area at the time of creation of the MRA under provisions of the *Metropolitan Redevelopment Act 2011* (MRA Act) and associated *Metropolitan Redevelopment Regulations 2011* (MRA Regulations). Following its establishment, the MRA initiated an amendment to the Central Perth Redevelopment Scheme 2, to extend the Scheme over the Elizabeth Quay Project Area. The amendment was effective 1 August 2012 and transferred planning authority for the project area from the Western Australian Planning Commission (WAPC) to the MRA, with the MRA assuming responsibility for determining planning approvals within the project area.

## **COMMENTS:**

### **Land Use**

The application to provide place activation through events within Elizabeth Quay and Barrack Square, particularly to support existing and new traders in the locality, is supported. As it will be some years before construction of the approved hotel and residential apartments on the first of the development sites is completed, events will help to attract people to the area, add vitality to the public spaces and make use of vacant sites.

Temporary food and beverage outlets which compete with permanent food and beverage outlets should be carefully considered as part of any event license application and should be avoided unless the patron numbers support the provision of additional services.

The MRA has advised that events will not be allowed to prevent access into or through the public realm or to block or restrict access to buildings within the Elizabeth Quay development. It is considered that the general public should be the main beneficiaries of the public areas within Elizabeth Quay and Barrack Square and a reasonable amount of public realm should be available (free of charge) to the public at all times to reflect the general intent of the public open space. The application does not provide any information regarding the management of the public spaces when there are no events taking place and is unclear in providing specific details on what activities do not require event approval and what casual activities are permitted (for example, informal ball games and picnics by casual groups of people).

Access to certain parts of the public realm will require careful management for example the waterpark and the pedestrian bridge which may be closed for events (for example triathlons or bike events), whilst the public has an expectation of access to these areas. These aspects will require coordination, community advertising and will have to be included in traffic (including pedestrian) management and is discussed later in the report.

Lighting for night time events could have considerable impacts on adjoining properties or activities and also may have safety implications for vehicular traffic and pedestrians in close proximity. It is therefore considered that a Lighting Management Plan also be required as part of any event application

The length of approval being sought (to June 2018) should coincide with the completion of the first buildings at Elizabeth Quay with any on-going approval being reviewed once residents move into the precinct. However, MRA should be reminded that there are existing residents in the surrounding area and existing businesses and other activities that might be impacted by the proposed events and that any event programming needs to take this into account.

## **Compliance with Relevant legislation**

It is noted that a wide range of uses and activities will be accommodated through this event approval. Any support for the application will need to point out that an approval granted by the MRA does not exempt event organisers from obtaining all other approvals required under relevant legislation. Consultation and approvals from various stakeholders will depend upon the scale and potential impacts of an event or the need for temporary structures or road closures. This includes approvals required under the Health Act and Regulations relating to Public Buildings (which includes many event structures such as stages and large marquees) and events that incorporate dining and drinking. Approvals may have to be obtained from the Executive Director of Public Health or where delegated from the City. Furthermore, public buildings and other structures may be required to comply with the provisions of the Building Code of Australia (BCA) and with the disability access provisions and the relevant permits will have to be obtained from the City. Furthermore approval from Main Roads will be required if the traffic impact on main roads reach the relevant criteria. Events which entail and present safety risks will also require approval from the relevant authorities for example fireworks may have to obtain clearance to the satisfaction of Fire Emergency Services Australia (FESA).

## **Stakeholder Communication/Complaint Resolution**

The MRA advised that it is in consultation with the City in regard to Community Consultation. It is considered that any consultation should be to the City's satisfaction and that the stakeholder impact area (footprint) will vary according to the event type and scale (as depicted in noise impact modelling). Furthermore, it is the City's experience that all notices to businesses and residents should be delivered by prepaid post unless otherwise approved as a requirement/condition of an event licence.

## **Coordination of Multiple and Wider Impact Events**

According to the MRA the planned attendance at all events occurring simultaneously within the Elizabeth Quay and Barrack Square public realm is to be no more than 15,000 people. Furthermore, all licensed events, exhibitions or installations are to run for no more than 90 days noting that the time limitations run from 7am to midnight any day of the week.

In addition to the above events there may also be a range of other events and activities outside of the precinct but in close proximity, on the adjoining Supreme Court Gardens or on Langley Park or at the Perth Convention and Exhibition Centre. It is considered that effective coordination is required to ensure an overview of the impacts on the city to avoid cumulative effects resulting in negative outcomes for individual events, major noise disturbances, unacceptable levels of traffic congestion or in the worst case disruptive impacts in case of unforeseen emergencies.

It is therefore considered appropriate that the MRA consult with City prior to booking spaces, with copies of all applications being forwarded to the City on receipt for recording and providing comment. The coordination of events and activities must ensure that the City can determine the requirements for events where the event or

servicing an event (bumping in or out) impacts on city streets, footpaths, shared paths and surrounding properties. No equipment, signs or vehicles should be placed on the City's assets without the City's prior approval. The MRA or event organisers should also be responsible for covering costs for any damage to the City's assets resulting from the event and for the cost of post event inspections (by recovering monies through security bonds from the licensee). It is considered appropriate that the cost of City staff inspections during events including health and noise monitoring should be covered by the event organiser, as with all events approved by the City.

At this stage it is unclear how potential disputes will be resolved should the MRA or City wish to conduct events within their areas of jurisdiction which may conflict or impact on each other, or cumulatively result in unacceptable outcomes, or one authority simply opposes any proposed event.

Currently the City holds quarterly meetings with the MRA to coordinate programming for the Cultural Centre / City Events which works effectively. It is therefore appropriate to consider establishing a similar working group with officers from both the City and MRA and other relevant stakeholders to coordinate programming of events for Elizabeth Quay. It is understood that the MRA already has agreements with the Department of Transport and the Public Transport Authority for the coordination of activities and is in the process of establishing an agreement with Department of Parks Wildlife.

The working group could address event planning; scheduling and programming; coordination and management; dispute resolution; joint approvals (by the City and MRA); and assist to inform improvements in the planning for future events on public event spaces. Such arrangements would conform with the Memorandum of Understanding (MOU) that has already been established between the City and the MRA, detailing both organisations' roles and commitment to cooperative working for the successful delivery of works within the public realm of the redevelopment project areas, so that each organisation may more effectively and efficiently meet its responsibilities and needs regarding the coordination and servicing of Elizabeth Quay.

## **Event Licenses**

All events and activities would be required to obtain an Event License from the MRA however at this stage it is unclear whether the MRA security bonds will cover damage to any City assets. It is the City's experience to clearly define wear and tear damage; to require penalties if bump out is not completed by the expiration date, to include cleaning of surrounding streets, public areas and adjoining properties as a condition of any licence. It is also considered important that the City be indemnified if there are event incidents that go beyond those areas under MRA control.

The MRA could, by way of conditions, encourage the reduction in energy consumed, the use of clean energy including generators, the use of recycling facilities and encouraging the use of public transport to attend events.

## **Waste Management**

The MRA has provided a Waste Management Plan to ensure the precinct is maintained to a high standard. The report does not indicate how recommendations will be implemented. It is considered that applicants need to address waste in their event management plans with a waste management plan template / checklist being provided for event organisers to identify how they would address issues.

The Waste Management Plan recommends a centralised storage and cleaning facility however the design of this needs to be integrated into the broader design of the public realm.

## **Noise Management**

The MRA advises that it will ensure activities and programming comply with the *Environmental Protection (Noise) Regulations 1997*. Non-conforming events will be subject to separate applications for approval.

It is the City's experience that residents along The Esplanade are severely impacted by noise levels depending on the configuration of the event. The Noise report indicates that there is likely to be noise issues (C-weighted from concerts) for residents along The Esplanade. There is also potential impact on business activity, particularly where events are held during business hours. South Perth may also be impacted from events.

Events could take place from 7.00am to midnight any day of the week. The impact of multiple events over extended hours on sensitive premises such as Lawson Apartments and the Supreme Court, and on all other surrounding businesses, needs to be taken into account by the MRA whose focus is only on the activation and branding of the Elizabeth Quay precinct. It is considered that Noise Management needs to be further considered and a policy be agreed upon considering amongst other matters the frequency and times of events that may be considered to have adverse impacts.

## **Risk Management**

The MRA has prepared a Risk Management Plan for events. It needs to be clear that the City will not take any responsibility for any risks associated with events at Elizabeth Quay at this time with the MRA taking all responsibility. The role of the City needs to be clarified but as suggested above, event organisers must carry appropriate public liability insurance the City must be indemnified against any claims arising from an event.

## **Emergency Management**

The MRA has provided an Emergency and Traffic Management Plan including various scenarios as a base document and has advised that an Emergency Management Plan including traffic management will be required to be submitted for each event by the Event Organiser as part of the Event License application. It is

considered appropriate that Traffic Management needs to be separated from Emergency considerations, as discussed in the following section of this report.

In terms of the emergency management matters, a major concern for coordinating events is the potential conflict between emergency vehicles entering the precinct and specific sites and patrons occupying or exiting the area during an emergency. It is questioned who will be on the Emergency Management Working Group. It is also a concern that assembly areas are proposed to be located on other lots within Elizabeth Quay that could be used for other events. This will obviously require coordination when there are multiple events taking place at the same time, requiring alternative assembly points. It is also considered important that a Public Address System or alarm provision is in place for the whole of Elizabeth Quay that can be utilised in case of an emergency.

### **Traffic Management**

The MRA Traffic Management Plan includes various scenarios to guide event organisers in preparing Traffic Management Plans. It is noted that in some instances Main Roads Western Australia (MRWA) will need advance notice and will have to provide approvals to any necessary traffic signal changes. It is also considered that in some instances Geoffrey Bolton Avenue will need to be closed with any temporary road closures being required to follow due process.

Consideration needs to be given to any impacts on public transport notably the CAT buses and ferry services providing access for patrons and the public. Also access for event vehicles from William Street will need careful consideration with the relevant authorities as it is located opposite the freeway on/off ramp and may require partial closure for bump in/out which is not recommended. Access to Sites 2 and 3 will present challenges and MRWA will need to give further consideration to these matters.

The MRA proposed bump-in and bump-out of events to occur between 7:00am and 7:00pm, however this is not acceptable. These activities should not occur during peak traffic and pedestrian periods being between 7:00am and 9:00am and 4:00pm and 6:00pm.

The Traffic Management Plan is considered to lack crowd management (traffic controllers) when pedestrians cross from Elizabeth Quay to The Esplanade railway station. It is considered that all events will require some level of crowd management in this area.

It is considered that large ticketed events (over 5000) should be required to have joint ticketing with the PTA.

### **Parking and Loading**

The MRA advised that loading bays provided in the streets can be utilised for bump in and out. Also entry and loading zones are provided for each site. It is considered that the available loading bays are very limited and were obviously not planned for the scale of events requiring considerable bump-in and bump-out and servicing.

Parking and loading should be predominantly provided on site as this will lessen the requirement for coordination when multiple events occur.

### **Equipment and Storage**

The MRA advise that temporary and permanent storage areas will be provided onsite. However it is considered that the design of the centralised storage, waste and cleaning facility needs to be integrated into the broader design of the public realm with details being provided to the City for comment prior to the facility being constructed. This facility may have considerable adverse impact on the general amenity of the area (more so when there are no events). It is also important that all storage is fully enclosed and screened effectively from view.

### **General**

Prior to the erection of any structures especially larger tall structures and also smaller structures exempt from the BCA require careful consideration to be given to wind affect. Consideration should also be given of the impact any temporary event infrastructure may have on WiFi sight lines and CCTV services for the public realm. This infrastructure should be shown on the 'EQ Infrastructure Map' and should be made conditional in any event license.

### **Conclusion**

The application proposing activation of Elizabeth Quay and Barrack Square as an event venue until the precinct is further developed is supported in principle. However, it is considered that there are still a number of issues to be resolved. It is considered critical to the success of the precinct that careful coordination is undertaken with the City and in consultation and other stakeholders, not only in respect to the events within Elizabeth Quay and Barrack Square, but also having regard for events and activities on adjacent reserves and roads in the city. Therefore the application is supported subject to the primary requirement that a Heads of Agreement for Events is established between the City and the MRA incorporating the establishment of an Elizabeth Quay Events Coordination Group/Committee which could address such matters as event planning; scheduling and programming on a city-wide basis.

## ITEM NO: 2

### **139 (LOT 20) KENSINGTON STREET, EAST PERTH – ADDITIONAL USE OF WHISKEY DISTILLERY FOR FUNCTIONS AND A CAFE**

**PLANNING COMMITTEE  
RECOMMENDATION:**

**(APPROVAL)**

*That Council in accordance with the provisions of City Planning Scheme No. 2, Local Planning Scheme No. 26 and the Metropolitan Region Scheme, APPROVES the application for the additional use of the building at 139 (Lot 20) Kensington Street, East Perth (currently approved as a whiskey distillery with incidental retail sales) for corporate functions and as a café ('Dining and Entertainment') as detailed on the Metropolitan Region Scheme Form One dated 29 June 2015 and as shown on the plans received on 3 July 2015 subject to:*

- 1. the functions being limited to corporate functions for the promotion and cross promotion of the whiskey products and other businesses;*
- 2. the functions being for a maximum of 80 people;*
- 3. a maximum of 26 functions being held each calendar year with no more than three functions being held in any one month;*
- 4. the functions ending no later than 10.00pm, Monday to Sunday and including public holidays;*
- 5. bump-in and bump-out by caterers and event organisers not being permitted between the hours of 10.00pm and 7.00am Monday to Friday and between 10.00pm and 10.00am Saturday and Sunday and loading/ unloading for functions only occurring from the street parking bays directly in front of the building or from within the building;*

**(Cont'd)**

6. *any music or entertainment not being audible outside the subject building at the lot boundaries of the site after 7.00pm;*
7. *the front roller door being closed during functions;*
8. *the louvered windows in the rear wall of the building being acoustically treated with 6mm thick glass or boarded up with 6mm compressed fibre cement sheeting prior to any functions being conducted;*
9. *an amended acoustic report based upon compliance with Condition 6 being submitted for approval by the City and any further works required in this report to achieve compliance with this condition being completed to the satisfaction of the City prior to any functions being conducted;*
10. *written notice being provided to the City five working days prior to any function being held at the property;*
11. *the applicant submitting an operational management plan for the approval of the City prior to any functions being held which specifically addresses:*
  - a. *control of music and background noise levels, noise from patrons arriving at and leaving functions and noise during the caterers bump in and out;*
  - b. *control of anti-social behaviour;*
  - c. *complaints management procedure;*
  - d. *car parking arrangements;*
  - e. *waste management; and*
  - f. *management of functions by the operators of the whiskey distillery to ensure compliance with the conditions of development approval and this plan;*
12. *the café use operating between 7.00am and 6.00pm only.*

**BACKGROUND:**

SUBURB/LOCATION:	139 (Lot 20) Kensington Street, East Perth
FILE REFERENCE:	2015/5257
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development

DATE: 9 September 2015  
MAP / SCHEDULE: Schedule 2 – Map of 139 (Lot 20) Kensington Street, East Perth  
3D MODEL PRESENTATION: N/A  
  
LANDOWNER: AL Walters  
APPLICANT: Alasdair Malloch  
ZONING: (MRS Zone) Urban  
(Local Planning Scheme No. 26 Precinct)  
Boans Precinct (EP6)  
Brown Street and Kensington West (EP Area 31)  
Design Guidelines  
APPROXIMATE COST: \$5,000

**At the Planning Committee meeting held 6 October 2015, the Committee agreed to amend the Officer Recommendation as follows:**

5. bump-in and bump-out by caterers and event organisers not being permitted between the hours of 10.00pm and 7.00am ~~8.00am~~ Monday to Friday and between 10.00pm and 10.00am Saturday and Sunday and loading/ unloading for functions only occurring from the street parking bays directly in front of the building or from within the building;
6. ~~music being limited to background music only with~~ any music or entertainment not being audible outside the subject building at the lot boundaries of the site after 7.00pm;
7. the front roller door being closed during functions;
9. an amended acoustic report based upon compliance with Condition ~~4.7~~ 6 being submitted for approval by the City and any further works required in this report to achieve compliance with this condition being completed to the satisfaction of the City prior to any functions being conducted;
10. written notice being provided to the City five working ~~seven~~ days prior to any function being held at the property;
12. the café use operating between 7.00am ~~9.00am~~ and 6.00pm only.

**Reason:** The Planning Committee considered it applicable to make the above changes to provide for a more appropriate balance between the needs of the residents and proponent of the application.

**SITE HISTORY:**

On 18 December 2013 planning approval was granted for the use of the single storey building at the subject site for 'Service Industry' purposes as a whiskey distillery and

incidental retail sales. This approval also included minor alterations to the building and a sign for 'Whipper Snapper Distillery'.

The City became aware as a result of complaints received from adjacent residents that the site was being used for functions, inconsistent with the approved use.

#### **DETAILS:**

A development application has now been lodged to hold functions within the building in addition to the distillery use. The applicant has indicated that these functions are intended to be corporate functions which promote the whiskey products or in which their products will be a main focus but with cross promotion.

Functions are intended to cater for up to 80 guests. A maximum of 26 functions per year would be held with a maximum of three in any month. It is intended that the functions would run up to 10.00pm between Sunday and Thursday nights and up to 12.00pm on Friday and Saturday nights.

The majority of events would be operated using a licensed caterer to serve alcoholic and non-alcoholic beverages with an appropriate catering license (e.g. Special Facilities License). On occasions the licensed area within the building may be used for functions in accordance with the provisions of the Producers License.

Bump out for the caterers would be after 8.00am during the week and after 10.00am on Saturday and Sundays.

The events are intended to be accompanied by light background music. The applicant has commissioned acoustic consultants to provide advice on achieving compliance with the Noise Regulations and an acoustic report has been submitted. It has been indicated that the applicant will comply with the recommendations of the report. It has also been indicated that a decibel meter will be kept on the premises to test noise levels if there is a complaint.

The applicant has indicated that the front roller door will be kept unlocked and partially open to allow disabled access and egress and emergency evacuation. Toilets are available on site which can be modified to disabled access requirements and additional toilets can be hired when required. Parking will be restricted to on street availability and patrons will be encouraged to use public transport and taxis.

The applicant is currently selling coffee and limited food from the front of the premises in the area approved for incidental retail sales. While it has been indicated that this is associated with the whiskey tasting, it is effectively an ancillary use as a café with people attending the property solely to purchase coffee or food. This is not consistent with the existing development approval for the site and approval is therefore sought for a café.

## **LEGISLATION / POLICY:**

### **Legislation**

*Planning and Development Act 2005*  
*City Planning Scheme No. 2*  
*Local Planning Scheme No. 26*  
*Environmental Protection (Noise) Regulations 1997*

### **Policy**

Policy No. and Name: Brown and Kensington Street West Design Guidelines  
(Area 31)

## **COMPLIANCE WITH PLANNING SCHEME:**

### **Land Use**

The subject site falls within the Boans Precinct (EP6) under Local Planning Scheme No. 26 – Normalised Redevelopment Areas (LPS26) and within the Brown Street and Kensington Street West Design Guideline Area (EP Area 31).

The Statement of Intent for the Boans Precinct indicates that its close proximity to the Claisebrook Train Station provides a strong opportunity to continue the medium density and mixed land use function of the Project Area, while ensuring a high quality, connected pedestrian network through the Precinct. The Precinct is intended to house a mix of moderately scaled enterprises and residential development. It is anticipated that Brown Street will become predominantly residential in nature, while Kensington Street should retain the commercial and enterprise uses which currently exist.

Both the proposed function use and café fall within the 'Dining and Entertainment' land use category under LPS26 and are contemplated uses within the Boans Precinct. The appropriateness of the proposed uses at the subject site is addressed below.

### **Development Requirements**

The proposal will require internal fit-out works to ensure compliance with various legislation. These works do not require development approval under LPS26 or City Planning Scheme No. 2 (CPS2).

## **COMMENTS:**

### **Consultation**

The application was advertised to landowners at 109 to 153 Kensington Street, 77 to 133 Brown Street, 7 Glyde Street and 2 to 20 Boans Lane from 9 July 2015 to 27 July 2015. 12 submissions were received in response to the advertising, 11 in opposition and one in support of the proposed additional use. The applicant has also provided two further letters of support, one from a local resident and one from Mark McGowan, Leader of the Opposition. All of the submissions are summarised as follows.

### Summary of Objections

- Unacceptable noise likely to be generated given the proximity of residential development in the locality. The building is a large warehouse which has no acoustic properties/soundproofing to attenuate noise. The proposed volume of 75dB (*initially proposed*) is excessive with bass frequencies at substantially lower volumes travelling large distances. Residents in the area are already impacted by noise from trains and events at NIB Stadium and City Farm.
- Potential anti-social behaviour of patrons when leaving. Security of adjacent properties is compromised by this behaviour.
- On street parking associated with events reduces parking available for residents, customers and suppliers.
- Access to adjacent businesses has been disrupted during business hours whilst set up for events is occurring.
- The frequency of events is of concern. 26 events per year which could all potentially run until midnight is excessive.
- Potential safety issue with limited emergency exits.
- The use will adversely impact on residential amenity in the surrounding locality.
- Potential littering including glass bottles left in the street and on adjacent properties.
- At least eight events have been held at the property since the start of May this year. These have been large functions which were excessively loud and caused unreasonable disturbance to residents living in adjacent streets, ran until late with a DJ or live band and patrons behaved inappropriately outside the venue littering and urinating. Access to adjoining properties was disrupted during set up and guests have used these properties for parking. Security of premises was also compromised. On occasion tables and chairs were moved out onto the street. The events have been held without the City's approval and management and bouncers have shown little consideration for surrounding residents.
- The venue has been advertised as suitable for late night functions for large groups.
- Possible conditions if approved include:– trial periods of 6 and 12 months proposed, closing times of 10pm 10.30pm and 11pm proposed, a dramatic reduction in proposed noise levels, maximum noise level capped at 80 decibels, no amplified music, soundproofing to be installed, a reduction in frequency of events in any week or month, maximum of 24 events per year and not consecutive weekends, a bond to rectify vandalism or damage linked to events, venue operator to collect empty alcohol containers from the street, a guarantee that complaints will be investigated and events appropriately policed.
- Reduced street parking available for residents when functions are being held.

### Summary of Support

- These types of uses are needed if Perth is to become a vibrant city and attractive to tourists.
- The property is located in the heart of the city close to the freeway, opposite the train yard and bus depot and in an inner city industrial area. If a quiet residential life is wanted suburbia is the appropriate option.
- The functions are intended for sampling whiskey rather than for large social groups which will be loud and cause problems. There may be some noise but it will be on weekends and before midnight.
- The distillery is generating local jobs and exporting high quality products while providing a different type of tourist experience and reactivating the neighbourhood. Efforts to better showcase products and expand the business should be supported.
- Hosting events attracts potential clients and is therefore cost effective targeted marketing.

### Applicants Response

The applicant has provided a response to the submissions opposing the application which is summarised as follows:

#### Noise Concerns:

- Whipper Snapper Distillery has commissioned a report from Lloyd George Acoustics and will comply with the guidance in this and be compliant with the Noise Regulations.
- The complainants have numerous residences with balconies in closer proximity than our site where dinner parties could be held on a fortnightly basis exceeding the impact of the proposed functions at Whipper Snapper.
- The streets west of East Parade remains a commercial area, in any reasonable context, with the mix of land uses transitioning to include encroaching residential as a part of the East Perth redevelopment. The principles of that project included retaining this mix, acknowledging the importance to the local economy and effective planning of an inner metropolitan precinct. This adds to the vibrancy of the city. This must be considered in light of the Noise Regulations as a background locality that has industrial uses where machining, loading, servicing and other exercises, within reason, can occur at all hours.
- Given the ambient noise impact of industrial uses along with several hundred daily train movements through Claisebrook Train Station and to the depot and traffic noise from the Graham Farmer Freeway, the realistic, planned and historic context of noise in the locality should be kept in mind by the Council and not the focus of a single aggrieved resident and their persistent campaign to escalate attention of other residents.
- While a residential use is 'P' or preferred in the zone this is because it presents the lowest impact on amenity and is not a comment on what the City should prioritise in term of land use priorities.

#### Potential Anti-Social Behaviour of Patrons:

- There is no history of complaints relating to antisocial behaviour of patrons leaving the premises or police reports in regard to patron behaviour. A Patron Management Plan includes provision of security to ensure no lining up outside before or during events, instructing patrons to depart in a respectful and peaceful manner and monitoring their departure.
- The type of patrons attending the events is not typically associated with anti-social behaviour. The events are ticketed and not subject to general attendance.

#### Parking Issues:

- The area always has significant street parking, surplus to needs. There are 40 bays in Kensington Street which are largely empty on weekends and evenings. There is also car parking near City Farm. Given there are intended to be a maximum of 80 patrons at events the parking in Kensington Street is adequate.
- Experience with temporary events has shown that 50% of patrons use private cars while the balance use taxis, public transport or walk.
- It is noted that no parking is required on site for commercial uses in the Perth Parking Management Area.
- Patrons can be advised to seek alternative transport instead of private vehicles and provide details of the options available if required.

#### The Frequency of Events:

- Assuming the premises is fully booked an event would be held on average once per fortnight which does not seem excessive in the mixed use locality. The events are intended to be ancillary to the distillery and tasting and will be limited to 80 people, indoors in a 700m<sup>2</sup> building once a fortnight if fully booked. The noise from trains far exceeds the comparative noise levels of the proposed use, not including the vibration disturbance.

#### Potential Safety Issue with Emergency Exits:

- The proposal will be fit-out and comply with the Building Code of Australia and other relevant legislation.

#### Impact on Residential Amenity:

- The overall objectives of the Precinct should be kept in mind. Notifications should be placed on titles in future noting the historic nature of land use in the locality and the objective to provide a mix of uses.

#### Potential Littering Including Glass:

- The liquor licensing prevents sale of beer or packaged liquor other than the whiskey distilled at the site.

#### Large Events Already Held at Venue:

- This is a general observation with no specific dates or times to provide an accurate response. Private parties for staff and investors have been held along with night tours and tastings and after work drinks for staff. Once being made aware of the City's concerns regarding events they have been culled to all but those where significant financial damages would have been incurred.

#### Advertising of Venue for Large Functions:

- The Whipper Snapper is seeking approval for events and have not advertised this.

#### Possible Conditions of Approval:

- The City is expected to impose the appropriate land use conditions (i.e. imposed for a planning purpose, fairly and reasonably related to the development which it is given and reasonable).

### **Land Use**

The proposed function use and café are contemplated uses in what is currently and intended to continue to be a mixed use area incorporating residential uses. When determining change of use applications the Council is required to have regard to the orderly and proper planning of the locality and the conservation of the amenities of the locality.

The locality currently accommodates a mixed of commercial uses with residential properties located to the south and west in Brown and Glyde Streets and in Guy and Boans Lanes. The closest residential development to the site is located 12 metres from the rear of the subject site at 104 Brown Street.

The use of the front sales area within the building to sell coffee and limited food for consumption at the premises or take away caters for local businesses, residents and visitors to the area. If limited to operation during the day (9am to 6pm) only it is unlikely to have any adverse impact on the amenity of the area and can be supported.

The aspects of the proposed function use which could potentially impact on the amenity of the area generally, and residents in particular, are as follows:

## Noise

A function centre has the potential to generate noise which impacts on the surrounding area, the level of which will be dependent on the number of guests, the type of music and the soundproofing of the building. The impact of this noise on surrounding building occupants and in particular residents is dependent on the ambient noise levels, the time of day and the sound proofing of the receiving buildings. While the City cannot retrospectively control the sound proofing of the existing receiving buildings in the locality, it can address the other factors to reduce noise impact and require levels to be in accordance with the *Environment Protection (Noise) Regulations 1997* (Noise Regulations).

As indicated the applicant is now proposing corporate type functions with no more than 80 guests. Light background music is proposed and events are intended to finish by midnight on Friday and Saturday nights and 10pm on other nights.

A number of events have been held at the site over recent months with complaints received by the City and a number of submissions received indicating that these have caused significant disturbance to residents in the area. These events have been held without necessary approvals but it appears that some have had in excess of 80 guests, operated outside the hours now proposed and had live and/or amplified music. As those events vary from the type now proposed, the noise levels of those events cannot be taken into account when determining the current application.

The acoustic report which has been submitted with the application is based on corporate functions with sit down meals only and identifies a range of scenarios to achieve compliance with the Noise Regulations subject to:

- The front roller door being closed during events with patrons entering and exiting via the front bar only;
- The rear louvered windows being acoustically treated with 6mm thick glass or boarded up with 6mm compressed fibre cement sheeting;
- The worst case music type having limited bass component with no sub-woofer enhancements.

It is noted that the recommendation to keep the front roller door closed during events conflicts with the applicant's advice that this door will be kept open to provide disabled access. Under the *Health (Public Building) Regulations 1992* where more than 50 guests are proposed two exits must be provided, therefore an alternative option will need to be found. This is a matter which would need to be resolved prior to gaining an Occupancy Permit for the additional use and an event being held.

The building was constructed as a warehouse and not designed to attenuate internal noise sources such as live or loud music. Along with the rear louvered windows it has vertical windows and small openings within an asbestos roof.

Given the presumptions in the acoustic report, the nature of the building, the proximity of the nearest dwellings and concerns which have been raised in relation to

noise, it would be appropriate that stringent conditions be imposed in relation to noise as part of any approval issued as follows:

- Music being limited to background music only with any music or entertainment not being audible outside the building at any lot boundary after 7pm.
- Functions being limited to corporate functions only for the promotion and cross promotion of the whiskey products and other businesses.
- Seven days' notice of each event being provided to the City which will enable noise monitoring to occur as required.
- A 10pm closing time regardless of the day of the week.
- Restrictions being imposed on the timing of bump-in and bump-out activities.
- The applicant submitting an operational management plan for approval prior to any events being held which specifically addresses management of music and background noise levels and noise generated by patrons and during bump in bump out.

A revised acoustic report should be submitted to identify any further works that need to be done to the building to ensure that music is not audible from outside the building at the site's lot boundaries.

### Parking

No car parking is available on site and a number of submissions have raised concern that the proposed use will reduce street parking available for other building occupants and visitors in the locality. However under the Perth Parking Policy a maximum tenant on-site car parking requirement for commercial uses applies rather than a minimum. Therefore the application cannot reasonably be opposed on the basis of insufficient parking. In any case the events will largely be outside normal business hours when there are likely to be reasonable numbers of bays available in Kensington Street and the site is in close proximity to the Claisebrook Train Station.

While there may have been parking issues with events held to date including complaints that cars have parked on adjoining properties, it is understood guest numbers were in excess of 80 for several of these events. Reduced guest numbers should resolve these issues, noting that the nearest residential property in Kensington Street is located approximately 55 metres away at the corner Guy Lane and has on-site parking. It is also appropriate that the operational management plan referred to address how any illegal parking by guests or visitors to the site will appropriately resolved.

CPS2 requires that adequate facilities for loading/unloading of goods to and from vehicles are provided on site where the Council determines they are required. A submission received has indicated that access to adjoining properties was disrupted by vehicles unloading during function set up. Again the operational management plan should address how loading and unloading for events will be managed to avoid any disruption to adjoining properties. Ideally caterers' vehicles should park within the building gaining access via the roller doors at these times if street parking directly in front of the building is not available.

### Anti-Social Behaviour

Submissions received have indicated that anti-social behaviour has occurred in adjoining streets in association with events held to date. As indicated, it is understood that these events were of a different scale and type than those for which approval is now sought. However, the applicant should address how patron behaviour and complaints will be dealt with in the operational management plan to the City's satisfaction.

### Waste Management

Concerns have been raised about littering associated with functions. The operational management plan can address how littering and general waste management will be appropriately dealt with.

### Frequency of Functions

While the frequency of functions has been raised as a concern in submissions received, if noise, parking and anti-social behaviour are appropriately managed and the functions finish at 10pm as recommended, 26 functions per year as proposed should not adversely impact on the amenity of the locality.

### **Associated Legislation**

The adequacy of emergency exits was raised in a submission received. As noted, conflicts between noise and access requirements in relation to the roller door need to be resolved before an Occupancy Permit could be issued. However these are issues addressed under separate legislation and regulations. In addition to gaining development approval the building will need to meet the requirements of the Building Code of Australia, the *Disability Discrimination Act* and the *Health (Public Building) Regulations 1992* prior to functions being conducted.

### **Compliance**

Concerns about whether the applicant will operate the functions as indicated and in accordance with applicable conditions are noted. However the Council is required to determine the application which is before it and not base the assessment on what has happened in the past. The development approval and associated conditions are enforceable in accordance with the *Planning and Development Act 2005*, with the standard powers and fines applicable.

### **Conclusion**

The proposed additional use of the building to hold corporate functions will assist in promoting the products of the whiskey distillery and help to develop the small business. However the building is located in a mixed use locality close to residential properties and the additional use can only be supported if the Council is satisfied that appropriate levels of amenity will be retained.

Several functions have been held at the property without the required approvals and have caused disturbance to nearby residents and other building occupants. These events have varied in scale and nature to the events for which development approval is now sought and the Council is required to determine the application on the basis of what is now before it. While the building was constructed as a warehouse and does not have suitable noise attenuation features for large functions, it is considered that with stringent conditions in place, small corporate functions could reasonably operate there without adversely impacting upon the amenity of the locality and, therefore, the application can be supported.

## ITEM NO: 3

### **158-160 MURRAY STREET MALL, PERTH – PROPOSED ‘NEW TECHNOLOGY’ ABOVE ROOF SIGN WITH THIRD PARTY ADVERTISING CONTENT**

**PLANNING COMMITTEE  
RECOMMENDATION:**

**(REFUSAL)**

*That, in accordance with the provisions of the City Planning Scheme No. 2 and the Metropolitan Region Scheme, Council REFUSES the application for the proposed ‘new technology’ above roof sign with third party advertising content at 158-160 (Lot 11) Murray Street Mall, Perth as indicated on the Metropolitan Region Scheme Form One dated 26 May 2015 and as shown on the plans received on 2 September 2015 for the following reasons:*

- 1. the proposed sign does not comply with City Planning Scheme No. 2 Policy 4.7 – Signs given that:*
  - 1.1 above roof signs are not permitted anywhere within the city;*
  - 1.2 the sign is not designed as an integral part of the building, and will be excessive in scale and inconsistent with the style of the building on which it will be located;*
  - 1.3 ‘new technology’ signs are generally not permitted within heritage areas while the sign is proposed to be located within the Barrack Street Conservation Area;*
  - 1.4 the sign will detrimentally impact on local amenity and the Barrack Street Conservation Area, given its prominence within the streetscape; and*
  - 1.5 the third party advertising content of the sign would be detrimental to the visual quality and amenity of the Barrack Street Conservation Area.*

## BACKGROUND:

SUBURB/LOCATION: 158-160 (Lot 11) Murray Street Mall, Perth  
FILE REFERENCE: 2015/5204  
REPORTING UNIT: Development Approvals  
RESPONSIBLE DIRECTORATE: City Planning and Development  
DATE: 22 September 2015  
MAP / SCHEDULE: Schedule 3 - Map and coloured perspective for  
158-160 Murray Street Mall, Perth

LANDOWNER: Wilsons Holdings Pty Ltd  
APPLICANT: Rowe Group  
ZONING: (MRS Zone) Central City Area  
(City Planning Scheme Precinct) Citiplace (P5)  
(City Planning Scheme Use Area) City Centre  
APPROXIMATE COST: \$500,000

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

## SITE HISTORY:

The subject site is located on the north-west corner of Murray Street Mall and Barrack Street, Perth with frontages of approximately 27.5 metres and 21.2 metres to these streets respectively. The site is currently occupied by a two storey building occupied by retail uses and a gymnasium.

## DETAILS:

The applicant seeks development approval to erect a LED screen at the top of the building at the site within a steel framed structure. The structure will comprise a 900mm high support plinth sitting above the façade of the building for the full length of both street frontages. A 3.3 metres high structure will extend above this plinth to support alucobond panels blending into an LED screen wrapping around the street corner. The applicant has indicated that the sign is intended *'to appear as a continuous upward extension of the building.'*

The overall dimensions of the new structure will be 4.2 metres high by 27.4 metres to Murray Street Mall and 21.2 metres to Barrack Street. The actual LED screen will be 3.3 metres high by 7.5 metres in length to each street (i.e. a total length of 15 metres). Two smaller screens are proposed to each side of the main screen and will be blended amongst the alucobond panels.

The supporting plinth is intended to be grey while the alucobond panels will comprise four shades: light and dark blue and light grey and dark grey in a checker board type arrangement.

Two vertical architectural features at the south west corner of the building will be removed to accommodate the sign.

The digital screen is intended to display third party advertising content. Images will be static with a dwell time of ten seconds and a transition time of 0.1 seconds.

In support of the application a lighting impact assessment and a traffic engineering report have been submitted

## **LEGISLATION / POLICY:**

### **Legislation**

*Planning and Development Act 2005;*  
*Heritage of Western Australia Act 1990*  
City Planning Scheme No. 2

### **Policy**

Policy No and Name: 4.7 Signs

## **COMPLIANCE WITH PLANNING SCHEME:**

### **Development Requirements**

The subject site is located within the City Centre Use Area of the Citiplace Precinct (P5) under the City Planning Scheme No. 2 (CPS2). The Precinct will be enhanced as the retail focus of the State providing a range of retail and related services more extensive than elsewhere in the metropolitan region. Building facades will incorporate interesting architectural elements thereby contributing to a lively, colourful and stimulating environment.

The Statement of Intent for the Citiplace Precinct does not specify any development provisions for signage.

The site also falls within the Barrack Street Conservation Area declared under Clause 31 of CPS2. While the building on the site is identified as a non-heritage building, it is recognised that new works to the building have the capacity to disrupt and detract from the Conservation Area if not managed appropriately. The buildings in Barrack Street in the close vicinity of the site are identified as Heritage Places within the Conservation Area under CPS2, with the exception of the former Greater Union Cinemas building directly opposite at 133-141 Murray Street.

The CPS2 Signs Policy (4.7) sets out the requirements for the erection and management of signs on or adjacent to buildings within the city, providing guidelines for their acceptable design and location.

Under the Signs Policy the proposed sign falls within the following definitions:

*“Above Roof or Sky Sign” means an advertising sign that protrudes above the normal roof line or building parapet and is not a roof sign.*

Animated or “New Technology” Signs means any sign or its contents that moves, and includes flashing or “chasing” lights, as well as video signs, and signs which are defined in the outdoor advertising industry as “trivisions”, “variable message”, “changing message” and “fibre optic” signs.

Third Party Advertising or General Advertising is a sign:

- displaying the name, logo, or symbol of a company or other organisation that does not own or substantially occupy the site or building on which the advertisement is located; or
- for a product or service not provided on the site on which the advertisement is located; or
- for a product or service that does not form part of the signage displaying the name, logo or symbol; of a company or other organisation that owns or substantially occupy the site or building on which the advertisement is located; or
- for an activity or event not occurring on the site on which the advertisement is located.”

The proposal's compliance with the Signs Policy is detailed in the following comments section.

The Council, pursuant to Clause 43 of CPS2, is to have ‘regard’ to the strategic and statutory planning framework when making determinations. Variations to the Signs Policy can be granted by an absolute majority decision of the Council, in accordance with Clause 47 of the City Planning Scheme and provided the Council is satisfied that:-

- ‘47(3)(c)(i) if approval were to be granted, the development would be consistent with:
- (A) the orderly and proper planning of the locality;
  - (B) the conservation of the amenities of the locality; and
  - (C) the statement of intent set out in the relevant precinct plan; and
- (ii) the non-compliance would not have any undue adverse effect on:
- (A) the occupiers or users of the development;
  - (B) the property in, or the inhabitants of, the locality; or
  - (C) the likely future development of the locality’.

## **COMMENTS:**

### **Public Consultation**

As the application proposes an above roof sign contrary to the Signs Policy requirements, it was advertised to a total of 12 adjacent landowners from 4 to 21 September 2015. These included the owners of properties at 86 to 120 and 95 to 117 Barrack Street and 166-170 Murray Street Mall, Perth.

Two submissions were received and the objections raised in these are summarised as follows:

1. The sign is a significant sign in terms of its size, location and context. Third party advertising signs are required to enhance the area, while the proposed sign will clearly not enhance the Barrack Street Conservation Area.
2. A digital sign is not in keeping with the heritage precinct and the City's intent of 'bringing back' Barrack Street to what it was. The sign is 'abhorrent' and could destroy the heritage ambience of the locality.

The sign would conflict with proposed works to the facades of neighbouring buildings to return them to their original state.
3. The sign does not meet the objectives and general provisions of the City's Signs Policy.

While false parapets are proposed in order for the sign to be considered something other than an above roof sign, it is located above the normal roof line of the building and is an above roof sign which is not permitted in the city.

It is not well designed as it is just installed on the roof and has not taken into account the existing or surrounding built form.
4. The sign will have a significant impact on the amenity of the area including the amenity of existing residents and future hotel guests and residents of the hotel building proposed to be located directly opposite the site.
5. Approval of the sign would encourage the proliferation of third party advertising in areas not considered appropriate such as the Barrack Street Conservation Area.
6. Given the sign's low height at a prominent traffic intersection, it will impact upon the safety by distracting drivers.
7. It was understood that new additions to a building's height had to be stepped back from the street.
8. A digital sign with bright flashing lights could possibly affect the occupational health and safety of occupants of adjacent buildings. Some people who suffer from epilepsy are known to have negative impacts from certain lights.
9. The sign is counter-productive to the City's heritage grants which seek to improve the Barrack Street Conservation Area as it will detract from the amenity of the area, the streetscape of Barrack Street and the vista along Barrack Street.
10. The City has double standards when dealing with heritage buildings.
11. If approved a condition should be imposed requiring the sign to be turned off after 10pm or at least significantly reduce the intensity of the sign during the night so that it will not impact on the future guests of the proposed hotel directly opposite the site.

The applicant has provided the following response to the objections raised:

Impact on Barrack Street Conservation Area:

The existing development is a non-heritage building, not contributing to the heritage significance of the conservation area.

The inclusion of an existing, contemporary, development within a Policy area having heritage value should not prejudice or prohibit the improvement of such a site. It would be inappropriate for a contemporary development site, abutting an existing development with heritage value, to incorporate faux heritage. It is through the juxtaposition of contemporary and heritage development that the visual attraction and value of development is increased. This has been demonstrated as suitable by the proposed hotel development at 133 – 141 Murray Street, Perth.

The proposal will assist in creating a harmonious streetscape scale to Barrack Street, as northern abutting development is generally three storeys in height, where the rooflines will appear to be generally consistent. The revised development proposal will also serve as the transition between the taller buildings west of the site, having frontage to the Murray Street mall, and the lower developments abutting Barrack Street. The proposal has had respect to the existing heritage buildings, and responds to their articulation and detail in regard to parapet and roof lines, as is required by the Heritage Policy.

Design of the Sign

It is considered that the sign is compliant with the objectives of the Signs Policy. Reference is made to the recently approved third party signage at 267 St Georges Terrace, Perth. In order to address the concerns of the City in regard to the signs integration with the building it was redesigned to:

- enclose the upper roof of the existing development, screening the roof top plant room and the vandalised existing exposed brick wall of the northern abutting development. It is proposed to provide alucobond aluminium patterned panels for the area between the LED screen and the western and northern lot boundaries;
- mount panelling at the upper most facade of the existing development, appearing as the continuous upward extension of the existing development;
- providing two LED screens within the alucobond panelling north and west of the proposed screen to display a solid block of the predominant colour of the displayed advertising, integrating the signage with the panelling.

The parapets are considered appropriate as:

- The additional screening to the Murray and Barrack Street frontages allows for the maintenance and management of the signage to be undertaken out of view of passing pedestrians and / or motorists;
- The parapet ensures that the signage is integrated into the development at the site as a 'Wall Sign', capable of approval within the Central City area;

- The revisions allows for the removal of the architectural features and screening of the exposed brick wall north of the subject site, both of which have been subject to continued vandalism;
- It incorporates the contemporary development at the site into abutting buildings by way of scale and roof lines;
- The development will serve as an appropriate entrance statement into the Murray Street Mall and an easily recognisable landmark for the eastern extent of the Mall; and,
- It may assist in the activation of the abutting streetscapes, as contemplated by the Signs Policy.

#### Impact on Amenity

The amenity of existing and/or future residents of the locality will not be significantly impacted given the day and night time luminance levels proposed, together with the defined angles at which the signage is capable of being viewed.

The proposed luminance levels of the signage are consistent with the existing ambient lighting of the locality. It is therefore considered that the potential to negatively impact amenity is negligible given the separation between the subject site existing sensitive uses, approximately 70 metres, and the existing ambient lighting attributed to the City Centre environment.

The proposed signage is not capable of being viewed by any person(s) elevated more than 20 degrees above the maximum height of the proposed signage due to the 'shielding' of each individual LED globe. It will not be visible to guest or residents on the uppermost 14 storeys of the proposed development at 133-141 Murray Street.

#### Proliferation of Signage

It is an objective of the City of Perth's Signs Policy to prevent visual clutter created by the unnecessary proliferation of signs. It is not considered that approval of the sign will set a precedent for similar proposal as:

- each application is to be considered on its own merits; and
- the continued approval of third party advertising within the subject locality would be inconsistent with the Signs Policy. We note that third party advertising is not a prominent feature of the locality at present.

#### Impact Upon Safety

The submitted Traffic Engineering Report concludes that the proposed signage will not increase the numbers of traffic accidents or hinder traffic flow.

#### Building Setback

As per the City's 'Street Building Height and Setback Plan', development at the subject site is to have a nil setback to the Murray and Barrack Street frontages to a height of 14 metres. The overall height of the development, inclusive of the proposal, is 12.55 metres. No additional setback is required.

#### Illumination

The sign is not intended to include flashing, pulsating or scrolling content

The luminance of the proposed signage is limited to the levels provided within Australian Standards and Main Roads WA Policy. A Lighting Impact Assessment has been prepared for the proposed signage which confirms that the proposal will be compliant with the relevant Australian Standards.

Unlike that of a traditional, externally illuminated, billboard, the luminance of the proposed signage is automatically adjusted to suit the ambient lighting of the time (dependent upon position of the sun, cloud coverage, etc) to ensure that the signage does not cause significant distraction or discomfort for approaching motorists, cyclists or pedestrians.

The proposed maximum night time luminance of the signage is 3.33% of the maximum daytime luminance. The Lighting Impact Assessment indicates a digital sign illuminated to the maximum luminance outlined would be visually consistent with the existing ambient lighting and suitable for the local area.

## **Signs Policy**

Specific design criteria as well as general policy and performance criteria are applicable to above roof signs, 'new technology' signs and third party advertising as follows:

### Above Roof Signs

The applicant originally proposed an LED screen above a plinth at the corner of the building on the roof. The revised design now before the Council was submitted in response to concerns raised by City officers and the applicant considers it to be a wall sign. However a wall sign is not identified under the Signs Policy and unlike the proposed sign, a horizontal sign is required to be *'fixed to or painted upon a wall'*. The sign also doesn't meet the definition of a roof sign as it is *'not fixed to the fascia of the building or top of the fascia or wall of a building or a machinery or plant room, and designed as an integral part of the design of the building.'* It is fixed to the roof of the building, is not designed as an integral part of the building and *'protrudes above the normal roof line or building parapet'* by 4.5 metres and is therefore consistent with the definition of an above roof sign under the Signs Policy.

The Signs Policy states that: *'Above roof or sky signs are not permitted anywhere within the City of Perth.'*

### 'New Technology' Signs

The following specific design criteria are relevant to animated or 'new technology' signs:

- a) *The content of an Animated or "New Technology" sign must also receive the approval of Council.*

As the sign is intended to display general advertising and would be regularly changing, compliance with this criterion is not practical. This can however be addressed by imposing a condition on any approval issued requiring the submission

of an advertising strategy for approval, detailing the content, management and maintenance of the sign.

- b) Animated or “New Technology” signs are only permitted within the ‘City Centre’ Scheme Use Area of Precinct 5 (Citiplace), and the ‘City Centre’ Scheme Use Area of Precinct 1 (Northbridge).*

The sign complies with this requirement, intended to be located in the Citiplace Precinct.

- c) An Animated or “New Technology” sign must be compatible with the character of the streetscape within which it is proposed. Such signs will generally not be permitted within a designated heritage area, or on or adjacent to a heritage place.*

The sign is not considered to be compatible with the character of the streetscape. It will dominate the building and the street corner. As indicated the site falls within the Barrack Street Conservation Area and a ‘new technology’ sign is not compatible with the heritage character of this area, noting that the Council recently endorsed heritage grants for buildings within the Conservation Area to further enhance its heritage character and value. The appropriateness of the sign in the streetscape is discussed further later in the report.

- d) An Animated or “New Technology” sign must be designed as an integral part of a building or structure, but will not generally be approved where it takes the form of a pylon sign.*

The sign structure will be flush with the façade of the building and extend for its full length. However its size is excessive and it will dominate the two storey building rather than integrate with it. The proposed 4.2 metre height of the sign and structure is inappropriate given the existing building is only 8.35 metres in height. The sign and structure are simply located on top of the building with little regard to it. The alucobond panels and the horizontal nature of the sign do not relate to the vertical glass panels and masonry of the existing building.

- e) The most appropriate locations for Animated or “New Technology” signs include plazas and public spaces where their contents can be viewed by gathered or passing pedestrians, but should not be able to be viewed by passing motorists, for whom may be a distraction and therefore a safety hazard. An Animated or “New Technology” sign may be constructed and located as to create a landmark in its immediate locality.*

While the sign is at the end of the Murray Street Mall it is directed towards the intersection and pedestrians and drivers and not where people can gather for longer period of time to view the images. While people gather in this location, they do so for short periods of time to cross the traffic intersection.

The sign is likely to attract the attention of passing pedestrians and vehicle occupants. The Traffic Engineering Report submitted with the application has reviewed the quantifiable issues relating to road safety in respect of the sign. It

indicates that the sign will only be fully visible to drivers approaching the sign from Murray Street and at the intersection of Murray and Barrack Street and in other locations it will only be in the peripheral vision of drivers. It is assumed that the predominant target audience would be pedestrians accessing and leaving the mall and only the vehicle occupants capable of seeing the sign. It is also noted that due to limits on luminance, the sign is not expected to create dramatic contrast of light and shade that might involuntarily grab a driver's attention. It is therefore concluded that the sign will not induce increased numbers of traffic accidents and not hinder traffic flow at the intersection.

The Main Roads Western Australia recommends that for signs with variable content a minimum dwell time of 45 seconds in streets with a 50km per hour speed limit can be imposed so as not to create a traffic hazard (rather than ten seconds as proposed by the applicant). This requirement could be imposed as a condition of any development approval issued, along with restrictions on fading and scrolling messages and any content which could be mistaken for a traffic signal or sign.

While limits on dwell and transition time and luminance levels would reduce the safety hazard created by the sign to some degree, this is difficult to quantify. Given the size of the sign and its low height it is considered that there will be some impact on public safety, particularly that of pedestrians.

- f) *The contents of an Animated or "New Technology" sign may move but not flash or pulsate in a manner likely to cause a hazard or nuisance to motorists or the occupants of neighbouring properties.*

It is understood that the sign is not intended to flash or pulsate and a condition of any development approval issued could address this.

### Third Party Advertising

The Signs Policy states that: *'Third party or general advertising will only be permitted where, having regard to the character of the area in which the sign is to be situated, the Council is satisfied that the visual quality, amenity and safety of the area will be enhanced, or at the very least, not diminished.'*

It is considered that the sign will not enhance the visual quality, amenity and safety of the area and in fact will likely diminish the visual quality and amenity and may impact on safety.

The Council has generally discouraged third party advertising throughout the city to avoid a proliferation of signage and visual clutter. Because of its excessive size, its design wrapping around the corner of the building and its luminance, the sign will dominate the north-west corner of the street intersection and entry to the Murray Street Mall.

### Response to Location and Contribution to Local Character

The Signs Policy requires that all signs should be compatible with the style, scale and character of the surrounding streetscape and the predominant uses in the

locality. Signs are required to respond to the character of the street and the prevailing building style as well as making a positive contribution to its setting, recognising that signs that are detrimental to their neighbour's amenity or are out of character with the streetscape ultimately reduce the quality of the street as a whole. Consideration should also be given to the number and type of existing signs in the locality so as to avoid visual clutter. Enhancement of the desired environmental character of an area should be the primary consideration when judging the appropriateness of a new sign.

The Signs Policy requires signs within Conservation Areas to be discrete and complement the area. While the building on which the sign is to be located is a non-heritage place, the Policy recognises that new works to the building have the capacity to disrupt and detract from the Conservation Area if they are not managed appropriately. The surrounding buildings facing Barrack Street are heritage places with the exception of the former Greater Union Cinema building located directly opposite.

The sign will detract from the visual heritage qualities of the Barrack Street Conservation Area and the surrounding heritage places, noting its central location within the Area. It is not compatible with the character of the streetscape which comprises a visually cohesive collection of buildings developed between the 1890's and the inter-war period. Rather than being discrete, it is a modern large scale sign which will be dominant in the heritage streetscape because of this size, and its luminance.

The applicant has indicated that the sign will provide an appropriate entry statement to the Murray Street Mall and an easily recognisable landmark, however, high quality and innovative building design should create entry statements rather than large signs. A sign which is of excessive scale and incompatible with the character of the conservation area is not a desirable landmark.

Further while the building on the site may not make a significant contribution to the streetscape in its current form, it can be argued that the revenue which will be derived from the proposed signage will potentially serve to extend the viability and life of the building in its current form. Redevelopment could deliver a building of greater design quality and compatibility with the Conservation Area which incorporates appropriately scaled signage integrated with the design of the building.

A submission has raised concern in relation to the impact of the illumination of the sign on amenity for future residents and hotel guests in the locality. The applicant has submitted a lighting impact assessment that indicates that the illumination of the digital sign will comply with the relevant requirements of the Australian Standards – Control of the Obtrusive Effects of Outdoor Lighting. In the absence of specific provisions in Western Australia at this time, the sign's compliance with the draft NSW Transport Corridor Outdoor Advertising and Signage Guidelines 2014 has also been assessed.

While maximum dimming levels have been prescribed, it is noted that the assessment is based upon the closest residents being those in the 'Equus' development at 580-602 Murray Street and the possible impact on the occupants of

the approved mixed-use hotel and residential development on the 'Greater Union' site at 133-141 Murray Street has not been assessed. Should the Council consider approval of the sign a revised lighting impact assessment which addresses the approved development at 133-141 Murray Street should be required.

In addition to the information provided in the Lighting Impact Assessment regarding the luminance of the sign, the applicant has indicated that it will not be visible by any person(s) elevated more than 20 degrees above it due to the 'shielding' of each individual LED globe. Therefore it will not be visible to guest or residents on the top 14 storeys of the development at 133-141 Murray Street.

### Variety and Interest

The Signs Policy recognises that signage can play an important part in the interest and appeal of a building, especially in shopping areas, and supports variety in design. However it also requires signage to be appropriate to the building and aim to attract attention in a way which is well thought out and well designed. Signs erected on or adjacent to buildings should be an integral part of the design and scale of the building and have regard to the material finishes, colours and fenestration of the building, ensuring that architectural features of the building are not obscured. Within Conservation Areas signs should be discrete.

While the proposed sign is intended to be high quality, utilising state of the art digital technology, its curved and modern design does not complement or integrate with the building design. The roof of the building is not a traditional or intended location for a sign and the scale of the sign in relation to the building is excessive rather than discrete. Additionally the proposed alucobond is not consistent with the existing building materials or those of adjacent heritage buildings.

### Community Expectations

In recent times it has become apparent that community expectations regarding certain signage, particularly 'new technology' and animated signs, has shifted. A review of the Signs Policy is currently underway to address these changes in expectations and various aspects of the policy which are now outdated. A draft policy is intended to be presented to the Council in the near future. In the interim it is important that any approvals issued should be consistent with the existing policy and not pre-empt or prejudice the direction of the new policy. In contrast the proposed sign conflicts with the existing policy.

It is noted that at its meeting held on 22 September 2009, the Council refused an application for a 'New Technology' above roof sign with third party advertising content at 146-152 Barrack Street, Perth (corner of Wellington Street). That site is also within the Barrack Street Conservation Area and the application was considered to be inappropriate for similar reasons to those raised in relation to this current application.

### Safety

The Signs Policy requires that signs be located and designed so as not to cause a hazardous distraction to motorists, pedestrians or other road users. As discussed above the sign is designed to attract the attention of passing pedestrians and motorists and will potentially be a distraction; and therefore a safety hazard. However a condition can be imposed on any approval issued to ensure compliance with the dwell and transition times for variable sign content recommended by the Main Roads Western Australia for a street of this nature to address safety for motorists and pedestrians.

### Design, Construction and Maintenance

Signs are required to be simple, clear and efficient with structural components and wiring concealed and/or the visual impact of the components minimised. The sign is indicated as free-standing with no visible structural components other than a plinth. Structural certification would be required with a Sign Licence application. However it is also recommended that if development approval was granted a condition be imposed confirming that no structural components be introduced.

### **Conclusion**

Being an above roof sign, the proposed sign is not permitted anywhere within the city under the Signs Policy. It also does not meet the criteria for 'new technology' signs or third party advertising applicable under the Policy. It is considered to be excessive in scale with little regard for the design of the building or its central location within the city and the Barrack Street Conservation Area. It will be detrimental to the visual amenity and heritage character of the locality and adversely impact on the amenity of adjacent buildings. It is therefore recommended that the application be refused.

## ITEM NO: 4

### **379 (LOT 31) WELLINGTON STREET, PERTH – RETROSPECTIVE APPROVAL FOR EXISTING LARGE BANNER SIGN FOR THIRD PARTY ADVERTISING**

**PLANNING COMMITTEE  
RECOMMENDATION:**

**(APPROVAL)**

*That, in accordance with the provisions of the City Planning Scheme No. 2 and the Metropolitan Region Scheme, Council **APPROVES BY ABSOLUTE MAJORITY** the retrospective application for a large banner sign for third party advertising at 379 (Lot 31) Wellington Street, Perth, as detailed on the Metropolitan Region Scheme Form One dated 6 August 2015 and as shown on the plans received on 6 August 2016, subject to:*

- 1. the sign displaying only advertisements with high quality graphics and vibrant artistic content that maintains or improves the visual amenity of the locality consistent with the City's Signs Policy 4.6 and having regard for the locality being the focus of retail, business, commerce, civic and tourist activities for the State;*
- 2. the part of any advertisement occupied by corporate markings, logos, branding or the like occupying a maximum of 10% of the total sign area; and*
- 3. a comprehensive advertising strategy, detailing the control of the sign content to satisfy conditions 1 and 2 above, and the management and maintenance of the sign, being submitted to the City for approval within 28 days of the date of approval and implemented by the proponent thereafter to the satisfaction of the City.*

#### **BACKGROUND:**

SUBURB/LOCATION:	379 Wellington Street, Perth
FILE REFERENCE:	2015/5312
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	22 September 2015

MAP / SCHEDULE:	Schedule 4 – Map and photo for 379 Wellington Street, Perth
3D MODEL PRESENTATION:	A 3D Model for this application will <u>not</u> be available at the Committee meeting.
LANDOWNER:	Central City Pty Ltd
APPLICANT:	Urbis Pty Ltd
ZONING:	(MRS Zone) Central City Area (City Planning Scheme Precinct) Citiplace (P5) (City Planning Scheme Use Area) City Centre
APPROXIMATE COST:	N/A

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

#### **SITE HISTORY:**

At its meeting held **24 September 2002**, Council granted conditional approval for the erection of a permanent structure to facilitate the display of changeable large format banner signs on the subject site. Since that time the City has granted various individual time limited approvals for specific advertisements with the last approval being issued by the City on 15 February 2008.

The subject sign was identified as not having a current or valid approval by a recent survey of large banner signs undertaken by the City. A notice was issued to the landowner in relation to the expiry of the previous approval and the subject application is seeking to obtain a fresh development approval for the existing large banner sign.

#### **DETAILS:**

The subject sign is affixed to the upper western façade of the Grand Central Backpackers building and measures 5.3 metres in width and eight metres in height. The sign is illuminated via two external lighting fixtures located above the signage casing.

The retrospective application is seeking approval for the sign at the subject site to remain in its current state and position, with the applicant on behalf of the proponent APN Outdoor, proposing to change the content of the sign every four weeks (or 13 times per year).

The contents of the sign will be managed by the proponent's in accordance with the requirements of the following regulatory authorities:

- Advertising Standards Bureau (ASB);
- Australian Association of National Advertisers (AANA); and
- Outdoor Media Association (OMA).

By way of background, the applicant has advised that:

*“regulation of advertising content in Australia is managed by the ASB, who administers the AANA Code of Ethics and various other Codes. The AANA, together with the ASB, represent two halves of Australia’s gold standard system of self-regulation. Complaints under the codes are adjudicated by the independent Advertising Standards Board. APN follows these guidelines and codes for advertising content and standards across all media. In this regard, the guidelines and codes of conduct provided by these national industry bodies are considered sufficient to manage the content of the sign and also provide an appropriate avenue for addressing any potential complaints.”*

In accordance with the above, the applicant is seeking to remove the conditions imposed on previous approvals relating to the time limitations and changes requiring new approvals from the City. This is on the basis that the change of content and maintenance of the sign can be managed through the relevant guidelines and codes of conducts, in consultation with the City.

#### **LEGISLATION / POLICY:**

##### **Legislation**

*Planning and Development Act 2005*  
*Heritage of Western Australia Act 1990*  
City Planning Scheme No. 2

##### **Policy**

Policy No and Name: 4.6 Signs

#### **COMPLIANCE WITH PLANNING SCHEME:**

##### **Development Requirements**

The subject site is located within the City Centre Use Area of the Citiplace Precinct (P5) under the City Planning Scheme No. 2 (CPS2). The Precinct will be enhanced as the retail focus of the State providing a range of retail and related services more extensive than elsewhere in the metropolitan region. Building facades will incorporate interesting architectural elements thereby contributing to a lively, colourful and stimulating environment. The Statement of Intent for the Citiplace Precinct does not specify any development provisions for signage.

The CPS2 Signs Policy (4.6) sets out the requirements for the erection and management of signs on or adjacent to buildings within the city, providing guidelines for their acceptable design and location.

Under the Policy the existing sign falls within the following definitions:

***“Large Banner Sign means a large-scale sign with static content attached to construction site scaffolding, or inside or outside a building and visible from the outside the building, which in its vertical dimension occupies more than the equivalent of one floor of that building.”***

***“Third Party Advertising or General Advertising is a sign:***

- *displaying the name, logo, or symbol of a company or other organisation that does not own or substantially occupy the site or building on which the advertisement is located; or*
- *for a product or service not provided on the site on which the advertisement is located; or*
- *for a product or service that does not form part of the signage displaying the name, logo or symbol; of a company or other organisation that owns or substantially occupy the site or building on which the advertisement is located; or*
- *for an activity or event not occurring on the site on which the advertisement is located.”*

The proposal's compliance with the Signs Policy is detailed in the following comments section.

Variations to the Signs Policy (4.6) provisions applicable to the development can be granted by an absolute majority decision of the Council, in accordance with Clause 47 of the City Planning Scheme and provided the Council is satisfied that:

*‘47(3)(c)(i) if approval were to be granted, the development would be consistent with:*

- (A) the orderly and proper planning of the locality;*
  - (B) the conservation of the amenities of the locality; and*
  - (C) the statement of intent set out in the relevant precinct plan; and*
- (iii) the non-compliance would not have any undue adverse effect on:*
- (A) the occupiers or users of the development;*
  - (B) the property in, or the inhabitants of, the locality; or*
  - (C) the likely future development of the locality’.*

## **COMMENTS:**

### **Signs Policy**

#### Specific Design Criteria

Specific design criteria are applicable to large banner signs and third party advertising under the City's Signs Policy (4.6) as follows:

#### *Large Banner Signs on Buildings*

- “(i) Large banner signs may be permitted only within the City Centre Scheme Use Area of Precinct P1 (Northbridge) east of Fitzgerald Street, the City Centre Scheme Use Area of Precinct P5 (Citiplace) west of Barrack Street, the Office Residential Scheme Use Area of Precinct P13 (Adelaide) and within some specified localities of Precinct P6 (St Georges) excluding St Georges Terrace itself (see Section 10).”*

The sign is located within the City Centre Scheme Use Area of Precinct P5 (City Centre) and therefore complies with the above requirement.

*“(ii) Only one large banner sign may be erected on any one building at a time.”*

The sign is the only sign of its type (large banner) on the subject building and is therefore compliant in this respect.

*“(iii) The content of large banner signs may only promote special events, exhibitions, commercial events of interest to the community and general advertising of an acceptable standard. The part of the sign occupied by corporate markings, logos, branding or the like should only occupy a maximum of 10% of the total sign area.”*

The sign will continue to include general advertising which complies with the relevant regulatory standards as confirmed by the applicant and can be conditioned to comply with the above corporate logo/branding sizing requirement.

*“(iv) Only four (4) large banner signs should be permitted to be on display within the municipality of the City of Perth at any one time.”*

It is noted that there are currently in excess of four existing and/or recently approved large banner signs within the City. The retention of the existing sign will retain the status quo with respect to large banner signs within the City. It is noted, however that none of the approved signs are visible from the same vantage point so there is no cumulative or overbearing visual impact of the large banner signs. It is considered that the location of the existing sign is appropriate and that a variation to this Policy provision can be supported.

*“(v) Sign content and any change of content must be approved by Council.”*

As previously discussed the content of the sign is subject to regulation by various advertising bodies and agencies. It is considered appropriate that any change in advertisement be in accordance with an approved signage strategy in lieu of the requirement for each individual sign to be separately considered by Council. No complaints have been received or issues raised in relation to the existing sign which has been in place for over 12 years and it is considered onerous for the signs content to be subject to Council consideration on an ongoing basis. A variation to this aspect of the Policy is supported subject to an appropriate condition requiring the preparation and ongoing implementation of a signage strategy. This is in accordance with more recent approvals issued by the City for large banner signs.

*“(vi) Large banner signs will only be permitted to be displayed on a temporary basis, and for the purposes of this section of the Policy, “temporary” means no more than six months’ duration. No further approval for a large banner sign on the same building will be considered by Council until at least six months have elapsed since a previously approved large banner sign was removed.”*

It is noted that recent approvals for large banner signs within the City have varied the standard maximum six month approval timeframe, responding to commercial needs

and recognising that the requirement to remove signs for a minimum period of six months could have detrimental impacts on the sign locations. The applicant's proposal for ongoing signage on the site is therefore supported as a variation to this policy provision. It is also noted that this aspect of the Policy is currently under review.

### *Third Party Advertising*

*"Third party or general advertising will only be permitted where, having regard to the character of the area in which the sign is to be situated, the Council is satisfied that the visual quality, amenity and safety of the area will be enhanced, or at the very least, not diminished."*

The sign has been established in this location since 2002, with the sign content regularly changing. There have been no complaints regarding the appearance or advertising content of the sign. When first assessed it was considered that, in this instance, a sign of this size on the blank western façade of the hotel building was acceptable as it could make a positive contribution to the streetscape, provided the third party content of the sign was of high quality and regularly maintained and changed. Such prominent general advertising is a common characteristic of any modern international city. It is therefore considered that the retention static third party advertisements in this location will not diminish the visual quality, amenity and safety of the area.

### General Performance Criteria

Under the Policy, signs that are not exempt from the requirement for planning approval, are required to be assessed based on the following performance criteria:

#### *Response to Location*

*"A sign should be appropriate to its setting. A new advertising sign should aim to respond to the character of the street, and the prevailing building style."*

The size and scale of the existing sign is considered to comply with the above given its dimensions and scale in relation to adjoining developments, its location set back from the street corner and the adjacent street environment.

#### *Contribution to Local Character*

*"A new sign should make a positive contribution to its setting."*

The sign is not considered to be out of character in terms of its setting and adequately performs its advertising function without negatively impacting on the surrounding locality.

### *Variety and Interest*

*“A sign should reflect the quality of the service or the merchandise, be appropriate to the building or site, and aim to attract attention in a way which is well thought out and well designed.”*

The above attributes were generally considered by Council in its initial approval of the signage and by City officers in subsequent approvals. As discussed previously, the signs content is proposed to be changed every four weeks which will ensure the signage remains dynamic and relevant to its intending audience.

### *Community Expectations*

*“Applicants are encouraged to have early discussions with Council staff, who will help to identify areas in which community expectations may mean that certain sign types will not gain approval.”*

The above is not applicable in this case given the sign is existing and was originally approved by Council in 2002 and has not been subject to complaints from the community since its initial approval.

### *Safety*

*“A sign should in no way endanger the safety of the public.”*

The sign is affixed adjacent to the existing western façade and does not represent a danger to the public, adjoining site/s, pedestrians or vehicular traffic.

### *Design, Construction and Maintenance*

*“Signs should be simple, clear and efficient. For example, building façades should not be visually spoiled by clumsy and unsightly methods of providing electrical services to the sign.”*

The existing sign is externally illuminated and does not contain any unsightly supporting elements.

*“On-going maintenance of signs should be as easy as possible, and thought should be given at the time of initial design as to the economics and ease of re-using existing mountings, service installations and framing.”*

The existing frame design facilitates changes to the signage content with minimal impact on the integrity of the building to which it is attached.

*“Signs should be located at a height which avoids impact from footpath maintenance vehicles, and which discourages vandalism.”*

Opportunistic vandalism is often unavoidable however the height and positioning of the sign means that access is limited therefore reducing the requirement for regular maintenance and/or cleaning.

## **Signs Policy Review**

Having regard for previous Council decisions relating to large banner signs it appears that the existing policy limitations on large banner signs are inconsistent with commercial advertising requirements and could have unintended adverse impacts on the amenity of localities. In response to this, the Council formally endorsed the initiation of the review of the Signs Policy to provide a more flexible approach for specific sign types including large banner signs and will be based on performance criteria including quality, design, amenity and public safety as well as place making opportunities. A review of the policy is currently underway and is intended to be presented to Council in the near future. It is generally acknowledged that the community is receptive to modern approaches to advertising within the city centre. Notwithstanding, proliferation of third party or general advertising should be avoided and the cumulative impact of approved and proposed signs needs to be assessed having regard for amenity and local character.

## **Heritage**

The subject site is adjacent to 138 Barrack Street (former 'Railway Hotel') which is listed on the CPS2 Places of Cultural Heritage Significance Register and also on the Heritage Council of Western Australia's (HCWA) State Register of Heritage Places. The application was referred to the State Heritage Office (SHO) for its consideration in the context of the identified cultural significance of the adjacent former 'Railway Hotel'. The SHO advised that the proposal would not significantly impact on the adjacent listed site and raised no objections to the retention and re-approval of the existing sign.

## **Conclusion**

The proposal is generally consistent with the requirements and intent of the CPS2, including Policy 4.6 – Signs, and is considered to maintain visual interest and vibrancy to the adjacent street environment. Pursuant to Clause 47 of CPS2, the proposal is recommended for conditional approval.

## ITEM NO: 5

### EVENT – WELLINGTON SQUARE – STRUT & FRET PRODUCTION HOUSE PTY LTD – LA SOIREE - 2016

**PLANNING COMMITTEE  
RECOMMENDATION:**

**(APPROVAL)**

***That Council:***

- 1. approves the use of Wellington Square by Strut & Fret Production House Pty Ltd for LA SOIREE, from Sunday 10 January until Wednesday 2 March 2016, with performances from Friday 22 January until Sunday 28 February 2016, subject to the applicant:***
  - 1.1 indemnifying the City against any claim arising from the event and the applicant's use of Wellington Square and holding a Public Liability Insurance Policy with a limit of indemnity of \$10,000,000;***
  - 1.2 paying the estimated reserve hire fee of \$26,000.00 (excluding GST), Public Building fees, Regulation 18 application fee and associated noise monitoring costs and a \$10,000 damages bond;***
  - 1.3 covering all costs associated with the event including City supervision and services, cleaning and repairing any damage to Wellington Square resulting from the event and any other costs identified in the management plans to mitigate any risks;***
  - 1.4 complying with the relevant requirements of the Health Act 1911, Food Act 2008, Environmental (Noise) Regulations 1997 and the Health (Public Buildings) Regulations 1992;***
  - 1.5 providing management plans to adequately address Risk, Noise, Parking, Security and Disability Access and Inclusion to the satisfaction of the City, at least one month prior to the event;***

***(Cont'd)***

- 1.6 providing written notification of the event and any noise related issues to the surrounding commercial and residential premises, to the satisfaction of the City, one month prior and again seven days prior to the event;**
  - 1.7 seeking approval for a liquor licence from the Department of Racing, Gaming and Liquor; and**
  - 1.8 submitting a Certificate of Design Compliance and a Certificate of Construction Compliance for any structures greater than 500m<sup>2</sup> in accordance with the Building Act 2011;**
- 2. the applicant is advised that the City will not support 9.30pm session times on Friday and Saturday nights, however would consider supporting alternate, earlier performance times.**

**BACKGROUND:**

FILE REFERENCE:	P1002007-15
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	City Planning and Development
DATE:	22 September 2015
MAP / SCHEDULE:	Schedule 5 – Indicative Site Layout, Tour History and Map of Wellington Square indicating proposed location of marquee ('spiegeltent')

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

Strut & Fret Production House Pty Ltd regularly produce and manage events and productions for a range of stakeholders, across Australia. In 2016 they plan on bringing LA SOIREE to Perth, after the production sold out in New York, London, Paris, Chicago, Stockholm and Sydney.

LA SOIREE is an independent theatrical event, consisting of cabaret, burlesque, circus sideshows and contemporary acts. Performers comprise of stars from La Clique, a show that collected the Oliver Award for Best Entertainment. LA SOIREE broke records in 2012 and 2013, being the longest running show at the Sydney Opera House, attracting 120,000 people across performances. It has also won an Off Broadway Alliance Award for Best Unique Theatrical Production.

## LEGISLATION / STRATEGIC PLAN / POLICY:

<b>Legislation</b>	Clause 8 of the <i>City of Perth Local Government Property Local Law 2005</i> <i>Building Act 2011</i> <i>Environmental Protection (Noise) Regulations 1997</i> <i>Health Act 1911</i> <i>Food Act 2008</i> <i>Health (Public Buildings) Regulations 1992</i>
<b>Integrated Planning and Reporting Framework Implications</b>	<b>Corporate Business Plan</b> Council Four Year Priorities: Perth as a capital city S5 Increased place activation and use of under-utilised space. 5.1 Review and explore opportunities for adaptability associated with occupancy rates.

## DETAILS:

An application has been received from Strut & Fret Production House Pty Ltd to conduct LA SOIREE at Wellington Square from Sunday 10 January until Wednesday, 2 March 2016 with performances from Friday, 22 January 2016 to Sunday, 28 February 2016.

The event site will be fenced off with the show contained within a marquee ('spiegel tent'). The marquee is relatively small; 450 square metres, which is about a third of the size of a typical circus tent. External to the marquee will be dressing rooms, box office and ticket collection, outdoor seating, food and drink outlets and toilets.

Each show runs for two hours, with an interval. It is anticipated that there will be a total of 45 performances to be held Tuesday to Sunday with show times as follows:

<b>Days</b>	<b>Performance Times</b>
Sunday to Thursday	7.30pm
Friday and Saturday	7.00pm and 9.30pm

Event organisers are expecting approximately 650 attendees per show Sunday to Thursday, whilst Friday and Saturday nights expect to attract 1300 attendees. The maximum number of patrons allowed at the event at any given time will be set by the City's Environmental Health Officer in the Public Building Approval, once a final scale, site plan has been submitted.

It should be noted that the event organisers have advised that if Friday and Saturday's second performances are considered to have too great an impact on residents, they would alter performance times accordingly.

Audience demographics suggests that most attendees do not use public transport, however it is proposed to advertise best transport routes, which will include the

location of surrounding car parks. The City's Royal Street car park is within 200 metres of the venue and will accommodate any parking requirements.

### **FINANCIAL IMPLICATIONS:**

Reserve hire fees for ticketed events are based on ticket sales and are in accordance with the City's Budget and Fees Schedule. It is estimated that this event could attract a reserve hire fee of \$26,000.00 (exclusive of GST).

Following receipt of audited ticket sales, the reserve hire fee will be amended accordingly.

A refundable bond of \$10,000 will be required to cover any potential damage that maybe caused to the reserve or to the City's assets.

### **COMMENTS:**

The applicants will be required to provide comprehensive event, risk, noise, evacuation, parking, waste, pedestrian, security and disability access and inclusion management plans, and ensure that they comply with the *Health Act, Food Act, Environmental Protection (Noise) Regulations 1997* and Public Building requirements. The event organisers will need to work closely with relevant units within the City to ensure that all the above mentioned plans are adequate.

It is acknowledged that this event has the potential to cause some damage to the reserve, however with the correct turf management plan in place being implemented by the event organisers and the City's Parks Unit, it is anticipated that the recovery time of the reserve can be greatly decreased. The cost of any repairs to the reserve will be deducted from the bond.

No road closures will be associated with this event and patrons will have ample parking within the vicinity. It is also anticipated that patrons will have unimpeded access to the area.

### **Impact on Residents**

Most music related events, including concerts, music festivals and circuses are held along the City's foreshore; namely, Supreme Court Gardens, Langley Park, and in more recent years Ozone Reserve. Notwithstanding, Langley Park accommodates the majority of these types of events and as a result does receive some complaints from nearby residents, especially if the events are conducted over an extended period of time, e.g. Cirque Du Soleil.

The Supreme Court Gardens will be under construction from November 2015, and no events are expected to be held on the grounds until ANZAC Day 2016. Langley Park is heavily used throughout January and February with Australia Day, Opera in the Park and the Perth International Arts Festival. Russell Square will also be occupied from January through March 2016 with Fringe World. Ozone Reserve would be available during this period, but the performances could be impacted by other events taking place on Langley Park and there are residents in closer proximity to this

location compared to the proposed location on Wellington Square. As such, in order to disburse noise related events and activate other event spaces throughout the City, Wellington Square was considered the best suited site to hold LA SOIREE.

Other than Wellington Square hosting a portion of the 2015 Perth International Art's Festival, The Giants, no large events have occurred on Wellington Square since 2012. It is also noted that Wellington Square has not previously hosted extended events similar to LA SOIREE.

Wellington Square is permitted to have up to two non-conforming events per year and LA SOIREE can be located on the north west corner of Wellington Square, away from most residents, who are situated along Wellington Street and Bennett Street, to avoid as much noise pollution from the event as possible.

It is noted that the 9:30pm shows will have a late finish and that this late show should not be supported, with options for earlier start times being negotiated with the event organisers.

### **Environmental Protection (Noise) Regulations 1997**

The event will require approval as a non-conforming event under the *Environmental Protection (Noise) Regulations 1997*. The organisers will be required to submit a noise management plan detailing;

- Predicted noise levels and noise modelling;
- Venue layout;
- Details of how the applicant proposes to manage noise emissions;
- Complaint response strategies;
- Details of the types of speakers to be used; and
- List of performances and screenings.

Due to the duration of the event, extensive consultation will take place with event organisers both prior to and during the event to ensure minimal impact occurs to surrounding residents.

The *regulation 18 noise approval* will allow for changes to occur such as reducing noise level limits, extra notification and consultation with residents and noise monitoring both by the city and an independent acoustic consultant throughout the event if necessary.

### **Health (Public Building) Regulations 1992**

The applicant will be required to submit a Form 1 'Application to construct, extend or alter a public building' in accordance with the *Health Act 1911* and comply with any other requirements of the *Health Act 1911*, *Food Act 2008* and *Health (Public Building) Regulations 1992*.

Public health, safety and security of patrons will be addressed in the Public Health and Safety Approval.

## CONCLUSION:

LA SOIREE is an internationally acclaimed event that has captivated audiences since 2010 and will be a welcomed addition to Perth's entertainment offerings in the new year. This event will promote interest and vitality in the City of Perth and activate the usage of Wellington Square. It is proposed to attract 29,000 patrons across 45 performances; showcasing exponents of cabaret, burlesque, circus sideshow and contemporary vaudeville.

Circuses with extended performance schedules have the potential to generate complaints from nearby residents and some damage will likely occur on the reserve. However, with the preparation of a number of management plans, and restrictions on later show times it is anticipated that the event will have limited impacts and will be safe and successful. The *Regulation 18* noise approval will also be conditioned to mitigate impact to residents.

The event organisers have indicated that they are willing to be flexible and will work closely with the City's Officers to ensure the event has minimal impacts on the locality and can be delivered successfully and in the hope they can return to Perth in the future. They have considered other city venues but have been unable to secure central locations such as a site within Elizabeth Quay, and, therefore, do not have any alternate plans should the Council not support the use of Wellington Square for this event. If this was to be the case, it is noted that Ozone Reserve could be an alternate venue if Council considers this to be a more suitable site.

Therefore it is recommended that the hire of a portion of Wellington Square, from Friday, 22 January until Sunday, 28 February 2016, for the purpose of presenting LA SOIREE, be approved.

## **MARKETING, SPONSORSHIP AND INTERNATIONAL RELATIONS COMMITTEE REPORTS**

### **ITEM NO: 6**

#### **CORPORATE SPONSORSHIP – 2015 WEST TECH FEST**

**MARKETING, SPONSORSHIP AND (APPROVAL)  
INTERNATIONAL RELATIONS  
COMMITTEE RECOMMENDATION:**

***That Council:***

- 1. approves cash corporate sponsorship of \$29,000 (excluding GST) and \$7,000 in kind sponsorship (excluding GST) to OzAPP Awards to present the 2015 West Tech Fest, including the 2015 OzAPP Awards and associated events, from Friday, 4 December until Wednesday, 9 December 2015;***
- 2. approves additional in kind sponsorship contribution including:***
  - 2.1 waiver of hire fees associated with three days use of the Perth Town Hall;***
  - 2.2 a City-hosted reception for the OzAPP Awards closing event and awards ceremony to be held at the City;***
- 3. notes that the event organisers will provide the following sponsorship benefits to the City:***
  - 3.1 recognition as Premium Sponsor throughout the program of official West Tech Fest events;***
  - 3.2 premier level branding and City crest to feature on all marketing collateral including signage at events, website and print material;***
  - 3.3 naming rights to a panel discussion at the West Tech Fest;***

***(Cont'd)***

- 3.4 opportunity for the Lord Mayor to open all official West Tech Fest events;**
- 3.5 opportunity for two City representatives (the Lord Mayor or delegate and the Chief Executive Officer or delegate) to participate as part of the first round judging panel for the OzAPP Awards;**
- 3.6 opportunity for an appropriately qualified City representative (the Lord Mayor or delegate and the Chief Executive Officer or delegate) to participate in the final OzAPP Awards Judging Panel;**
- 3.7 opportunity for a City representative to take part in a pre-event mentoring session;**
- 3.8 exhibition space at the West Tech Fest to promote the City and its related services;**
- 3.9 ten complimentary tickets for City of Perth representatives (Elected Members or Officers) to attend the West Tech Fest and the OzAPP Awards;**
- 4. notes that the City is to be provided with a detailed acquittal report, including all media coverage obtained, by February 2016; and**
- 5. accepts the opportunity to promote the City of Perth by utilising the Exhibition Space as detailed in the sponsorship benefits.**

**BACKGROUND:**

FILE REFERENCE: P1010627-23  
REPORTING UNIT: Economic Development  
RESPONSIBLE DIRECTORATE: Economic Development and Activation  
DATE: 8 September 2015  
MAP / SCHEDULE: N/A

**At the Marketing, Sponsorship and International Relations Committee meeting held on 29 September 2015 the Committee agreed to amend the Officer Recommendation as follows:**

That Council:

1. approves cash corporate sponsorship of ~~\$23,000~~ \$29,000 (excluding GST) and ~~\$13,000~~ \$7,000 in kind sponsorship (excluding GST) to OzAPP Awards to

present the 2015 West Tech Fest, including the 2015 OzAPP Awards and associated events, from Friday, 4 December until Wednesday, 9 December 2015;

2. approves additional in kind sponsorship contribution including:
  - 2.1 waiver of hire fees associated with three days use of the Perth Town Hall;
  - 2.2 a City-hosted reception for the OzAPP Awards closing event and awards ceremony to be held at the City;
3. notes that the event organisers will provide the following sponsorship benefits to the City:
  - 3.1 recognition as Premium Sponsor throughout the program of official West Tech Fest events;
  - 3.2 premier level branding and City crest to feature on all marketing collateral including signage at events, website and print material;
  - 3.3 naming rights to a panel discussion at the West Tech Fest;
  - 3.4 opportunity for the Lord Mayor to open all official West Tech Fest events;
  - 3.5 opportunity for two City representatives (~~either Elected Members or Officers~~) (the Lord Mayor or delegate and the Chief Executive Officer or delegate) to participate as part of the first round judging panel for the OzAPP Awards;
  - 3.6 opportunity for an appropriately qualified City representative (the Lord Mayor or delegate and the Chief Executive Officer or delegate) to participate in the final OzAPP Awards Judging Panel;
  - 3.7 opportunity for a City representative to take part in a pre-event mentoring session;
  - 3.8 exhibition space at the West Tech Fest to promote the City and its related services;
  - 3.9 ten complimentary tickets for City of Perth representatives (Elected Members or Officers) to attend the West Tech Fest and the OzAPP Awards;
4. notes that the City is to be provided with a detailed acquittal report, including all media coverage obtained, by February 2016; and
5. accepts the opportunity to promote the City of Perth by utilising the Exhibition Space as detailed in the sponsorship benefits.

**Reason:** The Marketing, Sponsorship and International Relations Committee considered it appropriate that the hire fees associated with the three days be included in the overall sponsorship amount and to confirm that Elected Members participate in the first round of judging panel and final OzAPP Awards judging panel. The Marketing, Sponsorship and International Relation Committee also considered it appropriate to confirm the opportunity for the City to use the Exhibition Space.

The OzAPP Awards provide a forum for mobile, web and cloud start-ups from across the Asia Pacific to present their ideas to, and to network with, investors and entrepreneurs from organisations such as Samsung, Google, Twitter and Facebook. Initiated by Curtin University and Bill Tai (leading venture capitalist and regular start-up investor in Australia), the OzAPP Awards app competition aims to foster dialogue and collaboration between innovators, researchers, investors and industry, and to further stimulate innovative business culture around Australia.

The OzAPP Awards have been held in Perth for three years and are open to all residents of the Asia Pacific region, both individuals and companies.

The West Tech Fest is a relatively new addition to the OzAPP Awards program. The festival combines content on entrepreneurship, investment and technology with high level networking events bringing together business, education and community. The West Tech Fest incorporates the OzAPP Awards judging, Mai Tai Australia, a Start-up Village, pitching opportunities, community, education, technology start-up events and an industry conference.

### **Summary of Event:**

The organisers of the OzAPP Awards/West Tech Fest have approached the City for corporate sponsorship for the Festival program and events including the OZApp awards, West Tech Fest Conference, Unearthed Demo Day, and the Student Tech Fest.

The West Tech Fest will run from Friday, 4 December to Wednesday, 9 December 2015 and will be held in venues around the city including several at the Perth Town Hall.

The festival program will feature inspiring keynote speakers, interactive workshops, networking events, mentoring sessions, educational workshops and community events including the Mai Tai Australia kitesurfing event.

The OzAPP Awards are open to all residents (individual or businesses) of the Asia Pacific region. Applicants to the competition are judged on what their app offers, the need for the product and its revenue potential.

Finalists pitch their app concept to OzAPP Awards' audience and an international judging panel. Winners are awarded significant cash, in kind resources and mentoring advice to build and launch their apps. First prize is a USD \$100,000.00 convertible note from Qualcomm Ventures. The top 20 applicants will also receive

\$24,000 worth of hosting credits on Rackspace with mentoring and marketing support also provided.

The final judging will be held in Perth, Western Australia as part of an intensive program in December 2015. The top 5 finalists of the OzAPP Awards will be invited to pitch to leading venture capitalists, tech judges and industry experts from across the globe in Perth, Western Australia.

The City has previously sponsored \$10,000 to the OzAPP Awards in the 2014/15 financial year.

#### **LEGISLATION / STRATEGIC PLAN / POLICY:**

<b>Integrated Planning and Reporting Framework Implications</b>	<b>Strategic Community Plan</b> Council Four Year Priorities: Perth as a Capital City S6 Maintain a strong profile and reputation for Perth as a city that is attractive for investment
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#### **Policy**

Policy No and Name: 18.8 – Provision of Sponsorship and Donations

#### **DETAILS:**

##### **Eligibility for Sponsorship:**

<b>Criterion</b>	<b>Satisfied</b>
Awards, presentations, acknowledgement for excellence in relevant professional fields	Yes
Support for activities which award endeavour in community service	Yes
Support for the activities of organisations or individual which provide positive positioning for the City of Perth	Yes

##### **Markets / audiences who will be exposed to sponsorship information:**

Key markets / audiences the City of Perth will be promoted to include:

- Creative industries professionals and aspiring entrepreneurs in the Asia Pacific region;
- Key local and international sponsors;
- Local, national and Asia Pacific media; and
- Local universities including Curtin University, Murdoch University, Edith Cowan University and the University of Western Australia.

##### **Promotion of City of Perth to Markets / audiences:**

The City of Perth will be promoted to markets / audiences as per the recommendation section of this report.

## **Assessment of Application (Corporate):**

### **1. The opportunity the sponsorship provides to enhance the image of the City of Perth.**

The City's support for the West Tech Fest will contribute to the growing recognition of Perth as a destination for pioneering the development of innovative technology.

The City will receive significant international exposure through promotion of the event in key markets such as Singapore, Hong Kong, South Korea and Taiwan.

### **2. The value of the increased good will from markets / audiences exposed to the sponsorship by the City of Perth.**

The City's role in supporting the development of Perth's growing creative industries sector and in attracting innovative businesses to the city will be promoted locally and internationally to key target groups. Creative industries are recognised as integral to the development of a modern economy and sponsorship of this event will help to strengthen industry networks and attract creative industries businesses to the city.

The City will benefit from the promotion of this event in international markets and networks and will also benefit from the media coverage of the event.

### **3. Contributes towards the achievement of one or more of the City's economic development objectives.**

- To position the City as a city of regional and international significance.
- To increase visitation to the City.
- To increase economic investment in the City.
- To create a vibrant, energetic 24 hour city.

#### To position the City of Perth as a city of regional and international significance

- Interstate and international markets will have access to marketing material and media for this event.
- The City will be recognised as a supporter of innovation, entrepreneurship and start-ups.
- The event will enhance Perth's growing reputation as a developing creative industries hub of global significance.

#### To increase visitation to the City

- Over 400 (expected) attendees will visit Perth for the event, with interstate and international attendees length of stay estimated at one week.

- A future outcome of this project will be to encourage the creation or investment in innovative new businesses in the city that will in turn increase visitation to the area.

To increase economic investment in the City

- The West Tech Fest and OzAPP Awards will connect Perth-based entrepreneurs with potential investors from around the world.

**4. Benefits to be provided to the City.**

The benefits provided to the City are detailed in the recommendation section of this report.

The City, and its representatives, do not expect to receive invitations/tickets/passes additional to that which is approved to in this agreement.

It is to be noted that sponsorship/partnership agreements with event and program organisers specifically include a condition that no invitations/tickets/passes or benefits additional to the arrangement detailed in this report, are to be offered and thus received by the City and its representatives.

**FINANCIAL IMPLICATIONS:**

ACCOUNT NO:	CL 43 793 000	
BUDGET ITEM:	Economic Services – Other Economic Services –	
	Economic Development	
BUDGET PAGE NUMBER:	66	
BUDGETED AMOUNT:	\$2,945,828	This component is: \$122,000
AMOUNT SPENT TO DATE:	\$ 348,731	
PROPOSED COST:	\$ 36,000	
BALANCE:	\$2,571,097	

All figures quoted in this report are exclusive of GST.

The figures outlined in the table above include the direct financial contribution to the organisers of the West Tech Fest as well as the costs associated with the in kind components (three days hire of the Perth Town Hall (\$6,500) and a hosted reception (\$6,500) on the evening of Monday, 7 December 2015) that the City will provide in support of the event.

**COMMENTS:**

It is recommended that the Council approves sponsorship of the West Tech Fest as outlined.

The objective of the City's Policy 18.8 (Provision of Sponsorship and Donations) is to exploit opportunities to enhance the corporate image of the City of Perth and generate goodwill with significant stakeholders.

Premier sponsorship will deliver positive outcomes for the City by demonstrating its firm commitment to supporting start-ups and entrepreneurial activity within the creative industries; creative industries being one of Economic Development Unit's key services to develop and support, specifically to encourage entrepreneurs, new ideas and innovative businesses.

The event aims to build Western Australia as a rival to the eastern states as a destination for pioneering the development of innovative technology, therefore contributing to Perth's growing reputation as a creative hub.

The City has been keen to support the development of a local innovation festival of this type, and it features as an action item for the City's economic development activities. The aggregation of events within a specific period and the expansion of the event to extend over multiple days, rather than the one day event previously held, will also help in the ongoing promotion and development of the local innovation and entrepreneurial sector.

Additionally, the City will benefit from the inbound visitation associated with the event and the resulting flow on economic benefit.

## **FINANCE AND ADMINISTRATION COMMITTEE REPORTS**

### **ITEM NO: 7**

#### **CHRISTMAS BREAK DINING ROOM CLOSURE AND PROPOSED AMENDMENTS TO DINING ROOM DATES FOR 2016**

**FINANCE AND ADMINISTRATION COMMITTEE  
RECOMMENDATION:** (APPROVAL)

***That Council:***

- 1. approves the closure of the Council House Dining Room from Saturday, 12 December 2015 to Sunday, 3 January 2016;***
- 2. approves the lunch on Friday, 25 March 2016 being rescheduled to Thursday, 24 March 2016; and***
- 3. approves the Dinner on Saturday, 26 March 2016, during the Easter break, being cancelled.***

#### **BACKGROUND:**

FILE REFERENCE:	P1001610-13
REPORTING UNIT:	Marketing & Events Unit
RESPONSIBLE DIRECTORATE:	Economic Development & Activation Directorate
DATE:	10 September 2015
MAP / SCHEDULE:	N/A

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

It is customary for the Dining Room in Council House to close during the Council Christmas break and this report seeks approval for its closure during the 2015/16 break.

In accordance with Council Policy 10.12 – Provision of Hospitality, the Dining Room is available for use by Elected Members each Friday between 12.30pm and 3.30pm, excluding the second Friday of the month where it is available for use from 7.30pm to 10.30pm. On the last Saturday of each month, the Dining Room is also available for use between 7.30pm to 10.30pm.

## **LEGISLATION / STRATEGIC PLAN / POLICY:**

### **Integrated Planning and Reporting Framework Implications**

### **Corporate Business Plan**

Council Four Year Priorities: Capable and Responsive  
Organisation  
S19 Improve customer focus of the organisation

### **Policy**

Policy No and Name: 10.12 – Provision of Hospitality

## **DETAILS:**

The Council House Dining Room is available for use by Elected Members in accordance with Policy 10.12 - Provision of Hospitality that includes its use from 12.30pm to 3.30pm on Fridays and 7.30pm to 10.30pm one Saturday per month with the exception of the second Friday of each month being a dinner.

The final operating day for the dining room will be Dinner on Friday, 11 December 2015. The dining room will reopen on Friday, 8 January 2016 for Dinner.

The Good Friday Public Holiday is on Friday, 25 March 2016 and it is proposed to reschedule the lunch to Thursday, 24 March 2016.

It is also proposed that the dinner on Saturday, 26 March 2016, during the Easter break, be cancelled.

## **FINANCIAL IMPLICATIONS:**

There are no significant financial implications related to this report.

## **COMMENTS:**

Changing the dates on which the Dining Room is available for use by Elected Members in 2016 as proposed will facilitate use of this venue in accordance with Council Policy 10.12 – Provision of Hospitality.

In accordance with Council Policy 10.12 – Provision of Hospitality, it is requested that the Finance and Administration Committee approves this request.

## ITEM NO: 8

### FINANCIAL ACTIVITY STATEMENT FOR THE PERIOD ENDED 31 JULY 2015

**FINANCE AND ADMINISTRATION (APPROVAL)  
COMMITTEE  
RECOMMENDATION:**

***That Council approves the Financial Activity Statement for the period ended 31 July 2015 as detailed in Schedule 6.***

#### BACKGROUND:

FILE REFERENCE: P1014149-25  
REPORTING UNIT: Finance  
RESPONSIBLE DIRECTORATE: Corporate Services  
DATE: 23 September 2015  
MAP / SCHEDULE: Schedule 6 – Financial Activity Statements for the period ended 31 July 2015

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

#### LEGISLATION / STRATEGIC PLAN / POLICY:

<b>Legislation</b>	Section 6.4(1) and (2) of the <i>Local Government Act 1995</i> Regulation 34(1) of the <i>Local Government (Financial Management) Regulations 1996</i>
<b>Integrated Planning and Reporting Framework Implications</b>	<b>Strategic Community Plan</b> Council Four Year Priorities: Community Outcome Capable and Responsive Organisation A capable, flexible and sustainable organisation with a strong and effective governance system to provide leadership as a capital city and deliver efficient and effective community centred services.

#### DETAILS:

The Financial Activity Statement is presented together with a commentary on variances from the annual budget.

The Financial Activity Statement for July 2015 has been estimated from the unaudited Financial Statements for the year ended 30 June 2015 and the Financial Statements for the two months to 31 August 2015.

**FINANCIAL IMPLICATIONS:**

There are no direct financial implications arising from this report.

**COMMENTS:**

The Financial Activity Statement commentary compares the actual results for the one month to 31 July 2015 to the Annual Budget 2015/16 adopted by Council on 9 June 2015.

## ITEM NO: 9

### FINANCIAL STATEMENTS AND FINANCIAL ACTIVITY STATEMENT FOR THE PERIOD ENDED 31 AUGUST 2015

**FINANCE AND ADMINISTRATION (APPROVAL)  
COMMITTEE  
RECOMMENDATION:**

***That Council approves the Financial Statements and the Financial Activity Statement for the period ended 31 August 2015 as detailed in Schedule 7.***

#### BACKGROUND:

FILE REFERENCE: P1014149-25  
REPORTING UNIT: Finance  
RESPONSIBLE DIRECTORATE: Corporate Services  
DATE: 24 September 2015  
MAP / SCHEDULE: Schedule 7 – Financial Statements and Financial Activity Statement for the period ended 31 August 2015

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

#### LEGISLATION / STRATEGIC PLAN / POLICY:

<b>Legislation</b>	Section 6.4(1) and (2) of the <i>Local Government Act 1995</i> Regulation 34(1) of the <i>Local Government (Financial Management) Regulations 1996</i>
<b>Integrated Planning and Reporting Framework Implications</b>	<b>Strategic Community Plan</b> Council Four Year Priorities: Community Outcome Capable and Responsive Organisation A capable, flexible and sustainable organisation with a strong and effective governance system to provide leadership as a capital city and deliver efficient and effective community centred services.

**DETAILS:**

The Financial Activity Statement is presented together with a commentary on variances from the annual budget.

**FINANCIAL IMPLICATIONS:**

There are no direct financial implications arising from this report.

**COMMENTS:**

The Financial Activity Statement commentary compares the actual results for the two months to 31 August 2015 to the Annual Budget 2015/16 adopted by Council on 9 June 2015.

## ITEM NO: 10

### 2016 CITY OF PERTH PHOTOGRAPHIC COMMISSIONS SELECTION

**FINANCE AND ADMINISTRATION (APPROVAL)  
COMMITTEE  
RECOMMENDATION:**

***That Council approves:***

- 1. the City of Perth History Centre to include relevant views from the 2009 Historic Photographic Commission in the current Photographic Streetscape Documentation Project;***
- 2. the 2016 City of Perth Photographic Commissions Selection Panel recommendation to commission photographer Graham Miller to carry out the 2016 Artistic Photographic Commission at a cost of \$15,000 (excluding GST); and***
- 3. the 2016 City of Perth Photographic Commissions Selection Panel recommendation to commission photographer Jacqueline Ball to carry out the 2016 Contemporary Photographic Commission at a cost of \$15,000 (excluding GST).***

#### **BACKGROUND:**

FILE REFERENCE:	P1031593#04
REPORTING UNIT:	Community Facilities
RESPONSIBLE DIRECTORATE:	Economic Development and Activation
DATE:	22 September 2015
MAP / SCHEDULE:	N/A

**At the Finance and Administration Committee meeting held on 6 October 2015 the Committee agreed to amend the Officer Recommendation as follows:**

**That Council approves:**

- 1. the City of Perth History Centre to include relevant views from the 2009 Architectural Historic Photographic Commission in the current Photographic Streetscape Documentation Project;**

(Cont'd)

2. the 2016 City of Perth Photographic Commissions Selection Panel recommendation to commission photographer Graham Miller to carry out the 2016 Artistic Photographic Commission at a cost of \$15,000 (excluding GST); and
3. the 2016 City of Perth Photographic Commissions Selection Panel recommendation to commission photographer Jacqueline Ball to carry out the 2016 Architectural Contemporary Photographic Commission at a cost of \$15,000 (excluding GST).

**Reason:** The Finance and Administration Committee considered it appropriate to change the titles of the 2009 and 2016 Photographic Commissions to better reflect what the commission's represent.

At its meeting held **21 July 2015** the following was carried by Council:

*"That Council:*

- 1. notes the increase in commission fees for two Photographic Commissions to \$15,000 per commission depicting the city to be undertaken in 2015/16 and continuing thereafter every three to five years;*
- 2. approves the themes for the Photographic Commissions as detailed in this report;*
- 3. nominates Elected Member Cr Rob Butler to represent Council on the selection panel for the 2016 Photographic Commission;*
- 4. requests that an Elected Member Briefing session be arranged to provide information regarding the photographic commissions that were undertaken in 2009 and 2012 depicting the development of the architectural elements of the city."*

On 1 September 2015 an Elected Member Briefing session was delivered providing information regarding the photographic commissions that were undertaken in 2009 and 2012 depicting the development of the architectural elements of the city.

As per the selection process outlined in the report to Council on 21 July 2015, the Art Curator devised a list of photographers who were invited to submit a proposal in response to the commission brief. A selection panel was formed which was made up of an Elected Member, a City of Perth representative and two industry professionals.

The Selection Panel met at 9:00am on Friday, 4 September 2015 to assess the proposals and the recommendations of the panel are detailed in the body of this report.

As the commissions result in the purchase of works of art approval from the Finance and Administration Committee is sought to commission the photographers

recommended by the Selection Panel in accordance with the Delegated Authority register 2015/16.

This was reported to the Finance and Administration Committee meeting held Tuesday, 15 September 2015.

At the Finance and Administration Committee meeting held 15 September 2015 it was resolved:

*“That the Finance and Administration Committee agreed to defer consideration of the report titled 2016 City of Perth Photographic Commissions Selection, to enable further consideration of the Architectural Photographic Commission in consultation with the History Centre to ensure it aligns more appropriately with Councils initial vision.”*

## **LEGISLATION / STRATEGIC PLAN / POLICY:**

### **Integrated Planning and Reporting Framework Implications**

#### **Corporate Business Plan**

Council Four Year Priorities: Healthy and Active in Perth  
S15 Reflect and celebrate the diversity of Perth

#### **Strategic Community Plan**

Council Four Year Priorities: Community Outcome  
Healthy and Active in Perth  
Reflect and celebrate the diversity of Perth

### **Policy**

Policy No and Name: 18.1 – Arts and Culture  
18.2 – Collections Management

## **DETAILS:**

### **City of Perth History Centre Photographic Streetscape Documentation Project**

In 2012 the City of Perth History Centre began a photographic streetscape documentation project to create a historical record of streets within the City of Perth to capture changes that are occurring over time and street by street. The objective for this project is to provide a visual historical record which will be useful for researchers as well as those people interested in the history of the city. This project is currently being carried out at a cost of \$5,000 per annum and the photographer is about to enter a new cycle of capturing views across the city.

The photographers brief is to attempt to capture the streets including the buildings, vehicles and people moving about in their day to day business. The photographs can be taken from a balcony, a roof top or from ground level. The city skyline is captured from various vantage points including from East Perth and Kings Park. Future skyline views can be captured from South Perth to compare this view of the city with one captured in 2009. It is understood that not all of the streets within the city can be photographed during a single financial year and as such a photographer is

contracted annually to cover the city over a three to five year period. At the end of this period a photographer will revisit the locations to capture a time lapse view of the city streets. Comprehensive notes are recorded with the photographs to identify the location, the direction the photographs are taken as well as the date that the photograph is taken.

The photographer for the History Centre Photographic Streetscape Documentation project is instructed to capture specific views and precincts. This includes locations that allow for contemporary views that reference historical photographs in the History Centre Collection.

As noted in the Elected Members briefing session held 4 September 2015, the City of Perth History Centre will incorporate contemporary photographs of views captured through previous City of Perth Architectural Photographic Commissions in the photographic streetscape documentation project where the photographer is able to gain access to relevant sites.

Views of Perth from the Perth Town Hall clock tower have been captured as far back as the 1870s. Two such views were included in the 2009 Architectural Photographic Commission. Access to the clock tower is limited as it requires the photographer to have an induction and supervision from Perth Town Hall staff and also to be able to work harnessed at heights. As such it is recommended that views from this site be captured every three to five years within the History Centre Photographic Streetscape Project with a separate photographer engaged for the clock tower site given the difficulty when accessing this location.

### **2016 City of Perth Photographic Commissions**

At its meeting held 4 September 2015 the 2016 City of Perth Photographic Commissions Selection Panel assessed the submissions made by photographers who had been invited to express interest in the commission project. The panel assessed the project proposals against four selection criteria, those being Artistic Excellent, Response to the Brief, Material Quality and Risk, and Demonstration of Capacity. The photographers recommended to be commissioned are detailed below.

### **2016 Artistic Photographic Commission**

It is recommended that photographer Graham Miller be commissioned to carry out the 2016 Artistic Photographic Commission which will result in the acquisition of a series of 10 single edition photographic works of art.

Graham Miller's work has a cinematic quality with the composition of each photograph carefully considered to capture a particular moment. Viewers are often prompted to consider what may have occurred the moments just prior to or after the photographs were taken. His portrait work takes in the context of the subject's surroundings allowing the environment and ambience to give clues to the narrative that the photograph is portraying.

Miller has proposed to photograph a wide view of city spaces populated by its inhabitants. His work will show the social interactions and activities of people in Perth

within the context of the city environment. The landscape will loom large and the people within Perth will be visible within the larger context of the cityscape. The locations depicted will be integral to the works with the culture of the city being articulated through a series that shows both work and play as being integral to the culture of Perth.

Graham Miller demonstrated that the resulting works would be unique and engaging while also addressing the project brief. He has experience delivering projects of a similar nature and produces work to archival standard.

Graham Miller is a highly regarded photographer who has been exhibiting nationally and internationally for over 15 years. He has exhibited in solo and group exhibitions at galleries such as the Perth Institute of Contemporary, Perth Centre for Photography, Australian Centre for Photography in Sydney, Rayko Photo Centre in San Francisco USA, Museum of Art Rhode Island USA, National Gallery of Victoria, and the Art Gallery of Western Australia.

Graham Miller has a solo exhibition scheduled at the Art Gallery of Western Australia in late 2015 as a part of their WA Focus series. He has work in the collections of the National Gallery of Victoria, Artbank, State Art Collection at the Art Gallery of Western Australia, Parliament House Collection Canberra, Murdoch University Collection, Edith Cowan University Collection, Royal Perth Hospital Collection and numerous private collections in Australia and internationally.

The City of Perth does not currently own any works by Graham Miller and the acquisition of his work through the 2016 City of Perth Artistic Photographic Commissions will be an important addition to the City's cultural assets by depicting the social and cultural dynamic of Perth within the context of the city environment. His work will relate to and complement other works in the collection by artists such as Brad Rimmer, Max Pam, Kevin Ballantine, Max Dupain and Frederick Flood.

The commission and resulting acquisition recommendation is made in accordance with Council Policy 18.2 Collection Management and meets the acquisition criteria outlined as follows.

### **Essential Acquisition Criteria**

In order to be considered for the Art Collection all items must meet the essential acquisition criteria as follows.

<b>Criteria</b>	<b>Reason for Proposed Acquisition</b>
Enhance the current scope of the Collection.	As outlined above, these works will enhance the City's holdings of photographic works on paper by Western Australian contemporary artists as well as add to the representation works depicting social aspects of the city at this moment in time and the evolution of Perth generally.
Be an unconditional donation or purchase.	These commissioned works will result in an unconditional purchase.

Criteria	Reason for Proposed Acquisition
Have the capacity to be placed on display without hindrance to public access or safety, and without breaching the artist's moral rights.	The works will be two-dimensional and will be able to be safely displayed in a variety of locations within Council buildings.
Have the necessary resources allocated to resolve all foreseeable issues related to conservation, presentation and storage, as part of the acquisition.	The City budgets for the operational expenses associated with caring for its cultural assets including the Art Collection. <u>Conservation</u> – These will be new contemporary works of art without any immediate major conservation issues evident. <u>Display</u> – The works will be mounted framed for display. <u>Storage</u> - The City of Perth has a climate controlled storage facility for works of art that are not on display. These works will fit within this facility at the current time.
Be a quality example that will be a significant addition to the Collection.	As outlined above, the works proposed by the artist for the commission will result a quality demonstration of the artist's practice and will make an important addition to the Collection.
Fit within the guidelines provided in the priority areas for art acquisition.	The 2011 Art Collection Audit Survey Report outlined: 'The representation of contemporary artworks in the Collection requires ongoing strengthening with acquisition of artworks by established artists as they become available through exhibitions, dealers or artists self-representing.' This artwork meets this criterion.

### Specific Acquisition Criteria - Art Collection

Artwork recommended for acquisition is required to meet **one or more** of the following priorities.

Criteria	Reason for Proposed Acquisition
Represent significant periods, occasions and urban initiatives in the evolution of the city, and city life.	Being a direct commission by the City of Perth carried out in line with a project brief which defines themes relevant to the city, the commission and acquisition of 10 photographic works by Graham Miller will represent the city at this moment in time and become an artistic record of the evolution of Perth both socially and physically.
Build upon the strengths of existing holdings of the Art Collection.	As outlined above, these works of art connect on various levels with works in the Collection by artists such as Brad Rimmer, Max Pam, Kevin Ballantine,

Criteria	Reason for Proposed Acquisition
	Max Dupain and Frederick Flood.
Represent the artistic practice of emerging and established Western Australian artists or artists residing in Western Australia who have received acclaim for their work locally, nationally and internationally.	The artist is an established Western Australian contemporary artist having exhibited at leading galleries in Perth as well as interstate and internationally. His work is included in the collections of several important cultural institutions.
Represent contemporary art practice and support the work of new artists and recent work by established artists.	By commissioning a contemporary artist to carry out this commission the City is supporting the creation of new work by an established Western Australian artist.
Strengthen and add to an existing series of works.	Not Applicable.
Build on identifiable themes within the whole Collection.	The artist recommended to be commissioned for the 2016 Artistic Photographic Commission has proposed to produce a series of works which will build on identifiable themes within the collection of contemporary photographic series, works that consider social interaction in the city environment and the landscape of Perth.
Be informed by or identifiably associated with the City of Perth.	As the artist will be fulfilling a project brief addressing themes identified by the City of Perth the resulting works will be informed by and identifiably associated with the City of Perth.

### 2016 Architectural Photographic Commission

It is recommended that photographer Jacqueline Ball be commissioned to carry out the 2016 Architectural Photographic Commission which will result in the acquisition of a series of 10 single edition photographic works of art.

Jacqueline Ball's photographic work prompts consideration of the relationship between the viewer and the physical world in which they inhabit. Ball has proposed to photograph the city in a manner that shows a sublime view of Perth's architecture that is rich in colour and evokes a sense of possibility and vitality. She will photograph public and privately owned everyday spaces of the city in views that capture interior and exterior architectural environments.

There will be a focus on change and development with areas of current and future change being captured. The working, residential and social spaces of the city will also be considered with the various types of land use being captured in proximity to one another. Heritage structures will also be considered in the works by showing the variations in materials, colours and forms that make up the architecture of Perth with each denoting a different era of development in Perth.

The use of light and reflection will show the city as a layered environment of built form that is diverse in its functions (residential, business, social, travel and recreational) and materiality (glass, concrete, metal, sand and plastic for example).

Jacqueline Ball demonstrated that the resulting works would be striking and innovative while also addressing the project brief. She has experience delivering projects of a similar nature and produces work to archival standard.

Jacqueline Ball has been exhibiting nationally and internationally since 2007 including exhibitions at galleries such as the Art Gallery of Western Australia, the Royal Melbourne Institute of Technology, Monster Valley Gallery in New Zealand, Galerie Pavolva in Berlin Germany, Lawrence Wilson Art Gallery at UWA, Queensland Centre for Photograph, Museum of Contemporary Art in Sydney, and Perth Centre for Photography. In that short time Ball has had work acquired by numerous public and private collections including the Art Gallery of New South Wales, Art Gallery of Western Australia, Kerry Stokes Collection, Artbank, University of Western Australia, Wesfarmers, and the Central Institute of Technology Collection.

The City of Perth does not currently own any works by Jacqueline Ball and the acquisition of her work through the 2016 City of Perth Architectural Photographic Commissions will be an important addition to the City's cultural assets that depict and consider the changing built environment of Perth. Her work will relate to and complement other works in the collection by artists such as Brad Rimmer, Max Pam, Juha Tolonen, Max Dupain, Christopher Young, Simon Westlake and Frederick Flood.

The commission and resulting acquisition recommendation is made in accordance with Council Policy 18.2 Collection Management and meets the acquisition criteria outlined as follows.

### **Essential Acquisition Criteria**

In order to be considered for the Art Collection all items must meet the essential acquisition criteria as follows.

<b>Criteria</b>	<b>Reason for Proposed Acquisition</b>
Enhance the current scope of the Collection.	As outlined above, these works will enhance the City's holdings of photographic works on paper by Western Australian contemporary artists as well as add to the representation works depicting the built space of Perth at this moment in time and the evolution of Perth generally.
Be an unconditional donation or purchase.	These commissioned works will result in an unconditional purchase.
Have the capacity to be placed on display without hindrance to public access or safety, and without breaching the artist's moral rights.	The works will be two-dimensional and will be able to be safely displayed in a variety of locations within Council buildings.

Have the necessary resources allocated to resolve all foreseeable issues related to conservation, presentation and storage, as part of the acquisition.	<p>The City budgets for the operational expenses associated with caring for its cultural assets including the Art Collection.</p> <p><u>Conservation</u> – These will be new contemporary works of art without any immediate major conservation issues evident.</p> <p><u>Display</u> – The works will be mounted framed for display.</p> <p><u>Storage</u> - The City of Perth has a climate controlled storage facility for works of art that are not on display. These works will fit within this facility at the current time.</p>
Be a quality example that will be a significant addition to the Collection.	As outlined above, the works proposed by the artist for the commission will result a quality demonstration of the artist's practice and will make an important addition to the Collection.
Fit within the guidelines provided in the priority areas for art acquisition.	The 2011 Art Collection Audit Survey Report outlined: 'The representation of contemporary artworks in the Collection requires ongoing strengthening with acquisition of artworks by established artists as they become available through exhibitions, dealers or artists self-representing.' This artwork meets this criterion.

### Specific Acquisition Criteria - Art Collection

Artwork recommended for acquisition is required to meet **one or more** of the following priorities.

Criteria	Reason for Proposed Acquisition
Represent significant periods, occasions and urban initiatives in the evolution of the city, and city life.	Being a direct commission by the City of Perth carried out in line with a project brief which defines themes relevant to the city, the commission and acquisition of 10 photographic works by Jacqueline Ball will represent the city at this moment in time and become an important historical as well as artistic record of the evolution of Perth.
Build upon the strengths of existing holdings of the Art Collection.	As outlined above, these works of art connect on various levels with works in the Collection by artists such as Brad Rimmer, Max Pam, Juha Tolonen, Max Dupain, Christopher Young, Simon Westlake and Frederick Flood.
Represent the artistic practice of emerging and established Western Australian artists or artists residing in Western Australia who have received acclaim for their work locally,	The artist is a mid-career Western Australian contemporary artist having exhibited at leading galleries in Perth as well as interstate and internationally. Her work is included in the collections of several important cultural institutions.

Criteria	Reason for Proposed Acquisition
nationally and internationally.	
Represent contemporary art practice and support the work of new artists and recent work by established artists.	By commissioning a contemporary artist to carry out this commission the City is supporting the creation of new work by a Western Australian artist.
Strengthen and add to an existing series of works.	Not Applicable.
Build on identifiable themes within the whole Collection.	The artist recommended to be commissioned for the 2016 Architectural Photographic Commission has proposed to produce a series of works which will build on identifiable themes within the collection of contemporary photographic series, works that show the built environment of Perth over time and the landscape of Perth generally.
Be informed by or identifiably associated with the City of Perth.	As the artist will be fulfilling a project brief addressing themes identified by the City of Perth the resulting works will be informed by and identifiably associated with the City of Perth.

#### FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CW1836900
BUDGET ITEM:	Recreation and Culture – Other Culture – 2016 City of Perth Photographic Commission
BUDGET PAGE NUMBER:	17
BUDGETED AMOUNT:	\$30,000
AMOUNT SPENT TO DATE:	\$ 0
PROPOSED COST:	\$30,000
BALANCE:	\$ 0

All figures quoted in this report are exclusive of GST.

#### COMMENTS:

The City of Perth History Centre Photographic Streetscape Documentation Project allows the City to develop its archive of imagery that describes the changing city environment over time. The documentary nature of this project allows the City to prescribe specific views to be captured for visual historical archive and future research purposes. The addition of contemporary images of views captured in the 2009 Photographic Commission and also views from the Perth Town Hall clock tower to the History Centre project will allow the city to add significant views to its comprehensive archive of photographs of the city of Perth.

The City of Perth Photographic Commissions provides a valuable collection development opportunity by inviting photographers to capture and consider the city environment in order to create a visual and artistic record of the physical and social elements of Perth at a particular moment in time. The resulting works are created to

fulfil a specific project brief and form an important part of the City of Perth Art Collection. These works can be displayed throughout council buildings and interpreted within collection exhibitions addressing a variety of themes and concepts.

Photographers Graham Miller and Jacqueline Ball have vast experience in the field of contemporary photography and will each provide a valuable addition to the City of Perth Art Collection through the 2016 City of Perth Photographic Commissions.

As per previous Photographic Commissions, the resulting commissioned works will be exhibited from 16 September 2016 to 2 December 2016 in the foyer of Council House and included in an exhibition catalogue.

## ITEM NO: 11

### NEW LEASE – RACING AND WAGERING WESTERN AUSTRALIA – ROE STREET CAR PARK, NORTHBRIDGE

**FINANCE AND ADMINISTRATION                      (APPROVAL)  
COMMITTEE  
RECOMMENDATION:**

***That Council:***

- 1. approves the advertising of a new lease for Shop 1 at the Roe Street Car Park (129 James Street, Northbridge) to Racing and Wagering Western Australia (TAB) under the terms and conditions detailed in Schedule 8 and in accordance with Section 3.58 of the Local Government Act 1995; and***
- 2. notes that in the event that no submissions are received, in accordance with Delegation 1.10 – Disposing of Property, the Chief Executive Officer has the authority to finalise the dispositions without further consideration by Council.***

**BACKGROUND:**

FILE REFERENCE:	P1016295-4
REPORTING UNIT:	Properties
RESPONSIBLE DIRECTORATE:	Construction and Maintenance
DATE:	21 August 2015
MAP / SCHEDULE:	Schedule 8 – Lease Terms and Conditions

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

## LEGISLATION / STRATEGIC PLAN / POLICY:

<b>Legislation</b>	Section 3.58 of the <i>Local Government Act 1995</i>
<b>Integrated Planning and Reporting Framework Implications</b>	<b>Corporate Business Plan</b> Council Four Year Priorities: Capable and responsive organisation S20 Meaningful community engagement and communications

In September 2000 the City entered into a new lease with Racing and Wagering Western Australia for a period of five years with two options for a further five years each.

The last of these options expires on 31 August 2015 and Racing and Wagering Western Australia has expressed its desire to enter into a new lease for a similar term.

## DETAILS:

The City conducted enquiries to determine potential from a range of businesses, predominantly food and beverage providers with nearly 50 companies being contacted. Whilst there was initially a positive reaction to the proposition from a number of companies, none actually downloaded the Expression of Interest documents or submitted a proposal. This was despite them being directly contacted to inform them of the details and release information.

Alternative industries that could be considered for this unit are:

- Food and Beverage;
- Creative Industries;
- Co working / Incubator;
- Retail;
- Community;
- Not for profit; and
- Office.

With each of these, it was considered that none were entirely appropriate at the present time when considering the street from an activation perspective in terms of the opening hours, required level of investment in fit-out and accompanying rent free period. Rental levels and also the facade presentation were also considered.

With each of the above alternatives it was considered that a subsidy would be required against the achievable level of rent which has been offered and matches the current market valuation which is held by the City. The precise level of rent subsidy that may be required in order to encourage occupation by another is not known, but may be as much as 100% if community or not for profit uses were to be considered, equating to forgone income of \$118,000 per annum.

The current market for attracting new tenancies is also not vibrant at present. Data from Economic Development shows us that vacancy rates in the office market space are anecdotally headed towards 20% or higher by February 2016 and rents will continue to drop (Property Council information).

There is anecdotal evidence regarding the perceived clientele of the TAB, and in order to help improve this image the Administration can work with the TAB to ascertain details around their proposed refit of the unit to try and give it some increased kerb appeal. It is understood however that in order for the TAB to invest in the property that a security of tenure for at least ten years, would be sought.

An invitation for Expressions of Interest to lease the premises was advertised in The West Australian on 5 August 2015 and closed on 20 August 2015.

Economic Development provided names of parties who had expressed interest in leasing the premises and these were notified of the advertisement.

Only one submission was received from the existing tenant.

Racing and Wagering Western Australia have occupied Shop 1 at 129 James Street, Northbridge since 2000. They have proven to be an excellent tenant and have always met their obligations under the terms of the lease.

It is proposed to enter into a new lease under the terms and conditions contained in Schedule 3, for a period of five years with two options for further terms of five years each at a commencement rental of \$118,000 per annum.

The proposed tenant plans to undertake major refurbishment works to the premises including painting, new carpets, all new furniture and fixtures and state of the art electronic technology.

### **FINANCIAL IMPLICATIONS:**

The City holds a market rental valuation dated 17 April 2015 determining the rent to be \$118,000 per annum. Racing and Wagering Western Australia are currently paying \$122,518 per annum. The determined rent is 3.6% below the current rent and is indicative of the declining rental rates in Northbridge.

The budgeted income for the premises in the 2015/16 financial year is \$125,275 per annum. This equates to a shortfall of \$7,275.

All figures quoted in this report are exclusive of GST.

### **COMMENTS:**

Although the market valuation is lower than the budgeted income for the premises for the 2015/16 financial year, the proposal is supported.

## ITEM NO: 12

### RECOMMENCEMENT OF LOCAL LAW MAKING PROCEDURE - CITY OF PERTH FENCING LOCAL LAW 2015

**FINANCE AND ADMINISTRATION (APPROVAL)  
COMMITTEE  
RECOMMENDATION:**

***That Council:***

- 1. in accordance with Section 3.13 of the Local Government Act 1995, approves the recommencement of the local law making procedure for the City of Perth Fencing Local Law 2015 due to the proposed change to clause 6.1 which is considered a significantly different proposal from the originally advertised local law;***
- 2. in accordance with Section 3.12 of the Local Government Act 1995, gives State-wide public notice of its intention to make the City of Perth Fencing Local Law 2015, as detailed in Schedule 9, the purpose and effect being:***
  - 2.1 Purpose: to prescribe a sufficient fence and the standard for the construction of fences throughout the district of the City of Perth;***
  - 2.2 Effect: to establish the requirements for fencing within the district of the City of Perth;***
- 3. notes that the suggestions received from the Department of Local Government and Communities in response to the original public notice period have been considered and incorporated into the proposed City of Perth Fencing Local Law 2015 (Schedule 9).***

#### **BACKGROUND:**

FILE REFERENCE:	P1015922-2
REPORTING UNIT:	Governance Services
RESPONSIBLE DIRECTORATE:	Corporate Services
DATE:	21 September 2015

MAP / SCHEDULE:                      Schedule 9 – Proposed City of Perth Fencing Local Law 2015.  
Schedule 10 – Advertised City of Perth Fencing Local Law 2015 with comparison of changes.  
Schedule 11 – Suggestions from the Department of Local Government and Communities and City of Perth Responses.

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 6 October 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

At its meeting held on **21 June 2005**, Council resolved to make the original *City of Perth Fencing Local Law 2005*.

At its meeting held on **29 January 2008**, Council resolved to make the *City of Perth Amendment Local Law 2007* to amend various clauses in a number of the City's existing local laws including the *City of Perth Fencing Local Law 2005*. The subsequent amendments, together with the originally made local law, constitute the Principal Local Law. The majority of the modified penalties within the Principal Local Law have remained unchanged since 2005.

Given the significant number of drafting changes required within the Principal Local Law which was affecting its application and interpretation, in accordance with Sections 3.12(3) of the *Local Government Act 1995*, Council at its meeting held on **21 July 2015** resolved to repeal the *City of Perth Fencing Local Law 2005* and in accordance with Section 3.12(3) of the *Local Government Act 1995*, give state-wide public notice of its intention to make the proposed *City of Perth Fencing Local Law 2015*.

The state-wide public notice was published in The West Australian on Friday, 31 July 2015, and displayed on the City's notice boards and the City of Perth website, seeking public submissions on the proposed local law. A copy of the public notice and the proposed local law were also provided to the Minister for Local Government, the Minister for Planning and the Minister for Commerce.

In accordance with Section 3.12(4) of the *Local Government Act 1995*, after the last day for submissions, Council is required to consider any submissions received and may resolve by an absolute majority to make the local law or to make a local law that is not significantly different from the proposed local law.

## **LEGISLATION / STRATEGIC PLAN / POLICY:**

**Legislation**                      Sections 3.12, 3.13 and 3.16 of the *Local Government Act 1995*  
*City of Perth Thoroughfares and Public Places Local Law 2007*

**Integrated Planning  
and Reporting  
Framework  
Implications**

**Corporate Business Plan**

Council Four Year Priorities: Community Outcome  
Capable and Responsive Organisation

A capable, flexible and sustainable organisation with a strong effective governance system to provide leadership as a capital city and deliver efficient and effective community centred services.

**DETAILS:**

At the close of the public notice period on Friday, 18 September 2015, no submissions were received from the public.

The Department of Local Government and Communities (DLGC) on behalf of the Minister for Local Government provided comments on the advertised local law on Thursday, 17 September 2015.

The majority of the DLGC comments relate to minor adjustments to the drafting to ensure alignment with current legislative practices and standards. There was however, a proposed change to Clause 6.1 Offences and Penalties to include wording to the effect that exists in the Principal Local Law in relation to unmodified penalties for offences which prescribes the maximum total limit for a penalty and a maximum daily penalty limit.

As instructed by the Department of Local Government and Communities this change is likely to be considered by Parliament's Joint Standing Committee on Delegated Legislation as a "significantly different" change to the proposed local law that was originally advertised and in accordance with Section 3.12 of the *Local Government Act 1995*, the City of Perth is therefore required to recommence the local law making procedure by re-issuing state-wide public notice of its intention to make the newly proposed City of Perth Fencing Local Law 2015.

The DLGC also queried whether the public can access the Australian Standards and Building Codes referenced within the proposed local law and which are protected by copyright. The State Library of Western Australia provides computer access to view these publications upon request by members of the public and the City will provide a note to this effect in the administrative version of the local law on the City's website.

The DLGC suggestions and Officer responses are detailed in Schedule 11 along with an indicative comparison of the changes to the originally advertised local law detailed in Schedule 10.

**FINANCIAL IMPLICATIONS:**

The recommencement of the local law making process will require a nominal sum of \$500 for local public notice.

The gazettal and final public notice requirements for the proposed local law, once resolved by Council, are estimated to be \$2,500.

These costs can be accommodated within existing operating budgets.

All figures quoted in this report are exclusive of GST.

**COMMENTS:**

**Application of the Caretaker Policy**

The decision the Council may make in relation to this item could constitute a 'Major Policy Decision' within the context of the City of Perth Caretaker Policy, however, an exemption should be made because, the process relating to the amendment local law being made had been initiated prior to the 2015 Caretaker Period taking effect and a delay would impact legislative timeframes as noted in Section 5.8 of the DLGC's "Local Government Operational Guidelines – Number 16 – November 2011 – Local Laws."

Given the change to Clause 6.1 of the proposed local law it is recommended that Council resolve to recommence the local law making process in accordance with Section 3.13 of the *Local Government Act 1995* by reissuing state-wide public notice of its intention to make the newly proposed City of Perth Fencing Local Law 2015.

## **WORKS AND URBAN DEVELOPMENT COMMITTEE REPORTS**

### **ITEM NO: 13**

#### **PERTH CITY LINK – KINGS SQUARE: ACCEPTANCE OF CONTRIBUTED ASSETS PHASE TWO**

**WORKS AND URBAN  
DEVELOPMENT COMMITTEE  
RECOMMENDATION:** (APPROVAL)

***That Council:***

- 1. notes the current estimated asset values and financial implications of accepting the second and final phase of contributed assets from the Perth City Link – Kings Square private development;***
- 2. approves the acceptance of the second phase of contributed assets for the Perth City Link – Kings Square private development being the completed Wellington Gardens; and***
- 3. approves the acceptance of the final portion of contributed assets for Perth City Link – Kings Square being KS4 and KS1 Wellington Street Frontages and KS4 Wellington St Frontage Art Work upon their future satisfactory completion and fit for purpose construction.***

#### **BACKGROUND:**

FILE REFERENCE:	P1029786#09
REPORTING UNIT:	Construction and Maintenance
RESPONSIBLE DIRECTORATE:	Construction and Maintenance Directorate
DATE:	18 August 2015

MAP / SCHEDULE:	Schedule 12 – Kings Square Sub-Precinct Map
	Schedule 13 – Ripplescape Artwork
	Schedule 14 – Wellington Gardens Landscape Plan
	Schedule 15 – Assets, Estimated Values and Associated Costs.

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 29 September 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

The Perth City Link (PCL) is one of three major project developments or precincts that the Metropolitan Redevelopment Authority (MRA) has within the city which will connect the city with Northbridge given the sinking of the railway line and Wellington Street Bus Station. The 13.5 hectare site is bounded by Wellington Street in the south, the Freeway to the west, Roe Street on the north and the Horseshoe Bridge (William St) to the east creating a significant transit hub with the new Underground Busport and a new CBD destination with Yagan Square, commercial offices, residential apartments, shops, restaurants and public open spaces.

The Kings Square precinct of PCL is a private development by Leighton Property which extends on the Wellington Street frontage from Little Milligan Street to King Street and has a small number of public realm assets to be contributed to the City. Council at its meeting on **21 July 2015** formally approved the acceptance of phase 1 of the Kings Square precinct assets under 308/15 Perth City Link – Kings Square:

#### Acceptance of Contributed Assets

*“That Council:*

- 1. notes the current estimated asset values and financial implications of accepting the first phase of contributed assets from the Perth City Link – Kings Square private development;*
- 2. approves the acceptance of the first phase of contributed assets for the Perth City Link – Kings Square private development being Telethon Avenue, Mall Reserve and KS2 Wellington Street frontage; and*
- 3. notes the submission of a second report to Council on the final contributed assets from the Perth City Link – Kings Square private development once construction has been completed.”*

This Report addresses the second and final phase of contributed assets to be considered by the City for transfer or handover.

## LEGISLATION / STRATEGIC PLAN / POLICY:

### Integrated Planning and Reporting Framework Implications

### Corporate Business Plan

Council Four Year Priorities: Major Strategic Investments

S1 Ensure that major developments effectively integrate into the city with minimal disruption and risk.

1.3 Establish site specific agreements and manage transition of Perth City Link Precinct.

### Policy

Policy No and Name: 9.12 Asset Management Policy

9.15 Contributed Asset Policy

## DETAILS:

The PCL Kings Square is private development by Leighton Property over multiple land holdings including DEXUS and Seven Entertainment. In agreement with Leighton Properties, the City's Construction Liaison Engineer had access to witness the construction of the assets to be gifted to the City, termed contributed assets, monitor quality, and gain an understanding of the nature of the infrastructure for future servicing and maintenance needs.

Wellington Gardens is a small 1340m<sup>2</sup> section of public open space adjoining the recently completed Telethon Avenue and is on the western side of the KS3 Building (see Schedule 12). The garden is situated on top of an underground flood mitigation storage tank that is part of the broader PCL Storm water Drainage network for the area. The area is designed as a shared communal area for office workers, city visitors and future residents incorporating multiple seating options (timber and concrete 'twig' designs); soft and hard landscaping inclusive of a grassed area and an artificial turf Ripplescape Art feature on the northern side (see Schedule 13). A second Indigenous Art feature of 6 statues is yet to be installed on site but is depicted in the Landscape Plan for the Garden (see Schedule 14).

One of three sections of the Wellington Street frontage for the precinct has been completed and was included as a contributed asset in the first Report to Council on 21 July 2015; however two remaining sections affronting KS1 and KS4 buildings remain to be completed for transfer to the City.

The development applications and working drawings for clearance of conditions associated with the KS1 and KS4 frontages have been referred to the City, including designs for a third public art piece within the KS4 frontage. The City has not received formal completion dates nor detailed cost estimates for these assets therefore costs have been estimated for the two street frontages based on the existing completed KS2 Frontage (see Schedule 15). These assets will be the final contributed assets to be transferred to the City from this private development precinct upon completion.

A Bond or Bank Guarantee to the value of \$2.5 million is being held by the City as per the terms of a legal agreement for the Deferral of Subdivision Conditions (Landscaping and Drainage Works: Wellington Gardens KS3) with DEXUS Funds

Management Ltd as trustee for the DEXUS Kings Square Trust. Under the terms of the Agreement the City releases the bank guarantee when confirmation is received that practical completion has been independently certified. The City retains 2.5% of the Bank Guarantee amount in a Defect Bond that is exchanged with DEXUS Funds Management. The Agreement is currently being reviewed internally to trigger the release or partial release of the Bond (Withdrawal of Caveat) given the dependency upon the Practical Completion of the works; but of significance delivering fit for purpose assets within Wellington Gardens.

### **FINANCIAL IMPLICATIONS:**

As previously advised final cost estimates for the Project will not be provided to the City until the final Asset Handover Requirements Package, as required by the City's Procedure, is submitted by the contractor through Leighton Property post the completion of the public realm assets.

Therefore preliminary values have been estimated from Budget Cost Estimates provided by Leightons for the majority of assets. As outlined in Schedule 15 the current estimated values (excluding GST) of these contributed assets for Council consideration can be summarised as follows with a total cost estimated to be \$1,719,850:

- Wellington Gardens \$1,225,550 (excluding Art Works and Underground Water Tank);
- KS1 Wellington Street Frontage \$254,650; and
- KS4 Wellington Street Frontage \$357,650 (Including Art Work).

The annual depreciation impact upon these assets only has been estimated to be in the order of \$54,850 per annum.

It must be noted that the excluded costs associated with the two Art Works within Wellington Gardens and Underground Water Tank will be significant, but are unable to be estimated by the City at this point in time given their bespoke nature and in that Leighton Properties have not provided any preliminary cost estimates.

In addition Asset Custodians and Maintainers (i.e. respective City of Perth Business Units) have provided an estimated annual cost for servicing and maintenance (estimated \$116,950), in addition to any replacement costs (estimated \$6,800) within the 10 year horizon of the financial plan (see Schedule 15). These costs are summarised as:

<b>Sections of PCL – Kings Square (Phase Two)</b>	<b>Servicing and Maintenance Costs (Annual)</b>	<b>Replacement Costs**</b>
Wellington Gardens	\$ 86,010	\$6,800
KS1 Wellington St Frontage	\$ 3,250	
KS4 Wellington St Frontage	\$ 6,520	
<b>SUB TOTAL</b>	<b>\$ 95,780</b>	<b>\$6,800</b>
<b>TOTAL *Inc 15% Overhead</b>	<b>\$116,947</b>	

Note: \*\* Compliance Assets to be replaced every 4 years.

These servicing and maintenance costs have been factored into the 2015/16 Budget across the respective Business Units.

**COMMENTS:**

Under Policy 9.15 Contributed Assets, Council approval is required to accept contributed assets over the value of \$500,000 and be advised of any future liabilities and financial implications. This Report recommends the acceptance of these final assets from the Perth City Link – Kings Square private development noting the impacts associated with servicing and maintenance costs over the coming 10 year period.

## ITEM NO: 14

### TENDER 008-15/16 WATER FEATURE MAINTENANCE SERVICES AT VARIOUS LOCATIONS

**WORKS AND URBAN  
DEVELOPMENT COMMITTEE  
RECOMMENDATION:**

**(APPROVAL)**

***That Council accepts the most suitable tender, being that submitted by Poolwerx Perth City to provide water feature maintenance services to various sites, under a three year contract commencing 1 October 2015, in accordance with the Schedule of Rates (Schedule 16), subject to annual indexation to the Consumer Price Index (All Groups Perth);***

#### **BACKGROUND:**

FILE REFERENCE:	P1031666
REPORTING UNIT:	Parks
RESPONSIBLE DIRECTORATE:	Construction and Maintenance
DATE:	11 September 2015
MAP / SCHEDULE:	Schedule 16 – Schedule of Rates Confidential Schedule 17 – Assessment Matrix

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 29 September 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

This tender was advertised as Tender 008-15/16 in the West Australian on Wednesday, 15 July 2015. Tenders closed at 2.00pm, on Thursday, 30 July 2015, with the following submissions received:

- Commercial Aquatics Australia
- PoolService Perth
- Bax Services
- Get Wet Solutions
- PoolWerx Perth City
- Add Landscaping

The report which follows assesses the submissions and makes a recommendation.

## **LEGISLATION / STRATEGIC PLAN / POLICY:**

**Legislation**                      Section 3.57 of the *Local Government Act 1995*  
Part 4 of the *Local Government (Functions and General)*  
*Regulations 1996*  
Code of Practice for the Design, Construction, Operation,  
Management and Maintenance of Aquatic Facilities (August  
2013)

**Integrated Planning and Reporting Framework Implications**      **Corporate Business Plan**  
Council Four Year Priorities: Community Outcome  
Healthy and Active in Perth  
A city with a well-integrated built and green natural  
environment in which people and families chose a  
lifestyle that enhances their physical and mental  
health and take part in arts, cultural and local  
community events.

**Policy**  
Policy No and Name:      9.4 – Purchasing Policy

## **DETAILS:**

As part of each submission, companies were required to address the selection criteria set out in the tender specification as well as a Form of Tender. A complete fixed price schedule of rates across stipulated categories associated with the works and services to be provided was also required.

All tenders were assessed against the following criteria:

- Compliance with specifications
- Experience with similar works
- Availability of support resources – Personnel and equipment
- Quality control procedures

## **Compliance Assessment:**

### **Get Wet Solutions**

This company demonstrated experience more closely aligned with the pumps, controls and hydraulics of water features as opposed to the maintenance and chemical water analysis required as part of this contract and was therefore assessed as not meeting the selection criteria.

### **Add Landscaping**

This company demonstrated experience more closely aligned to landscaping and irrigation, as opposed to water feature maintenance and chemical water analysis and was therefore assessed as not meeting the selection criteria.

#### Commercial Aquatics Australia

While this company did demonstrate relevant experience, they did not provide copies of the Material Safety Data Sheets, a signed copy of the addendum, a signed form of tender or provide a full response to each of the selection criteria.

#### Bax Services

While the company demonstrated compliance with the specification, most experience was aligned around ponds and natural water bodies; and a limited staff base raised concerns with the availability of support resources. This company was scored third highest by the panel.

#### Pool Service Perth

The company demonstrated a good understanding of the work and compliance with the specification, however only listed one full-time and two part-time employees. With an existing portfolio of 20+ commercial properties, the availability of support resources was a concern. This company was scored second highest by the panel.

#### PoolWerx Perth City

PoolWerx demonstrated compliance with the specification, a good understanding of the scope of work, relevant experience with similar works and sufficient personnel and equipment resources to undertake the contract. Quality control procedures were also of a high standard. PoolWerx ranked the highest against the selection criteria and offered competitive rates.

In summary, the ranking outcome was:

1. PoolWerx Perth City
2. Pool Service Perth
3. Bax Services
4. Commercial Aquatics Australia
5. Add Landscaping
6. Get Wet Solutions

#### **FINANCIAL IMPLICATIONS:**

ACCOUNT NO:	Various
BUDGET ITEM:	Other Recreation and Sport
BUDGET PAGE NUMBER:	
BUDGETED AMOUNT:	\$198,500
AMOUNT SPENT TO DATE:	\$ 0
PROPOSED COST:	\$172,900
BALANCE:	\$ 25,600

All figures quoted in this report are exclusive of GST.

The preferred supplier is also the current service supplier under the existing contract. Unit prices are therefore similar; however, addition of the Plateia Hellas in Northbridge to this tender specification, and increased service requirements at the

Water Labyrinth in Forrest Place has increased the estimated annual contract cost by approximately 20%. The balance of \$25,600 per annum is allocated for unexpected repairs and maintenance not included in the scheduled services.

**COMMENTS:**

Poolwerx Perth City has adequately addressed the selection criteria and was able to demonstrate their capabilities of fulfilling the requirements of the services to be provided under the contract. The company also provided competitive rates therefore it is recommended that Poolwerx Perth City be awarded the contract.

## ITEM NO: 15

### WILLIAM STREET PUBLIC TRANSIT ZONE STAGE 2 - TRANSPORT MODELLING AND IMPLEMENTATION

**WORKS AND URBAN  
DEVELOPMENT COMMITTEE  
RECOMMENDATION:**

**(APPROVAL)**

***That Council:***

- 1. receives the outcomes of the second stage of public consultation undertaken by the Public Transport Authority for public transport improvements on William Street and notes that all stakeholder issues have been satisfactorily addressed and resolved;***
- 2. notes that localised transport modelling of William Street has been undertaken by the Public Transport Authority which has provided an indication of the expected benefits to public transport reliability and pedestrian wait times at signals; however wider area transport modelling has not yet been completed to the satisfaction of the City of Perth to assess whether city traffic will be subject to additional congestion as a result of removing general traffic from part of William Street;***
- 3. notes the various options for delivery of the William Street Transit Zone project set out in this report including the relation of each option to the intended completion of the City's Barrack Street Two Way project;***
- 4. notes the acceptability of the Transit Zone (stage 2) project including its wider impact on the City road network is yet to be proven which shall be reported back to Council for consideration at a future meeting once all outstanding transport modelling information has been received and reviewed;***

**(Cont'd)**

5. *notes that details of the Stage 3 William Street Transit Zone 'Urban Environment Upgrade' shall be reported back to Council for consideration at a future meeting;*
6. *endorses that the City continues with completion of the Barrack Street Two Way project at the end of November 2015 in line with Option 3 of this report, separately to consideration of the Transit Zone project at a later date; and*
7. *authorises the Chief Executive Officer of City of Perth to negotiate with the Public Transport Authority on the timing of the relocation of the Blue CAT bus service away from Barrack Street, separately to consideration of the Transit Zone project at a later date.*

#### **BACKGROUND:**

FILE REFERENCE:	P1000570-11
REPORTING UNIT:	Transport Unit
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	18 September 2015
MAP / SCHEDULE:	Schedule 18 – PTA Fact Sheet Schedule 19 – 'Technical Report – William Street Transit Zone' Schedule 20 – 'William Street Transit Only Zone Modelling – RFQ 500011-69' Schedule 21 – 'William Street Transit Zone Stakeholder Consolation & Traffic Modelling' Schedule 22 – Analysis of Options For Delivery of Transit Zone

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 29 September 2015.

**The Committee recommendation to the Council is the same as that recommended by the Officers.**

At the meeting of Council on **10 December 2013**, Council made the following resolution:

1. *noted the outcomes from public consultation undertaken by the Public Transport Authority for public transport improvements on William Street;*
2. *approved the measures the Public Transport Authority propose for public transport improvements in William Street, subject to the following conditions*

*being satisfied before Council will consider the approval of a bus-only transit mall between Hay and Murray Streets:*

- 2.1 that all stakeholder issues have been satisfactorily addressed and resolved;*
- 2.2 that traffic modelling has been completed demonstrating that city traffic will not be subject to additional congestion as a result of removing general traffic from part of William Street;*
- 2.3 that Barrack Street is required to be converted to two-way traffic movement for general traffic prior to the transit zone in William Street becoming operational;*
- 3. noted that the Public Transport Authority will remove bus stop infrastructure from Barrack Street as part of these improvements;*
- 4. approved the addition of a double bus stop in Wellington Street, east of Forrest Place, as part of the relocation of bus services from Barrack Street into William Street and Wellington Street; and*
- 5. authorised the Chief Executive Officer to negotiate minor amendments to plans to optimise the number of short term parking and taxi bays.*

Part 2 of the resolution above and its conditions followed concerns expressed from the Works and Urban Development Committee regarding the proposed full closure of William Street to general traffic to create a Transit Zone and considered that the loss of all short-stay bays in William Street, as well as a loss of one Taxi Bay in Hay Street, was unacceptable and that the Public Transport Authority (PTA) investigate adding three short-stay bays in Hay Street. These investigations were completed by PTA and works to relocate and reconfigure short-stay bays and the taxi rank were completed in July 2014.

As part of the Council endorsement of Barrack Street Two Way in December 2014, it was reported to Council that the City's preference was for the northbound Blue CAT route to be relocated from Barrack Street to William Street.

At that time it was confirmed that changes to CAT routes and stop locations will ultimately be considered by PTA and the Department of Transport (DoT) as part of an overall CAT bus strategy which will form part of the State Governments future Perth Central Area Transport Plan (2016-25). One aspect of this plan will most likely reinforce the proposal for a transit zone in William Street (between Hay and Murray) which will also serve CAT buses.

Since this time, the City has been in on-going discussions with representatives from the DoT and the PTA. Both agencies have indicated their willingness to further consider the City's preferences as they recognise the merit in removing all bus stops from Barrack Street, not only from a safety point of view but also from a wider strategic perspective. On-going discussions during the development of the Transit Zone project from the beginning of 2015 have centred around PTA's requirements for the Transit Zone to be in place prior to the Blue CAT relocating from Barrack Street.

Subsequent to the Council meeting on **10 December 2013**, and following close collaboration between the City of Perth, PTA and DoT during the course of 2015, technical reports produced by the PTA and DoT were submitted to the City of Perth, most recently on 31 August 2015, detailing localised traffic modelling of William Street, (but not the requested wider area modelling), its concept design and consultation feedback as previously requested by Council. These technical reports are contained at Schedule 19 and 20 the content of which is summarised in the City of Perth's summary note 'William Street Transit Zone Stakeholder Consultation and Traffic Modelling' in Schedule 21.

This report provides a summary of the updated position in relation to conditions previously placed upon the consideration of public transport improvements in William Street, including addressing stakeholder issues and completion of traffic modelling. This report also makes recommendations for the delivery and timing of the Transit Zone project in relation to the committed City project Barrack Street Two Way and the continued operation of the Blue CAT service.

The PTA recently briefed Elected Members of the Works and Urban Development Committee on Monday, 7 September and discussed preferred project timing and delivery method, outlined the need for public transport improvements, explained the results of stakeholder consultation and explained their current position in relation to required transport modelling. This report also confirms the above, the subsequent discussions with PTA on required revisions to the transport modelling, and sets out a recommendation to reasonably consider the acceptability of the Transit Zone project.

#### **LEGISLATION / STRATEGIC PLAN / POLICY:**

##### **Integrated Planning and Reporting Framework Implications**

##### **Corporate Business Plan**

Council Four Year Priorities: Getting around Perth  
S4 Enhanced accessibility in and around the City  
including parking.  
4.1 Develop Business Plan for future car park  
development.

#### **EXECUTIVE SUMMARY:**

Since January 2015, the PTA and DoT have closely involved officers of the City of Perth and Main Roads WA in regular project workshops to consider the necessary project work to address the resolutions of Council and provide officers with the necessary information to report back to Council.

During the recent briefing session with members of the Works and Urban Development Committee on Monday, 7 September 2015, PTA discussed the need and justification for public transport improvements in William Street and the importance of aligning this project with the completion of Barrack Street Two Way at the end of November 2015. PTA confirmed majority support for the scheme has been received from stakeholders. Vehicles requiring access to properties within the

Transit Zone shall be considered as 'authorised vehicles' with permissions administered by PTA.

Localised traffic modelling data has been provided by PTA which indicates expected benefits of the William Street Transit Zone in terms of improved public transport journey times and reliability for all buses and improved pedestrian wait times at signals. Based on the submitted results of the localised modelling, intersections with William Street shall continue to operate on a satisfactory basis should the Transit Zone be endorsed and implemented.

Whilst wider area traffic modelling data has not been provided to assess the impact on congestion elsewhere in the city, the data provided indicates the overall level of expected reassigned traffic is acceptable for the purposes of reviewing the benefits derived from the localised modelling assessment. The wider area modelling is currently being undertaken to assess the redistribution effect and its impact on the surrounding road network to address Council resolution 2.2 from **10 December 2013**. Council resolution 2.2 has not been satisfactorily addressed by PTA at this time.

Whilst PTA and DoT have indicated their willingness to relocate the Blue CAT bus service from Barrack Street to William Street, PTA has been resistant to this if it were to occur prior to implementation of the Transit Zone. The reason for this hesitation by PTA is due to a perceived lack of capacity in William Street, capacity at intersections and reservations about William Street's ability to handle the increased volume of CAT buses without the congestion reduction shown in the modelling by implementing the Transit Zone. It should be noted that no documented evidence of William Street's inability to handle the required number of Blue CAT buses has been provided by PTA. It is recommended that Council authorises the Chief Executive Officer of the City of Perth to negotiate with the PTA on the timing of the relocation of the Blue CAT bus service away from Barrack Street, separately to consideration of the Transit Zone project.

As an alternative, the administration recommends that PTA continue to operate the Blue CAT in Barrack Street without stopping under two way conditions at the end of November 2015 prior to full consideration and installation of the Transit Zone. This scenario has also been met with resistance from PTA as they wish to serve a demand for a stop near the malls. It should be noted that for the majority of the Barrack Street Two Way construction period (including Water Corporation Works from early April to end of November 2015) the Blue CAT has not stopped in Barrack Street between St Georges Terrace and Wellington Street but continued to pass through. Continuing this from the end of November 2015 would only be a short term situation whilst the Transit Zone project was progressed further by PTA for consideration of Council at a later date.

PTA's preferred option to implement the Transit Zone, given the City's expected completion of Barrack Street Two Way at the end of November 2015, is for Council to approve the Transit Zone immediately without the benefit and understanding of the required transport modelling to identify whether the wider impact of the Transit Zone on the City road network is acceptable to City of Perth. In addition, this preferred option of PTA's would include implementation of the Transit Zone at the end of November 2015 in line with the completion of Barrack Street Two Way in order for

the Blue CAT to relocate to William Street and to capitalise on a joint communications strategy. The administration advises that the risk of PTA being unable to satisfy the deadline of end of November 2015 for delivery of the Transit Zone is extremely high particularly given the amount of outstanding design work to be completed, reviewed and approved prior to implementation, as this would be within two months from the end of September 2015. This option presents significant risks to the City of Perth as described further at Option 1 of this report.

Should the above not be acceptable to Council at this time, then the fall-back position of PTA would be to delay the opening of the Barrack Street Two Way and align the completion of both projects to open together sometime in February 2016. This option would place the responsibility of completing both projects on the endorsement and approval of the William Street Transit Zone which would present significant risks to the City of Perth as described further at Option 2 of this report.

The least risk to the City of Perth is to continue to convert Barrack Street to two way operation from the end of November 2015 as per the City's accelerated program with the Blue CAT bus service relocating to operate northbound in William Street without the Transit Zone in place. Should PTA continue to resist the relocation of the northbound Blue CAT to William Street prior to implementation of the Transit Zone, then the Blue CAT could continue to operate northbound in Barrack Street without stopping to remove associated safety concerns of the bus stopping in the new northbound cycle lane. It is strongly recommended that this option be endorsed by Council as per Option 3 described further in this report. It is also strongly recommended that no endorsement of the Transit Zone is made until reporting back to Council at a future date once all outstanding traffic modelling data is received from PTA. This would not compromise full consideration of the Transit Zone project by Council at a future date.

## **DETAILS:**

### **Options for Delivery of Transit Zone and Blue CAT Bus Service Operations**

Throughout the duration of the Transit Zone project development, from receiving the endorsement of Council on **10 December 2015** to proceeding with development of the project up to present, the PTA has always intended to align this project with the opening of Barrack Street Two Way in order to minimise disruption to the public, relocate the Blue CAT bus to William Street and capitalise on a joint communications strategy. The City of Perth has supported this approach, however due to a number of factors including the late development of the CBD Paramics model for wider area traffic assessment and late delivery of information for review by PTA, the timescales to align the Transit Zone project with the opening of Barrack Street Two Way at the end of November 2015 are now extremely constrained with a high probability of this not being achievable by PTA.

Given the timescale currently available to the PTA, they requested a special briefing session with Elected Members of the Works and Urban Development Committee on Monday, 7 September and put forward their preferred option for delivery of the project.

The PTA has always insisted that the Blue CAT bus service, which currently runs northbound in Barrack Street (without stopping due to construction works) is not able to relocate to William Street without the Transit Zone first being operational and releasing spare capacity due to reassigned general traffic. The PTA has confirmed that the reason the Blue CAT cannot relocate to William Street before the Transit Zone is implemented is due to a perceived lack of capacity in William Street, capacity at intersections and reservations about William Street's ability to handle the increased volume of buses due to the CAT service without the congestion reduction shown in modelling by implementing the Transit Mall. However, no documented evidence of the lack of capacity has been provided to City of Perth.

The current situation during the peak period in William Street is that the Blue CAT bus service runs southbound amongst other buses and 327 southbound general vehicles. There is no Blue CAT service currently running northbound in William Street, only other buses and 98 other general vehicles. It is therefore unclear why the northbound direction is more critical as PTA suggest, and could not otherwise cater for the Blue CAT to run northbound in the short term prior to the Transit Zone implementation.

It is preferred by City of Perth for PTA to operate the Blue CAT northbound in William Street before Barrack Street changes to two way and prior to the installation of the Transit Zone. This has always been met with resistance from PTA as above, most recently by the Executive Director of Transperth. An alternative fall-back position would be for the Blue CAT to continue operating in Barrack Street under two way conditions from the end of November 2015, without stopping, with the understanding that this would only be a short term solution whilst consideration of the Transit Zone project was progressed by PTA for consideration by Council at a future date.

Given the above situation including constrained timescales and the aspiration of PTA to improve bus journey times and reliability in William Street for all bus services, there are now three potential options for delivery of the Transit Zone project in relation to the Barrack Street Two Way project and Blue CAT operations. The administration advises that the best way forward is to choose an option which minimises, as much as possible, the risk to the City both in terms of costs, reputation of the City, any impacts to the Blue CAT service and the disadvantages of delaying the opening of Barrack Street Two Way project any further. The options for delivery are outlined below:

### **Option 1**

Barrack Street Two Way opens at end the of November 2015 as per the City's accelerated schedule and Council immediately endorses the implementation of Transit Zone Stage 2, without the benefit and understanding of all outstanding traffic modelling data. This is also subject to implementation of the Transit Zone at the same time as Barrack Street Two Way opens at the end of November 2015 with the Blue CAT relocating to William Street. Reporting back to Council once all outstanding traffic modelling data is received would still be required.

## **Option 2**

Barrack Street Two Way opening is delayed until approximately February 2016 to allow further consideration of the Transit Zone and align the opening of both projects. This option includes the Blue CAT to relocating to William Street. No endorsement of the Transit Zone will be made until reporting back to Council at a future date once all outstanding traffic modelling data is received.

## **Option 3**

Barrack Street Two Way opens at the end of November 2015 as per the City's accelerated schedule and the Blue CAT relocates to William Street to operate northbound prior to the implementation of the Transit Zone. This option separated both projects with no endorsement of the Transit Zone made until reporting back to Council at a future date once all outstanding traffic modelling data is received and considered. As part of this option it is noted that high level negotiations are required between City of Perth and PTA to agree the timing of the relocation of the Blue CAT bus service to William Street or possible alternatives.

## **Analysis of Option 1**

Option 1 is the preferred option of PTA, however this presents a significant risk to the City of Perth and, with respect, the opinion of the administration is that it is extremely unlikely PTA shall achieve implementation of the Transit Zone Stage 2 by the end of November 2015 risking works during December or delayed until January 2016. Further details of implications of Option 1 on the City of Perth are contained at Schedule 22: It is not recommended that this option be endorsed by Council.

## **Analysis of Option 2**

Option 2 also presents a significant risk to the City of Perth in that this would delay the opening of the Barrack Street Two Way project and place the responsibility of completion of both projects on the Council's endorsement and approval of the William Street Transit Zone project. Further details of implications of Option 2 on the City of Perth are contained at Schedule 22. It is not recommended that this option be endorsed by Council

## **Analysis of Option 3**

Option 3 presents the least risk to the City of Perth and it is the recommendation of the administration for Works and Urban Development Committee and Council to endorse this option. Further details of implications of Option 3 on the City of Perth are contained at Schedule 22.

## **FINANCIAL IMPLICATIONS:**

There are no financial implications to the City of Perth resulting from the recommendations of this report (option 3).

However, should Council endorse the delaying of Barrack Street Two Way opening to traffic in both directions to align with the completion of the Transit Zone project, as per option 2, then additional costs in the region of \$150,000 to \$170,000 shall be incurred for provision of traffic management from end of November 2015 to approximately the end of February 2016. The PTA has confirmed they will only consider meeting this cost should Council provide immediate approval of the Transit Zone prior to all necessary modelling information being received and to the satisfaction of City of Perth. This presents a significant risk to City of Perth.

In addition, should Barrack Street Two Way be delayed as per option 2, the City would lose the benefit of having already increased capital expenditure by more than \$300,000 gross, to accelerate the Barrack Street construction program to finish at the end of November 2015 in direct response to retailer's serious concerns.

#### **COMMENTS:**

PTA briefed Elected Members on 7 September 2015 and discussed the need and justification for public transport improvements in William Street. PTA confirmed majority support for the scheme has been received from stakeholders. Vehicles requiring access to properties within the Transit Zone shall be considered as 'authorised vehicles' with permissions administered by PTA.

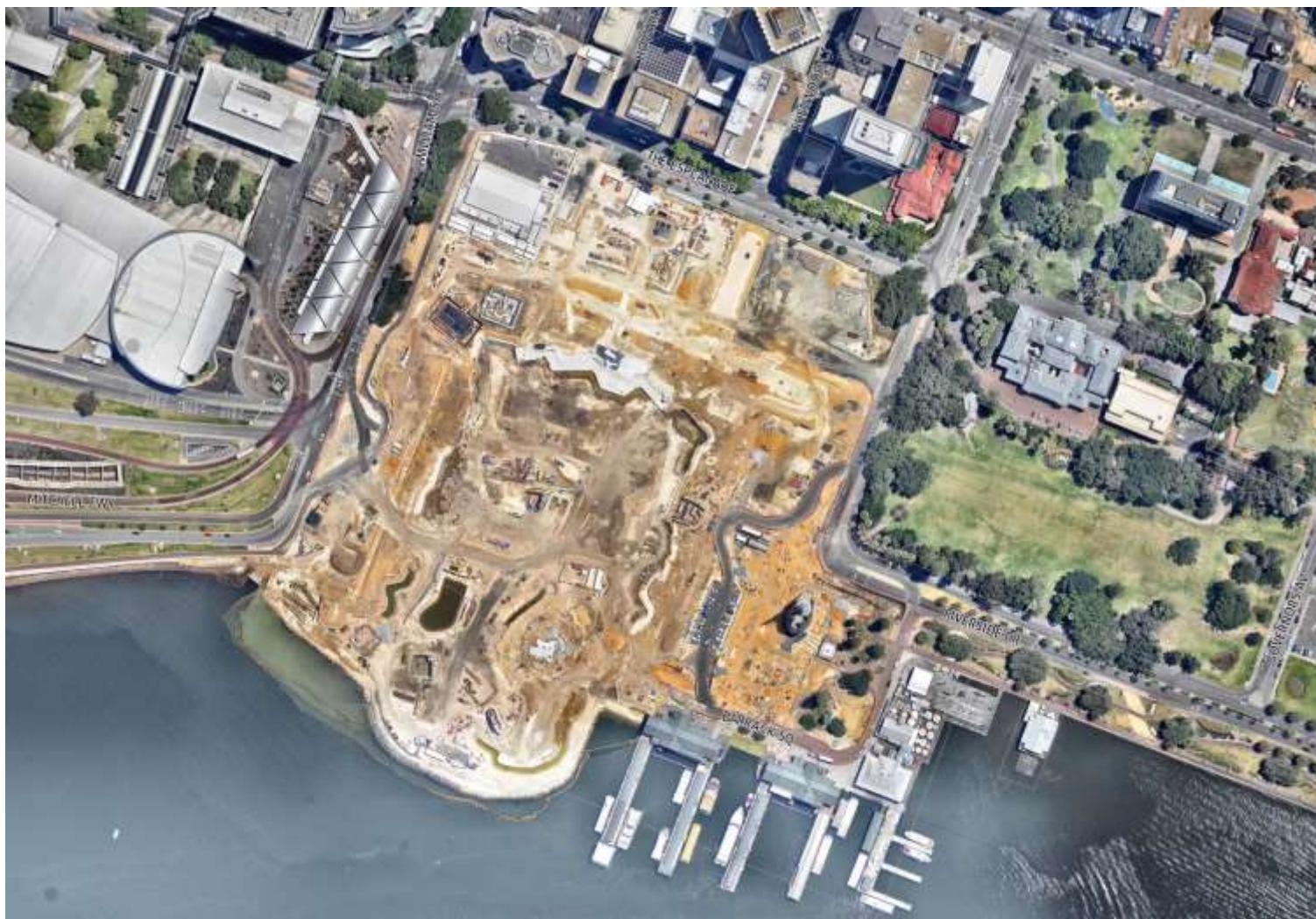
Localised traffic modelling data has been provided which indicates expected benefits of the Transit Zone in terms of improved public transport journey times, reliability and improved pedestrian wait times at signals. Based on the submitted results of the localised modelling, intersections with William Street shall continue to operate on a satisfactory basis should the Transit Zone be endorsed and implemented. Wider area traffic modelling data has not yet been provided by PTA to assess the impact on congestion elsewhere on the city road network.

A number of options for delivery of the Transit Zone have been considered by City of Perth given the original intention of PTA to align the opening of the Transit Zone with the City of Perth's Barrack Street Two Way project.

The option which presents least risk to the City of Perth is to continue to convert Barrack Street to two way operation as intended from the end of November 2015 as per the City's accelerated program with the Blue CAT bus service relocating to operate northbound in William Street and consideration of the acceptability of the Transit Zone reported back to Council once all outstanding transport modelling data is received (as per option 3).

It is strongly recommended that option 3 be endorsed by Council, whilst authorising the Chief Executive Officer of City of Perth to negotiate the timing of the Blue CAT relocation to William Street and any possible alternatives. It is also strongly recommended that no endorsement of the Transit Zone is made until reporting back to Council at a future date once all outstanding traffic modelling data is received. This would not compromise full consideration of the Transit Zone project by Council at a future date.

SCHEDULES  
FOR THE COUNCIL  
MEETING  
TO BE HELD ON  
13 OCTOBER 2015



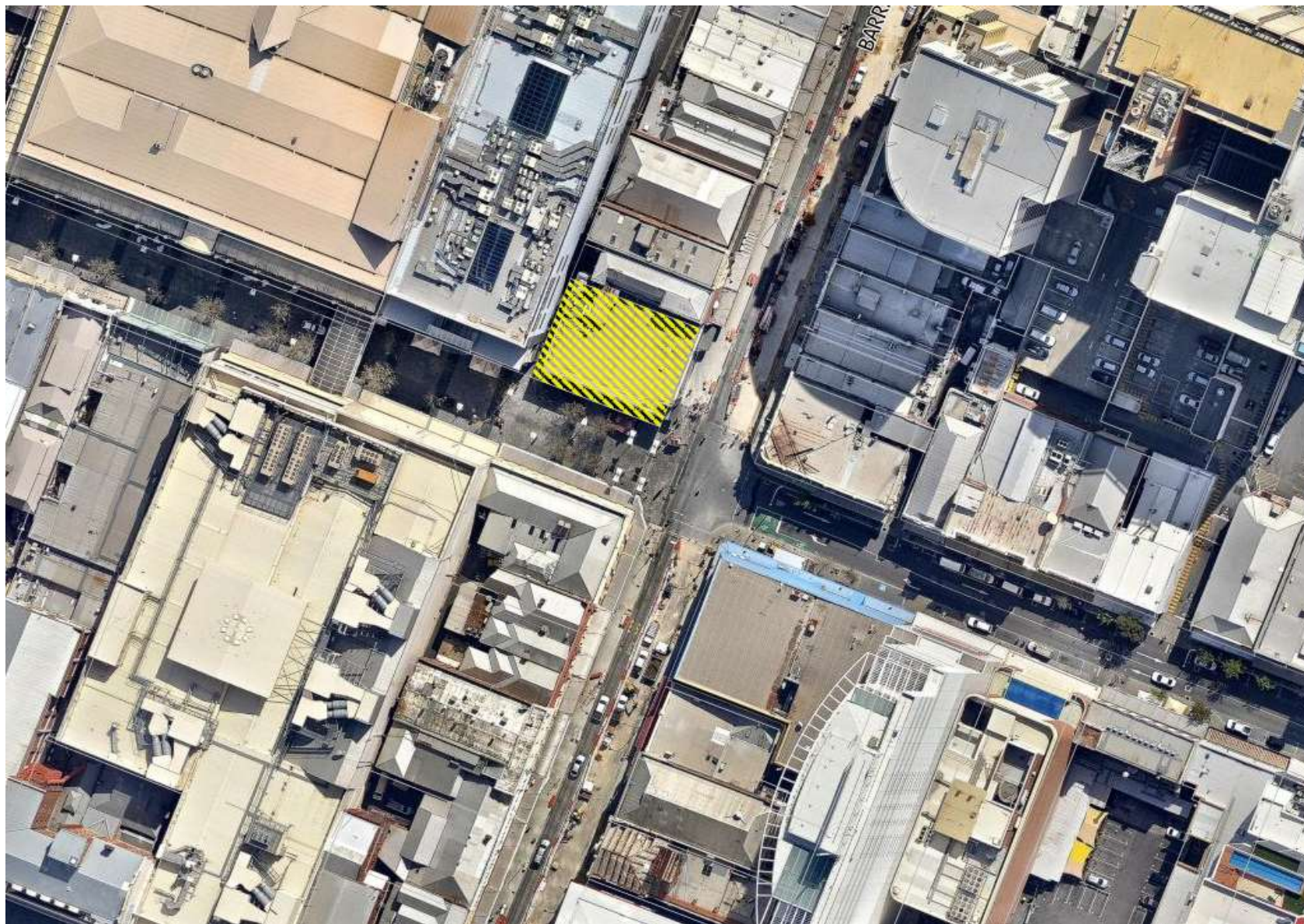
2015/5372; 5 THE ESPLANADE AND BARRACK SQUARE (LOTS 302, 501, 555 AND 9000), PERTH – PROPOSED EVENTS 1



2015/5372; 5 THE ESPLANADE AND BARRACK SQUARE (LOTS 302, 501, 555 AND 9000), PERTH – PROPOSED EVENTS 2



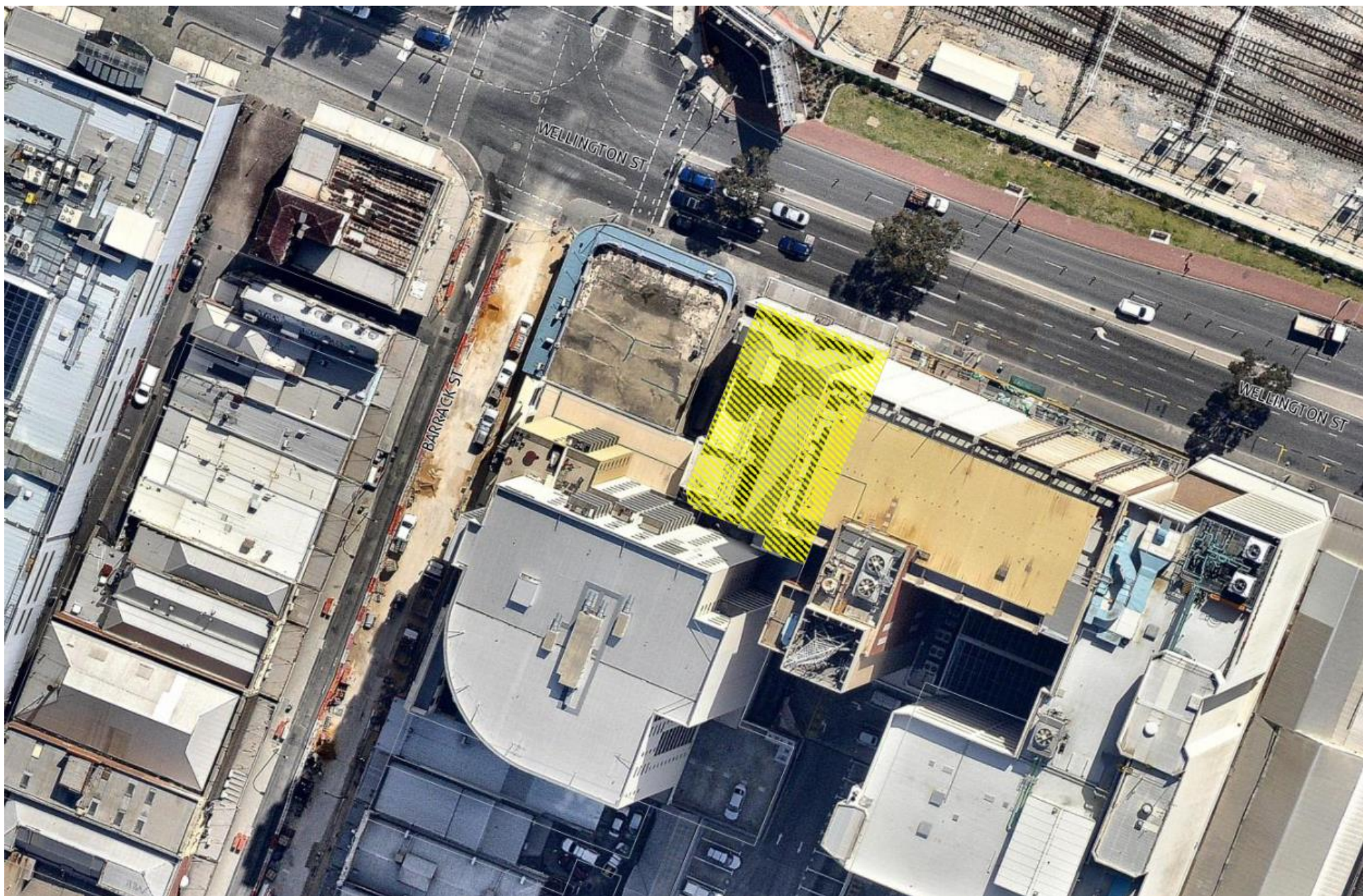
**2015/5257 – 139 (LOT 20) KENSINGTON STREET, EAST PERTH**



**2015/5204 - 158-160 (LOT 11) MURRAY STREET MALL, PERTH**



**2015/5204 – 158-160 (LOT 11) MURRAY STREET MALL, PERTH**



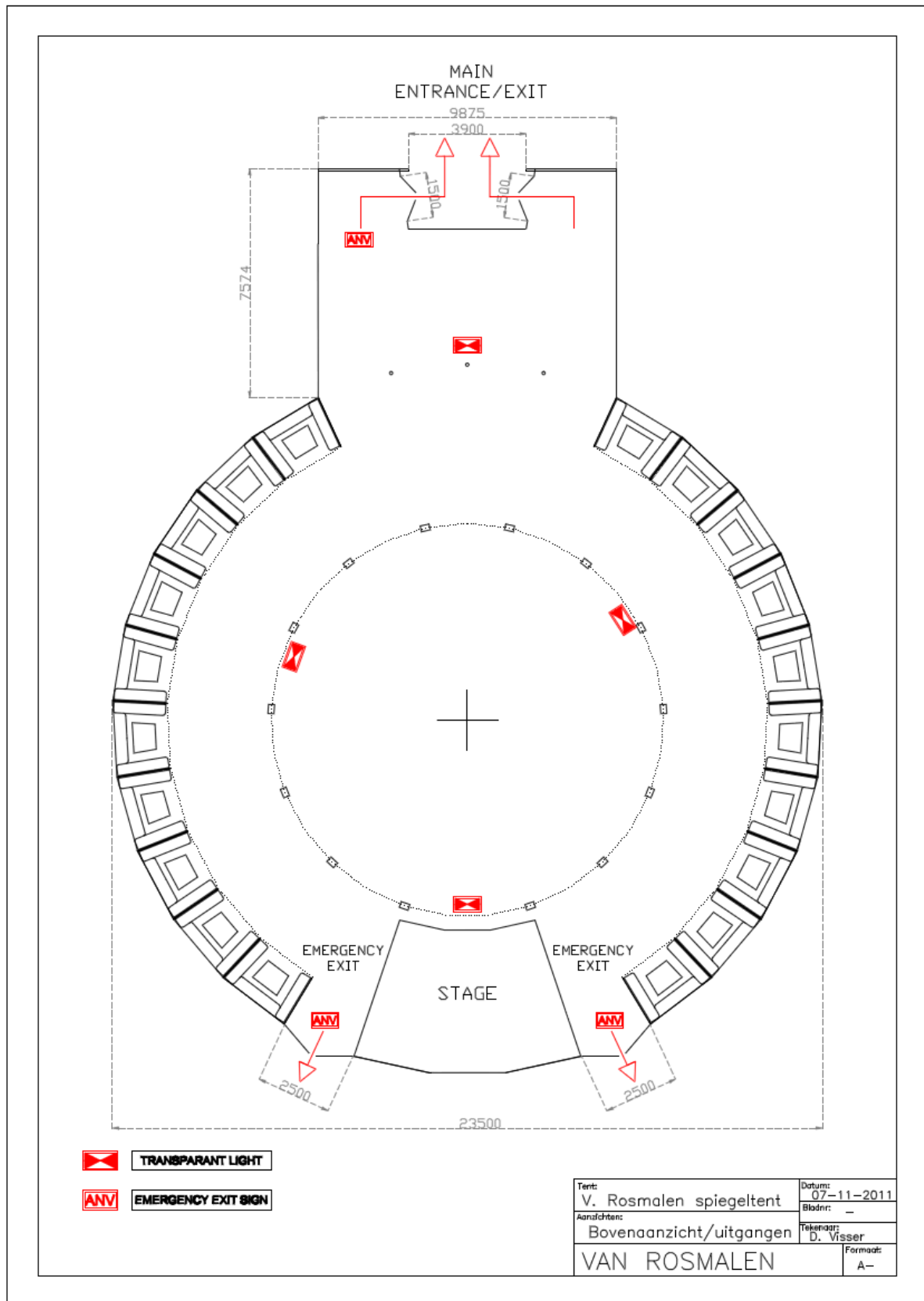
**2015/5312 – 379 (LOT 31) WELLINGTON STREET, PERTH**



**2015/5312 – 379 (LOT 31) WELLINGTON STREET, PERTH –  
PHOTO OF EXISTING LARGE BANNER SIGN**

# SCHEDULE 5

## Indicative Site Layout and Tour History





## TOUR HISTORY

YEAR	MONTH	LOCATION	VENUE
2015	MAY - JUNE	Darwin, Australia	Darwin Entertainment Centre
2015	May	Brisbane, Australia	Queensland Performing Arts Centre
2015	March	Hobart, Australia	Spiegelent Hobart
2015	March	Adelaide, Australia	Garden of Unearthly Delights
2015	January-March	Perth, Australia	Palais des Glaces Spiegelent
2014 - 15	November - January	London, United Kingdom	La Soirée Spiegelent, South Bank
2014	October	Lund, Sweden	Lunds Stadshall
2014	September - October	Stockholm, Sweden	Tyrol, Gröna Lund
2014	September	Holmstad, Sweden	Stationsparken
2014	August - September	Umea, Sweden	Spiegelent
2014	May	Buenos Aires, Argentina	Buenos Aires Polo Circo
2014	March	Hobart, Australia	Spiegelent Hobart
2014	January - March	Sydney, Australia	Sydney Opera House
2014	October - May	New York City, USA	Union Square Theatre
2013	September	Brisbane, Australia	The Spiegelent, South Bank
2013	August - September	Darwin, Australia	Darwin Entertainment Centre
2013	March	Adelaide Australia	Garden of Unearthly Delights
2013	January - March	Sydney, Australia	Sydney Opera House
2012	October - November	Melbourne, Australia	Forum Theatre
2012	September	Brisbane, Australia	The Courier-Mail Spiegelent, South Bank
2012	August	Darwin, Australia	The Lighthouse, Festival Park
2012	July - August	Chicago, USA	The Riverfront Theatre
2012	July	Montreal, Canada	L'Olympia
2012	July	Hamburg, Germany	Fliegende Bauten Hamburg
2012	March	Adelaide, Australia	Garden of Unearthly Delights
2012	January - March	Sydney, Australia	Sydney Opera House
2012 - 2011	November - January	London, United Kingdom	The Roundhouse
2011	October	Aalborg, Denmark	Skårn i Nordkraft
2011	March - April	Stockholm, Sweden	Tyrol, Gröna Lund
2011	March	Umeå, Sweden	Iduniteatern
2011 - 2010	October - February	London, United Kingdom	South Bank Big Top





La Soiree – Site Location  
Wellington Square

**FINANCIAL ACTIVITY STATEMENT FOR THE ONE MONTH TO  
31 JULY 2015**

**REPORT OF VARIANCES TO BUDGET**

**This report compares the actual performance for the one month to 31 July 2015 with the annual budget approved by Council on 9 June 2015.**

**Operating Revenue**

- Parking revenue was (\$466,000) under budget and is being affected by the prevailing economic conditions and resultant lower levels of patronage in the City. The shortfall occurred in all areas with undercover car parks finishing (\$146,000) lower, kerbside parking (\$189,000) and open air car parks (\$131,000). The primary car parks impacted were the Cultural Centre (\$38,000), Alexander Library (\$56,000), the Convention Centre (\$55,000) and Queens Gardens (\$41,000).
- Fines and Costs were (\$86,000) below the budget for the month. A combination of factors contributed to this, including a number of vacant parking officer positions and fewer parking bays being available in the City owing to ongoing construction activity.
- Investment income achieved \$111,000 better return than the budget, largely attributable to a good return from balanced funds and strong cash flows since the start of the year. There were also some longer dated term deposits returning higher than 3%.
- Rubbish Collections exceeded budget by \$606,000 owing to the offering of co-mingled recycling bins to commercial customers and an increase in the transitioning of services from 240L to 660L bins following the re-pricing strategy adopted in the budget
- Rental and Hire Charges fell below budget by (\$44,000) mainly in Affordable Housing (\$41,000). Other areas experienced smaller variances, the highest being Parks and Gardens (\$9,000) below budget which was offset by revenue from banners \$8,000.
- Recurrent Grants were (\$66,000) under the budget owing to the advance payments received during June for Local Government Road and General Assistance Grants.

**Operating Expenditure**

- Employee Costs were \$336,000 below budget primarily as a result of timing of filling vacancies and with some budgeted termination payments being accrued into the previous financial year.
- Materials and Contracts were \$1,298,000 under spent compared to budget mainly in the areas of Property Maintenance \$248,000, Infrastructure Contractors \$152,000, Professional Fees \$149,000 and Consultancy \$118,000. Smaller variances were spread generally throughout the organisation.

**FINANCIAL ACTIVITY STATEMENT FOR THE ONE MONTH TO  
31 JULY 2015**

**REPORT OF VARIANCES TO BUDGET**

- Utilities fell short of the estimates for higher power costs by \$75,000 which included the Perth City Library \$12,000, Street Lighting \$14,000 and Parks and Reserves \$10,000. These variances are partly due to timing differences.
- Depreciation fell \$247,000 below the budget, predominantly in Infrastructure by \$398,000, and which was offset by higher charges in other accounts such as Fixed Plant (\$66,000). The main Infrastructure areas were Roads and Kerbs amounting to \$103,000 and Footpaths \$286,000. These charges are dependent on the uptake of revalued amounts, timing of completion of projects and purchases of assets.
- The variance in Loss on Disposal of Assets \$129,000 was the result of higher proceeds from sale of vehicles due to earlier than expected change overs and disposals. The budget also allowed for phasing of asset write-offs throughout the year which actually occurs only as capital projects progress.
- Other Expenditure savings of \$39,000 occurred mainly in Incentives and Contributions for Heritage \$30,000 and Other Environment Protection \$50,000, offset by Donations and Sponsorships (\$23,000) and Statutory Fees and Charges (\$16,000).

**Investing Activities**

- Capital expenditure was \$3.7 million under budget due to timing of works programs on current projects. On-going large projects include the City of Perth Library and Public Plaza, the Barrack Street 2-Way Conversion project and Treasury Footpath projects. A figure of \$7.7 million of capital works was carried over into the current financial year and will be included in the October Budget Review, increasing the budgeted total of carry forwards to \$21.7 million.
- Transfers to Reserves will align with budget in the coming months in accordance with the budget program.

**Financing Activities**

- Transfers from Reserves are below the level expected in the budget by (\$312,000) owing to delays in the capital projects.
- Funding from carry forwards estimated in the budget is also dependant on the progress of the capital works program.
- Proceeds from Disposal of Assets were \$159,000 over the budget due to the earlier replacement of vehicles than forecasted.

**FINANCIAL ACTIVITY STATEMENT FOR THE ONE MONTH TO  
31 JULY 2015**

**REPORT OF VARIANCES TO BUDGET**

**Amounts sourced from Rates**

- Rates revenue raised fell marginally below the budget.

**CITY OF PERTH**

**FINANCIAL ACTIVITY STATEMENT - Estimate for the period ended 31 July 2015**

	<b>Budget 2015/16 \$</b>	<b>Budget YTD 31-Jul-15 \$</b>	<b>Actual YTD 31-Jul-15 \$</b>	<b>Variance YTD 31-Jul-15 \$</b>
<b>Proceeds from Operating Activities</b>				
<b>Operating Revenue</b>				
<i>Nature of Income</i>				
Parking Fees	78,153,380	6,803,777	6,337,967	(465,810)
Fines and Costs	10,443,348	944,543	858,938	(85,605)
Investment Income and Interest	5,157,319	394,871	505,820	110,949
Community Service Fees	1,677,044	141,398	104,862	(36,536)
Rubbish Collection	7,158,185	6,868,749	7,474,650	605,901
Rentals and Hire Charges	5,100,956	405,342	361,102	(44,240)
Recurrent Grants	1,508,499	78,084	11,623	(66,461)
Contributions, Donations and Reimbursements	452,347	35,554	34,047	(1,507)
Other Income	5,409,678	594,919	335,433	(259,486)
	<b>115,060,756</b>	<b>16,267,237</b>	<b>16,024,442</b>	<b>(242,795)</b>
<b>Less: Operating Expenditure</b>				
<i>Nature of Expenditure</i>				
Employee Costs	69,135,566	5,925,816	5,588,918	336,898
Materials and Contracts	52,838,709	3,846,795	2,549,017	1,297,778
Utilities	3,069,080	269,640	194,170	75,470
Insurance Expenditure	1,166,259	98,380	96,269	2,111
Depreciation and Amortisation	34,211,101	2,840,620	2,593,597	247,023
Interest Expenses	1,836,750	115,881	126,343	(10,462)
Expense Provisions	962,345	86,063	85,264	799
Loss on Disposal of Assets	1,558,253	132,345	3,655	128,690
Other Expenditure	24,707,761	2,713,081	2,673,694	39,387
	<b>189,485,824</b>	<b>16,028,621</b>	<b>13,910,927</b>	<b>2,117,694</b>
Add back Depreciation	(34,211,101)	(2,840,620)	(2,593,597)	(247,023)
(Loss) / Profit on Disposals	(1,558,253)	(132,345)	(3,655)	(128,690)
	<b>153,716,470</b>	<b>13,055,656</b>	<b>11,313,675</b>	<b>1,741,981</b>
<b>Net Surplus/(Deficit) from Operations</b>	<b>(38,655,714)</b>	<b>3,211,581</b>	<b>4,710,767</b>	<b>1,499,186</b>
<b>Investing Activities</b>				
Capital Expenditure	(59,612,596)	(6,362,988)	(2,695,429)	3,667,559
Repayment of Borrowings	(6,441,707)	(980,269)	(980,269)	-
Transfers to Reserves	(28,095,017)	(477,230)	(216,321)	260,909
	<b>(94,149,320)</b>	<b>(7,820,487)</b>	<b>(3,892,019)</b>	<b>3,928,468</b>
<b>Financing Activities</b>				
Transfer from Reserves	31,752,812	9,324,477	9,012,961	(311,516)
Carry Forwards	13,979,765	1,492,186	632,106	(860,080)
Proceeds from Disposal of Assets/Investments	1,523,000	154,523	313,565	159,042
Distribution from TPRC	1,833,333	-	-	-
Capital Grants	6,842,450	54,167	22,535	(31,632)
	<b>55,931,360</b>	<b>11,025,353</b>	<b>9,981,167</b>	<b>(1,044,186)</b>
<b>Add: Opening Funds</b>	<b>1,123,643</b>	<b>1,123,643</b>	<b>10,859,061</b>	<b>9,735,418</b>
<b>Net Surplus/(Deficit) before Rates</b>	<b>(75,750,031)</b>	<b>7,540,090</b>	<b>21,658,976</b>	<b>14,118,886</b>
<b>Amount made up from Rates</b>	<b>82,692,367</b>	<b>80,188,881</b>	<b>80,129,330</b>	<b>(59,551)</b>
<b>Less: Closing Funds</b>	<b>6,942,336</b>	<b>87,728,971</b>	<b>101,788,306</b>	<b>14,059,335</b>
<b>Net Cash on Hand</b>				
Cash On Hand	4,109,637	3,760,599	6,883,112	3,122,513
Money Market Investments	105,930,238	108,491,201	111,335,864	2,844,663
<b>Funds on Hand</b>	<b>110,039,875</b>	<b>112,251,800</b>	<b>118,218,976</b>	<b>5,967,176</b>
<b>Analysis of Funds on Hand</b>				
Reserves	85,600,968	69,467,554	71,728,457	2,260,903
Provisions	11,475,729	11,520,471	11,563,483	43,012
Carry forwards	-	19,996,790	21,049,252	1,052,463
General Funds	12,963,178	11,266,986	13,877,784	2,610,798
<b>Funds on Hand</b>	<b>110,039,875</b>	<b>112,251,800</b>	<b>118,218,976</b>	<b>5,967,176</b>

## CURRENT POSITION AS AT THE END OF THE PERIOD

31-July-2015

	2015/16 Budget	2015/16 Budget YTD	2015/16 Actual YTD	2015/16 Variance
<b>Current Assets</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Cash and Cash Equivalents	4,109,637	3,760,599	6,883,112	3,122,513
Deposits and Prepayments	1,539,537	15,017,490	18,428,553	3,411,063
Money Market Investments - Municipal Funds	20,329,270	39,023,647	39,607,407	583,760
Money Market Investments - Restricted Funds	85,600,968	69,467,554	71,728,457	2,260,903
Trade and Other Receivables	11,535,833	79,345,621	83,661,414	4,315,793
Work in Progress	1,352,457	380,250	795,271	415,021
Inventories	1,385,321	655,193	1,109,675	454,482
<b>Total Current Assets</b>	<b>125,853,023</b>	<b>207,650,354</b>	<b>222,213,889</b>	<b>14,563,535</b>
<b>Current Liabilities</b>				
Trade and Other Payables	21,833,990	38,450,859	36,696,606	(1,754,253)
Employee Entitlements	10,750,892	10,795,634	10,859,758	64,124
Provisions	724,837	724,837	703,725	(21,112)
Borrowings	6,771,075	6,489,080	6,489,080	-
<b>Total Current Liabilities</b>	<b>40,080,794</b>	<b>56,460,410</b>	<b>54,749,169</b>	<b>- 1,711,241</b>
<b>Working Capital Position Brought Forward</b>	<b>\$ 85,772,229</b>	<b>\$ 151,189,945</b>	<b>\$ 167,464,720</b>	<b>\$ 16,274,775</b>
Deduct Restricted Cash Holdings	(85,600,968)	(69,467,554)	(71,728,457)	(2,260,903)
Deduct Restricted Capital Grants	-	(482,500)	(437,037)	45,463.00
Add Current Borrowings	6,771,075	6,489,080	6,489,080	-
<b>Current Funds Position Brought Forward</b>	<b>\$ 6,942,336</b>	<b>\$ 87,728,971</b>	<b>\$ 101,788,306</b>	<b>\$ 14,059,335</b>

# EXPLANATORY NOTES – FINANCIAL ACTIVITY STATEMENT

## BACKGROUND

- Regulation 34 of the Local Government (Financial Management) Regulations 1996 was amended effective from 1 July 2005.
- The amendment prescribes a monthly Financial Activity Statement (FAS) reporting the sources and application of funds, as set out in the Rate Setting Statement which is included in the Annual Budget.

## PURPOSE

- The FAS reports the actual financial performance of the City in relation to its adopted budget, which has been structured on financial viability and sustainability principles.
- The FAS is intended to act as a guide to Council of the impact of financial activities and the reasons for major variances to the annual budget estimates.

## PRESENTATION

- Regulation 34 prescribes the minimum detail to be included in the FAS. These are listed below.
  - Annual Budget estimates, and approved revisions to these, are to be included for comparison purposes.
  - Actual amounts of income and expenditure to the end of the month of the FAS.
  - Material variances between the comparable amounts and commentary on reasons for these.
  - The net current assets at the end of the month to which the FAS relates.
- An explanation of the composition of the net current assets at the end of the month to which the FAS relates; less committed and restricted assets.
- Councils are given the option of adopting a format which is considered most appropriate to their needs. These options are listed below.
  - According to nature and type classification,
  - by program, or
  - by business unit.
- It is recommended that while the information presented by cost objects (programs and activities) or by cost centres (business units) are useful for expense allocation and cost centre accountability purposes, they are less informative and difficult to comprehend in matters of disclosure and less effective in cost management and control.
- The FAS has therefore been presented in the format using nature and type classification as the most meaningful disclosure to the Council and public.

## FORMAT

- The FAS is formatted to align with the Rate Setting Statement.
- The first part deals with operating income and expenditure, excluding rate revenue.
- The next classification is the amount spent on capital expenditure and debt repayments.
- The classification 'Financing Activities' provides a statement of sources of funds other than from operating or rates revenue, which are usually associated with capital expenditure.
- Attached to the FAS is a statement of 'Net Current Assets' for the budget and actual expenditure to the end of the month to which the FAS relates.
- Opening and closing funds represent the balance of 'Net Current Assets', not including any funds which are committed or restricted.
- "Committed assets" means revenue unspent but set aside under the annual budget for a specific purpose.
- "Restricted assets" means those assets the uses of which are restricted, wholly or partially, by regulations or other externally imposed requirements", e.g. reserves set aside for specific purposes.
- To avoid duplication in calculating 'Closing Funds on hand', certain balances, such as provisions and borrowings, are also deducted.
- The total Closing Funds on hand are to be taken into account when calculating the amount to be raised by rates each year.
- The classification "Net Cash on Hand" represents the balances of funds held in cash or invested and the analysis into those funds reserved, carried forward or remaining unspent at the end of the month to which the FAS relates.

**FINANCIAL ACTIVITY STATEMENT FOR THE TWO MONTHS TO  
31 AUGUST 2015**

**REPORT OF VARIANCES TO BUDGET**

**This report compares the actual performance for the two months to 31 August 2015 with the Annual Budget approved by Council on 9 June 2015.**

**Operating Revenue**

- Parking revenue was (\$862,000) under budget across all areas resulting from a combination of factors. The prevailing economic conditions are causing lower patronage generally, which is also being exacerbated by current disruption through ongoing construction activity in the City. Also the budget estimates were based on more optimistic assumptions for revenue from changes in the pricing structure.
- Undercover car parks were (\$283,000) lower than the budget, open air car parks (\$275,000) and kerbside parking (\$303,000). Revenue shortfalls were spread across most car parks, with more significant variances being in the Convention Centre (\$90,000), Alexander Library (\$85,000) and Cultural Centre (\$67,000) car parks.
- Fines and Costs were (\$274,000) below the budget for the two months due to a combination of factors including a number of vacant parking officer positions, a lower level of parking generally in the City and the current construction work reducing the number of available bays.
- Investment income fell short of the budget for the period due mainly to a negative return on the Colonial Share Index investment fund following the recent fall in the ASX 200 index. The current fixed interest rate market is expected to continue at lower levels for the foreseeable future.
- Rubbish Collections are running at \$430,000 above budget forecasts with higher than expected uptake of the extension of co-mingled recycling services for commercial ratepayers and an increase in the transitioning of services from 240L to 660L bins following the re-pricing strategy adopted in the budget.
- Other Revenue was (\$354,000) under the budget predominantly due to phasing of Outdoor Eating License receipts (\$142,000) and Food Premises inspection fees (\$120,000), plus lower than expected Planning and Building inspection fees (\$99,000).

# **FINANCIAL ACTIVITY STATEMENT FOR THE TWO MONTHS TO 31 AUGUST 2015**

## **REPORT OF VARIANCES TO BUDGET**

### **Operating Expenditure**

- Employee costs were \$1 million below the budget primarily as a result of the timing of \$777,000 in termination payments expected in the new financial year that were accrued into the 30 June 2015 accounts. The result is also affected by the period required for recruitment of new staff replacements. The adjustments will be reflected in the October Budget Review.
- Materials and Contracts were \$1.4 million under the budget for the period spread generally throughout the organisation. Major areas were timing of work in Council House \$203,000 and the Raine Square Bridge demolition \$210,000 plus the City of Perth Library \$194,000, including security services, cleaning and maintenance. Consultancy \$744,000, Other Professional Fees \$457,000 and Infrastructure Contractors \$250,000 were also under spent. The remaining areas underspent are largely the result of budget phasing where work is still to be scheduled, for example Drainage and Footpath programs, the River Wall, Community Arts Program, plus property and car park maintenance.
- Utilities were below budget by \$77,000 attributable to power costs being below estimates due to timing. Particular areas include the Perth City Library \$20,000 and Council House \$12,000.
- Depreciation compared to budget gave a favourable variance of \$521,000, where Infrastructure assets are below estimates by \$799,000 in Roads and Kerbs and Footpaths. These are dependent on the timing of completion and capitalisation of works. The other areas were over budget with the highest being Fixed Plant (\$115,000) and Buildings (\$48,000).
- The variance in Loss on Disposal of Assets of \$265,000 was the result of higher proceeds from sale of assets due to earlier than predicted change over and disposal of vehicles. The budget also allowed for phasing of asset write-offs throughout the year which only occurs as capital projects progress.

### **Investing Activities**

- Capital expenditure was \$3.5 million under budget due to the timing of the program of works on current projects. On-going large projects include the City of Perth Library and Public Plaza, the Barrack Street 2-Way Conversion project and Treasury Footpath projects. A higher than expected figure of \$7.7 million of capital works carried over into the current financial year will impact the delivery of the planned works compared with the budget schedule.
- Transfers to Reserves will accelerate in the coming months in accordance with the budget program.

**FINANCIAL ACTIVITY STATEMENT FOR THE TWO MONTHS TO  
31 AUGUST 2015**

**REPORT OF VARIANCES TO BUDGET**

**Financing Activities**

- Transfers from Reserves are below those expected in the annual budget and reflect the lower level of capital expenditure.
- Funding from carry forwards estimated in the budget is dependent upon the progress of the capital works program.
- Capital Grants and Contributions were (\$625,000) below the budget pending receipt of the State Government's tied grant for the Roe Street Shared Path project from Fitzgerald to Thomas Streets.

**Amounts sourced from Rates**

- Rates revenue raised was in line with budget predictions however, there have been some recent successful objections to property valuations and the timing of interim rates for a number of large buildings still being processed through Landgate Services.

## CITY OF PERTH

## FINANCIAL ACTIVITY STATEMENT - for the period ended 31 August 2015

	Budget 2015/16 \$	Budget YTD 31-Aug-15 \$	Actual YTD 31-Aug-15 \$	Variance YTD 31-Aug-15 \$
<b>Proceeds from Operating Activities</b>				
<b>Operating Revenue</b>				
<i>Nature of Income</i>				
Parking Fees	78,153,380	13,587,123	12,725,506	(861,617)
Fines and Costs	10,443,348	1,940,122	1,666,595	(273,527)
Investment Income and Interest	5,157,319	1,150,582	939,252	(211,330)
Community Service Fees	1,677,044	301,651	257,462	(44,189)
Rubbish Collection	7,158,185	7,038,580	7,468,561	429,981
Rentals and Hire Charges	5,100,956	822,760	819,289	(3,471)
Recurrent Grants	1,508,499	156,167	118,595	(37,572)
Contributions, Donations and Reimbursements	452,347	71,108	68,548	(2,560)
Other Income	5,409,678	1,493,283	1,138,931	(354,352)
	<b>115,060,756</b>	<b>26,561,376</b>	<b>25,202,740</b>	<b>(1,358,636)</b>
<b>Less: Operating Expenditure</b>				
<i>Nature of Expenditure</i>				
Employee Costs	69,135,566	11,685,928	10,671,017	1,014,911
Materials and Contracts	52,838,709	7,764,261	6,356,991	1,407,270
Utilities	3,069,080	550,202	473,262	76,940
Insurance Expenditure	1,166,259	198,130	196,330	1,800
Depreciation and Amortisation	34,211,101	5,681,239	5,160,208	521,031
Interest Expenses	1,836,750	284,807	256,554	28,253
Expense Provisions	962,345	160,391	168,083	(7,692)
Loss on Disposal of Assets	1,558,253	259,708	(5,058)	264,766
Other Expenditure	24,707,761	4,453,619	4,361,329	92,290
	<b>189,485,824</b>	<b>31,038,285</b>	<b>27,638,716</b>	<b>3,399,569</b>
Add back Depreciation	(34,211,101)	(5,681,239)	(5,160,208)	(521,031)
(Loss) / Profit on Disposals	(1,558,253)	(259,708)	5,058	(264,766)
	<b>153,716,470</b>	<b>25,097,338</b>	<b>22,483,566</b>	<b>2,613,772</b>
<b>Net Surplus/(Deficit) from Operations</b>	<b>(38,655,714)</b>	<b>1,464,038</b>	<b>2,719,174</b>	<b>1,255,136</b>
<b>Investing Activities</b>				
Capital Expenditure	(59,612,596)	(10,125,975)	(6,663,959)	3,462,016
Repayment of Borrowings	(6,441,707)	(980,269)	(980,269)	-
Transfers to Reserves	(28,095,017)	(954,461)	(305,792)	648,669
	<b>(94,149,320)</b>	<b>(12,060,705)</b>	<b>(7,950,020)</b>	<b>4,110,685</b>
<b>Financing Activities</b>				
Transfer from Reserves	31,752,812	13,045,672	12,392,421	(653,251)
Carry Forwards	13,979,765	2,374,645	1,562,767	(811,878)
Proceeds from Disposal of Assets/Investments	1,523,000	258,701	380,085	121,384
Distribution from TPRC	1,833,333	-	-	-
Capital Grants	6,842,450	700,200	75,600	(624,600)
	<b>55,931,360</b>	<b>16,379,218</b>	<b>14,410,873</b>	<b>(1,968,346)</b>
<b>Add: Opening Funds</b>	<b>1,123,643</b>	<b>1,123,643</b>	<b>10,859,061</b>	<b>9,735,418</b>
<b>Net Surplus/(Deficit) before Rates</b>	<b>(75,750,031)</b>	<b>6,906,194</b>	<b>20,039,087</b>	<b>13,132,893</b>
<b>Amount made up from Rates</b>	<b>82,692,367</b>	<b>80,327,141</b>	<b>80,184,778</b>	<b>(142,364)</b>
<b>Less: Closing Funds</b>	<b>6,942,336</b>	<b>87,233,336</b>	<b>100,223,865</b>	<b>12,990,529</b>
<b>Net Cash on Hand</b>				
Cash On Hand	4,109,637	684,940	14,522,497	13,837,558
Money Market Investments	105,930,238	146,554,564	142,965,860	(3,588,704)
<b>Funds on Hand</b>	<b>110,039,875</b>	<b>147,239,504</b>	<b>157,488,357</b>	<b>10,248,854</b>
<b>Analysis of Funds on Hand</b>				
Reserves	85,600,968	71,334,140	67,160,771	(4,173,369)
Provisions	11,475,729	11,603,904	11,703,366	99,462
Carry forwards	-	11,605,120	20,118,591	8,513,471
General Funds	12,963,178	52,696,339	58,505,629	5,809,289
<b>Funds on Hand</b>	<b>110,039,875</b>	<b>147,239,504</b>	<b>157,488,357</b>	<b>10,248,854</b>

## CURRENT POSITION AS AT THE END OF THE PERIOD

31-August-2015

	2015/16 Budget	2015/16 Budget YTD	2015/16 Actual YTD	2015/16 Variance
	\$	\$	\$	\$
<b>Current Assets</b>				
Cash and Cash Equivalents	4,109,637	684,940	14,522,497	13,837,558
Deposits and Prepayments	1,539,537	15,017,490	16,856,840	1,839,350
Money Market Investments - Municipal Funds	20,329,270	75,220,424	75,805,089	584,665
Money Market Investments - Restricted Funds	85,600,968	71,334,140	67,160,771	(4,173,369)
Trade and Other Receivables	11,535,833	37,779,952	42,218,461	4,438,509
Work in Progress	1,352,457	380,250	301,536	(78,714)
Inventories	1,385,321	655,193	908,575	253,382
<b>Total Current Assets</b>	<b>125,853,023</b>	<b>201,072,389</b>	<b>217,773,769</b>	<b>16,701,381</b>
<b>Current Liabilities</b>				
Trade and Other Payables	21,833,990	30,418,509	38,248,730	7,830,221
Employee Entitlements	10,750,892	11,002,190	11,007,313	5,123
Provisions	724,837	601,714	696,053	94,339
Borrowings	6,771,075	6,489,083	6,489,083	-
<b>Total Current Liabilities</b>	<b>40,080,794</b>	<b>48,511,496</b>	<b>56,441,179</b>	<b>7,929,683</b>
<b>Working Capital Position Brought Forward</b>	<b>\$ 85,772,229</b>	<b>\$ 152,560,893</b>	<b>\$ 161,332,590</b>	<b>\$ 8,771,697</b>
Deduct Restricted Cash Holdings	(85,600,968)	(71,334,140)	(67,160,771)	4,173,369.00
Deduct Restricted Capital Grants	-	(482,500)	(437,037)	45,463
Add Current Borrowings	6,771,075	6,489,083	6,489,083	-
<b>Current Funds Position Brought Forward</b>	<b>\$ 6,942,336</b>	<b>\$ 87,233,336</b>	<b>\$ 100,223,865</b>	<b>\$ 12,990,529</b>

# EXPLANATORY NOTES – FINANCIAL ACTIVITY STATEMENT

## BACKGROUND

- Regulation 34 of the Local Government (Financial Management) Regulations 1996 was amended effective from 1 July 2005.
- The amendment prescribes a monthly Financial Activity Statement (FAS) reporting the sources and application of funds, as set out in the Rate Setting Statement which is included in the Annual Budget.

## PURPOSE

- The FAS reports the actual financial performance of the City in relation to its adopted budget, which has been structured on financial viability and sustainability principles.
- The FAS is intended to act as a guide to Council of the impact of financial activities and the reasons for major variances to the annual budget estimates.

## PRESENTATION

- Regulation 34 prescribes the minimum detail to be included in the FAS. These are listed below.
  - Annual Budget estimates, and approved revisions to these, are to be included for comparison purposes.
  - Actual amounts of income and expenditure to the end of the month of the FAS.
  - Material variances between the comparable amounts and commentary on reasons for these.
  - The net current assets at the end of the month to which the FAS relates.
- An explanation of the composition of the net current assets at the end of the month to which the FAS relates; less committed and restricted assets.
- Councils are given the option of adopting a format which is considered most appropriate to their needs. These options are listed below.
  - According to nature and type classification,
  - by program, or
  - by business unit.
- It is recommended that while the information presented by cost objects (programs and activities) or by cost centres (business units) are useful for expense allocation and cost centre accountability purposes, they are less informative and difficult to comprehend in matters of disclosure and less effective in cost management and control.
- The FAS has therefore been presented in the format using nature and type classification as the most meaningful disclosure to the Council and public.

## FORMAT

- The FAS is formatted to align with the Rate Setting Statement.
- The first part deals with operating income and expenditure, excluding rate revenue.
- The next classification is the amount spent on capital expenditure and debt repayments.
- The classification 'Financing Activities' provides a statement of sources of funds other than from operating or rates revenue, which are usually associated with capital expenditure.
- Attached to the FAS is a statement of 'Net Current Assets' for the budget and actual expenditure to the end of the month to which the FAS relates.
- Opening and closing funds represent the balance of 'Net Current Assets', not including any funds which are committed or restricted.
- "Committed assets" means revenue unspent but set aside under the annual budget for a specific purpose.
- "Restricted assets" means those assets the uses of which are restricted, wholly or partially, by regulations or other externally imposed requirements", e.g. reserves set aside for specific purposes.
- To avoid duplication in calculating 'Closing Funds on hand', certain balances, such as provisions and borrowings, are also deducted.
- The total Closing Funds on hand are to be taken into account when calculating the amount to be raised by rates each year.
- The classification "Net Cash on Hand" represents the balances of funds held in cash or invested and the analysis into those funds reserved, carried forward or remaining unspent at the end of the month to which the FAS relates.



**CITY of PERTH**

# **CITY of PERTH**

## **Financial Report**

**For the 2 months ended 31 August 2015**

**CITY OF PERTH  
MUNICIPAL**

*Statement of Comprehensive Income for the 2 months ended 31 August 2015*

*(By Program)*

	Note	Budget 2015/2016	Revised Budget YTD	Actual YTD 31/08/2015	YTD Variance	
		\$	\$	\$	\$	%
<b>OPERATING REVENUE</b>						
General Purpose Funding Rates		83,567,338	80,949,069	80,828,476	(120,593)	-0.1%
General Purpose Funding Other		5,735,976	955,996	687,254	(268,742)	-28.1%
Law, Order, Public Safety		46,225	13,998	4,791	(9,207)	-65.8%
Health		864,920	612,027	346,414	(265,613)	-43.4%
Education and Welfare		2,153,539	378,106	336,705	(41,401)	-10.9%
Housing		656,190	109,365	136,036	26,671	24.4%
Community Amenities		10,294,628	7,548,338	7,944,838	396,500	5.3%
Recreation and Culture		1,859,860	159,666	133,939	(25,727)	-16.1%
Transport		90,764,129	15,867,556	14,747,158	(1,120,398)	-7.1%
Economic Services		1,093,247	177,294	102,044	(75,250)	-42.4%
Other Property and Services		717,071	117,102	119,863	2,761	2.4%
Total Operating Income		197,753,123	106,888,517	105,387,518	(1,500,999)	-1.4%
<b>OPERATING EXPENDITURE</b>						
Governance		11,262,129	2,045,820	1,561,096	484,724	23.7%
General Purpose Funding		3,089,672	737,345	576,939	160,406	21.8%
Law, Order, Public Safety		3,868,851	523,689	554,276	(30,587)	-5.8%
Health		1,884,897	237,330	367,981	(130,651)	-55.1%
Education and Welfare		3,870,122	531,330	584,729	(53,399)	-10.1%
Housing		563,144	93,857	99,404	(5,547)	-5.9%
Community Amenities		28,558,870	4,522,270	4,148,886	373,384	8.3%
Recreation and Culture		32,248,092	4,704,470	4,185,893	518,577	11.0%
Transport		85,571,552	14,044,821	13,170,053	874,768	6.2%
Economic Services		9,744,103	1,526,346	1,559,895	(33,549)	-2.2%
Other Property and Services		7,266,137	1,811,300	834,622	976,678	53.9%
Total Operating Expenditure		187,927,571	30,778,577	27,643,774	3,134,803	10.2%
<b>NET FROM OPERATIONS</b>		9,825,552	76,109,940	77,743,744	1,633,804	2.1%
<b>GRANTS/CONTRIBUTIONS</b>						
For the Development of Assets						
- General Purpose Funding		80,200	80,200	-	(80,200)	-100.0%
- Recreation and Culture		3,207,250	620,000	-	-	0.0%
- Transport		3,555,000	-	75,600	75,600	0.0%
Total Grants/Contributions		6,842,450	700,200	75,600	(624,600)	-89.2%
<b>DISPOSAL/WRITE OFF OF ASSETS</b>						
Gain/(Loss) on Disposal of Assets	2	(1,558,253)	(259,708)	8,713	268,421	-103.4%
<b>Change in net assets resulting from operations before significant items</b>		15,109,749	76,550,432	77,828,057	1,277,625	1.7%
<b>SIGNIFICANT ITEMS</b>						
Distribution from TPRC		1,833,333	-	-	-	0.0%
(Loss) on Disposal of Investments		-	-	(3,655)	(3,655)	0.0%
<b>Change in net assets resulting from operations after significant items</b>		16,943,082	76,550,432	77,824,402	1,273,970	1.7%

## CITY OF PERTH

## MUNICIPAL

## Statement of Comprehensive Income for the 2 months ended 31 August 2015

(By Nature)

	Note	Budget 2015/2016	Revised Budget YTD	Actual YTD 31/08/2015	YTD Variance
<b>OPERATING REVENUE</b>		\$	\$	\$	\$ %
Rates		82,692,367	80,327,141	80,184,778	(142,363) -0.2%
Grants and Contributions for Non Capital Purposes		1,508,499	156,167	118,595	(37,572) -24.1%
Donations and Reimbursements		452,347	71,108	68,548	(2,560) -3.6%
Fees and Charges		105,979,914	24,905,494	23,805,848	(1,099,646) -4.4%
Interest and Investment Income		5,157,319	1,150,582	939,252	(211,330) -18.4%
Other Revenue		1,962,676	278,024	270,498	(7,526) -2.7%
Total Revenue from Operating Activities		197,753,122	106,888,517	105,387,518	(1,500,999) -1.4%
<b>OPERATING EXPENDITURE</b>					
Employee Costs		69,135,566	11,685,928	10,671,017	1,014,911 8.7%
Materials and Contracts		52,838,709	7,764,261	6,356,991	1,407,270 18.1%
Utilities		3,069,080	550,202	473,262	76,940 14.0%
Depreciation and Amortisation		34,211,101	5,681,239	5,160,206	521,033 9.2%
Interest		1,836,750	284,807	256,554	28,253 9.9%
Insurance		1,166,259	198,130	196,330	1,800 0.9%
Expenses Provision		962,345	160,391	168,082	(7,691) -4.8%
Other Expenses from Ordinary Activities		24,707,761	4,453,619	4,361,332	92,287 2.1%
Total Expenses from Ordinary Activities		187,927,571	30,778,577	27,643,774	3,134,803 10.2%
Change in Net Assets from Ordinary Activities before Capital Amounts		9,825,551	76,109,940	77,743,744	1,633,804 2.1%
<b>GRANTS/CONTRIBUTIONS</b>					
Grants and Contributions- Capital		6,842,450	700,200	75,600	(624,600) -89.2%
<b>NET OPERATING SURPLUS</b>		16,668,002	76,810,140	77,819,344	1,009,204 1.3%
<b>DISPOSAL/WRITE OFF OF ASSETS</b>	2	(1,558,253)	(259,708)	8,713	268,421 -103.4%
<b>SIGNIFICANT ITEMS</b>					
Distribution from TPRC		1,833,333	-	-	- 0.0%
(Loss) on Disposal of Investments		-	-	(3,655)	(3,655) 0.0%
Change in net assets resulting from operations after capital amounts and significant items		16,943,082	76,550,432	77,824,402	1,273,970 1.7%

**CITY OF PERTH  
MUNICIPAL**

*Statement of Financial Position as at 31 August 2015*

	Note	31/08/2015	30/06/2015
<b>CURRENT ASSETS</b>			
Cash and Cash Equivalents	11	\$ 14,522,497	\$ 21,164,777
Deposits/Prepayments	4	16,856,840	1,339,244
Investments	3, 11	142,965,860	91,045,389
Trade and Other Receivables	5	16,333,269	8,355,249
Rates Receivable	1	25,885,192	64,096
Inventories		1,210,111	1,394,201
<b>TOTAL CURRENT ASSETS</b>		<b>217,773,769</b>	<b>123,362,956</b>
<b>NON CURRENT ASSETS</b>			
Investments	3	6,793,093	7,110,313
Trade and Other Receivables	5	34,457	39,567
Property, Plant and Equipment	8	657,185,007	659,937,053
Infrastructure	8	478,141,537	480,607,504
Capital Work in Progress	8	75,941,671	69,215,093
<b>TOTAL NON CURRENT ASSETS</b>		<b>1,218,095,765</b>	<b>1,216,909,530</b>
<b>TOTAL ASSETS</b>		<b>1,435,869,534</b>	<b>1,340,272,486</b>
<b>CURRENT LIABILITIES</b>			
Trade and Other Payables	6	38,248,730	19,155,304
Employee Benefits	7	11,007,313	11,405,126
Provisions	7	696,053	703,725
Loan Liability	9	6,489,083	6,441,709
<b>TOTAL CURRENT LIABILITIES</b>		<b>56,441,179</b>	<b>37,705,864</b>
<b>NON CURRENT LIABILITIES</b>			
Employee Benefits	7	1,891,737	1,891,737
Provisions	7	3,934,637	3,869,667
Loan Liability	9	35,299,359	36,327,002
<b>TOTAL NON CURRENT LIABILITIES</b>		<b>41,125,733</b>	<b>42,088,406</b>
<b>TOTAL LIABILITIES</b>		<b>97,566,912</b>	<b>79,794,270</b>
<b>NET ASSETS</b>		<b>\$1,338,302,622</b>	<b>\$1,260,478,216</b>
<b>EQUITY</b>			
Accumulated Surplus		707,580,350	612,108,619
Asset Revaluation Reserve	10	560,795,095	560,795,095
Reserves	10	69,927,177	87,574,502
<b>TOTAL EQUITY</b>		<b>\$1,338,302,622</b>	<b>\$1,260,478,216</b>

**CITY OF PERTH  
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*Statement of Changes in Equity for the 2 months ended 31 August 2015*

	Accumulated Surplus	Asset Revaluation Reserve	Cash Backed Reserves	Total Equity
<b>Balance at 1 July 2014</b>	\$	\$	\$	\$
Change in net assets resulting from operations	587,289,902	372,942,447	85,605,577	1,045,837,926
Transfer to Cash Backed Reserves	214,640,281	-	-	214,640,281
Transfers to Asset Revaluation Reserve	(25,386,259)	-	25,386,259	-
Transfers from Asset Revaluation Reserve	(189,027,761)	189,027,761	-	-
Transfer from Cash Backed Reserves	1,175,113	(1,175,113)	-	-
Balance at 30 June 2015	23,417,340	-	(23,417,340)	-
	\$612,108,615	\$560,795,095	\$87,574,496	\$1,260,478,207
<b>Balance at 1 July 2015</b>	\$	\$	\$	\$
Change in net assets resulting from operations	612,108,615	560,795,095	87,574,496	1,260,478,206
Transfer to Cash Backed Reserves	77,824,402	-	-	77,824,402
Transfers to Asset Revaluation Reserve	(305,792)	-	305,792	-
Transfers from Asset Revaluation Reserve	-	-	-	-
Transfer from Cash Backed Reserves	17,953,117	-	(17,953,117)	-
<b>Balance at the end of the reporting period</b>	<b>\$707,580,341</b>	<b>\$560,795,095</b>	<b>\$69,927,172</b>	<b>\$1,338,302,608</b>

**CITY OF PERTH  
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**Statement of Cash Flows for the 2 months ended 31 August 2015**

	Note	Budget 2015/2016 \$	YTD Actual 31/08/2015 \$	YTD Variation \$	%
<b>Cash Flows from Operating Activities</b>					
<b>Receipts</b>					
Rates		82,681,333	47,309,231	(35,372,102)	-42.8%
Fees and Charges		104,237,072	22,763,149	(81,473,923)	-78.2%
Interest		5,009,468	932,435	(4,077,033)	-81.4%
Other		5,485,536	291,278	(5,194,258)	-94.7%
		197,413,411	71,296,093	(126,117,318)	-63.9%
<b>Payments</b>					
Employee Costs		(68,531,216)	(10,598,968)	57,932,248	84.5%
Materials and Contracts		(50,557,095)	(5,920,683)	44,636,412	88.3%
Interest		(1,686,749)	(175,856)	1,510,893	89.6%
Other		(24,363,418)	(5,134,036)	19,229,382	78.9%
		(145,138,478)	(21,829,543)	123,308,935	85.0%
Net Cash Flows from Operating Activities	12	52,274,932	49,466,550	(2,808,382)	5.4%
<b>Cash Flows from Investing Activities</b>					
<b>Receipts</b>					
Distribution from TPRC		1,833,333	-	(1,833,333)	-100.0%
Proceeds from Disposal of Assets		1,523,000	66,520	(1,456,480)	-95.6%
Proceeds from Disposal of Investments(Non Current)		-	313,565	313,565	0.0%
<b>Payments</b>					
Purchase Land and Buildings		(13,036,542)	-	13,036,542	-100.0%
Purchase Infrastructure Assets		(37,840,203)	-	37,840,203	-100.0%
Purchase Plant and Mobile Equipment		(3,347,436)	-	3,347,436	100.0%
Purchase Office Furniture and Equipment		(561,648)	-	561,648	-100.0%
Work in Progress		-	(3,830,139)	(3,830,139)	0.0%
		(54,785,829)	(3,830,139)	50,955,690	93.0%
Net Cash Flows from Investing Activities		(51,429,496)	(3,450,054)	47,979,442	93.3%
<b>Cash Flows from Financing Activities</b>					
Proceeds from Borrowings		-	-	-	0.0%
Repayment of Borrowings		(6,441,707)	(980,269)	5,461,438	84.8%
		(6,441,707)	(980,269)	5,461,438	84.8%
<b>Cash Flows from Government and Other Parties</b>					
<b>Receipts from Appropriations/Grants</b>					
Recurrent		1,760,075	166,363	(1,593,712)	-90.5%
Capital		6,842,450	75,600	(6,766,850)	-98.9%
		8,602,525	241,963	(8,360,562)	-97.2%
Net Increase (Decrease) in Cash Held		3,006,254	45,278,190	42,271,936	1406.1%
<b>Cash at 1 July 2015</b>		107,033,620	112,210,166	5,176,546	4.8%
<b>Cash at 31 August 2015</b>	11	110,039,874	157,488,357	47,448,483	43.1%

# MUNICIPAL

## Notes to the Balance Sheet for the 2 months ended 31 August 2015

### 1 Rates Receivable

	Actual YTD 31/08/2015	2014/15 YTD 31/08/2014
	\$	\$
Outstanding Amount at 30 June 2015	64,096	52,088
Rates Levied for the Year	80,245,167	75,528,686
Late Payment Penalties	37,382	23,800
Ex Gratia Rates	17,464	10,283
Rates Administration Fee	257,379	244,286
Rates Instalment Interest	340,160	305,767
Back Rates	(77,853)	(14,092)
Bins Levy	617,372	517,124
	81,501,167	76,667,942
Amount Received during the Period	55,615,975	51,646,921
Outstanding Amount at 31 August 2015	<b>\$25,885,192</b>	<b>\$25,021,021</b>

### 2 Gain/(Loss) on Disposal/Write off of Assets

	Annual Budget	Actual YTD 31/08/2015
<b>Infrastructure</b>		
Proceeds on Disposal	-	-
Less: Carrying amount of assets written off	1,721,201	-
(Loss) on Write Off	(1,721,201)	-
<b>Plant and Mobile Equipment</b>		
Proceeds on Disposal	1,523,000	65,866
Less: Carrying amount of assets sold/written off	1,360,052	57,807
Profit/(Loss) on Disposal/Write Off	162,948	8,059
<b>Furniture and Equipment</b>		
Proceeds on Disposal	-	654
Less: Carrying amount of assets sold /written off	-	-
(Loss) on Disposal/Write Off	-	654
<b>Gain/(Loss) on Disposal/Write off of Assets</b>	<b>(\$1,558,253)</b>	<b>\$8,713</b>

### 3 Investments

Current	31/08/2015	30/06/2015
<b>Short Term Cash Investments *</b>	\$	\$
Call Funds	5,000,085	23,629
Bank/Term Deposits	134,000,000	83,900,000
Managed Funds	3,965,775	4,118,105
Floating Rate Notes (FRN)	-	3,003,655
<b>Total Current Investments</b>	<b>\$142,965,860</b>	<b>\$91,045,389</b>

\* Short Term Cash Investments as stated in Note 11.

Non Current Investments	31/08/2015	30/06/2015
	\$	\$
Mortgage Backed Securities (MBS)	2,721,799	2,766,406
	2,721,799	2,766,406
Equity in Local Government House	10,000	10,000
Equity in Mindarie Regional Council	398,074	398,074
Equity in Tamala Park Regional Council	3,663,220	3,935,833
	<b>\$6,793,093</b>	<b>\$7,110,313</b>

**MUNICIPAL**

**Notes to the Balance Sheet for the 2 months ended 31 August 2015**

**4 Deposits/Prepayments**

	31/08/2015	30/06/2015
	\$	\$
Prepaid Insurance	909,357	-
Prepaid Parking Bay Licence Fees	14,266,545	91,560
Other	1,680,938	1,247,684
	<b>\$16,856,840</b>	<b>\$1,339,244</b>

**5 Trade And Other Receivables**

	31/08/2015	30/06/2015
<b>Current</b>	\$	\$
Emergency Services Levy (ESL)	7,759,056	63,463
Accrued Interest and Investment Income	607,114	600,296
Accrued Income	1,674,755	1,251,900
Modified Penalties/Fines and Costs	7,433,019	7,156,124
Debtors - General		
Australian Taxation Office - GST Refundable	-	479,963
Works and Services	293,150	156,225
Other Debtors	1,751,426	1,701,472
	19,518,520	11,409,443
<b>Less: Provision for Doubtful Debts</b>	(3,185,251)	(3,054,194)
	<b>\$16,333,269</b>	<b>\$8,355,249</b>
<b>Non Current</b>		
Pensioners' Rates Deferred	34,457	39,567
	<b>\$34,457</b>	<b>\$39,567</b>

**6 Trade And Other Payables**

	31/08/2015	30/06/2015
<b>Current</b>	\$	\$
Trade Creditors	3,713,455	13,260,443
Emergency Services Levy	23,919,408	-
Interest Payable on Loans	321,713	241,015
Accrued Expenses - Operating	4,076,850	2,617,565
Accrued Expenses - Capital	3,256,767	360,328
Advances Received for Recoverable Works	83,535	77,424
Income Received / Raised in Advance	935,611	871,600
Australian Taxation Office - GST Payable	79,949	-
Other Creditors	1,861,442	1,726,929
	<b>\$38,248,730</b>	<b>\$19,155,304</b>

**MUNICIPAL**

**Notes to the Balance Sheet for the 2 months ended 31 August 2015**

**7 Employee Benefits**

	31/08/2015	30/06/2015
<b>Current</b>	<b>\$</b>	<b>\$</b>
<b>Leave Entitlements</b>		
Annual Leave	4,640,300	4,795,260
Self Funded Leave	244,657	270,891
Long Service Leave	5,980,000	6,189,337
Recognition of Employees- Presentations	142,356	149,638
	<b>\$11,007,313</b>	<b>\$11,405,126</b>
<b>Non Current</b>		
Annual Leave	838,090	838,090
Long Service Leave	1,053,647	1,053,647
	<b>\$1,891,737</b>	<b>\$1,891,737</b>

**Provisions**

	31/08/2015	30/06/2015
<b>Current</b>	<b>\$</b>	<b>\$</b>
Workers Compensation	696,053	703,725
	<b>\$696,053</b>	<b>\$703,725</b>
<b>Non Current</b>		
Provision for Equipment Replacement PCEC	3,934,637	3,869,667
	<b>\$3,934,637</b>	<b>\$3,869,667</b>

**8 Property, Plant and Equipment and Work in Progress**

	31/08/2015	30/06/2015
	<b>\$</b>	<b>\$</b>
Land and Air Rights - at cost/fair value	380,366,193	380,366,194
Less: Accumulated Depreciation	(2,666,100)	(2,570,139)
	377,700,093	377,796,055
Buildings/Freehold - at fair value	379,893,678	379,893,679
Less: Accumulated Depreciation	(147,410,975)	(146,015,858)
	232,482,703	233,877,821
Improvements - at fair value	8,010,840	8,010,841
Less: Accumulated Depreciation	(4,608,742)	(4,564,395)
	3,402,098	3,446,446
Infrastructure Assets - at cost/fair value	741,999,705	741,999,706
Less: Accumulated Depreciation	(263,858,168)	(261,392,201)
	478,141,537	480,607,505
Plant and Mobile Equipment - at cost/fair value	45,394,904	45,505,811
Less: Accumulated Depreciation	(26,084,654)	(25,351,476)
	19,310,250	20,154,335
Office Furniture and Equipment - at cost/fair value	36,740,437	36,740,437
Less: Accumulated Depreciation	(13,245,845)	(12,873,309)
	23,494,592	23,867,128
Agricultural - at cost	795,271	795,271
Less: Accumulated Depreciation	-	-
	795,271	795,271
Property, Plant and Equipment	1,135,326,544	1,140,544,561
Work in Progress - at cost	75,941,671	69,215,093
	75,941,671	69,215,093
Total Property, Plant and Equipment and Work in Progress	<b>\$1,211,268,215</b>	<b>\$1,209,759,650</b>

# MUNICIPAL

## Notes to the Balance Sheet for the 2 months ended 31 August 2015

### 8 Property, Plant and Equipment and Work in Progress - Movement at Cost

	Balance 30/06/2015	Acquisitions Actual YTD 31/08/2015	Transfers Actual YTD 31/08/2015	Disposals/ Write off/ Actual YTD 31/08/2015	Revaluation Actual YTD 31/08/2015	Balance 31/08/2015
	\$	\$	\$	\$		\$
Land and Air Rights	380,366,194	-	-	-	-	380,366,194
Buildings	379,893,679	-	-	-	-	379,893,679
Improvements	8,010,841	-	-	-	-	8,010,841
Infrastructure Assets	741,999,706	-	-	-	-	741,999,706
Plant and Mobile Equipment	45,505,811	-	-	(110,907)	-	45,394,904
Office Furniture and Equipment	36,740,437	-	-	-	-	36,740,437
Agricultural	795,271	-	-	-	-	795,271
Work in Progress	69,215,093	6,726,578	-	-	-	75,941,671
	<b>\$1,662,527,032</b>	<b>\$6,726,578</b>	<b>-</b>	<b>(\$110,907)</b>	<b>-</b>	<b>\$1,669,142,703</b>

### 9 Loan Liability

	31/08/2015	30/06/2015
<b>Current</b>	\$	\$
Loans - Western Australian Treasury Corporation	6,489,083	6,441,709
<b>Non Current</b>		
Loans - Western Australian Treasury Corporation	35,299,359	36,327,002

### 10 Reserve Funds

Purpose of Reserve Fund	Balance 30/06/2015	Transfer from Accumulated Surplus	Transfer to Accumulated Surplus	Balance 31/08/2015
	\$	\$	\$	\$
Refuse Disposal and Treatment	2,843,524	14,636	-	2,858,160
Concert Hall - Refurbishment and Maint.	4,826,518	16,413	-	4,842,931
Asset Enhancement	29,008,935	99,719	(931,608)	28,177,046
Community Recreation Centres/Facilities	-	-	-	-
Street Furniture Replacement	540,334	1,837	-	542,171
Parking Levy	17,132,501	408	(17,012,592)	120,317
Art Acquisition	315,397	774	-	316,171
Heritage Incentive	587,371	5,161	-	592,532
Parking Facilities Development	23,952,738	81,402	(8,917)	24,025,223
Employee Entitlements	1,053,647	3,674	-	1,057,321
David Jones Bridge	277,223	949	-	278,172
Bonus Plot Ratio	595,996	2,027	-	598,023
PCEC Fixed Plant Replacement	3,869,667	64,970	-	3,934,637
Enterprise and Initiative	2,570,651	13,822	-	2,584,467
	87,574,502	305,792	(17,953,117)	69,927,171
* Asset Revaluation	560,795,095	-	-	560,795,095
	<b>\$648,369,597</b>	<b>\$305,792</b>	<b>(\$17,953,117)</b>	<b>\$630,722,266</b>

\* The Asset Revaluation Reserve is a non cash backed reserve and cannot be used ,except for adjustments to fixed assets on their revaluation, disposal or write off

**MUNICIPAL**

**Notes to the Balance Sheet for the 2 months ended 31 August 2015**

**11 Cash Reconciliation**

	31/08/2015	30/06/2015
	\$	\$
Cash and Cash Equivalents	14,522,497	21,164,777
Short Term Cash Investments	142,965,860	91,045,389
	<b>\$157,488,357</b>	<b>\$112,210,166</b>

**12 Reconciliation of Net Cash Provided By Operating Activities to Operating Surplus**

	31/08/2015	30/06/2015
	\$	\$
Change in Net Assets Resulting from Operations	77,828,057	18,136,854
Adjustment for items not involving the movement of Funds:		
Depreciation	5,160,206	29,115,795
Doubtful Debts	131,057	267,593
(Gain)/Loss on Disposal/Write off/Contribution of Assets	(8,713)	2,584,345
	83,110,607	50,104,587
Revenues Provided By :		
Government Grants	(241,963)	(4,039,166)
Contribution from Other Parties	-	(15,000)
	(241,963)	(4,054,166)
Change in Operating Assets and Liabilities		
<b>Add Back</b>		
Decrease in Inventories	184,090	713,171
Decrease in Deposits and Prepayments	-	81,566
Decrease in Accrued Interest and Dividend Income	-	749,725
Decrease in Debtors	-	1,650,216
Decrease in Deferred Debtors	5,110	4,638
Decrease in Accrued Income	-	-
Increase in Income Received /Raised in Advance	70,122	21,429
Increase in Accrued Interest Payable	80,698	-
Increase in Accrued Expenses	1,459,285	-
Increase in Provisions	-	1,084,280
Increase in Trade and Other Payables	14,586,882	-
<b>Deduct</b>		
Decrease in Trade and Other Payables	-	(836,489)
Decrease in Income Received /Raised in Advance	-	-
Decrease in Accrued Interest Payable	-	(43,792)
Decrease in Provisions	(340,515)	-
Decrease in Accrued Expenses	-	(201,269)
Increase in Inventories	-	-
Increase in Trade and Other Receivables	(33,500,501)	-
Increase in Prepayments	(15,517,596)	-
Increase in Accrued Income	(422,855)	(420,854)
Increase in Accrued Interest and Investment Income	(6,817)	-
	(33,402,097)	2,802,621
Net Cash Provided by Operating Activities	<b>\$49,466,550</b>	<b>\$48,853,042</b>

**MUNICIPAL**

**Notes to the Balance Sheet for the 2 months ended 31 August 2015**

**13 Ratios**

	31/08/2015	30/06/2015
<b>1 Current Ratio</b>		
<u>Current Assets minus Restricted Assets</u>		
Current Liabilities minus Liabilities associated with Restricted Assets	2.67	1.02
<b>2 Debt Ratio</b>		
<u>Total Liabilities</u>		
Total Assets	6.79%	5.95%
<b>3 Debt Service Ratio</b>		
<u>Debt Service Cost</u>		
Available Operating Revenue	1.28%	4.48%
<b>4 Rate Coverage Ratio</b>		
<u>Net Rate Revenue</u>		
Operating Revenue	76.70%	40.92%
<b>5 Outstanding Rates Ratio</b>		
<u>Rates Outstanding</u>		
Rates Collectable	31.76%	0.08%
<b>6 Untied Cash to Unpaid Creditors Ratio</b>		
<u>Untied Cash</u>		
Unpaid Trade Creditors	24.31	2.07
<b>7 Gross Debt to Revenue Ratio</b>		
<u>Gross Debt</u>		
Total Revenue	39.65%	22.93%
<b>8 Gross Debt to Economically Realisable Assets Ratio</b>		
<u>Gross Debt</u>		
Economically Realisable Assets	4.36%	4.98%

Restricted Assets includes reserve funds and tied contributions not utilised at 31.08.2015

# **CITY OF PERTH**

**FAS GRAPHS**

**Aug-15**

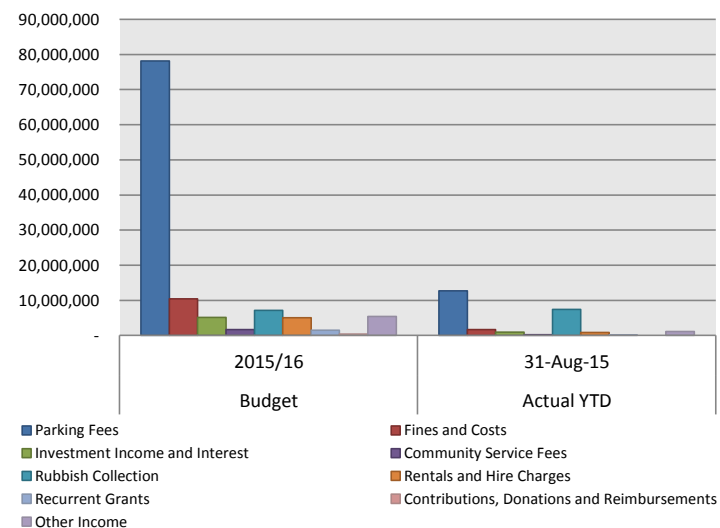
# CONTENTS

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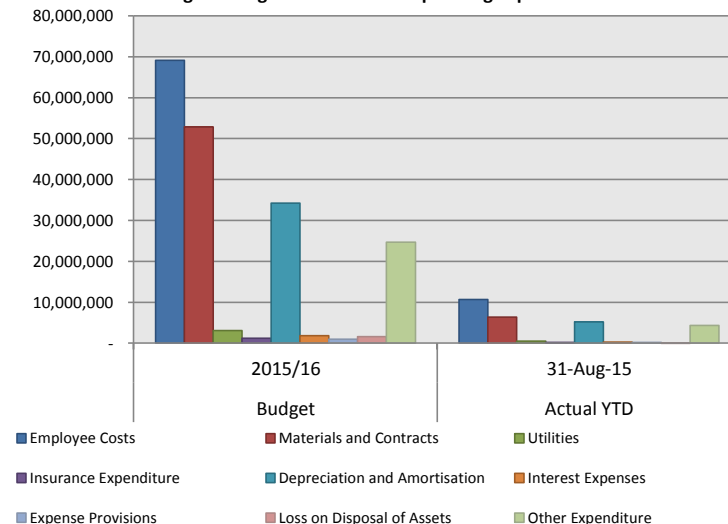
## Financial Activity Statement

	Annual	Year To Date Aug-15		
Proceeds from Operating Activities	Budget 2015/16 \$000s	Budget YTD \$000s	Actual \$000s	Variance \$000s
Operating Revenue	115,061	26,561	25,203	-1,358
Less: Operating Expenditure	189,486	28,462	27,635	827
Add back Depreciation	-34,211	-5,756	-5,160	-596
(Loss)/Profit on Disposals	-1,558	-172	9	-181
<b>Net Surplus/(Deficit) from Operations</b>	<b>-38,656</b>	<b>4,027</b>	<b>2,719</b>	<b>-1,308</b>
<b>Investing Activities</b>				
Capital Expenditure	-59,613	-7,585	-6,664	921
Repayment of Borrowings	-6,442	-980	-980	0
Transfers to Reserves	-28,095	-6,573	-306	6,267
<b>Financing Activities</b>				
Transfers from Reserves	31,753	39,946	12,392	-27,554
Carry Forwards	13,980	1,779	1,563	-216
Proceeds from Disposal of Assets	1,523	1,782	380	-1,402
Distribution from TPRC	1,833	0	0	0
Capital Grants	6,842	185	76	-109
<b>Net Surplus/(Deficit) before Rates</b>	<b>-75,750</b>	<b>33,704</b>	<b>20,039</b>	<b>-13,665</b>
Add: Opening Funds	1,124	1,124	10,859	9,735
Less: Closing Funds	6,942	8,607	100,224	91,617
<b>Amount Sourced from Rates</b>	<b>82,692</b>	<b>75,449</b>	<b>80,185</b>	<b>4,736</b>

Aug-15 Budget to Actual YTD Operating Revenue



Aug-15 Budget to Actual YTD Operating Expenditure

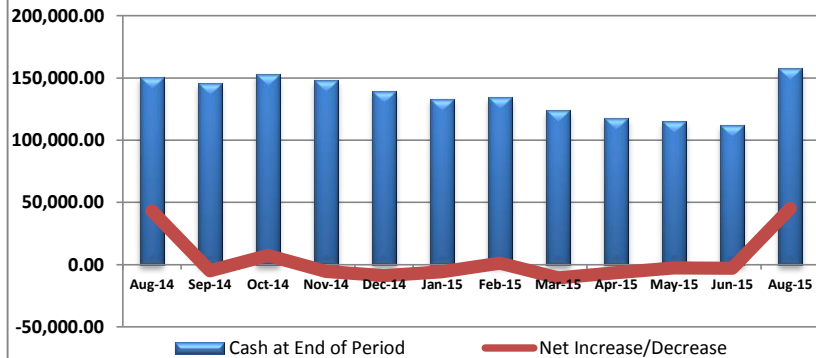


## Cash

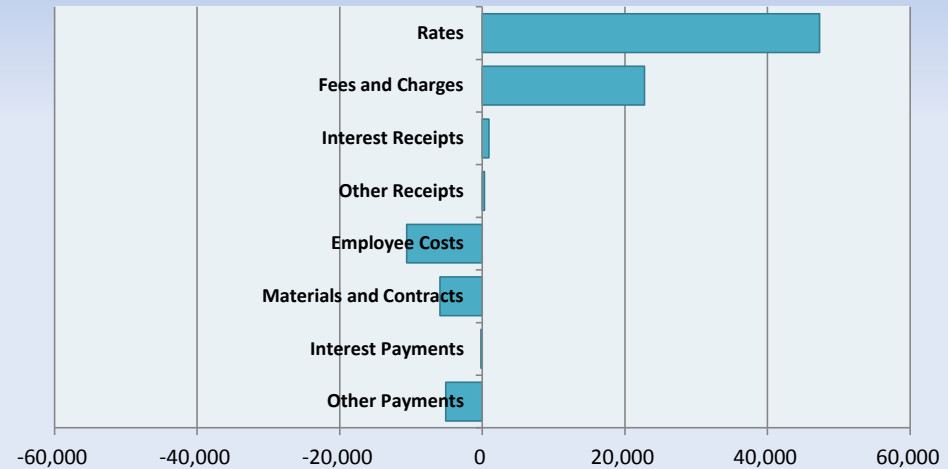
### SUMMARY CASH FLOW STATEMENT

	Budget \$'000s 2015/2016	YTD Actual \$'000s Aug-15
Receipts from Customers	197,413	71,296
Payments to Suppliers and Creditors	-145,138	-21,830
Net Cash Inflow/Outflow from Operating Activities	52,275	49,466
Net Cash Inflow/Outflow from Investing Activities	-51,429	-3,450
Net Cash Inflow/Outflow from Financing Activities	-6,442	-980
Cash Flows from Government and Other Parties	8,603	242
Cash at 1 July 2015	107,034	112,210
Net Increase (Decrease) in Cash Held	3,006	45,278
Cash at 31 August 2015	110,040	157,488

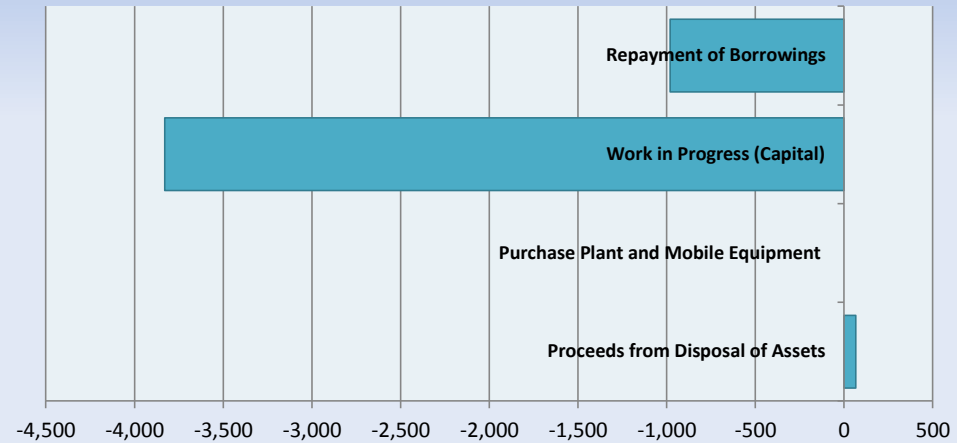
### Monthly Cash Movements to Aug-15 \$'000s



### Cash Flows from Operating Activities \$'000s



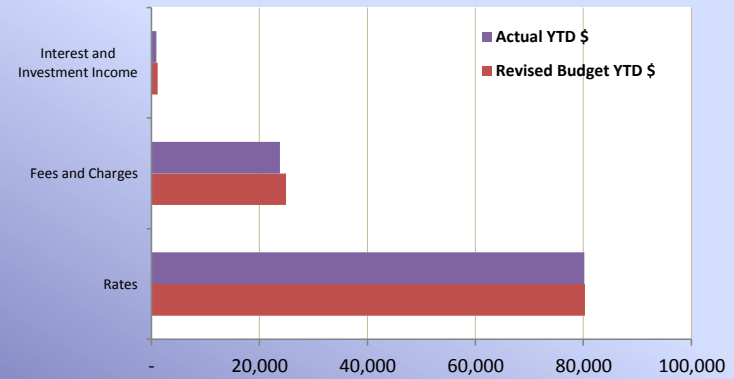
### Cash Flows from Investing Activities \$'000s



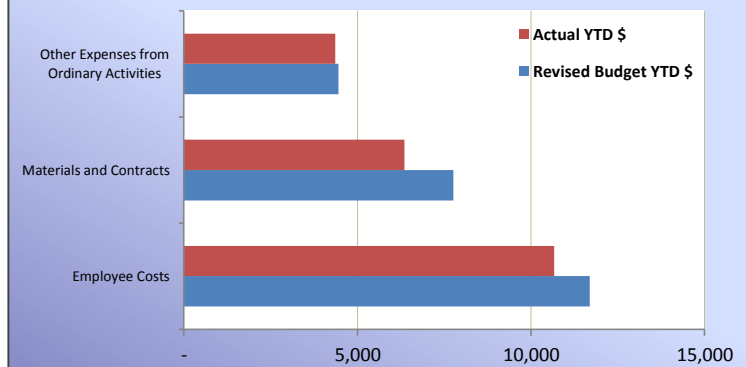
## Summary Operating Statement

	2015/2016	Year To Date		
	Original Budget \$000	Revised Budget \$000s	Actual \$000s	Variance \$000s
Operating Revenue	197,753	106,889	105,388	-1,501
less Operating Expenses	-151,880	-24,812	-22,226	2,586
Earnings before Interest and Depreciation (EBID)	45,873	82,077	83,162	1,085
less Interest Expense	-1,837	-285	-257	28
less Depreciation	-34,211	-5,681	-5,160	521
Operating Surplus/(Deficit)	9,825	76,111	77,745	1,634
Grants and Contributions- Capital	6,842	700	76	-625
NET OPERATING SURPLUS	16,667	76,811	77,821	1,010
DISPOSAL/WRITE OFF OF ASSETS	-1,558	-260	9	269
Distribution from TPRC	1,833	0	0	0
(Loss) on Disposal of Investments	0	0	-4	-4
Change in net assets resulting from operations after capital amounts and significant items	16,943	76,550	77,824	1,274

Operating Revenue YTD Aug-15 \$'000s



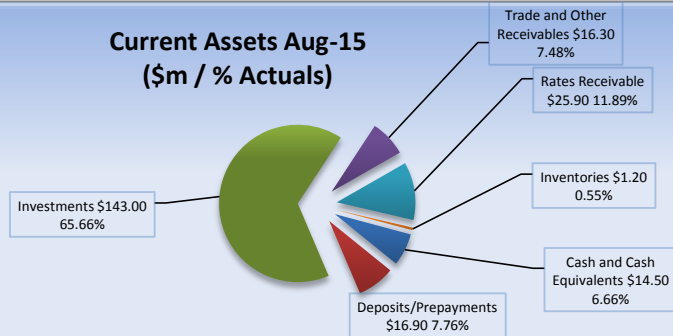
Operating Expenditure YTD Aug-15 \$'000s



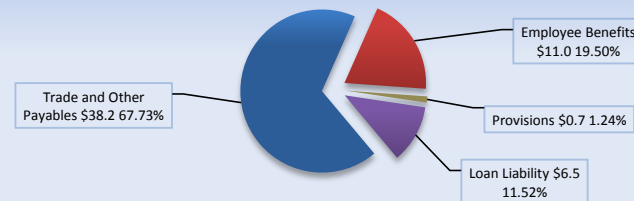
## Summary Statement of Financial Position

	31-Aug-15	30-Jun-15
	Actual \$000s	Actual \$000s
Total Current Assets	217,774	123,363
Total Non Current Assets	1,218,096	1,216,910
<b>TOTAL ASSETS</b>	<b>1,435,870</b>	<b>1,340,273</b>
Total Current Liabilities	56,441	37,706
Total Non Current Liabilities	41,126	42,088
<b>TOTAL LIABILITIES</b>	<b>97,567</b>	<b>79,794</b>
<b>NET ASSETS</b>	<b>1,338,303</b>	<b>1,260,478</b>
<b>COMMUNITY EQUITY</b>		
Accumulated Surplus	707,580	612,109
Asset Revaluation Reserve	560,795	560,795
Reserves (Cash Backed)	69,927	87,575
<b>TOTAL EQUITY</b>	<b>1,338,303</b>	<b>1,260,478</b>

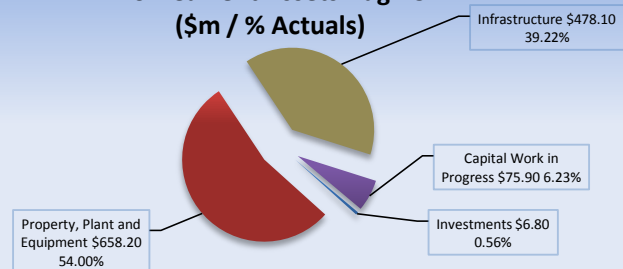
**Current Assets Aug-15**  
(\$m / % Actuals)



**Current Liabilities Aug-15**  
(\$m / % Actuals)



**Non-Current Assets Aug-15**  
(\$m / % Actuals)

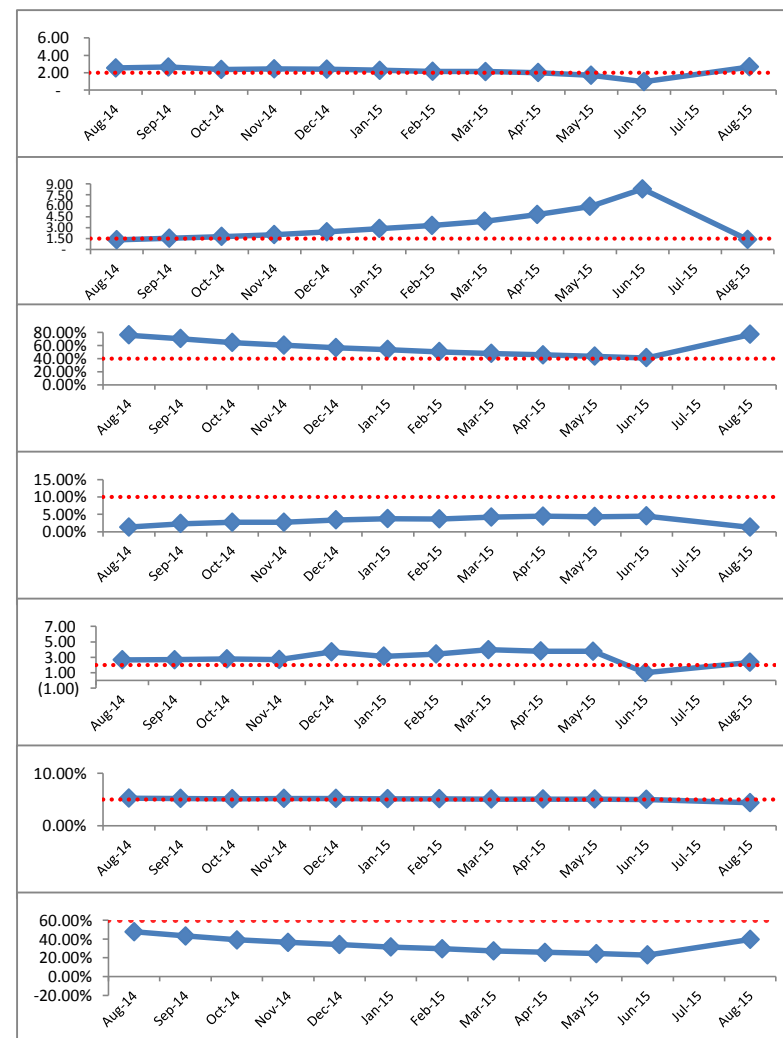


**Non-Current Liabilities Aug-15**  
(\$m / % Actuals)



## Ratio Analysis

	Aug-15
Current Ratio (Current Assets minus Restricted Assets/Current Liabilities minus Liabilities associated with Restricted Assets)	2.67
<b>Ability to generate working capital to meet our commitments</b>	
Target is greater than 2.00	
Operating Surplus Ratio (Revenue YTD/Operating Surplus YTD)	1.35
<b>Ability to fund capital and exceptional expenditure</b>	
Target is greater than 1.5	
Rate Coverage Ratio (Net Rate Revenue/Operating Revenue)	76.70%
<b>Ability to reduce rates to ratepayers</b>	
Target is less than 40.00% - The percentage will diminish as the bulk of the rates are raised in July	
Debt Service Ratio (Interest and principal repayments/Available Operating Revenue)	1.28%
<b>Ability to service loans including principal and interest</b>	
Target is less than 10.0%	
Cash Capacity in Months (Cash < 90 days invest / (Cash Operating Costs divided by 2 months)	2.36
<b>Ability to manage cashflow</b>	
Target is greater than 2.0 months	
Gross Debt to Economically Realisable Assets Ratio (Gross Debt / Economically Realisable Assets)	4.36%
<b>Ability to retire debt from readily realisable assets</b>	
Target is greater than 5.0%	
Gross Debt to Revenue Ratio (Gross Debt / Total Revenue)	39.65%
<b>Ability to service debt out of total revenue</b>	
Target is less than 60.0%	



## SCHEDULE 8

### **Lease Terms and Conditions – Racing and Wagering Western Australia**

Lessor	City of Perth
Lessee	Racing and Wagering Western Australia
Premises	Shop 1, Roe Street Car Park (129 James Street, Northbridge WA)
Area	182 square metres
Permitted Use	Totalizer Agency Board (TAB)
Commencement	1 September 2015
Term	5 years
Option	2 X 5 years
Rent	\$118,000 per annum
Outgoings	Rates and taxes as assessed against the premises
Payment Date	First day of each month
Reviews	5 % annually with a market rent review on exercise of option
Insurance	Not less than \$10,000,000
Costs	Each party is responsible for their own costs

*Local Government Act 1995*

**CITY OF PERTH**

**FENCING LOCAL LAW 2015**

Under the powers conferred by the *Local Government Act 1995*, and under all other powers enabling it, the Council of the City of Perth resolved on (Insert Council Meeting Date) to make the following local law.

**PART 1 – PRELIMINARY**

**1.1 Citation**

This local law may be cited as the *City of Perth Fencing Local Law 2015*.

**1.2 Commencement**

This local law comes into operation 14 days after the date of its publication in the *Government Gazette*.

**1.3 Purpose and Effect**

- (1) The purpose of this local law is to prescribe a sufficient fence and the standard for the construction of fences throughout the district of the City of Perth.
- (2) The effect of this local law is to establish the requirements for fencing within the district of the City of Perth.

**1.4 Application**

This local law applies throughout the district of the local government.

**1.5 Repeal**

The *City of Perth Fencing Local Law 2005* as published in the *Government Gazette* on 14 July 2005, and as amended on 29 February 2008, is repealed.

**1.6 Definitions**

In this local law unless the context requires otherwise—

**“Applicant”** means a person who makes an application for approval under this local law;

**“AS or AS/NZS”** means an Australian or Australian/New Zealand Standard as published by Standards Australia as amended from time to time;

**“authorised person”** means a person appointed by the City of Perth under section 9.10 of the *Local Government Act 1995* to perform any of the functions of an authorised person under this local law;

**“barbed wire fence”** means a wire or strand of wires having small pieces of sharply pointed wire twisted around it at short intervals;

**“boundary fence”** means a fence, other than a dividing fence, that separates private land from land that is local government property of a thoroughfare;

**“Building Code”** means the latest edition of the Building Code of Australia published from time to time by or on behalf of, the Australian Building Codes Board, as amended from time to time, but not including any explanatory information published with that Code;

**“building permit”** has the meaning given to it in the *Building Act 2011*;

**“Building Surveyor”** means a Building Surveyor of the local government;

**“CEO”** means the Chief Executive Officer of the local government;

**“Council”** means the Council of the local government;

**“dangerous”** in relation to any fence means, with the exception of electrified, barbed and razor wire fences as separately specified under this local law—

- (a) a fence containing exposed broken glass, asbestos fibre or any other potentially harmful projection or material; or
- (b) a fence which is likely to collapse or fall, or part of which is likely to collapse or fall, from any cause;

**“district”** means the district of the local government;

**“district planning scheme”** means a local planning scheme of the local government made under the *Planning and Development Act 2005*;

**“dividing fence”** has the meaning given to it by the *Dividing Fences Act 1961*;

**“electrified fence”** means a fence carrying or designed to carry an electric charge;

**“fence”** means any structure, not including a retaining wall, used or functioning as a barrier, irrespective of where it is located and includes any gate;

**“front boundary”** means the boundary line between a lot and the thoroughfare upon which that lot abuts, or in the case of a lot abutting on more than one thoroughfare, the boundary line between the lot and the primary thoroughfare;

**“front fence”** means a fence erected on the front boundary of a lot or on a line

adjacent to the front boundary;

**“front setback area”** means the area between the building line of a lot and the front boundary of that lot;

**“height”** in relation to a fence means the vertical distance between—

- (a) the top of the fence at any point; and
- (b) the ground level or, where the ground levels on each side of the fence are not the same, the higher ground level, immediately below that point;

**“local government”** means the local government of the City of Perth;

**“local government property”** means anything except a thoroughfare—

- (a) which belongs to the local government;
- (b) of which the local government is the management body under the *Land Administration Act 1997*; or
- (c) which is an “otherwise unvested facility” under section 3.53 of the *Local Government Act 1995*;

**“lot”** has the meaning given to it and for the purposes of the *Planning and Development Act 2005*;

**“Non-Residential Lot”** means any lot situated in the district that is not defined as a residential lot under this local law;

**“notice of breach”** means a notice referred to in clause 5.1 of this local law;

**“occupier”** has the meaning given to it in the *Local Government Act 1995*;

**“owner”** has the meaning given to it in the *Local Government Act 1995*;

**“person”** means any person, company, employer and includes an owner, occupier and licensee;

**“razor wire fence”** means a coiled strong wire with pieces of sharp cutting edges set across it at closes intervals;

**“Residential Lot”** means a lot where a residential use—

- (a) is or may be permitted under the district planning scheme; and
- (b) is or will be the predominant use of the lot;

**“retaining wall”** means any structure which prevents the movement of soil or retains soil or structures in order to allow ground levels of different elevations to exist adjacent to one another;

**“Schedule”** means a Schedule to this local law;

**“sufficient fence”** means a fence described in clause 2.1 of this local law, but

does not include a retaining wall;

“**thoroughfare**” has the meaning given to it by the *Local Government Act 1995*, but does not include a private thoroughfare which is not under the management or control of the local government.

## **1.7 Relationship with other laws**

- (1) In the event of any inconsistency between the provisions of a district planning scheme and the provisions of this local law, the provisions of the district planning scheme are to prevail.
- (2) Nothing in this local law affects the need for compliance, in respect of a fence, with—
  - (a) any relevant provisions of a district planning scheme; and
  - (b) any relevant provisions that apply if a building permit is required for that fence under the *Building Act 2011* or *Building Regulations 2012*.

## **1.8 Licence fees and charges**

All licence fees and charges applicable under this local law shall be determined by the Council from time to time in accordance with section 6.16 of the *Local Government Act 1995*.

## **PART 2 – FENCES**

### **Division 1 – Sufficient Fences**

#### **2.1 Sufficient fences**

- (1) A person shall not erect a dividing fence or a boundary fence that is not a sufficient fence, unless otherwise approved or required by the local government.
- (2) Subject to subclause (3) and (4), a sufficient fence—
  - (a) on a Residential Lot is a dividing fence or a boundary fence constructed and maintained in accordance with the specifications and requirements of Schedule 2;
  - (b) on a Non-Residential Lot is a dividing fence or a boundary fence constructed and maintained in accordance with the specifications and requirements of Schedule 3;
- (3) An application must be made to the local government for grant of consent to any variation to the specifications in Schedules 2 and 3.
- (4) Unless an authorised person determines otherwise, a sufficient fence on a boundary between lots other than those specified in subclause (2) is a dividing fence constructed in accordance with the specifications and requirements of Schedule 2 or Schedule 3, whichever is appropriate.
- (5) Notwithstanding any other provision in this local law, a dividing fence or boundary fence constructed of masonry, stone or concrete shall be a sufficient fence only if it is designed by a professional engineer and constructed in accordance with that design where—
  - (a) it is greater than 750 millimetres in height; or
  - (b) the Building Surveyor so requires.
- (6) Notwithstanding any other provision in this local law, a dividing fence or boundary fence shall not exceed 1,800 millimetres height unless the approval of the local government has been obtained for such a fence.

### **Division 2 – General**

#### **2.2 Fences within front setback areas**

- (1) A person shall not, without the written consent of the Building Surveyor, erect a free-standing fence greater than 1,200 millimetres in height, within the front setback area of a Residential Lot within the district.

- (2) The Building Surveyor may approve the erection of a fence of a height greater than 1,200 millimetres in the front setback area of a Residential Lot only if the fence on each side of the driveway into the lot across the front boundary is to be angled into the lot for a distance of not less than 1,500 millimetres along the frontage to a distance of not less than 1,500 millimetres from the frontage in order to provide appropriate splayed lines of vision for a motorist using the driveway for access to a thoroughfare.
- (3) The provision of subclause (2) shall not apply to a fence—
  - (a) of open construction that does not obscure the lines of vision of a motorist using the driveway for access to a thoroughfare; or
  - (b) that does not adjoin a footpath.

### **2.3 Gates in fences**

A person shall not erect a gate in a fence which does not—

- (a) open into the lot; or
- (b) open by sliding parallel and on the inside of the fence, which it forms part of, when closed.

without first obtaining the written approval of the local government.

### **2.4 Depositing fencing material on public place**

A person shall not deposit or permit the deposit of any materials whatsoever used in the construction or maintenance of any fence, on any thoroughfare, public place or local government property unless the approval of the local government has been obtained.

### **2.5 Maintenance of fences**

An owner of a lot or any person undertaking work on a lot on which a fence is erected shall maintain the fence in good condition so as to prevent it from becoming dangerous, dilapidated, or unsightly to the amenity of the locality.

### **2.6 Fences across rights-of-ways, public access ways or thoroughfares**

A person must not, without the approval of the local government, erect or maintain a fence or obstruction of a temporary or permanent nature across any right-of-way, public access way or thoroughfare so as to impede or prevent use of those facilities in the manner for which they are intended and constructed.

## **2.7 Fences and Sightlines**

Unless otherwise approved by the local government—

- (a) front fences or boundary fences that are adjacent to a vehicle access point or a thoroughfare shall be truncated with the minimum dimension of the truncation being 2,000 millimetres or the fence reduced in height to no more than 750 millimetres, unless—
  - (i) the fence is an open fence that does not obscure the lines of vision of a motorist using the vehicle access point or thoroughfare; or
  - (ii) there is a distance of 3,500 millimetres between the fence and a carriageway or footpath.
- (b) where a dividing fence is closer than 2,000 millimetres from a vehicle access point and connects to a thoroughfare, the dividing fence shall be reduced to 750 millimetres in height for the first 2,000 millimetres from the thoroughfare back into the lot.
- (c) a corner Lot without the standard street corner truncation, with a front fence height that exceeds 750 millimetres in height of solid material is not permitted within the 6,000 millimetres by 6,000 millimetres corner sightline area.
- (d) where two right of ways or laneways intersect, a 3,000 millimetres by 3,000 millimetres sightline is required so that a fence height that exceeds 750mm in height of solid material is not permitted.

## **2.8 Dividing Fences**

- (1) Notwithstanding the provisions of clause 2.1, an authorised person may approve the erection or repair of a dividing fence which is not a sufficient fence where all of the owners of the lots to be separated by the dividing fence make an application for approval for that purpose.
- (2) In determining whether to grant approval under subclause (1), an authorised person may consider, in addition to any other matter they are authorised to consider, where the erection or retention of the fence would have an adverse effect on—
  - (a) the safe or convenient use of any land;
  - (b) the safety or convenience of any person; or
  - (c) the visual amenity of the locality.

## **Division 3 – Fencing Materials**

### **2.9 Fencing Designs**

Where required by an authorised person, fencing designs are to be certified by a professional engineer as being suitable for wind loadings found in Region D Category 2 areas in accordance with the current edition of AS/NZS 1170.0:2002 Structural design actions – General principles.

### **2.10 Pre-used fencing materials**

- (1) Notwithstanding clause 2.1, a person shall not construct a fence on a Residential Lot or a Non-Residential Lot from pre-used materials without the approval of the local government.
- (2) Where the local government approves the use of pre-used materials in the construction of a fence under subclause (1), that approval shall be conditional on the applicant painting or treating the pre-used material as directed by the Building Surveyor.

### **2.11 Barbed wire fences and spiked or jagged materials**

- (1) An owner or occupier of a Residential Lot or a Non-Residential Lot shall not erect, affix or allow to remain on any fence on such a lot any barbed wire or other material with spiked or jagged projections, unless the prior written approval of the local government has been obtained.
- (2) Any fence bounding a lot that has barbed wire or other materials with spiked or jagged projections affixed to it may only be approved if the wire or other materials are carried on posts at an angle of 45 degrees, with the bottom row being a minimum of 2,000 millimetres from the ground level.
- (3) If the posts which carry the barbed wire or other materials referred to in subclause (2) are angled towards the outside of the lot bounded by the fence, the face of the fence must be set back from the lot boundary a sufficient distance to ensure that the angled posts, barbed wire or other materials do not encroach on adjoining land.
- (4) An owner or occupier of a lot shall not erect, affix or allow to remain as part of any fence or wall, whether internal or external, on that lot any broken glass.

### **2.12 Electrified and razor wire fences**

- (1) An owner or occupier of a lot shall not—
  - (a) construct or use an electrified fence on that lot without obtaining the approval of the local government in the form prescribed in Schedule 4; or
  - (b) construct a fence wholly or partly of razor wire on that lot without obtaining the approval of the local government in the form prescribed in Schedule 5.

- (2) The local government shall not approve an application for the purpose of subclause (1)(a)—
- (a) in respect of a lot which is or which abuts a Residential Lot;
  - (b) unless the fence will comply with “AS/NZS 3016:2002 Electrical installations – Electricity security fences”; and
  - (c) unless provision is made so as to enable the fence to be rendered inoperable during the hours of business operations, if any, on the lot where it is erected.
- (3) The local government shall not approve an application for the purpose of subclause (1)(b)—
- (a) if the fence is within 3,000 millimetres of the boundary of the lot; or
  - (b) where any razor wire used in the construction of the fence is less than 2,000 millimetres or more than 2,400 millimetres above the ground level.
- (4) An application for approval for the purpose of subclauses (1)(a) or (1)(b) shall be made by the owner of the lot on which the fence is or is to be erected, or by the occupier of the lot with the written consent of the owner.

### **2.13 Prohibited fencing materials**

In constructing a fence a person must not use—

- (a) broken glass or any other potentially harmful projections or material;
- (b) asbestos fibre;
- (b) material that is likely to collapse or fall, or part of which is likely to collapse or fall, from any cause; and
- (d) pre-used materials unless the material is painted or treated to the satisfaction of an authorised person.

### **2.14 Building Code**

- (1) Subject to subclauses (2) and (3), a fence shall be constructed in accordance with the relevant provisions of the Building Code.
- (2) Where there is inconsistency between the standards or requirements of this local law and those specified in the Building Code, the standards and requirements of the Building Code shall prevail.
- (3) Subclause (1) shall not apply to an existing fence, except where the existing fence is demolished, pulled down or removed and re-erected, or in some

substantial way structurally altered or amended, in which case subclause (1) shall apply to the re-erection, alteration or amendment.

## **PART 3 – APPROVALS**

### **3.1 Application for approval**

- (1) Where a person is required to obtain the approval of the local government under this local law, that person shall apply for approval in accordance with subclause (2).
- (2) An application for approval under this local law shall—
  - (a) be in the form determined by the local government;
  - (b) be signed by the applicant and the owner of the lot;
  - (c) provide the information required by the form; and
  - (d) be forwarded to the local government together with any fee imposed and determined by the local government under and in accordance with section 6.19 of the *Local Government Act 1995*.
- (3) An authorised person may require an applicant to provide additional information reasonably related to an application before an application is considered for approval.
- (4) An authorised person may refuse to consider an application for approval which is not in accordance with subclauses (2) and (3).

### **3.2 Decision on application for approval**

- (1) The local government may—
  - (a) approve an application for approval unconditionally or subject to any conditions; or
  - (b) refuse to approve an application for approval.
- (2) If the local government approves an application for approval, it is to issue to the applicant an approval in the form determined by the local government.
- (3) If the local government refuses to approve an application for approval, it is to give written notice of that refusal to the applicant.
- (4) Where a clause of this local law refers to conditions which may be imposed on an approval or which are to be taken to be imposed on an approval, the clause does not limit the power of the local government to impose other conditions on the approval under subclause (1)(a).

### **3.3 Compliance with approval**

Where an application for approval has been approved, the applicant and the owner or occupier of the lot to which the approval relates, shall comply with the terms and any conditions of that approval.

### **3.4 Duration of approval**

Unless otherwise stated in the form of approval, an approval granted under this local law—

- (a) runs with the lot to which it relates;
- (b) may be relied upon by any subsequent occupier or owner of the lot; and
- (c) may be enforced by the local government against a subsequent occupier or owner of the lot.

## **PART 4 – MISCELLANEOUS**

### **4.1 False or misleading statement**

A person shall not make a false or misleading statement in connection with any application, requirement or request under this local law.

## **PART 5 – NOTICES OF BREACH**

### **5.1 Notices of breach**

- (1) Where a breach of any provision of this local law has occurred in relation to a fence on a lot, an authorised person may give a notice in writing to the owner of that lot.
- (2) A notice of breach shall—
  - (a) specify the provision of this local law which has been breached;
  - (b) specify the particulars of the breach; and
  - (c) state that the owner is required to remedy the breach within the time specified in the notice.
- (3) Should an owner fail to comply with a notice of breach, the local government may, by its employees, agents or contractors enter upon the lot to which the notice relates and remedy the breach, and may recover the expenses of so doing from the owner of the lot in a court of competent jurisdiction.

- (4) The provisions of this clause are subject to section 3.25 and item 12 of Division 1 of Schedule 3.1 of the *Local Government Act 1995* and any entry on to land will be in accordance with Part 3, Division 3 of that Act.

## **PART 6 – OFFENCES**

### **6.1 Offences and penalties**

- (1) A person who fails to comply with a notice of breach commits an offence.
- (2) A person who commits an offence under this local law is liable, on conviction, to a penalty not exceeding \$5000, and if the offence is of a continuing nature, to an additional penalty not exceeding \$500 for each day or part of a day which the offence has continued.

### **6.2 Modified penalties**

- (1) An offence against any provision of this local law is a prescribed offence for the purposes of section 9.16(1) of the *Local Government Act 1995*.
- (2) The amount appearing in the final column of Schedule 1, directly opposite a prescribed offence in that Schedule, is the modified penalty for that prescribed offence.
- (3) For the purpose of guidance only, before giving an infringement notice to a person in respect of the commission of a prescribed offence, an authorised person should be satisfied that—
- (a) commission of the prescribed offence is a relatively minor matter; and
  - (b) only straightforward issues of law and fact are involved in determining whether the prescribed offence was committed, and the facts in issue are readily ascertainable.

### **6.3 Form of notices**

For the purposes of this local law—

- (a) the form of the infringement notice referred to in sections 9.16 and 9.17 of the *Local Government Act 1995* is to be in the form of Form 2 of Schedule 1 of the *Local Government (Functions and General) Regulations 1996*; and
- (b) the form of the withdrawal of infringement notice referred to in section 9.20 of the *Local Government Act 1995* is to be in the form of Form 3 in Schedule 1 of the *Local Government (Functions and General) Regulations 1996*.

## **PART 7 – OBJECTIONS AND REVIEW**

### **7.1 Objections and review**

When the local government makes a decision under clause 3.2, the provision of Part 9 Division 1 of the *Local Government Act 1995*, and regulation 33 of the *Local Government (Functions and General) Regulations 1996*, apply to that decision.

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## **SCHEDULE 1**

### **OFFENCES AND MODIFIED PENALTIES**

[Clause 6.2(2)]

<b>Item No.</b>	<b>Clause No.</b>	<b>Modified penalties \$</b>
<b>1</b>	2.1(1)	<b>250</b>
<b>2</b>	2.2(1)	<b>250</b>
<b>3</b>	2.3(a)	<b>200</b>
<b>4</b>	2.3(b)	<b>200</b>
<b>5</b>	2.4	<b>250</b>
<b>6</b>	2.5	<b>250</b>
<b>7</b>	2.6	<b>250</b>
<b>8</b>	2.10(1)	<b>250</b>
<b>9</b>	2.11(1)	<b>250</b>
<b>10</b>	2.11(4)	<b>250</b>
<b>11</b>	2.12(1)	<b>250</b>
<b>12</b>	3.3	<b>250</b>
<b>13</b>	6.1(1)	<b>250</b>

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## **SCHEDULE 2**

### **SPECIFICATIONS FOR A SUFFICIENT FENCE ON OR ABUTTING A LOT DEVELOPED FOR RESIDENTIAL USES**

[Clause 2.1(2)(a)]

Each of the identified categories in this Schedule is a sufficient fence on a Residential Lot and the fence design being certified by a professional engineer.

#### **Timber fence**

- (a) corner posts to be 125mm x 125mm x 2,400mm and intermediate posts to be 125mm x 75mm x 2,400mm spaced at 2,400mm centres;
- (b) corner posts to be strutted two ways with 100mm x 50mm x 450mm sole plates and 75mm x 50mm struts;
- (c) intermediate posts to be doubled yankee strutted with 150mm x 25mm x 450mm struts; (d) all posts to have tops with a 60mm weather cut and to be sunk at least 600mm into the ground;
- (d) rails to be 75mm x 50mm with each rail spanning 2 bays of fencing double railed or bolted to each post with joints staggered;
- (e) the fence to be covered with 75mm x 20mm sawn pickets, 1 800mm in height placed 75mm apart and affixed securely to each rail; and
- (f) the height of the fence to be 1,800mm except with respect to the front set back area for which there is no minimum height but which is subject to clause 2.2.

#### **Corrugated fence**

A fence constructed of corrugated fibre reinforced pressed cement or steel sheeting constructed to manufacturer's specifications or which satisfies the following specifications—

- (a) a minimum in-ground length of 25 per cent of the total length of the sheet, but in any case shall have a minimum in-ground depth of 600mm;
- (b) the total height and depth of the fence to consist of a single continuous fibre reinforced cement or steel sheet;
- (c) the sheets to be lapped and capped with extruded "snap-fit" type capping in accordance with the manufacturers written instructions; and
- (d) the height of the fence to be 1,800mm except with respect to the front set back area for which there is no minimum height but which is subject to clause 2.2.

#### **Brick, stone or concrete fence**

A fence constructed of brick, stone or concrete, which satisfies the following requirements and specifications—

- (a) a site classification is to be provided by a professional engineer and the footing is to be designed in accordance with AS 2870-2011 Residential slabs and footings as amended;
- (b) footings of minimum 225mm x 150mm concrete 15MPa or 300mm x 175mm brick laid in cement mortar;

- (c) fences to be offset a minimum of 200mm at maximum 3,000mm centres or 225mm x 100mm engaged piers to be provided at maximum 3,000mm centres;
- (d) expansion joints in accordance with the manufacturer's written instructions; and
- (e) the height of the fence to be 1,800mm except with respect to the front set back area for which there is no minimum height but which is subject to clause 2.2.

### **Composite fence**

A composite fence which satisfies the following specifications for the brick construction—

- (1) (a) brick piers of minimum 345mm x 345mm at 1,800mm centres bonded to a minimum height base wall of 514mm;
- (b) each pier shall be reinforced with one R10 galvanised starting rod 1 500mm high with a 250mm horizontal leg bedded into a 500mm x 200mm concrete footing and set 65mm above the base of the footing. The top of the footing shall be 1 course (85mm) below ground level;
- (c) the minimum ultimate strength of brickwork shall be 20MPa. Mortar shall be a mix of 1 part cement, 1 part lime and 6 parts sand;
- (d) the ground under the footings is to be compacted to 6 blows per 300mm and checked with a standard falling weight penetrometer; and
- (e) control joints in brickwork shall be provided with double piers at a maximum of 6,000mm centres;

or

- (2) (a) brick piers of a minimum 345mm x 345mm x 2,700mm centres bonded to the base wall; and
  - (b) each pier shall be reinforced with two R10 galvanised starting rods as previously specified.
-

**SCHEDULE 3**  
**SPECIFICATIONS FOR A SUFFICIENT FENCE ON OR ABUTTING A LOT**  
**DEVELOPED FOR NON-RESIDENTIAL USES**

[Clause 2.1(2)(b)]

Each of the identified categories in this Schedule, with minimum and maximum specifications where stated, is a sufficient fence on a Non-Residential Lot and the fence design being certified by a professional engineer.

**Galvanised or PVC fence and gate**

A fence constructed of galvanised or PVC coated non-rail link mesh, chain mesh or steel mesh which satisfies the following specifications—

- (a) corner posts to be minimum 50mm nominal bore x 3.5mm and with footings of a 225mm diameter x 900mm;
- (b) intermediate posts to be minimum 37mm nominal bore x 3.15mm at maximum 3,500mm centres and with footings of a 225mm diameter x 600mm;
- (c) struts to be minimum 30mm nominal bore x 3.15mm fitted at each gate and 2 at each corner post and with footings 225mm x 600mm;
- (d) cables to be affixed to the top, centre and bottom of all posts and to consist of 2 or more 3.15mm wires twisted together or single 4mm wire;
- (e) non-rail link, chain or steel mesh is to be to a height of 2,000mm on top of which are to be 3 strands of barbed wire carrying the fence to a height of 2,400mm in accordance with the requirements and standards of the local planning schemes; and
- (f) galvanised link mesh wire to be 2,000mm in height and constructed of 50mm mesh 2.5mm galvanised iron wire and to be strained, neatly secured and laced to the posts and affixed to cables. Vehicle entry gates shall provide an opening of not less than 3.6m and shall be constructed of 25mm tubular framework with 1 horizontal and 1 vertical stay constructed of 20mm piping and shall be covered with 50mm x 2.5mm galvanised link mesh strained to framework. Gates shall be fixed with a drop bolt and locking attachment.

**Other fences**

- (a) a fence of cement sheet or steel sheeting constructed to the minimum specifications referred to in Schedule 2;
  - (b) a fence constructed of aluminium sheeting when supported on posts and rails provided that it is used behind a building line and is of a minimum height of 1,800mm but no greater than 2,400mm; or
  - (c) a fence of timber, brick, stone or concrete constructed to the minimum specifications referred to in Schedule 2.
-

**SCHEDULE 4**  
**ELECTRIFIED FENCE PERMIT**

[Clause 2.12(1)(a)]

This is to certify that:

\_\_\_\_\_  
[Name] of [Address]  
\_\_\_\_\_

is permitted, subject to the conditions set out below, to have and use an electrified fence on:

\_\_\_\_\_  
[Address]  
\_\_\_\_\_

from \_\_\_\_\_ 20 \_\_\_\_\_ and until this permit is transferred or cancelled.

**Approved By:**

Name: \_\_\_\_\_

Position \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

**Conditions of Permit—**

The holder of the permit must—

- (b) display the permit in a prominent position on the land or premises on which the electrified fence has been erected;
- (c) upon the request of a Building Surveyor produce to him or her the permit;
- (d) within 14 days of a change in the ownership or occupation of the land or premises in respect of which the permit has been granted, notify the CEO in writing of the details of that change or those changes;
- (e) obtain the written consent of the local government prior to the commencement of any alteration, addition or other work relating to or affecting the electrified fence; and
- (f) comply with AS/NZS 3016:2002 Electrical installations – Electric security fences.

**Transfer by Endorsement**

This permit is transferred to [Name] of [Address]

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

from and including the date of this endorsement.

**Approved By:**

Name: \_\_\_\_\_

Position \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

**SCHEDULE 5**  
**RAZOR WIRE FENCE PERMIT**

[Clause 2.12(1)(b)]

This is to certify that

\_\_\_\_\_  
[Name] of [Address]

Is permitted, subject to the conditions set out below, to have a fence constructed wholly or partially of razor wire on:

\_\_\_\_\_  
[Address]

From \_\_\_\_\_ 20\_\_ and until this permit is transferred or cancelled.

**Approved By:**

Name: \_\_\_\_\_

Position \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

**Conditions of Permit—**

- (a) display the permit in a prominent position on the land or premises on which the fence has been erected;
- (b) upon the request of a Building Surveyor produce to him or her the permit;
- (c) within 14 days of a change in the ownership or occupation of the land or premises in respect of which the permit has been granted, notify the CEO in writing of the details of that change or those changes; and
- (d) obtain the written consent of the local government prior to the commencement of any alteration, addition or other work relating to or affecting the fence.

**Transfer by Endorsement**

This permit is transferred to [Name] of [Address]

\_\_\_\_\_  
[Name] of [Address]

from and including the date of this endorsement.

**Approved By**

Name: \_\_\_\_\_

Position \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

*Local Government Act 1995*

**CITY OF PERTH**

**FENCING LOCAL LAW 2015**

Under the powers conferred by the *Local Government Act 1995*, and under all other powers enabling it, the Council of the City of Perth resolved on (Insert Council Meeting Date) to make the following local law.

**PART 1 – PRELIMINARY**

**1.1 Citation**

This local law may be cited as the *City of Perth Fencing Local Law 2015*.

**1.2 Commencement**

This local law comes into operation 14 days after the date of its publication in the *Government Gazette*.

**1.3 Purpose and Effect**

- (1) The purpose of this local law is to prescribe a sufficient fence and the standard for the construction of fences throughout the district of the City of Perth.
- (2) The effect of this local law is to establish the requirements for fencing within the district of the City of Perth.

**1.4 Application**

This local law applies throughout the district of the ~~local government City of Perth~~.

**1.5 Repeal**

The *City of Perth Fencing Local Law 2005* as published in the *Government Gazette* on 14 July 2005, and as amended on 29 February 2008, is repealed.

**1.6 Definitions**

In this local law unless the context requires otherwise—

“**Applicant**” means a person who makes an application for approval under this local law;

“**AS or AS/NZS**” means an Australian or Australian/New Zealand Standard as published by Standards Australia as amended from time to time;

**“authorised person”** means a person appointed by the City of Perth under section 9.10 of the *Local Government Act 1995* to perform any of the functions of an authorised person under this local law;

**“barbed wire fence”** means a wire or strand of wires having small pieces of sharply pointed wire twisted around it at short intervals;

**“boundary fence”** means a fence, other than a dividing fence, that separates private land from land that is local government property of a thoroughfare;

**“Building Code”** means the latest edition of the Building Code of Australia published from time to time by or on behalf of, the Australian Building Codes Board, as amended from time to time, but not including any explanatory information published with that Code;

**“building permit”** has the meaning given to it in the *Building Act 2011*;

**“Building Surveyor”** means a Building Surveyor of the local government;

**“CEO”** means the Chief Executive Officer of the local government;

**“Council”** means the Council of the local government;

**“dangerous”** in relation to any fence means, with the exception of electrified, barbed and razor wire fences as separately specified under this local law—

- (a) a fence containing exposed broken glass, asbestos fibre or any other potentially harmful projection or material; or
- (b) a fence which is likely to collapse or fall, or part of which is likely to collapse or fall, from any cause;

**“district”** means the district of the local government;

**“district planning scheme”** means a local planning scheme of the local government made under the *Planning and Development Act 2005*;

**“dividing fence”** has the meaning given to it by the *Dividing Fences Act 1961*;

**“electrified fence”** means a fence carrying or designed to carry an electric charge;

**“fence”** means any structure, not including a retaining wall, used or functioning as a barrier, irrespective of where it is located and includes any gate;

**“front boundary”** means the boundary line between a lot and the thoroughfare upon which that lot abuts, or in the case of a lot abutting on more than one thoroughfare, the boundary line between the lot and the primary thoroughfare;

**“front fence”** means a fence erected on the front boundary of a lot or on a line

adjacent to the front boundary;

**“front setback area”** means the area between the building line of a lot and the front boundary of that lot;

**“height”** in relation to a fence means the vertical distance between—

- (a) the top of the fence at any point; and
- (b) the ground level or, where the ground levels on each side of the fence are not the same, the higher ground level, immediately below that point;

**“local government”** means the local government of the City of Perth;

**“local government property”** means anything except a thoroughfare—

- (a) which belongs to the local government;
- (b) of which the local government is the management body under the *Land Administration Act 1997*; or
- (c) which is an “otherwise unvested facility” under section 3.53 of the *Local Government Act 1995*;

**“lot”** has the meaning given to it and for the purposes of the *Planning and Development Act 2005*;

**“Non-Residential Lot”** means any lot situated in the district that is not defined as a residential lot under this local law;

**“notice of breach”** means a notice referred to in clause 5.1 of this local law;

**“occupier”** has the meaning given to it in the *Local Government Act 1995*;

**“owner”** has the meaning given to it in the *Local Government Act 1995*;

**“person”** means any person, company, employer and includes an owner, occupier and licensee;

**“razor wire fence”** means a coiled strong wire with pieces of sharp cutting edges set across it at closes intervals;

**“Residential Lot”** means a lot where a residential use—

- (a) is or may be permitted under the district planning scheme; and
- (b) is or will be the predominant use of the lot;

**“retaining wall”** means any structure which prevents the movement of soil or retains soil or structures in order to allow ground levels of different elevations to exist adjacent to one another;

**“Schedule”** means a Schedule to this local law;

**“sufficient fence”** means a fence described in clause 2.1 of this local law, but

does not include a retaining wall;

“**thoroughfare**” has the meaning given to it by the *Local Government Act 1995*, but does not include a private thoroughfare which is not under the management or control of the local government.

## **1.7 Relationship with other laws**

- (1) In the event of any inconsistency between the provisions of a district planning scheme and the provisions of this local law, the provisions of the district planning scheme are to prevail.
- (2) Nothing in this local law affects the need for compliance, in respect of a fence, with—
  - (a) any relevant provisions of a district planning scheme; and
  - (b) any relevant provisions that apply if a building permit is required for that fence under the *Building Act 2011* or *Building Regulations 2012*.

## **1.8 Licence fees and charges**

All licence fees and charges applicable under this local law shall be determined by the Council from time to time in accordance with section 6.16 of the *Local Government Act 1995*.

## PART 2 – FENCES

### Division 1 – Sufficient Fences

#### 2.1 Sufficient fences

##### ~~2.1 Meaning of “sufficient fence”~~

- (1) A person shall not erect a dividing fence or a boundary fence that is not a sufficient fence, unless otherwise approved or required by the local government.
- (2) Subject to subclause (3) and (4), a sufficient fence—
  - (a) on a Residential Lot is a dividing fence or a boundary fence constructed and maintained in accordance with the specifications and requirements of Schedule 2;
  - (b) on a Non-Residential Lot is a dividing fence or a boundary fence constructed and maintained in accordance with the specifications and requirements of Schedule 3;
- (3) An application must be made to the local government for grant of consent to any variation to the specifications in Schedules 2 and 3.
- (4) Unless an authorised person determines otherwise, a sufficient fence on a boundary between lots other than those specified in subclause ~~(2)(3)~~ is a dividing fence constructed in accordance with the specifications and requirements of Schedule 2 or Schedule 3, whichever is appropriate.
- (5) Notwithstanding any other provision in this local law, a dividing fence or boundary fence constructed of masonry, stone or concrete shall be a sufficient fence only if it is designed by a professional engineer and constructed in accordance with that design where—
  - (a) it is greater than 750 millimetres in height; or
  - (b) the Building Surveyor so requires.
- (6) Notwithstanding any other provision in this local law, a dividing fence or boundary fence shall not exceed 1,800 millimetres height unless the approval of the local government has been obtained for such a fence.

### Division 2 – General

#### 2.2 Fences within front setback areas

- (1) A person shall not, without the written consent of the Building Surveyor, erect a free-standing fence greater than 1,200 millimetres in height, within the front set-

back area of a Residential Lot within the district.

- (2) The Building Surveyor may approve the erection of a fence of a height greater than 1,200 millimetres in the front setback area of a Residential Lot only if the fence on each side of the driveway into the lot across the front boundary is to be angled into the lot for a distance of not less than 1,500 millimetres along the frontage to a distance of not less than 1,500 millimetres from the frontage in order to provide appropriate splayed lines of vision for a motorist using the driveway for access to a thoroughfare.
- (3) The provision of subclause (2) shall not apply to a fence—
  - (a) of open construction that does not obscure the lines of vision of a motorist using the driveway for access to a thoroughfare; or
  - (b) that does not adjoin a footpath.

### **2.3 Gates in fences**

~~(1)~~ A person shall not erect a gate in a fence which does not—

- (a) open into the lot; or
- (b) open by sliding parallel and on the inside of the fence, which it forms part of, when closed.

without first obtaining the written approval of the local government.

### **2.4 Depositing fencing material on public place**

A person shall not deposit or permit the deposit of any materials whatsoever used in the construction or maintenance of any fence, on any thoroughfare, public place or local government property unless the approval of the local government has been obtained.

### **2.5 Maintenance of fences**

An owner of a lot or any person undertaking work on a lot on which a fence is erected shall maintain the fence in good condition so as to prevent it from becoming dangerous, dilapidated, or unsightly to the amenity of the locality.

### **2.6 Fences across rights-of-ways, public access ways or thoroughfares**

A person must not, without the approval of the local government, erect or maintain a fence or obstruction of a temporary or permanent nature across any right-of-way, public access way or thoroughfare so as to impede or prevent use of those facilities in the manner for which they are intended and constructed.

## 2.7 Fences and Sightlines

~~Unless otherwise approved by the local government—~~

- ~~(a)~~(4) Front fences or boundary fences that are adjacent to a vehicle access point or a thoroughfare shall be truncated with the minimum dimension of the truncation being 2,000 millimetres or the fence reduced in height to no more than 750 millimetres, unless—
- ~~(i)~~ ~~(a)~~ the fence is an open fence that does not obscure the lines of vision of a motorist using the vehicle access point or thoroughfare; or
  - ~~(ii)~~ ~~(b)~~ there is a distance of 3,500 millimetres between the fence and a carriageway or footpath.
- ~~(b)~~(2) Where a dividing fence is closer than 2,000 millimetres from a vehicle access point and connects to a thoroughfare, the dividing fence shall be reduced to 750 millimetres in height for the first 2,000 millimetres from the thoroughfare back into the lot.
- ~~(c)~~(3) A corner Lot without the standard street corner truncation, with a front fence height that exceeds 750 millimetres in height of solid material is not permitted within the 6,000 millimetres by 6,000 millimetres corner sightline area.
- ~~(d)~~(4) Where two right of ways or laneways intersect, a 3,000 millimetres by 3,000 millimetres sightline is required so that a fence height that exceeds 750mm in height of solid material is not permitted.

~~Or unless otherwise approved by the local government.~~

## 2.8 Dividing Fences

- (1) Notwithstanding the provisions of clause 2.1, an authorised person may approve the erection or repair of a dividing fence which is not a sufficient fence where all of the owners of the lots to be separated by the dividing fence make an application for approval for that purpose.
- (2) In determining whether to grant approval under subclause (1), an authorised person may consider, in addition to any other matter they are authorised to consider, where the erection or retention of the fence would have an adverse effect on—
  - (a) the safe or convenient use of any land;
  - (b) the safety or convenience of any person; or
  - (c) the visual amenity of the locality.

## **Division 3 – Fencing Materials**

### **2.9 Fencing Designs**

Where required by ~~the~~ *an authorised person*, fencing designs are to be certified by a professional engineer as being suitable for wind loadings found in Region D Category 2 areas in accordance with the current edition of AS/NZS 1170.0:2002 Structural design actions – General principles.

### **2.10 Pre-used fencing materials**

- (1) Notwithstanding clause 2.1, a person shall not construct a fence on a Residential Lot or a Non-Residential Lot from pre-used materials without the approval of the local government.
- (2) Where the local government approves the use of pre-used materials in the construction of a fence under subclause (1), that approval shall be conditional on the applicant painting or treating the pre-used material as directed by the Building Surveyor.

### **2.11 Barbed wire fences and spiked or jagged materials**

- (1) An owner or occupier of a Residential Lot or a Non-Residential Lot shall not erect, affix or allow to remain on any fence on such a lot any barbed wire or other material with spiked or jagged projections, unless the prior written approval of the local government has been obtained.
- (2) Any fence bounding a lot that has barbed wire or other materials with spiked or jagged projections affixed to it may only be approved if the wire or other materials are carried on posts at an angle of 45 degrees, with the bottom row being a minimum of 2,000 millimetres from the ground level.
- (3) If the posts which carry the barbed wire or other materials referred to in subclause (2) are angled towards the outside of the lot bounded by the fence, the face of the fence must be set back from the lot boundary a sufficient distance to ensure that the angled posts, barbed wire or other materials do not encroach on adjoining land.
- (4) An owner or occupier of a lot shall not erect, affix or allow to remain as part of any fence or wall, whether internal or external, on that lot any broken glass.

### **2.12 Electrified and razor wire fences**

- (1) An owner or occupier of a lot shall not—
  - (a) construct or use an electrified fence on that lot without obtaining the approval of the local government in the form prescribed in Schedule 4; or

- (b) construct a fence wholly or partly of razor wire on that lot without obtaining the approval of the local government in the form prescribed in Schedule 5.
- (2) The local government shall not approve an application for the purpose of subclause (1)(a)—
  - (a) in respect of a lot which is or which abuts a Residential Lot;
  - (b) unless the ~~prohibited~~ fence will comply ~~complies~~ with “AS/NZS 3016:2002 Electrical installations – Electricity security fences”; and
  - (c) unless provision is made so as to enable the fence to be rendered inoperable during the hours of business operations, if any, on the lot where it is erected.
- (3) The local government shall not approve an application for the purpose of subclause (1)(b)—
  - (a) if the fence is within 3,000 millimetres of the boundary of the lot; or
  - (b) where any razor wire used in the construction of the fence is less than 2,000 millimetres or more than 2,400 millimetres above the ground level.
- (4) An application for approval for the purpose of subclauses (1)(a) or (1)(b) shall be made by the owner of the lot on which the fence is or is to be erected, or by the occupier of the lot with the written consent of the owner.

### **2.13 Prohibited fencing materials**

- ~~(4)~~ In constructing a fence a person must not use—
- (a) broken glass or any other potentially harmful projections or material;
  - (b) asbestos fibre;
  - (b) material that is likely to collapse or fall, or part of which is likely to collapse or fall, from any cause; and
  - (d) pre-used materials unless the material is painted or treated to the satisfaction of an authorised person.

### **2.14 Building Code**

- (1) Subject to subclauses (2) and (3), a fence shall be constructed in accordance with the relevant provisions of the Building Code.
- (2) Where there is inconsistency between the standards or requirements of this local law and those specified in the Building Code, the standards and requirements of the Building Code shall prevail.

- (3) Subclause (1) shall not apply to an existing fence, except where the existing fence is demolished, pulled down or removed and re-erected, or in some substantial way structurally altered or amended, in which case subclause (1) shall apply to the re-erection, alteration or amendment.

## **PART 3 – APPROVALS**

### **3.1 Application for approval**

- (1) Where a person is required to obtain the approval of the local government under this local law, that person shall apply for approval in accordance with subclause (2).
- (2) An application for approval under this local law shall—
  - (a) be in the form determined by the local government;
  - (b) be signed by the applicant and the owner of the lot;
  - (c) provide the information required by the form; and
  - (d) be forwarded to the local government together with any fee imposed and determined by the local government under and in accordance with section 6.19 of the *Local Government Act 1995*.
- (3) An authorised person may require an applicant to provide additional information reasonably related to an application before an application is considered for approval.
- (4) An authorised person may refuse to consider an application for approval which is not in accordance with subclauses (2) and (3).

### **3.2 Decision on application for approval**

- (1) The local government may—
  - (a) approve an application for approval unconditionally or subject to any conditions; or
  - (b) refuse to approve an application for approval.
- (2) If the local government approves an application for approval, it is to issue to the applicant an approval in the form determined by the local government.
- (3) If the local government refuses to approve an application for approval, it is to give written notice of that refusal to the applicant.
- (4) Where a clause of this local law refers to conditions which may be imposed on

an approval or which are to be taken to be imposed on an approval, the clause does not limit the power of the local government to impose other conditions on the approval under subclause (1)(a).

### **3.3 Compliance with approval**

Where an application for approval has been approved, the applicant and the owner or occupier of the lot to which the approval relates, shall comply with the terms and any conditions of that approval.

### **3.4 Duration of approval**

Unless otherwise stated in the form of approval, an approval granted under this local law—

- (a) runs with the lot to which it relates;
- (b) may be relied upon by any subsequent occupier or owner of the lot; and
- (c) may be enforced by the local government against a subsequent occupier or owner of the lot.

## **PART 4 – MISCELLANEOUS**

### **4.1 False or misleading statement**

A person shall not make a false or misleading statement in connection with any application, requirement or request under this local law.

## **PART 5 – NOTICES OF BREACH**

### **5.1 Notices of breach**

- (1) Where a breach of any provision of this local law has occurred in relation to a fence on a lot, an authorised person may give a notice in writing to the owner of that lot.
- (2) A notice of breach shall—
  - (a) specify the provision of this local law which has been breached;
  - (b) specify the particulars of the breach; and
  - (c) state that the owner is required to remedy the breach within the time specified in the notice.
- (3) Should an owner fail to comply with a notice of breach, the local government may, by its employees, agents or contractors enter upon the lot to which the

notice relates and remedy the breach, and may recover the expenses of so doing from the owner of the lot in a court of competent jurisdiction.

- (4) The provisions of this clause are subject to section 3.25 and item 12 of Division 1 of Schedule 3.1 of the *Local Government Act 1995* and any entry on to land will be in accordance with Part 3, Division 3 of that Act.

## **PART 6 – OFFENCES**

### **6.1 Offences and penalties**

- (1) ~~*A person who fails to comply with a notice of breach commits an offence, and is liable upon conviction to a penalty as prescribed in Schedule 1 and if the offence is a continuing offence, to a maximum daily penalty as prescribed in Schedule 1.*~~
- (2) ~~*A person who commits an offence under fails to comply with or who contravenes any provision of this local law commits an offence and is liable, on conviction, to a penalty not exceeding \$5000, and if the offence is of a continuing nature, to an additional penalty not exceeding \$500 for each day or part of a day which the offence has continued. as prescribed in Schedule 1 and if the offence is a continuing offence, to a maximum daily penalty as prescribed in Schedule 1.*~~

### **6.2 Modified penalties**

- (1) An offence against any provision of this local law is a prescribed offence for the purposes of section 9.16(1) of the *Local Government Act 1995*.
- (2) The amount appearing in the final column of Schedule 1, directly opposite a prescribed offence in that Schedule, is the modified penalty for that prescribed offence.
- (3) For the purpose of guidance only, before giving an infringement notice to a person in respect of the commission of a prescribed offence, an authorised person should be satisfied that—
  - (a) commission of the prescribed offence is a relatively minor matter; and
  - (b) only straightforward issues of law and fact are involved in determining whether the prescribed offence was committed, and the facts in issue are readily ascertainable.

### **6.3 Form of notices**

For the purposes of this local law—

- (a) the form of the infringement notice referred to in sections 9.16 and 9.17 of the *Local Government Act 1995* is to be in the form of Form 2 of

Schedule 1 of the *Local Government (Functions and General) Regulations 1996*; and

- (b) the form of the withdrawal of infringement notice referred to in section 9.20 of the *Local Government Act 1995* is to be in the form of Form 3 in Schedule 1 of the *Local Government (Functions and General) Regulations 1996*.

## **PART 7 – OBJECTIONS AND REVIEW**

### **7.1 Objections and review**

When the local government makes a decision under clause 3.2, the provision of Part 9 Division 1 of the *Local Government Act 1995*, and regulation 33 of the *Local Government (Functions and General) Regulations 1996*, apply to that decision.

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## SCHEDULE 1

### OFFENCES AND MODIFIED PENALTIES

[Clause 6.2(2)]

Item No.	Clause No.	Modified penalties \$
1	2.1(1)	250
2	2.2(1)	250
3	2.3(a)	200
4	2.3(b)	200
5	2.4	250
6	2.5	250
7	2.6	250
8	2.10(1)	250
9	2.11(1)	250
10	2.11(4)	250
11	2.12(1)	250
12	3.3	250
13	<del>5.1</del> 6.1(1)	250

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## **SCHEDULE 2**

### **SPECIFICATIONS FOR A SUFFICIENT FENCE ON OR ABUTTING A LOT DEVELOPED FOR RESIDENTIAL USES**

[Clause 2.1(2)(a)]

Each of the identified categories in this Schedule is a sufficient fence on a Residential Lot and the fence design being certified by a professional engineer.

#### **Timber fence**

- (a) corner posts to be 125mm x 125mm x 2,400mm and intermediate posts to be 125mm x 75mm x 2,400mm spaced at 2,400mm centres;
- (b) corner posts to be strutted two ways with 100mm x 50mm x 450mm sole plates and 75mm x 50mm struts;
- (c) intermediate posts to be doubled yankee strutted with 150mm x 25mm x 450mm struts; (d) all posts to have tops with a 60mm weather cut and to be sunk at least 600mm into the ground;
- (d) rails to be 75mm x 50mm with each rail spanning 2 bays of fencing double railed or bolted to each post with joints staggered;
- (e) the fence to be covered with 75mm x 20mm sawn pickets, 1 800mm in height placed 75mm apart and affixed securely to each rail; and
- (f) the height of the fence to be 1,800mm except with respect to the front set back area for which there is no minimum height but which is subject to clause 2.2.

#### **Corrugated fence**

A fence constructed of corrugated fibre reinforced pressed cement or steel sheeting constructed to manufacturer's specifications or which satisfies the following specifications—

- (a) a minimum in-ground length of 25 per cent of the total length of the sheet, but in any case shall have a minimum in-ground depth of 600mm;
- (b) the total height and depth of the fence to consist of a single continuous fibre reinforced cement or steel sheet;
- (c) the sheets to be lapped and capped with extruded "snap-fit" type capping in accordance with the manufacturers written instructions; and
- (d) the height of the fence to be 1,800mm except with respect to the front set back area for which there is no minimum height but which is subject to clause 2.2.

#### **Brick, stone or concrete fence**

A fence constructed of brick, stone or concrete, which satisfies the following requirements and specifications—

- (a) a site classification is to be provided by a professional engineer and the footing is to be designed in accordance with AS 2870-2011 Residential slabs and footings as amended;
- (b) footings of minimum 225mm x 150mm concrete 15MPa or 300mm x 175mm brick laid in cement mortar;

- (c) fences to be offset a minimum of 200mm at maximum 3,000mm centres or 225mm x 100mm engaged piers to be provided at maximum 3,000mm centres;
- (d) expansion joints in accordance with the manufacturer's written instructions; and
- (e) the height of the fence to be 1,800mm except with respect to the front set back area for which there is no minimum height but which is subject to clause 2.2.

### **Composite fence**

A composite fence which satisfies the following specifications for the brick construction—

- (1)
  - (a) brick piers of minimum 345mm x 345mm at 1,800mm centres bonded to a minimum height base wall of 514mm;
  - (b) each pier shall be reinforced with one R10 galvanised starting rod 1 500mm high with a 250mm horizontal leg bedded into a 500mm x 200mm concrete footing and set 65mm above the base of the footing. The top of the footing shall be 1 course (85mm) below ground level;
  - (c) the minimum ultimate strength of brickwork shall be 20MPa. Mortar shall be a mix of 1 part cement, 1 part lime and 6 parts sand;
  - (d) the ground under the footings is to be compacted to 6 blows per 300mm and checked with a standard falling weight penetrometer; and
  - (e) control joints in brickwork shall be provided with double piers at a maximum of 6,000mm centres;

or

- (2)
    - (a) brick piers of a minimum 345mm x 345mm x 2,700mm centres bonded to the base wall; and
    - (b) each pier shall be reinforced with two R10 galvanised starting rods as previously specified.
-

**SCHEDULE 3**  
**SPECIFICATIONS FOR A SUFFICIENT FENCE ON OR ABUTTING A LOT**  
**DEVELOPED FOR NON-RESIDENTIAL USES**

[Clause 2.1(2)(b)]

Each of the identified categories in this Schedule, with minimum and maximum specifications where stated, is a sufficient fence on a Non-Residential Lot and the fence design being certified by a professional engineer.

**Galvanised or PVC fence and gate**

A fence constructed of galvanised or PVC coated non-rail link mesh, chain mesh or steel mesh which satisfies the following specifications—

- (a) corner posts to be minimum 50mm nominal bore x 3.5mm and with footings of a 225mm diameter x 900mm;
- (b) intermediate posts to be minimum 37mm nominal bore x 3.15mm at maximum 3,500mm centres and with footings of a 225mm diameter x 600mm;
- (c) struts to be minimum 30mm nominal bore x 3.15mm fitted at each gate and 2 at each corner post and with footings 225mm x 600mm;
- (d) cables to be affixed to the top, centre and bottom of all posts and to consist of 2 or more 3.15mm wires twisted together or single 4mm wire;
- (e) non-rail link, chain or steel mesh is to be to a height of 2,000mm on top of which are to be 3 strands of barbed wire carrying the fence to a height of 2,400mm in accordance with the requirements and standards of the local planning schemes; and
- (f) galvanised link mesh wire to be 2,000mm in height and constructed of 50mm mesh 2.5mm galvanised iron wire and to be strained, neatly secured and laced to the posts and affixed to cables. Vehicle entry gates shall provide an opening of not less than 3.6m and shall be constructed of 25mm tubular framework with 1 horizontal and 1 vertical stay constructed of 20mm piping and shall be covered with 50mm x 2.5mm galvanised link mesh strained to framework. Gates shall be fixed with a drop bolt and locking attachment.

**Other fences**

- (a) a fence of cement sheet or steel sheeting constructed to the minimum specifications referred to in Schedule 2;
  - (b) a fence constructed of aluminium sheeting when supported on posts and rails provided that it is used behind a building line and is of a minimum height of 1,800mm but no greater than 2,400mm; or
  - (c) a fence of timber, brick, stone or concrete constructed to the minimum specifications referred to in Schedule 2.
-

**SCHEDULE 4**  
**ELECTRIFIED FENCE PERMIT**

[Clause 2.12(1)(a)]

This is to certify that:

\_\_\_\_\_  
[Name] of [Address]  
\_\_\_\_\_

is permitted, subject to the conditions set out below, to have and use an electrified fence on:

\_\_\_\_\_  
[Address]  
\_\_\_\_\_

from \_\_\_\_\_ 20 \_\_\_\_\_ and until this permit is transferred or cancelled.

**Approved By:**

Name: \_\_\_\_\_

Position \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

**Conditions of Permit—**

The holder of the permit must—

- (b) display the permit in a prominent position on the land or premises on which the electrified fence has been erected;
- (c) upon the request of a Building Surveyor produce to him or her the permit;
- (d) within 14 days of a change in the ownership or occupation of the land or premises in respect of which the permit has been granted, notify the CEO in writing of the details of that change or those changes;
- (e) obtain the written consent of the local government prior to the commencement of any alteration, addition or other work relating to or affecting the electrified fence; and
- (f) comply with AS/NZS 3016:2002 Electrical installations – Electric security fences.

**Transfer by Endorsement**

This permit is transferred to [Name] of [Address]

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

from and including the date of this endorsement.

**Approved By:**

Name: \_\_\_\_\_

Position \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

**SCHEDULE 5**  
**RAZOR WIRE FENCE PERMIT**

[Clause 2.12(1)(b)]

This is to certify that

\_\_\_\_\_  
[Name] of [Address]

Is permitted, subject to the conditions set out below, to have a fence constructed wholly or partially of razor wire on:

\_\_\_\_\_  
[Address]

From \_\_\_\_\_ 20\_\_ and until this permit is transferred or cancelled.

**Approved By:**

Name: \_\_\_\_\_

Position \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

**Conditions of Permit—**

- (a) display the permit in a prominent position on the land or premises on which the fence has been erected;
- (b) upon the request of a Building Surveyor produce to him or her the permit;
- (c) within 14 days of a change in the ownership or occupation of the land or premises in respect of which the permit has been granted, notify the CEO in writing of the details of that change or those changes; and
- (d) obtain the written consent of the local government prior to the commencement of any alteration, addition or other work relating to or affecting the fence.

**Transfer by Endorsement**

This permit is transferred to [Name] of [Address]

\_\_\_\_\_  
[Name] of [Address]

from and including the date of this endorsement.

**Approved By**

Name: \_\_\_\_\_

Position \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

# SCHEDULE 11

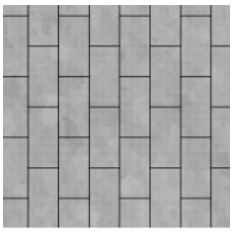
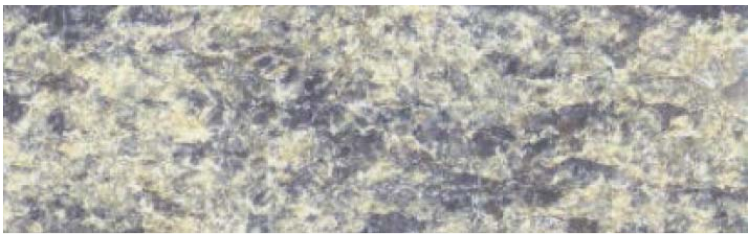
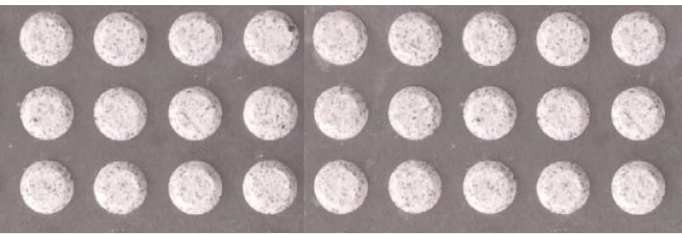
The DLGC's main comments and the City of Perth Office responses are summarised below and have been incorporated into the proposed City of Perth Fencing Local Law 2015.

Clause	DLG Suggestions	Officer Response
<b>Clause 1.3 – Purpose and Effect</b>	While section 3.12 of the <i>Local Government Act 1995</i> requires the purpose and effect of a local law to be included in public notices, there is no requirement for the purpose and effect to be mentioned in the local law itself. The City may delete this clause if it so wishes.	It is standard drafting for the City of Perth to retain the Purpose and Effect within local laws as it provides clarity for the the community.
<b>Australian Standards and Building Codes referenced throughout the local law</b>	Ongoing accuracy of, and public access to, Australian Standards and Building Codes referenced with the local law should be considered.	All Australian Standards that have been referenced within this Local Law are accurate. The Interpretation of these AS or AS/NZS in the local law means a standard published by Standards Australia as amended from time to time.  Public access to these documents is available at the State Library of Western Australia. This will be included in the administrative version of the local law published on the City's website.
<b>Clause 2.7 - Fences and Sightlines</b>	At the end of subclause (4), delete the statement <i>"Or unless otherwise approved by the local government"</i> or redesignate as subclause (5), whichever is applicable.	This statement is relevant to the entire Clause 2.7 and this statement has therefore has been relocated to the beginning of the Clause for clarity.
<b>Clause 2.9 – Fencing Designs</b>	Clause 2.9 does not specify who the <i>"person"</i> might be.	Noted and amended to read "authorised person"
<b>Clause 2.12 – Electric fences</b>	In subclause (2)(b), delete the words <i>"prohibited"</i> and amend the word <i>"complies"</i> to <i>"will comply"</i>	Noted and amended in the proposed Local Law.
<b>Clause 6.1 – Offences and Penalties</b>	Simplify Clause 6.1(1) and (2) to read: <i>"A person who fails to comply with a notice of breach commits an offence."</i>  <i>"A person who commits an offence under this local law is liable, on conviction, to a penalty not exceeding \$5000, and if the offence is of a continuing nature, to an additional penalty not exceeding \$500 for each day or part of a day which the offence has continued."</i>	Noted and amended in proposed local law. <i>(It is noted that this amendment will be considered a significantly different proposal to the previously advertised local law)</i>
<b>Minor Edits to Clauses 1.4, 2.1, 2.3, 2.13, Schedule 1</b>	Minor amendments to various clauses as follows:  Clause 1.4: Replace <i>"City of Perth"</i> with <i>"local government"</i> ;	Noted and amended in proposed Local Law.

Clause	DLG Suggestions	Officer Response
	<p>Clause 2.1: Deleted one of the two titles in this Clause.</p> <p>In subclause (4) replace “<i>subclause (3)</i>” with “<i>subclause (2)</i>”.</p> <p>Clause 2.3 and 2.13: The designation “(1)” can be removed, as the clause has no other subclauses.</p> <p>Schedule 1: Item 2 – Change clause number to “2.2(1)”; Item 13 – Change clause number to “6.1(1)”.</p>	







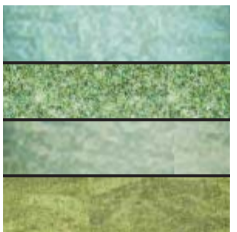
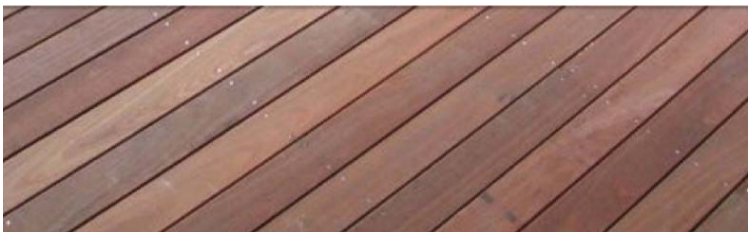
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STANDARD C.O.P.  
VERDE GRANITE



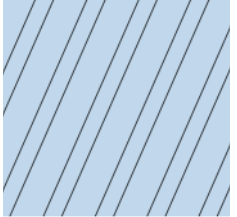
PAVING TYPE 2  
INSITU CONCRETE EXPOSED  
AGGREGATE TO MATCH VERDE



TURF: KIKUYU



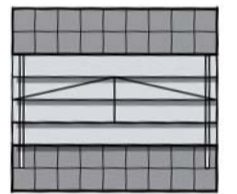
FESTUCA GLAUCA  
DIANELLA TASMANICA  
LEPIDOSPERMA GLADIATUM  
HIBBERTIA SCANDENS



ART WORK (RIPPLE)  
REFER TO ARTIST CONCEPT



STEEL FRAME TIMBER CLAD  
BENCHES



CLASS 2 OFF FORM CONCRETE  
STAIRS WITH GRANITE RISER



PRE-CAST GREY COLOUR  
CONCRETE TWIG BENCHES



SIX KING  
ART WORK INSTALLATION  
REFER TO ARTIST CONCEPT



CORTEN STEEL TREE PLANTER



TOONA AUSTRALIS  
CANOPY COVER 2.5M WHEN  
PLANTED & 9M AT MATURITY



PYRUS NIVALIS  
CANOPY COVER 2M WHEN  
PLANTED & 7M AT MATURITY



FESTUCA GLAUCA

DIANELLA TASMANICA

LEPIDOSPERMA GLADIATUM

HIBBERTIA SCANDENS

WELLINGTON GARDENS  
PREPARED FOR LEIGHTON PROPERTIES PTY

LANDSCAPE CONSTRUCTION - HARD & SOFTWORKS

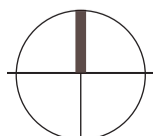
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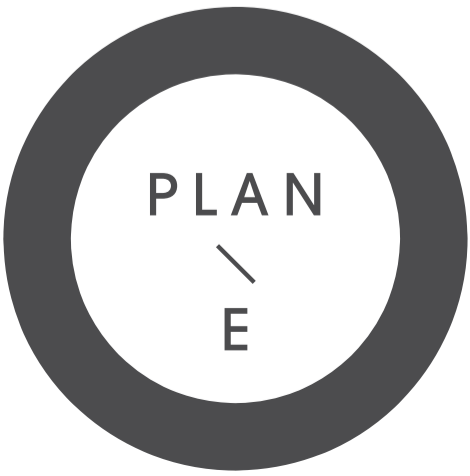
REV 0

MAY 2015



LANDSCAPE ARCHITECTS  
414 ROKEBY RD SUBIACO WA 6008  
T: (08) 9388 9566 E: mail@plane.com.au  
LANDSPACE PTY LTD ACN 056 538 679

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SCHEDULE 14

MRA Project	Asset Class	Asset Description	Quantum	Estimated Asset Value Total*	Asset Handover Date	Date of Service Commencement	Estimated Servicing and Maintenance (pa)	Asset Replacement Cost (2015-2025)	Useful Life^
PERTH CITY LINK Kings Square	Wellington Gardens								
	Infrastructure - Drainage	Wide strip drain	17m	\$82,800	Aug-2015	Aug-2015	\$1,000		tbd
		Underground Water Tank	1200m3	excl.	Aug-2015	Aug-2015	\$20,000		tbd
		Gross Pollutant Trap	12.3m3	excl.	Aug-2015	Aug-2015	\$4,000		tbd
	Infrastructure - Community Safety	CCTV	3	\$43,650	Aug-2015	Aug-2015	\$1,515	\$6,800	4
	Infrastructure -PALS	Turf	1340m2	\$328,100	Aug-2015	Aug-2015	\$17,000		na
		Trees	24		Aug-2015	Aug-2015	\$2,625		na
		Softfall	145m2		Aug-2015	Aug-2015	\$1,500		10
		Infield Irrigation	109m2		Aug-2015	Aug-2015	\$12,000		20
	Infrastructure - Paths	Footpaths	611m2	\$420,500	Aug-2015	Aug-2015	\$5,000		50
		Stairs	5 sets of stairs		Aug-2015	Aug-2015	\$2,000		20
	Infrastructure - Street Furniture	Bike Racks	8	\$202,000	tbd		\$800		10
		Rubbish Bins	1		Aug-2015	Aug-2015	\$1,820		10
		Seating (concrete & timber with trees)	13		Aug-2015	Aug-2015	\$4,000		10
		Bench table (metal)	6		Aug-2015	Aug-2015	\$1,200		10
		Drinking Fountain	1		Aug-2015	Aug-2015	\$300		10
		Ballustrade	40m		Aug-2015	Aug-2015	\$1,800		10
		Retaining Wall	35m		Aug-2015	Aug-2015	\$3,500		10
		Hand Rail	28m		Aug-2015	Aug-2015	\$1,500		10
	Art	Riple Art Work (artificial turf)	tbd	tbd	Aug-2015	Aug-2015			tbd
		Indigenous Art (6 statues)	6	tbd	tbd				
	Infrastructure -Lighting	Lamp Columns	9	\$148,500	Aug-2015		\$4,450		20
		Sub Total (1)		\$1,225,550		Sub Total (1)	\$86,010	\$6,800	
	KS4 Wellington St Frontage ^^								
	Infrastructure - Street Furniture	Bike racks	7	\$3,500	Unknown	Unknown	\$3,200		10
	Infrastructure - PLS	Trees and pit	4	\$16,000			\$420		na
	Infrastructure - Paths	Footpaths	240m2	\$180,000			\$1,900		40
	Infrastructure - Lights	Lamp Columns inc conduit	2	\$40,150			\$1,000		20
	Art	Transition Piece Art	1	\$118,000			tbd		
		Sub Total (2)		\$357,650		Sub Total (2)	\$6,520	\$0	
	KS1 Wellington St Frontage ^^								
	Infrastructure - Community Safety	CCTV	tbd	tbd	Unknown	Unknown	tbd		4
	Infrastructure - Paths	Footpaths	270m2	\$202,500			\$1,900		40
	Infrastructure - PLS	Trees and pit	3	\$12,000			\$350		na
	Infrastructure - Lights	Lamp Columns inc conduit	2	\$40,150			\$1,000		20
		Sub Total (3)		\$254,650		Sub Total (3)	\$3,250	\$0	
		SUB TOTAL (1+2+3)		\$1,837,850		Sub Total (1+2+3)	\$95,780	\$6,800	
						15% Administrative Overhead (on servicing costs only)	\$14,367		
		TOTAL		\$1,837,850		TOTAL	\$116,947	\$6,800	

\* Estimate based on Preliminary QS Figures from Developer (Asset Management)

^ Internal from Asset Management

^^ Given no approved Drawings are available estimates have been determined from KS2 Wellington St Frontage already handed to the City.

## SCHEDULE A – Price Comparison

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Council House 27 St Georges Terrace, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$14.80	52	\$737.36	\$16.00	52	\$832.00	\$22.00	52	\$1,140.00
Water level check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$8.00	156	\$1,248.00
Monitor adjust chemical levels and supplies	\$7.69	156	\$1,199.64	\$8.00	156	\$1,248.00	\$25.00	156	\$3,900.00
Litter removal/scooping	\$21.27	156	\$3,318.12	\$40.00	156	\$6,240.00	\$12.00	156	\$1,872.00
Filtered vacuum	\$42.54	52	\$1,106.04	\$240.00	52*	\$12,480.00*	\$17.00	52	\$884.00
Vacuum to Waste	\$85.08	12	\$1,020.96	\$240.00	12	\$2,880.00	\$17.00	12	\$204.00
Stain removal/brushing	\$14.18	52	\$737.36	\$40.00	52	\$2,080.00	\$25.00	52	\$1,300.00
Equipment check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$12.00	156	\$1,872.00
SUB TOTAL ANNUAL CHARGE	\$10,331.56			\$28,256.00*			\$12,424.00		

\*contractor submitted for 40x services, recalculated for 52x services

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Council House 27 St Georges Terrace, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$120.00	52	\$6,240.00	\$11.07	52	\$575.64	\$18.00	52	\$936.00
Water level check	\$60.00	156	\$9,360.00	\$7.86	156	\$1,226.16	\$7.00	156	\$1,092.00
Monitor adjust chemical levels and supplies	\$135.00	156	\$21,060.00	\$11.07	156	\$1,726.92	\$22.00	156	\$3,432.00
Litter removal/scooping	\$135.00	156	\$21,060.00	\$47.19	156	\$7,361.64	\$52.00	156	\$8,112.00
Filtered vacuum	\$250.00	52	\$13,000.00	\$283.12	52	\$14,722.24	\$37.00	52	\$1,924.00
Vacuum to Waste	\$250.00	12	\$3,000.00	\$283.12	12	\$3,397.44	\$42.00	12	\$504.00
Stain removal/brushing	\$250.00	52	\$13,000.00	\$47.19	52	\$2,453.88	\$50.00	52	\$2,600.00
Equipment check	\$60.00	156	\$9,360.00	\$23.59	156	\$3,680.04	\$15.00	156	\$2,340.00
SUB TOTAL ANNUAL CHARGE	\$83,080.00			\$35,143.96			\$20,940.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Stirling Gardens 33 St Georges Terrace, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$14.18	52	\$737.36	\$8.00	52	\$416.00	\$22.00	52	\$1,144.00
Water level check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$8.00	156	\$1,248.00
Monitor adjust chemical levels and supplies	\$7.69	156	\$1,199.64	\$8.00	156	\$1,248.00	\$25.00	156	\$3,900.00
Litter removal/scooping	\$21.27	156	\$3,318.12	\$40.00	156	\$6,240.00	\$12.00	156	\$1,872.00
Filtered vacuum	\$42.54	52	\$2,212.08	\$240.00	52*	\$12,480.00*	\$17.00	52	\$884.00
Vacuum to Waste	\$85.08	12	\$1,020.96	\$240.00	12	\$2,880.00	\$17.00	12	\$204.00
Stain removal/brushing	\$21.27	52	\$1,106.04	\$40.00	52	\$2,080.00	\$25.00	52	\$1,300.00
Equipment check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$12.00	156	\$1,872.00
SUB TOTAL ANNUAL CHARGE	\$11,806.28			\$27,840.00*			\$12,424.00		

\*contractor submitted for 40x services, recalculated for 52x services

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Stirling Gardens 33 St Georges Terrace, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$120.00	52	\$6,240.00	\$11.07	52	\$575.64	\$18.00	52	\$936.00
Water level check	\$60.00	156	\$9,360.00	\$7.86	156	\$1,226.16	\$7.00	156	\$1,092.00
Monitor adjust chemical levels and supplies	\$135.00	156	\$21,060.00	\$11.07	156	\$1,726.92	\$22.00	156	\$3,432.00
Litter removal/scooping	\$135.00	156	\$21,060.00	\$47.19	156	\$7,361.64	\$52.00	156	\$8,112.00
Filtered vacuum	\$250.00	52	\$13,000.00	\$283.12	52	\$14,722.24	\$37.00	52	\$1,924.00
Vacuum to Waste	\$250.00	12	\$3,000.00	\$283.12	12	\$3,397.44	\$42.00	12	\$503.00
Stain removal/brushing	\$250.00	52	\$13,000.00	\$15.73	52	\$817.96	\$50.00	52	\$2,600.00
Equipment check	\$60.00	156	\$9,360.00	\$7.86	156	\$1,226.16	\$15.00	156	\$2,340.00
SUB TOTAL ANNUAL CHARGE	\$83,080.00			\$31,054.16			\$20,940.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Russell Square 200 James Street, NORTHBRIDGE								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$14.18	52	\$737.36	\$8.00	52	\$416.00	\$22.00	52	\$1,144.00
Water level check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$8.00	156	\$1,248.00
Monitor adjust chemical levels and supplies	\$7.69	156	\$1,199.64	\$8.00	156	\$1,248.00	\$25.00	156	\$3,900.00
Litter removal/scooping	\$21.27	156	\$3,318.12	\$40.00	156	\$6,240.00	\$12.00	156	\$1,872.00
Filtered vacuum	\$14.18	52	\$737.36	\$160.00	52*	\$8,320.00*	\$17.00	52	\$884.00
Vacuum to Waste	\$85.08	12	\$1,020.96	\$160.00	12	\$1,920.00	\$17.00	12	\$204.00
Stain removal/brushing	\$14.08	52	\$737.36	\$20.00	52	\$1,040.00	\$25.00	52	\$1,300.00
Equipment check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$12.00	156	\$1,872.00
Jet wash	\$85.08	5	\$340.32	\$160.00	4	\$640.00	\$25.00	4	\$100.00
SUB TOTAL ANNUAL CHARGE	\$10,303.20			\$22,320.00*			\$12,524.00		

\*contractor submitted for 40x services, recalculated for 52x services

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Russell Square 200 James Street, NORTHBRIDGE								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$120.00	52	\$6,240.00	\$11.07	52	\$575.64	\$18.00	52	\$936.00
Water level check	\$60.00	156	\$9,360.00	\$7.86	156	\$1,226.16	\$7.00	156	\$1,092.00
Monitor adjust chemical levels and supplies	\$135.00	156	\$21,060.00	\$11.07	156	\$1,726.92	\$33.75	156	\$5,265.00
Litter removal/scooping	\$135.00	156	\$21,060.00	\$23.59	156	\$3,680.04	\$37.50	156	\$5,850.00
Filtered vacuum	\$250.00	52	\$13,000.00	\$188.74	52	\$9,814.48	\$37.50	52	\$1,950.00
Vacuum to Waste	\$250.00	12	\$3,000.00	\$188.74	12	\$2,264.88	\$37.50	12	\$450.00
Stain removal/brushing	\$250.00	52	\$13,000.00	\$15.73	52	\$817.96	\$37.50	52	\$1,950.00
Equipment check	\$60.00	156	\$9,360.00	\$11.07	156	\$1,726.92	\$15.00	156	\$2,340.00
Jet wash	\$350.00	4	\$1,400.00	\$141.57	4	\$566.28	\$75.00	4	\$300.00
SUB TOTAL ANNUAL CHARGE	\$84,480.00			\$22,399.28			\$20,133.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Florence Hummerston 16 Mount Street, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$14.18	52	\$737.36	\$8.00	52	\$416.00	\$22.00	52	\$1,144.00
Water level check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$8.00	156	\$1,248.00
Monitor adjust chemical levels and supplies	\$7.19	156	\$1,121.64	\$8.00	156	\$1,248.00	\$25.00	156	\$3,900.00
Litter removal/scooping	\$7.09	156	\$1,106.04	\$40.00	156	\$6,240.00	\$12.00	156	\$1,872.00
Filtered vacuum	\$7.09	52	\$368.68	\$160.00	52*	\$8,320.00*	\$17.00	52	\$884.00
Vacuum to Waste	\$21.27	12	\$255.24	\$160.00	12	\$1,920.00	\$17.00	12	\$204.00
Stain removal/brushing	\$7.09	52	\$368.68	\$20.00	52	\$1,040.00	\$25.00	52	\$1,300.00
Equipment check	\$7.09	156	\$368.68	\$8.00	156	\$1,248.00	\$12.00	156	\$1,872.00
SUB TOTAL ANNUAL CHARGE	\$5,432.36			\$21,680.00*			\$12,424.00		

\*contractor submitted for 40x services, recalculated for 52x services

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Florence Hummerston 16 Mount Street, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$120.00	52	\$6,240.00	\$11.07	52	\$575.64	\$3.75	52	\$195.00
Water level check	\$60.00	156	\$9,360.00	\$7.86	156	\$1,226.16	\$3.75	156	\$585.00
Monitor adjust chemical levels and supplies	\$135.00	156	\$21,060.00	\$7.86	156	\$1,226.16	\$7.50	156	\$1,170.00
Litter removal/scooping	\$60.00	156	\$9,360.00	\$7.86	156	\$1,226.16	\$3.75	156	\$585.00
Filtered vacuum	\$150.00	52	\$7,800.00	\$47.19	52	\$2,453.88	\$7.50	52	\$390.00
Vacuum to Waste	\$150.00	12	\$1,800.00	\$47.19	12	\$566.28	\$7.50	12	\$90.00
Stain removal/brushing	\$150.00	52	\$7,800.00	\$7.86	52	\$408.72	\$3.75	52	\$195.00
Equipment check	\$60.00	156	\$9,360.00	\$7.86	156	\$1,226.16	\$7.50	156	\$1,170.00
SUB TOTAL ANNUAL CHARGE	\$72,780.00			\$8,909.16			\$4,380.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Mount Street 24 Mount Street, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$14.18	52	\$737.36	\$8.00	52	\$416.00	\$22.00	52	\$1,144.00
Water level check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$8.00	156	\$1,248.00
Monitor adjust chemical levels and supplies	\$7.19	156	\$1,121.64	\$8.00	156	\$1,248.00	\$25.00	156	\$3,900.00
Litter removal/scooping	\$7.09	156	\$1,106.04	\$16.00	156	\$2,496.00	\$12.00	156	\$1,872.00
Vacuum to Waste	\$28.36	4	\$113.44	\$440.00	4	\$1,760.00	\$17.00	4	\$68.00
Equipment check	\$7.09	156	\$1,106.04	\$8.00	156	\$1,248.00	\$12.00	156	\$1,872.00
Steam clean epoxy surface surrounding the water feature	\$85.08	52	\$4,424.16	\$240.00	52	\$12,480.00	\$60.00	52	\$3,120.00
SUB TOTAL ANNUAL CHARGE	\$9,714.72			\$20,896.00			\$13,224.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Mount Street 24 Mount Street, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$120.00	52	\$6,240.00	\$11.07	52	\$575.64	\$18.00	52	\$936.00
Water level check	\$60.00	156	\$9,360.00	\$7.86	156	\$1,226.16	\$7.00	156	\$1,092.00
Monitor adjust chemical levels and supplies	\$135.00	156	\$21,060.00	\$7.86	156	\$1,226.16	\$22.00	156	\$3,432.00
Litter removal/scooping	\$50.00	156	\$7,800.00	\$7.86	156	\$1,226.16	\$7.00	156	\$1,092.00
Vacuum to Waste	\$250.00	52	\$1,000.00	\$471.87	52	\$1,887.48	\$25.00	52	\$100.00
Equipment check	\$60.00	12	\$9,360.00	\$7.86	12	\$1,226.16	\$7.50	12	\$1,170.00
Steam clean epoxy surface surrounding the water feature	\$350.00	52	\$18.200.00	\$23.59	52	\$1,226.68	\$75.00	52	\$3,900.00
SUB TOTAL ANNUAL CHARGE	\$73,020.00			\$8,594.44			\$5,070.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Earth, Fire & Water Ball Forrest Place, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$14.18	52	\$737.36	\$8.00	52	\$416.00	\$22.00	52	\$1,144.00
Monitor adjust chemical levels and supplies	\$7.19	156	\$1,121.64	\$8.00	156	\$1,248.00	\$25.00	156	\$3,900.00
Litter removal/scooping	\$2.84	156	\$443.04	\$4.00	156	\$624.00	\$12.00	156	\$1,872.00
Stain removal/brushing	\$7.09	52	\$368.68	\$8.00	52	\$416.00	\$25.00	52	\$1,300.00
Equipment check	\$7.09	156	\$1,106.04	\$16.00	156	\$2,496.00	\$12.00	156	\$1,872.00
SUB TOTAL ANNUAL CHARGE	\$4,439.76			\$5,200.00			\$10,088.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Earth, Fire & Water Ball Forrest Place, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$120.00	52	\$6,240.00	\$11.07	52	\$575.64	\$18.00	52	\$936.00
Monitor adjust chemical levels and supplies	\$135.00	156	\$21,060.00	\$7.86	156	\$1,226.16	\$12.50	156	\$1,950.00
Litter removal/scooping	\$50.00	156	\$7,800.00	\$7.86	156	\$1,226.16	\$7.00	156	\$1,092.00
Stain removal/brushing	\$150.00	156	\$7,800.00	\$7.86	156	\$408.72	\$35.00	156	\$1,820.00
Equipment check	\$60.00	52	\$9,360.00	\$7.86	52	\$1,226.16	\$12.50	52	\$1,950.00
SUB TOTAL ANNUAL CHARGE	\$51,260.00			\$5,662.84			\$3,770.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Water Labyrinth Forrest Place, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$25.00	365	\$9,125.00	\$8.00	365	\$2,920.00	\$22.00	365	\$8,030.00
Water level check	\$12.50	365	\$4,562.50	\$8.00	365	\$2,920.00	\$8.00	365	\$2,920.00
Monitor adjust chemical levels and supplies	\$25.22	365	\$9,205.30	\$8.00	365	\$2,920.00	\$25.00	365	\$9,125.00
Equipment check	\$12.50	365	\$4,562.50	\$8.00	365	\$2,920.00	\$12.00	365	\$4,380.00
Monitor water feature grates and paving for debris	\$25.00	365	\$9,125.00	\$16.00	365	\$5,840.00	\$15.00	365	\$5,475.00
Cleaning of spray jet nozzles	\$75.00	12	\$900.00	\$120.00	12	\$1,440.00	\$12.00	12	\$144.00
Monitor of sand filters	\$25.00	365	\$9,125.00	\$8.00	365	\$2,920.00	\$9.00	365	\$3,285.00
Cleaning of filtration tank	\$300.00	4	\$1,200.00	\$640.00	4	\$2,560.00	\$25.00	4	\$100.00
Cleaning of Labyrinth trays	\$150.00	4	\$600.00	\$200.00	4	\$800.00	\$25.00	4	\$100.00

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Water Labyrinth Forrest Place, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Maintenance of Labyrinth stainless steel grates	\$75.00	52	\$3,900.00	\$80.00	52	\$4,160.00	\$10.00	52	\$520.00
Monitor main concrete water tank	\$25.00	4	\$100.00	\$80.00	4	\$320.00	\$25.00	4	\$100.00
Water return leaf and litter traps	\$25.00	4	\$100.00	\$240.00	4	\$960.00	\$25.00	4	\$100.00
Cleaning of 15x pump hair and lint pot filter screens	\$150.00	4	\$600.00	\$240.00	4	\$960.00	\$25.00	4	\$100.00
Check and record water consumption	\$25.00	365	\$9,125.00	\$8.00	365	\$2,920.00	\$7.00	365	\$2,555.00
Testing of automatic shut-down function	\$25.00	1	\$9,125.00	\$16.00	1	\$16.00	\$200.00	1	\$200.00
SUB TOTAL ANNUAL CHARGE	\$71,355.30			\$34,576.00			\$37,134.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Water Labyrinth Forrest Place, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$120.00	52	\$6,240.00	\$11.07	52	\$4,040.55	\$18.00	52	\$6,570.00
Water level check	\$60.00	156	\$9,360.00	\$7.86	156	\$2,868.90	\$7.00	156	\$2,555.00
Monitor adjust chemical levels and supplies	\$135.00	156	\$21,060.00	\$11.07	156	\$4,040.55	\$37.50	156	\$13,688.00
Equipment check	\$150.00	156	\$54,750.00	\$15.73	156	\$5,741.45	\$33.75	156	\$12,318.75
Monitor water feature grates and paving for debris	\$60.00	52	\$21,900.00	\$15.73	52	\$5,741.45	\$33.75	52	\$12,318.75
Cleaning of spray jet nozzles	\$280.00	12	\$6,160.00	\$139.46	12	\$1,673.52	\$37.50	12	\$450.00
Monitor of sand filters	\$150.00	52	\$54,750.00	\$7.86	52	\$2,868.90	\$12.50	52	\$4,562.50
Cleaning of filtration tank	\$600.00	156	\$2,400.00	\$743.77	156	\$2,975.05	\$150.00	156	\$600.00
Cleaning of Labyrinth trays	\$600.00	4	\$2,400.00	\$185.94	4	\$743.76	\$150.00	4	\$600.00

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Water Labyrinth Forrest Place, PERTH								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Maintenance of Labyrinth stainless steel grates	\$250.00	52	\$13,000.00	\$92.97	52	\$4,834.44	\$15.00	52	\$780.00
Monitor main concrete water tank	\$150.00	4	\$600.00	\$92.97	4	\$371.88	\$150.00	4	\$600.00
Water return leaf and litter traps	\$250.00	4	\$1,000.00	\$278.91	4	\$1,115.64	\$150.00	4	\$600.00
Cleaning of 15x pump hair and lint pot filter screens	\$250.00	4	\$1,000.00	\$278.91	4	\$1,115.64	\$225.00	4	\$900.00
Check and record water consumption	\$150.00	365	\$18,250.00	\$7.86	365	\$2,868.90	\$7.00	365	\$2,555.00
Testing of automatic shut-down function	\$350.00	1	\$350.00	\$47.19	1	\$47.19	\$300.00	1	\$300.00
SUB TOTAL ANNUAL CHARGE	\$213,220.00			\$41,047.85			\$59,398.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Commercial Aquatics Australia			Pool Service Perth			Bax Services		
	Plateia Hellas 98 Lake Street, NORTHBRIDGE								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$14.18	52	\$737.36	\$8.00	52	\$416.00	\$22.00	52	\$1,144.00
Water level check	\$7.09	52	\$368.68	\$8.00	52	\$416.00	\$8.00	52	\$416.00
Monitor adjust chemical levels and supplies	\$14.68	52	\$763.36	\$8.00	52	\$416.00	\$25.00	52	\$1,300.00
Vacuum to Waste	\$14.18	4	\$56.72	\$440.00	4	\$1,760.00	\$17.00	4	\$68.00
Stain removal/brushing	\$85.08	52	\$4,424.16	\$24.00	52	\$1,248.00	\$25.00	52	\$1,300.00
Equipment check	\$7.09	52	\$368.68	\$8.00	52	\$416.00	\$12.00	52	\$624.00
Coarse filter	\$42.59	4	\$170.16	\$40.00	4	\$160.00	\$25.00	4	\$100.00
SUB TOTAL ANNUAL CHARGE	\$6,863.12			\$4,832.00			\$4,952.00		

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

	Get Wet Solutions			PoolWerx Perth City			Add Landscaping		
	Plateia Hellas 98 Lake Street, NORTHBRIDGE								
SERVICE	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge	Unit Rate	QTY	Annual Charge
Water testing and balance	\$120.00	52	\$6,240.00	\$11.07	52	\$575.64	\$18.00	52	\$936.00
Water level check	\$60.00	52	\$9,360.00	\$7.86	156	\$408.72	\$7.00	156	\$364.00
Monitor adjust chemical levels and supplies	\$135.00	52	\$21,060.00,	\$7.86	156	\$408.72	\$12.50	156	\$650.00
Vacuum to Waste	\$250.00	4	\$1,000.00	\$471.87	156	\$1,887.48	\$25.00	156	\$100.00
Stain removal/brushing	\$150.00	52	\$7,800.00	\$7.86	52	\$408.72	\$75.00	52	\$3,900.00
Equipment check	\$60.00	52	\$3,120.00	\$7.86	12	\$408.72	\$13.75	12	\$715.00
Coarse filter	\$150.00	4	\$600.00	\$23.59	4	\$94.36	\$75.00	4	\$300.00*
SUB TOTAL ANNUAL CHARGE	\$49,180.00			\$4,192.36			\$6,965.00		

\*Price adjusted to represent 4x services

TENDER 008-15/16  
Water Feature Maintenance Services at Various Locations

SERVICE	Commercial Aquatics Australia		Pool Service Perth		Bax Services	
	Monday - Friday (7am – 3:30pm)	Weekends & P/H	Monday - Friday (7am – 3:30pm)	Weekends & P/H	Monday - Friday (7am – 3:30pm)	Weekends & P/H
Call out fee (ex. GST)	\$85.00	\$600.00	\$80.00	\$165.00	\$60.00	\$80.00
Call out hourly rate (ex. GST)	\$85.00	\$150.00	\$80.00	\$165.00	\$40.00	\$60.00
Pool technician	\$85.00	\$150.00	\$80.00	\$165.00	\$70.00	\$100.00
Pump technician	\$85.00	\$150.00	\$80.00	\$165.00	\$85.00	\$120.00
Electrician	\$260.00	\$260.00	\$125.00	\$255.00	\$120.00	\$185.00
SERVICE	Get Wet Solutions		PoolWerx Perth City		Add Landscaping	
	Monday - Friday (7am – 3:30pm)	Weekends & P/H	Monday - Friday (7am – 3:30pm)	Weekends & P/H	Monday - Friday (7am – 3:30pm)	Weekends & P/H
Call out fee (ex. GST)	\$70.00	\$150.00	\$94.37	\$188.74	\$95.00	\$125.00
Call out hourly rate (ex. GST)	\$70.00	\$70.00	\$94.37	\$188.74	\$75.00	\$110.00
Pool technician	\$70.00	\$70.00	\$94.37	\$188.74	\$65.00	\$95.00
Pump technician	\$70.00	\$70.00	\$94.37	\$188.74	\$125.00	\$185.00
Electrician	\$150.00	\$150.00	\$146.00	\$292.00	\$125.00	\$185.00

### Chemical Supply Details

All prices exclude GST.

Item	Price/kg
<b>Commercial Aquatics Australia</b>	
Hydrochloric acid (20L)	\$16.55
Liquid chlorine (20L)	\$17.55
Sodium Bicarb (25kg)	\$22.43
<b>PoolService Perth</b>	
Chlorine, liquid sodium hypochlorite 12.5%	\$1.20
Acid liquid sulphuric acid 34%	\$1.34
Dry chlorine, calcium hypochlorite 65%	\$22.00
Calcium, calcium chloride 99%	\$6.00
Clarifier's & algaecides	\$26.00
<b>Bax Services</b>	
Acid	\$6.00
Alkalinity	\$6.00
Chlorine	\$9.00
Stabilizer	\$7.00
Calcium	\$7.00
<b>Get Wet Solutions</b>	
Hy-Chlor granular pool chlorine	\$4.00
Hy-Chlor liquid chlorine	\$7.00
Hy-Chlor algaecide	\$16.00
Hy-Chlor stabiliser	\$6.00
Hy-Chlor sanitiser	\$45.00
<b>PoolWerx Perth City</b>	
Sodium hypochlorite (liquid chlorine)	\$1.46
Maxi Chlor stabilised chlorine tablets (large)	\$36.32
Maxi Chlor stabilised chlorine tablets (mini tabs)	\$37.71
Sulphuric acid (no fume liquid acid)	\$1.68
Sodium bicarbonate (alkalinity increaser / buffer)	\$7.56
Cyanuric acid (sun block/stabiliser)	\$17.06
Calcium hardness increaser	\$9.05
Maintenance algaecide	\$29.78
Algae eliminator	\$30.78
Super clear clarifier	\$29.78
Sodium thiosulfate (chlorine neutraliser)	\$27.20
Tile and vinyl cleaner	\$46.10
No foam	\$33.20
Nil Phos (phosphate remover)	\$32.75
Anti-crystalite	\$27.25
Filter cleaner and degreaser	\$49.95
No more ducks	\$16.56
<b>Add Landscaping</b>	
Sodium bicarbonate	\$4.32
Sodium bisulphate	\$8.50
Calcium chloride	\$4.95
Sodium hypochlorite	\$3.25
Bensalkonium chloride	\$4.95

### Miscellaneous Works & Percentages on Costs

Rate for items additional to the maintenance contract that will be required from time to time

	Description	Hourly Rate
<b>Commercial Aquatics Australia</b>	Additional works	\$85.00
<b>PoolService Perth</b>	P/H early morning service	\$175.00
<b>Bax Services</b>	Labour services	\$50.00
<b>Get Wet Solutions</b>	Electrical repair	\$150.00
<b>PoolWerx Perth City</b>	P/H early morning service	\$188.74
<b>Add Landscaping</b>	Camera/snake scope	\$135.00
	Drain machine	\$170.00

Percentage of cost for materials/equipment hire that may be required for the contract from time to time

	Description	% on cost
<b>Commercial Aquatics Australia</b>	Extra parts required	20%
	Extra equipment required	20%
<b>Bax Services</b>	Materials	10%
	Equipment	10%
<b>Get Wet Solutions</b>	Steam cleaner machine hire	15%

CONFIDENTIAL SCHEDULE 17  
ITEM 14 – TENDER 008-15/16 WATER FEATURE  
MAINTENANCE SERVICES AT VARIOUS LOCATIONS

FOR THE COUNCIL MEETING

13 OCTOBER 2015

DISTRIBUTED TO ELECTED MEMBERS UNDER  
SEPARATE COVER



# William Street bus only road (between Hay and Murray streets)

FACT SHEET • July 2015

William Street Bus Only –  
looking north from Hay Street



**The Public Transport Authority is working closely with the City of Perth to create a bus-only section of William Street, between Hay and Murray streets, which can also be accessed by taxis and cyclists.**

## How it will work

Once approved, William Street (between Murray and Hay streets only) will become a bus only road, which cyclists and taxis only can also access.

Buildings with driveways or access points in this section of road can continue to access their buildings. Pedestrians will also continue to use the footpaths.

General traffic will not be able to enter this section of William Street and will be redirected as appropriate. The City of Perth is converting Barrack Street to two-way traffic to encourage general traffic to use this route for north-south travel in the CBD.

## THE BENEFITS →

Focusing all bus services along William Street provides major benefits to the CBD road network and public transport passenger:

- Easier access for bus passengers with all north and south bus movements (excluding Red CAT service) located on the one CBD street
- Improved bus running time
- Improved CBD traffic with Barrack Street freed up for general traffic and Red CAT services
- Improved exiting for vehicles leaving car parks accessed from William Street
- Improved cycle network with dedicated lanes along Barrack Street

These benefits are supported by independent traffic modelling which found bus services along William Street (particularly southbound services during the PM peak) will be more efficient with faster, more reliable running times.

The modelling also showed by redirecting general traffic gaps in traffic were created to provide better opportunities for William Street car park users to exit the car parks. It showed clear gains to the level of service at these intersections where exiting traffic can turn right and left from each exit.

## Works completed to date

Stage 1 and 2 of this work is completed, which involved creating a left turn only lane at William-Hay Street intersection for northbound traffic and replacing street parking and a loading bay on the western side of this section of road into four bus stops.

All northbound bus services, except the Red CAT service, which previously travelled along Barrack Street were then relocated to William Street. This is to focus bus movements to this main route through the CBD, freeing Barrack Street up for general traffic.

Coinciding with these stages is the City of Perth's work to convert Barrack Street into two-way traffic between St Georges Terrace and Wellington Street (which will force Blue CAT services to use William Street) and introduce dedicated cycle lanes to significantly improve the CBD's cycle network.



## NEXT STAGES →

The PTA is about to seek approval to complete the final stage of this work, which will see William Street (between Hay and Murray streets only) become an exclusive cycle/bus/taxi zone.

General traffic will not be able to use William Street between Hay and Murray streets when the final conversion begins.

The bus-only section of William Street will be clearly identified with line-markings, signage and red asphalt.

This work, which sees the restricted access begin, is expected to start in late 2015 once approval is gained.



William Street Bus Only -  
looking south from Murray Street

## PROJECT INFORMATION

Project information will be regularly updated at [www.pta.wa.gov.au](http://www.pta.wa.gov.au)  
13 62 13 • [projects@pta.wa.gov.au](mailto:projects@pta.wa.gov.au) • [www.pta.wa.gov.au](http://www.pta.wa.gov.au)  
Transperth service information [www.transperth.wa.gov.au](http://www.transperth.wa.gov.au)



Public Transport  
Authority



## **Technical Report**

### **William Street Transit Zone**

#### **Technical Report**

#### **[Modelling, Design and Consultation]**

**21 September 2015**

**Document Ref & Version No.: 0.2**



## William Street Transit Zone Technical Report APPROVAL SHEET

### DOCUMENT VERSION CONTROL

Last Updated	Version Number	Comment
03 August 2015	A	Draft prepared by Tim Judd
12 August 2015	B	Consultation Draft Comments
28 August 2015	01	Issued for Use
21 September 2015	02	Revised with Comments from CoP



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## William Street Transit Zone

### Technical Report (Modelling, Design and Consultation)

#### 1. EXECUTIVE SUMMARY

#### OUTCOME: RELIABLE BUS JOURNEY TIMES ALONG WILLIAM STREET

##### 1. PROJECT SCOPE AND STAGING

The project proposal is to create a Transit Zone in William Street between Murray Street and Hay Street, allowing Taxis, bicycles and authorised vehicles only to enter the Transit Only Zone. As noted in the proposed concept design (attached) this will be enforced through regularity signing, road surfacing colour differential and road markings. Traffic signal phasing will be adjusted accordingly (including removal of Phase D from the William Street/Murray Street signal cycle) and road markings to direct non-transit zone traffic along adjoin streets will be added.

The project is proposed to be implemented in two stages. Stage one (transport elements of the Transit Zone – such as signing, lining and the approach bus lanes) is required this financial year (2015/16), with stage two (urban realm street design) to be undertaken as funding becomes available – proposed to be funded from the Perth Parking Management Fund.

## 2. BACKGROUND, NEED & OPPORTUNITY

The William Street Transit Only Zone (previously known as the William Street Transit Mall) was originally conceived as part of the City Streets Plan by the City of Perth in 2010. It was envisioned that a transit only zone would be implemented along William Street between Hay Street and Murray Street as part of the two way streets program. The plan was endorsed by council in August 2010. While not all of this plan was supported by the state, the intention to create a Transit Only Zone on William Street has been retained.

In 2013 the PTA provided a report to council requesting approval of the Transit Zone on William Street. The City of Perth responded with '**Conditional Approval**' of the concept design with a request to go back to council once modelling of the proposal and the results of a stakeholder consultation exercise were complete.

Following this, in January 2014 the PTA relocated its northbound buses within the CBD from Barrack Street to William Street following the diversion of Riverside Drive. This provided improved legibility for the bus patrons, improved public transport efficiency, the ability to concentrate bus priority measures into one street and allowing Barrack Street to be prioritised for other modes (such as cycling).

The two way streets policy is aimed at increasing the legibility of the CBD's street network and improving accessibility and route options. While this has been a successful project for the most part, the conversion of Barrack Street to two-way (proposed to occur November 2015) requires the removal of buses from Barrack Street onto other streets in the network. While most of the services were moved in 2014, the red and blue CAT services remain in Barrack St. The PTA has now been requested to relocate the stops for these services outside of the Barrack St corridor to allow Barrack St to function as a cycle priority corridor.

The Department of Transport and the City of Perth have recently jointly funded a relocation of the Red CAT stop from Barrack St to Hay St as part of the Barrack St two-way project.

Since 2013, the PTA has been progressing with the conceptual design for the Transit Zone, which was developed with input from all stakeholders (City of Perth, Public Transport Authority, Department of Transport and Main Roads WA). Further to this, the 2013 approval condition to implement the right-turn lane from William Street (northbound) into Wellington Street has been completed.

The modelling and stakeholder consultation has now been completed. The following report outlines the results of the modelling and consultation exercises.

### 3. INTEGRATION WITH LONG TERM CENTRAL AREA TRANSPORT PLAN

The public transport network in the city's central area will continue to mature as inner city travel demand increases due to growth in population, employment and activity. The public transport network is required to be developed to ensure people can travel reliably and conveniently to, from and within the central area. Public transport has developed in Perth to be an integral part of the whole transport network - far more than simply a commuter service, or a service for those who don't have access to a car. A reliable public transport network will ensure the city can manage its travel demands by providing a more efficient way of moving people.

While the rail network will continue to form the backbone of the public transport network, the bus network (including the CAT service) continues to play a vital role of connecting people to their central area destinations run along key corridors such as William Street.

The William Street Transit Zone forms part of a wider planned network of bus priority improvements within the City (subject to approval) that will ensure, as demand grows, buses achieve good travel times and operate reliably. In order to fulfil their role as part of the 'mode of choice,' buses must be able to travel to and through the city efficiently, quickly and on-time. Bus priority infrastructure can also assist traffic by reducing conflict between modes on busy streets.

The strategy for bus priority is to implement infrastructure where required to achieve significant benefits to the bus network along identified strategic corridors. The bus network has been consolidated to run on a few strategic corridors, where a number of different bus routes run along particular streets. These streets, where the numbers of buses are high, will benefit from the implementation of bus priority. The William Street Transit Zone will not only provide benefit to bus travel times and reliability, but will also provide benefit to local car park access by reducing the amount of general traffic demand in the local area.

The Project is consistent with the aims of the City of Perth transport strategy.

The Transit Zone has clear and measurable benefits for pedestrians, with reduced traffic light cycle times, and greater permeability of the William St road space due to the reduction in general traffic. Cyclists benefit twice – Primarily because the transit zone allows the blue CAT to be relocated, and secondly because cyclists will be allowed to use the Transit Zone, which improves cycle connectivity in the city over the status quo. Additionally, the PTA will support the city to undertake an urban design upgrade after the implementation of the Transit Zone, including seeking funding from the Perth Parking Management Fund (PPMF)

The Benefits to public transport are clear and have been documented, but include reduced travel time and greater reliability.

Taxis are able to travel through the transit zone improving their utility compared to other vehicles.

Loading to the rear of 88 William St (McDonalds, Boffins Books, Florsheim etc.) is unchanged and loading vehicles have been catered for in previous stages with the introduction of the new loading bay in Hay St.

The users of the car parks with access from William St will notice greater gap opportunities, resulting in shorter delays on their exit. The use of William St in this way encourages a “to, not through” access to the CBD.

Each of these impacts is discussed in detail in this report below.

#### **4. PROJECT BENEFITS - MODELLING ANALYSIS**

The modelling analysis has been undertaken in two stages. The first being, a wider area model to assess the benefits of the Transit Zone and to measure the level of traffic reassignment from William Street on the wider road network.

The second modelling exercise, was a micro-simulation analysis of William Street and its connecting roads. This has allowed the PTA to understand the benefits provided by the Transit Zone to the people wishing to access William Street and the wider city centre, as well as the improvement for pedestrians within this central location.

The modelling reports for both exercises are included as an attachment to this report. The key findings are summarised as follows.

##### **TRAFFIC REASSIGNMENT**

The wider area SATURN modelling undertaken in 2013 was to inform the demand matrix build of a local area Paramics model. The SATURN models were also used to understand the wider area reassignment potential resulting from the Transit Zone proposals and incorporated into the commuter model that was developed for this project.

Within the area of interest, both models included:

- Barrack Street 2 – way conversion
- Murray Street 2 – way conversion
- Hay Street remains in its current configuration
- Riverside Drive removed, and Geoffrey Bolton Avenue included (configuration based on 2013 status)
- PCL connection between Wellington St and Roe St
- Mounts Bay Road 2 – way conversion.

The difference plots were undertaken using forecast 2016 models with and without the Transit Zone. They show the redistribution of traffic with decreased traffic in some areas and increased traffic in others.

	AM Peak	PM Peak
Decreased traffic	William St Roe St Wellington St St Georges Terrace (east of Barrack)	William St St Georges Terrace
Increased traffic	Milligan St St Georges Terrace (West of Barrack) Hay St Murray St (westbound)	Hay St Milligan St Mounts Bay Road Esplanade

The Transit Zone configuration included in the previous SATURN modelling was conservative in that it included a number of measures that are now not proposed being: bus lanes along the length of William Street with hard medians removing several turns across William Street, and a number of other turn bans now not proposed to be implemented. A network plot has been attached which shows the length of the dedicated bus lanes along William Street and the turn restrictions included in the SATURN modelling. The combination of restrictions meant that some movements were replaced by circuitous longer trips.

The current set of proposals to allow LTs and RTs from the 108 St Georges Terrace (formally Bankwest tower) car park, Right Turns from William Street at St Georges Terrace and Right turns from The Esplanade should result in less impact as there will be more direct available journey options, resulting in less additional trips on Hay Street and St Georges Tce in particular

## PEDESTRIAN AMENITY

During the micro-simulation modelling process a test was undertaken, assessing the impact on pedestrian and general traffic of removing the existing dedicated right turn movement signal phase, for traffic travelling from William Street into Murray Street for the southbound movement. The reduced cycle time at this intersection performs well with an improvement to the intersection level of service in both the

AM and PM peak periods. The model also showed that the removal of this signal phase reduces the average wait time for pedestrians at this intersection. An appropriate design to accommodate the removal of this dedicated phase was then incorporated into the concept.

The planned 'Ultimate Design' for the Transit Zone, developed in consultation with the City is intended to provide an improved urban realm for the William Street precinct. This stage of the project is unfunded, however the PTA undertake to assist the City with funding for the urban environment upgrade.

### **CYCLING AND CYCLE AMENITY**

The Transit Zone will allow cyclists to move through it, providing them with another north/south route through the city, which will be particularly appealing for those cyclists with destinations in Murray St and Hay St.

The provision of the Transit Only Zone will also allow the implementation of dedicated, separated bike facilities in Barrack St by facilitating relocation of the blue CAT.

### **BUS JOURNEY TIME**

The modelling undertaken shows benefits from the Transit Zone to the William Street bus services, particularly the southbound services during the PM peak period, suggesting more reliable running times can be achieved.

Of note, the modelling demonstrates that with an additional 23 northbound buses along William Street during the AM peak, there is a marginal increase in the average bus running time. The difference between the average maximum running times experienced and the average minimum running times experienced has reduced, demonstrating a more reliable journey time can be achieved.

The performance benefits from the model are more pronounced in the PM peak, with slightly higher average speeds and less variability in journey time along William Street in both directions.

### **CAR PARK ACCESS**

Where general traffic reassigns away from the Transit Zone, the modelling showed an increase occurrence of gaps in traffic, providing more opportunity for car park users within this area, such as Central Park, 108 St Georges and AMP, to join the network. There were clear gains for users at these intersections where exiting traffic will still be able to turn right and left from each exit.

## **INTERSECTION LEVEL OF SERVICE**

While the Transit Zone provides improvements for bus journey time reliability and pedestrian amenity, as well as improved access into/out of local car parks, the modelling has demonstrated the Level of Service of the intersections along the William Street corridor show little change ensuring general traffic are not negatively impacted by the Transit Zone (apart from not being allowed to travel the full length of William Street north and south).

It should be noted, that while the modelling report notes that in either the AM and PM peak, at the William Street and Wellington Street intersection, Wellington Street westbound and William Street northbound both experience a slight increase in average delay and LOS (noting queue lengths remain relatively unchanged) when the Transit Zone is tested, this is due to changes planned for the general road network, and increased demand associated with the introduction of the new Wellington St Underground Bus Station.

## 5. STAKEHOLDER CONSULTATION

There have been two stages to the consultation programme for this project which started in 2013 with consultation on stages 1 and 2 of this work, which involved creating a left turn only lane at William-Hay Street intersection for northbound traffic and replacing street parking and a loading bay on the western side of this section of road into four bus stops.

A community consultation was carried out for stages 1 and 2 during which the PTA completed a letterbox drop on Friday, **4 October 2013**. The letter covered the reasons for the proposed early works, the scope of works, staging, and invited to the community information session as well as what would be discussed at the session and provided feedback channels (phone number, email address and address for information of the PTA website).

The letters were delivered to all businesses/ residents on William and Barrack streets between Wellington and St Georges Terrace. They were also delivered to all businesses and residents on Hay and Murray streets between William and King streets. Approximately 200 letters were delivered. In addition a Community Information session was held on Tuesday, 22 October 2013 at 6pm.

The information presented at the community session covered background on why the proposal was getting put forward, scope, staging, benefits and the impacts to those attending, changes to bus routes and contact details for all presenters. Seven people attended the community information session, although a further three had RSVPed.

### Comments

Issues identified during the 2013 consultation forum were:

- Car parks – Which will be moved?, Where will the ACROD bay go? etc.
- A few suggestions came up about buses avoiding the city and just dropping at the top and bottom of William St, including a that we re-route all buses to Wellington Street
- A suggestion that car are more important than buses so the city should make all streets one way and put in more (and free) parking to encourage business growth.
- Question about the number of bus routes that will be moved to William, concerns that it will increase congestion in William St.
- Concern about the ability for trucks get through (loading/unloading) when it becomes the transit zone.
- Concern about the bike path on Barrack St and the impact on traffic capacity
- Frequency of buses at the new stops
- What infrastructure will be put in for the new stops?

The PTA was able to respond to many of the concerns during the forum and also met with representatives from the Uniting Church to work through issues around access to the church for Weddings and Funerals. As agreed at this time the PTA

agreed to produce further community information, including flyers to advise building occupants of the changes, and conduct an extensive campaign to inform passengers of the change.

Since this early consultation in 2013 the City of Perth has been working to convert Barrack Street into two-way traffic between St Georges Terrace and Wellington Street and introduce dedicated cycle lanes to significantly improve the CBD's cycle network.

As part of the proposal for the final stage of works in 2015, to implement the William Street Transit Zone a further full and extensive consultation exercise has been carried out through both a letter drop on **20<sup>th</sup> July 2015** to all buildings and frontages and individual one to one consultations with the primary stakeholders, who front William Street. The consultation letter provided detailed information on the project, together with images of the future scheme and invited commentary on the proposals and an opportunity to provide any feedback on the final stage of the project.

The letter was delivered to all buildings on William Street and was distributed to a larger geography which included Barrack Street and extended further into Hay Street and Murray Street.



**Figure 1 Letter Drop Area**

In addition to the letter drop, individual meetings have been carried out with key local business and building management to discuss the plan proposals and ascertain individual comments. This provided a further opportunity for key stakeholders to ask any direct questions and for PTA officers to explain in detail the scheme and its potential impacts. A number of fact sheets and consultation information sheets were left with the building managers to distribute to building tenants.

The results of the business letter distribution in July 2015 resulted in 9 specific issues being raised, as shown in the following chart. Details of responses are appended to this report.

In addition to the business letters delivers a number of individual key stakeholder consultations were carried out and these are are tabled below:

Consultees	Commentary	Response
<p>108 St Georges Terrace, 100 St Georges Terrace.</p> <p>Building Managers Clive Beeton and Andrew Pollard</p> <p>11/05/15</p>	<ul style="list-style-type: none"> <li>Access for tenants coming from north of the city is nearly impossible, with right turn bans in the city core.</li> <li>Will this remove the bus stop south of Hay St, or allow it to be permanent tourist bus stop?</li> <li>Improved access in (via right turn) and out will be a much welcomed improvement.</li> </ul>	<ul style="list-style-type: none"> <li>An exemption for the approx. 30 people this applies to can be arranged to allow them to pass through the transit zone and enter the 108 car park.</li> </ul>
<p>140 William Street, building managers Tim Boden &amp; Erica Brown</p> <p>05/08/15.</p>	<ul style="list-style-type: none"> <li>What are the alternative routes for car access?</li> <li>Those present recognised the benefits to bus and cycling.</li> <li>Question on Elizabeth Key and whether this has an impact?</li> <li>Request to please advise drivers of alternative routes and local access on the PTA web site.</li> <li>Request PTA to attend the 140 tenant's representative group.</li> </ul>	<ul style="list-style-type: none"> <li>Alternatives discussed and routes confirmed.</li> <li>PTA acknowledged benefits and comment.</li> <li>Elizabeth Key discussed and impact not directly associated.</li> <li>Completed</li> <li>Meeting attended see below</li> </ul>
<p>140 William Street Tenants Association meeting 13/08/15</p> <p>Various Tenant representatives – List to be provided.</p>	<ul style="list-style-type: none"> <li>What are the alternative access routes for car drivers</li> <li>Discussion on urban design benefits</li> <li>The group see benefits for pedestrians and reduction in traffic volumes.</li> <li>Fact sheets circulated for distribution</li> <li>Request for digital copy of</li> </ul>	<ul style="list-style-type: none"> <li>Presentation given to the group with images and commentary on scheme proposal.</li> </ul>

	fact sheet to be circulated.	
<p>Central Park building managers Tim Ward &amp; Vino Ramasamy</p> <p>05/08/15.</p>	<ul style="list-style-type: none"> <li>• Already noticed some improvements in local traffic movements and reduced congestion.</li> <li>• Please ask bus drivers to help allow the right turning that will be needed on exit from Central Park car park.</li> <li>• Traffic lights at St Georges Terrace have improved.</li> <li>• Support the scheme which they see as helping local traffic management and being of benefit to their tenants.</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements in traffic movements acknowledged.</li> <li>• Bus drivers will be requested to take account of traffic.</li> <li>• Recognition of changes to traffic movement in St Georges Terrace / William Street intersection.</li> <li>• Support noted.</li> </ul>
<p>Raine Square building management Andrew Wilkinson, Gideon Oosthuizen &amp; Ross Carter.</p> <p>07/08/15.</p>	<ul style="list-style-type: none"> <li>• Discussions on traffic route access into Raine Square car park.</li> <li>• Will existing pedestrian movements across Wellington Street remain as currently (temporarily) in place?</li> <li>• Discussions on modelling and predicted traffic flows.</li> <li>• Keen to understand the urban design enhancements. Imagery was discussed.</li> <li>• Request for PTA to provide dates that recent works commenced.</li> </ul>	<ul style="list-style-type: none"> <li>• Routes confirmed and plan proposals discussed.</li> <li>• Existing pedestrian routes are as a result of current works programme which will be completed in 5 weeks.</li> <li>• Dates of recent works subsequently provided.</li> </ul>

For each individual consultation a package of consultation fact sheets were handed to the building managers for distribution to building tenants which provide an opportunity to comment.

From the recent consultation that has been carried out in July and August 2015 there has been a majority support for the scheme with similar comments “needed for Perth” and which provides a “better environment for the many pedestrians and public transport users of the William Street corridor”. Concerns have been raised about local access and alternative car routing but the building managers have recognised that no access is being closed completely or restricted in its use, only requiring alternative routing to gain access to car park provision.

## 6. PROJECT TIME/SCHEDULE

The PTA consider this project can be delivered in line with the City's plans for Barrack St, as both Main Roads' and the City's officers have been informed of the design progression. It is important that the project be delivered simultaneously with the implementation of Barrack St 2 way, so that the changes to drivers are minimised, and so that the Blue CAT can be relocated, however the PTA concedes that major roadworks on both of the city cores major north-south thoroughfares is undesirable, and propose to complete the works once the Barrack St works are finished.

The PTA will commence construction (as night and weekend works) as soon as possible, once the Transit Zone is approved, and the detailed design has been approved by the City's officers.

## **7. DESIGN DEVELOPMENT**

Stage 1 was completed in 2014.

The proposed stage 2 concept for immediate implementation is attached and has been developed in consultation with the City of Perth, Main Roads and the Department of Transport. The PTA will proceed with development of the detailed design for approval by Main Roads and the City of Perth technical staff after approval of the project.

A Stage 3 design is also included, this design depicts the 'Ultimate Design' vision for the William Street Transit Zone showing how the urban realm of the area can be improved and an ultimate vision achieved. The attached is to serve as an impression of what could be provided and is subject to further refinement through on going design development.

## **8. URGENCY AND ACHIEVABILITY**

The PTA has budget allocated this financial year for this project. It is foreseen that with the minor construction that is required, the works can be undertaken in approximately two weeks.

Delivery to coincide with the conversion of Barrack St is the preferred outcome. The project is highly related to the Barrack Street two-way project.

In particular, the requirement to move the Blue CAT can only occur once the William St Transit Zone is operational.

Transperth prefer the Blue CAT to remain in Barrack St, as the route covers a larger, more unique catchment by staying on Barrack St. It also provides a faster and more attractive route by staying on Barrack St, and there are serious reservations about William Street's ability to handle the increased volume of buses, particularly at the intersection with St Georges Terrace, without the congestion reduction shown in the modelling by implementing the transit mall.

There is also a concern about the impact on Wellington St as the Blue CAT will add hundreds of extra bus movements each day, causing problems at the CAT stops at Forrest Place and the train station.

The proposal to move the service has been agreed as a gesture of goodwill to the city to match in with the long term plans, but requires the transit mall to allow it to operate efficiently.

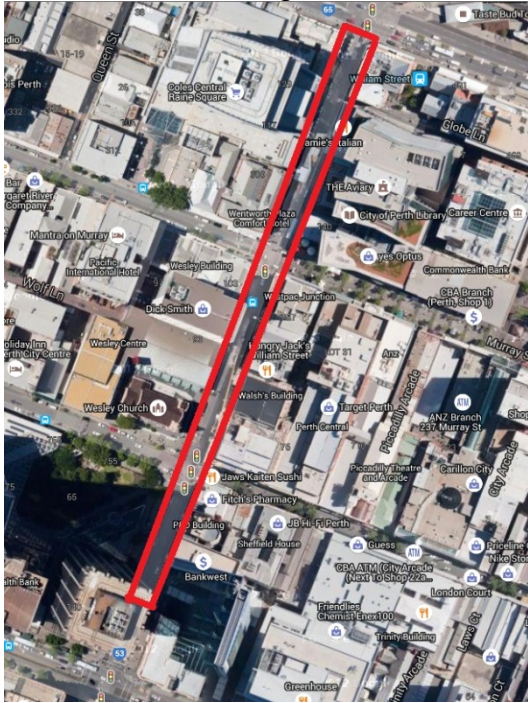
The closeness of the two projects means that synchronised delivery will ensure minimum disruption to traffic in the CBD. This has benefits to both the City and the PTA.

## **9. SUMMARY AND RECOMMENDATION**

The PTA has met the conditions imposed on the project in 2013, demonstrating a clear benefit to public and private transport modes and to specific stakeholders, without showing an increase in traffic congestion.

## **10. ATTACHMENTS – SUPPORTING DOCUMENTS**

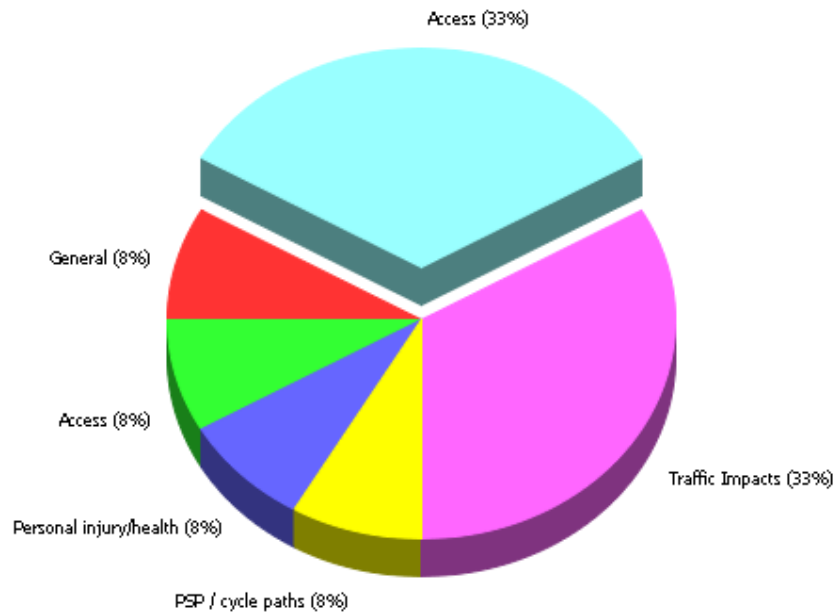
## 11. APPENDIX - CONSULTATION UNDERTAKEN

DATE	EVENT	COMMUNICATION ACTIVITY
21 Jul 15	Business letter distributed	Businesses fronting William St as per map below 
w/c 27 Jul	Property manager meetings	Face-to-face meetings between PTA Project Managers and leasing agents for CBD buildings in this area.

### Community interactions: issues raised

Issues	Events	Stakeholders distinct   total	
Traffic Impacts	4	4	4
Access	4	4	4
PSP / cycle paths	1	1	1
General	1	1	1
Access	1	1	1
Personal injury/health	1	1	1
[No Issues]	1	1	1
Total Event search	9	9	9

### Issues Raised - Total Events



### Enquiries

<b>Event Type</b>	Enquiry / CommentLine
<b>Event Date</b>	05 Aug 2015 6:16 PM (GMT +10)
<b>Event End Date</b>	05 Aug 2015 6:16 PM (GMT +10)
<b>Location</b>	Bus Priority: William Street bus-only
<b>Summary</b>	CommentLine: 279425 - Driveway access
<b>Stakeholder Comments</b>	Caller said he has his business at 88 William Street in Perth city. He said he recently got a letter from Transperth saying they are going to make a bus only lane between Murray and Hay Street. Caller said he has an access to the car park at William Street and the letter sent by Transperth did not give any information if the car park entry will be affected. Caller said he drives through William Street to get to the underground of car park so when that lane becomes bus only he will be affected. Caller wanted to speak to someone in Transperth to about this
<b>Team Response</b>	Jen called and left a message for Neal on 05/08/15 - she said local traffic whose driveways are located in this section of William Street will have an exemption to use the bus-only section to access their driveways and car parks only. Jen left her number and said Neal could call her direct if he had any other questions.
<b>Issues</b>	Bus Priority: Access

#### Stakeholders:

Full Name	Organisation	Address	Phone	Email
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Full Name	Organisation	Address	Phone	Email
Neal	Solid Gold	88 William Street PERTH WA	93227166	

<b>Event Type</b>	Enquiry / Email
<b>Event Date</b>	24 Jul 2015 11:11 AM (GMT +10)
<b>Event End Date</b>	24 Jul 2015 11:11 AM (GMT +10)
<b>Location</b>	Bus Priority: William St
<b>Summary</b>	Vehicle access
<b>Stakeholder Comments</b>	<p>Good Afternoon PTA,</p> <p>We have received the final stage letter for the William street bus-only project.</p> <p>We are located at 1/110 William Street and our fire escape is positioned at the back of the building leading into the rear laneway. This is also the only access point we have for pick-up and delivery of oversized goods.</p> <p>Given that we are a healthcare centre the majority of these are very bulky and cannot be hand transported over long distances. The vehicle access to this laneway is along William St between the hungry jacks and Jamaica blue coffee shop. i.e. halfway along the portion of road to be closed to general traffic.</p> <p>What is the current plan regarding our access to the rear entrance/exit of our building? Will we still be able to gain vehicular access to this laneway with the current proposal? or do you have plans for a permit to allow the business's located along this stretch of road to gain vehicular access to the back of their buildings.</p> <p>Look forward to your response.</p> <p>Kind Regards, Renee Cappleman Receptionist CBD Wellness Centre Level 1, 110 William Street PERTH WA 6000 P: 08 9486 8653 F: 08 9226 4180 <a href="http://www.cbdwellnesscentre.com.au">www.cbdwellnesscentre.com.au</a></p>



<b>Team Response</b>	<p>Good afternoon Renee,</p> <p>Thank you for your email.</p> <p>Vehicles servicing your business will still be able to access the laneway you have mentioned below. These vehicles will be deemed local traffic and therefore access through the bus-only road will remain, signage will reflect this.</p> <p>Kind regards</p> <p>Jen   Corporate Communications Team</p>
<b>Issues</b>	Bus Priority: Traffic Impacts

**Stakeholders:**

Full Name	Organisation	Address	Phone	Email
Renee Cappleman	CBD Wellness Centre		08 9486 8653	admin@cbdwellnesscentre.com.au



<b>Event Type</b>	Enquiry / Email
<b>Event Date</b>	03 Aug 2015 1:41 PM (GMT +10)
<b>Event End Date</b>	04 Aug 2015 1:41 PM (GMT +10)
<b>Location</b>	Bus Priority: William Street
<b>Summary</b>	Feedback on bus-only changes to William Street
<b>Stakeholder Comments</b>	<p>Dear sir, madam</p> <p>I am the Property Manager for 140 St Georges Terrace. Thank you for the proposed changes, this is good news and will help reduce some of the issues for cars exiting out onto William St.</p> <p>While the following 2 points are not directly linked we would like to ask if the following could be considered.</p> <ol style="list-style-type: none"><li>1. Painting a Keep Clear Zone on the section of William St where the 140 St Georges car park exits</li><li>2. Consideration for removing the pedestrian pathway which allows people to walk past the car park exit. This is quite dangerous as cars have limited visibility as they come up the ramp and are easily distracted by watching for cars on William St.</li></ol> <p>Regards Rob</p>
<b>Team Response</b>	<p>Good afternoon Rob,</p> <p>Thank you for your email.</p> <p>Unfortunately a keep clear zone would not be possible in this area as Main Roads are responsible for roads and line markings and they have set guidelines in regards to keep clear zones which are very rigid (for example they are use for emergency services and the likes).</p> <p>Removing the pedestrian pathway is not something the project is considering as this area is a major CBD thoroughfare for pedestrians. The driveway will be managed the same as other driveways in the area.</p> <p>Thanks again for your email.</p> <p>Kind regards Jen   Corporate Communications Team</p>
<b>Issues</b>	Bus Priority: Access, Bus Priority: Traffic Impacts



**Stakeholders:**

Full Name	Organisation	Address	Phone	Email
Agnew, Rob	Asset Management Services - Knight Frank	Lvl 10, Exchange Tower 2 The Esplanade PERTH WA	+61 8 9225 2404	robert.agnew@au.knightfrank.com

<b>Event Type</b>	Enquiry / Email
<b>Event Date</b>	03 Aug 2015 6:58 PM (GMT +10)
<b>Event End Date</b>	04 Aug 2015 7:02 PM (GMT +10)
<b>Location</b>	Bus Priority: William Street bus-only
<b>Summary</b>	Suggestions to improve area
<b>Stakeholder Comments</b>	<p>Hello,</p> <p>I wish to provide feedback on the William Street Bus only works. This section on William Street is the busiest pedestrian corridor in the state, are there any initiatives incorporated into the current works to alleviate the current peak pedestrian congestion? I understand that pedestrian demand for this section is projected to continuing increasing markedly*.</p> <p>Suggested improvements (I am not an expert in this area) could involve:</p> <ul style="list-style-type: none"> <li>• Removing/streamlining street furniture obstacles (see picture below, the traffic signal control box cnr William and Hay located on the Central Park corner is a prime example).</li> <li>• Widening area available to pedestrians</li> <li>• Segregating queuing pedestrians (for buses) from the foot traffic flow (see picture below)</li> </ul> <p>Poorly placed traffic signals control box</p> <p>Pedestrians queuing outside Wesley Quarter fro 950 Bus</p> <p>This area is unique in that it funnels people from each end of the Perth train system into their highrise, high density workplaces. The Esplanade and Perth Underground railway stations and their bus hub neighbours each feed pedestrians into this breach. Add in the Murray St and Hay St Malls and this section is effervescing with foot traffic prior to this initiative to transform it into a de facto bus station. I understand the advantage of segregating private and passenger vehicles but pedestrians are the thoroughfares main customers. I'm mainly interested in knowing if they have been considered especially their segregation from heavy vehicles.</p> <p>Regards, David Brockett</p> <p>* Reference: Ross Hamilton, Executive Director Major Projects, Public Transport Authority of Western Australia</p>



<b>Team Response</b>	<p>Good afternoon David,</p> <p>Thank you for your email, and your suggestions regarding William Street bus-only road, some of which are currently being investigated.</p> <p>In regards to the removal of street furniture, this is something we are investigating. The white traffic control box in your photo cannot be moved however we are streamlining our bus shelters and bins in this area.</p> <p>Unfortunately the widening of the footpaths is not possible as the road width is set.</p> <p>Our latest bus shelter's innovative design takes into consideration queuing and segregation of pedestrians, where possible. These new bus shelters would be introduced after William Street has changed to bus-only between Murray and Hay streets.</p> <p>You are correct in suggesting that t this area has high pedestrian traffic, therefore making this bus-only will make this area more attractive and safer for pedestrians.</p> <p>And finally pedestrian modelling was undertaken to determine the effectiveness of the footpath widths, and the City of Perth ensure that pedestrians are considered in all developments.</p> <p>Thanks again for your email.</p>
<b>Issues</b>	<p>Bus Priority: Traffic Impacts,</p> <p>Bus Priority: PSP / cycle paths</p>

**Stakeholders:**

Full Name	Organisation	Address	Phone	Email
Brockett, David	Wheatstone Project		6140 1160	dbrocket@bechtel.com



<b>Event Type</b>	Enquiry / Phone
<b>Event Date</b>	23 Jul 2015 9:30 AM (GMT +10)
<b>Event End Date</b>	23 Jul 2015 2:30 PM (GMT +10)
<b>Location</b>	Bus Priority: William St (Hay-Murray St)
<b>Summary</b>	Access to driveway in bus only zone
<b>Stakeholder Comments</b>	Boffin Books Manager asked if the bus only zone meant they could not use the driveway (next to MacDonalds) to access the underground car park for staff.
<b>Team Response</b>	Natasha Guerinoni responded saying yes they can continue to access their driveway and use the bus lanes to turn into / access the bus only zone.
<b>Issues</b>	Bus Priority: Access, Bus Priority: Traffic Impacts

**Stakeholders:**

<b>Full Name</b>	<b>Organisation</b>	<b>Address</b>	<b>Phone</b>	<b>Email</b>
Lou	Boffin Books	88 William Street Perth WA 6000	9321 5755	



<b>Event Type</b>	Letter out / Individual
<b>Event Date</b>	06 Aug 2015 4:41 PM (GMT +10)
<b>Event End Date</b>	06 Aug 2015 4:41 PM (GMT +10)
<b>Location</b>	Bus Priority: William Street bus-only
<b>Summary</b>	Forwarded Stage 3 letter to 110 St Georges Terrace
<b>Team Response</b>	<p>Good afternoon Andrew,</p> <p>Kevan Weaver, who I believe you meet with recently, has asked me to forward on the William Street bus-only letter to you. Please find it attached.</p> <p>Also for your information, the letters were distributed by hand on July 21. Please feel free to contact myself or Kevan if you have any further questions.</p> <p>Thanks Andrew</p>
<b>Issues</b>	Bus Priority: Access

**Stakeholders:**

Full Name	Organisation	Address	BH Phone	Email
Pollard, Andrew	ISPT Super Property	L4 683-703 Hay St Mall, Perth WA	08 9476 7625 0417 963 684	apollard@ispt.net.au



<b>Event Type</b>	Project Update / Email out
<b>Event Date</b>	05 Aug 2015 5:30 PM (GMT +10)
<b>Event End Date</b>	05 Aug 2015 5:30 PM (GMT +10)
<b>Location</b>	Bus Priority: William Street
<b>Summary</b>	Letter confirming discussion
<b>Team Response</b>	<p>Terry, Thanks for the call yesterday. I can confirm that your tenants will still be able to access the rear parking to the proposed bus only section of William St should it go ahead. Please see a letter attached to this outcome. Thanks, Greg</p> <p>The following email was received 05/08/15: Greg, Thank you for the timely reply. Regards, Terry Posma.</p>
<b>Issues</b>	[none]

**Stakeholders:**

Full Name	Organisation	Address	Phone	Email
Posma, Terry		88 William Street PERTH WA		tposma@frandcs.com.au

Department of Transport

## **William Street Transit Only Zone Modelling**

**RFQ 500011-69**

17 August 2015



#### Document information

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Appendix B	Calibration Tables and R2 Plots
Appendix C	Saturn difference plots - PCCT Modelling, WorleyParsons
Appendix D	Turning movement difference plots

# 1. Introduction

The Department of Transport has engaged WSP | Parsons Brinckerhoff to investigate a proposed Transit Only Zone for William Street between Murray Street and Hay Street. The desired outcomes of the project are reliable bus journey times along the William Street corridor with minimal traffic congestion at the intersections at each end. Access and egress for existing properties will continue to be maintained. In addition to buses, taxis and bicycles will be able to use the Transit Only Zone.

Our sub-consultants Flyt conducted simulation modelling during April 2015 to test the operation of the Transit Only Zone on William Street between Hay Street and Murray Street and this was documented in the report William Street Transit Only Zone Modelling and Concept Design, 2196794B. The model was calibrated to March 2015 conditions at which time the construction zone for the Perth City Link was in place.

In the period following the data collection and model build, MRWA repaired a loop detector at the intersection of William Street and Hay Street which lead to an improvement in signal timings at this intersection. The stakeholders considered that this could have a significant impact on the operation of William Street and it was decided to undertake additional modelling to take this into account. The City of Perth also requested that the 000 buses be included in the bus movements along William Street.

The previous work presented the calibrated base year model and Transit Zone model proposals, and it was agreed that the following models were necessary to construct:

- Base Model + Adjustments
- Transit Zone Model + Adjustments

This technical note presents the results of the Base model + Adjustments and the Transit Zone Model + Adjustments.

## 2. Simulation modelling

### 2.1 Data collection

Additional SCATS data was collected for the William Street corridor to determine any change to volumetric throughput and to calculate the current signal IDM timings due to the upgrade of the Hay Street and William Street signals. A comparison of turning movement data between the original collection in February 2015 and the current collection in May 2015 show very minimal differences. For reference the turning movement difference plots are provided as Appendix A.

### 2.2 Calibration summary

Some minor adjustments to the original demand matrices were made during the re-calibration process, although the turning count calibration against the originally processed data remains strong. The headline outputs are shown in Table 2.1 and the full calibration tables and R2 plots are included in Appendix B.

**Table 2.1 Calibration Statistics**





Time Period	Number of Counts	Counts match Flow Criteria	Counts matching GEH criteria	R <sup>2</sup> Value
AM Peak (07:45 – 08:45)	42	100%	100%	0.993
PM Peak (16:45 – 17:45)	42	100%	100%	0.983

## 2.3 Base Model + Adjustments

### 2.3.1 Hay Street signals

The original Commuter modelled network was retained for the current work with the exception of the adjusted signal timings at the William Street and Hay Street intersection and the inclusion of additional 000 buses operating along William Street. The adjusted IDM peak hour signal timings are shown in Table 2.2 alongside the previously recorded IDM data for comparison. This details the removal of the Hay Street Mall time from the peak hour operation.

**Table 2.2 William Street and Hay Street stage timing**

STAGE	FEBRUARY STAGE TIME AM PEAK	MAY STAGE TIME AM PEAK	FEBRUARY STAGE TIME PM PEAK	MAY STAGE TIME PM PEAK
 A	48	79	47	65
 B	19	20	19	20
 C	17	0	17	0
 D	36	21	37	35

### 2.3.2 000 Buses

The Public Transport Authority and Path Transit provided details of the known 000 buses that use William Street during the AM and PM peak hours modelled. The additional bus services included in the adjusted base model between the Esplanade Busport and Wellington Street are shown in Table 2.3.

**Table 2.3 Peak hour 000 Buses**

Time Period	Northbound	Southbound
AM Peak (07:45 – 08:45)	10	0
PM Peak (16:45 – 17:45)	0	13

The total peak hour services that have been retained from the previous work and are included in the Base Year + Adjustments model are shown in Table 2.4. The SmartRider data provided for the previous work has also been retained for the adjusted base model build.

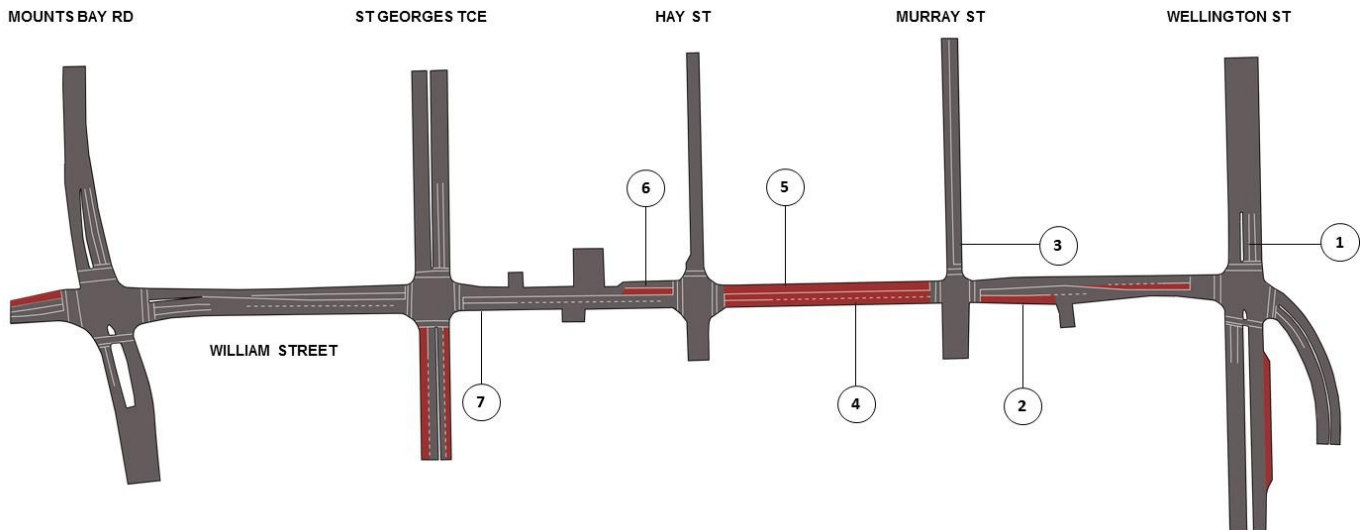
**Table 2.4 Base Year + Adjustments Public Transport Services**

Route	AM Services/hr	PM Services/hr
Yellow CAT Eastbound	7	8
Yellow CAT Westbound	7	8
Red CAT EB Full Loop	12	12
Red CAT WB Full Loop	12	12
Red CAT Short Loop	5	5
Blue CAT Northbound	8	8
Blue CAT Southbound	8	8
Green CAT Southbound	8	8
William St Services Northbound	16	55
William St Services Southbound	58	18
St Georges Terrace / Busport Eastbound	71	114
St Georges Terrace / Busport Westbound	82	52
St Georges Terrace Westbound	27	26
000 Buses Northbound	10	0
000 Buses Southbound	0	13
<b>William St NB Total (Excluding CAT services)</b>	<b>26</b>	<b>55</b>
<b>William St SB Total (Excluding CAT services)</b>	<b>58</b>	<b>31</b>

## 2.4 Transit Zone Model + Adjustments

The Base Year + Adjustment model was taken forward, and the following Transit Zone proposals included in the model are shown diagrammatically in Figure 2.1:

1. Signal phases at Wellington Street reintroduce the bus right turn into William Street;
2. Southbound approach to Murray Street adjusted (general traffic right, bus/taxi ahead);
3. General traffic left turn only from Murray Street to William Street (taxis excepted);
4. Buses and Taxis only permitted between Murray Street and Hay Street;
5. Northbound bus embayment continuous between Hay Street and Murray Street;
6. Northbound approach to Hay Street adjusted to two lanes (general traffic left, bus/taxi ahead); and
7. Southbound approach to St Georges Terrace adjusted (kerbside lane general traffic ahead/left, median lane general traffic right/bus only ahead)



**Figure 2.1 Transit Zone network adjustments**

### 2.4.1 Bus Service Changes

The Public Transport Authority provided details of route revisions through the Transit Zone. These changes affecting William Street will be in place when the Wellington Street bus station is open, and are summarised as:

- Route 30, 31, 34, 881 and 940 will travel between Esplanade Busport and the City Busport using William Street;
- Route 16, 66, 67, and 68 will no longer use William Street, but will terminate at the City Busport using Wellington Street;

The Transit Zone + Adjustments model includes the public transport services shown in Table 2.5 below.

**Table 2.5 Transit Zone + Adjustments Public Transport Services**

Route	AM Services/hr	PM Services/hr
Yellow CAT Eastbound	7	8
Yellow CAT Westbound	7	8
Red CAT Eastbound Full Loop	12	12
Red CAT westbound Full Loop	12	12
Red CAT Short Loop	5	5
Blue CAT northbound	8	8
Blue CAT southbound	8	8
Green CAT southbound	8	8
William St Services northbound	13	38
William St Services southbound	39	12
William St NB to City Busport	23	14
William St SB from City Busport	15	27
St Georges Terrace / Busport Eastbound	71	114
St Georges Terrace / Busport Westbound	82	52
St Georges Terrace Westbound	27	26
Wellington Street Eastbound	5	19
Wellington Street Westbound	18	5
000 Buses Northbound	10	0
000 Buses Southbound	0	13
<b>William St NB Total (Excluding CAT services)</b>	<b>46</b>	<b>52</b>
<b>William St SB Total (Excluding CAT services)</b>	<b>54</b>	<b>52</b>

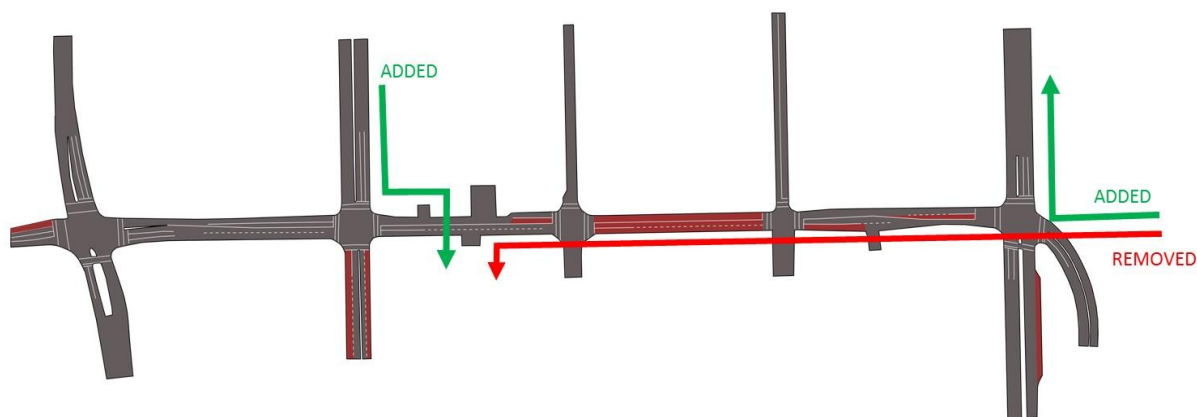
## 2.4.2 Demand Build and Reassignment

As a result of the Transit Zone proposals, general traffic will not be able to travel along William Street between Murray Street and Hay Street. While the Transit Zone scenario model does not represent a forecast year, and the vehicle demand matrices have been retained, reflecting no growth, adjustments were necessary to reflect the reassignment away from the Transit Zone.

Ordinarily this reassignment would be undertaken using a wider area model, for example the City of Perth SATURN model, or Central Area Transport Plan Paramics model. These models are currently being updated and were not available for use in this exercise. Previous work undertaken by WorleyParsons, took inputs from the City of Perth SATURN model (in 2013) to build a Paramics microsimulation of a core area. The project is documented in the report *Perth City Centre Transit (PCCT) Modelling, Model Build and Option Test Report*, WorleyParsons, 17 July 2013. Model difference plots from this report (Green = increase, Blue = decrease) are included as Appendix C and suggest the potential reassignment from William Street where resulting increases were concentrated around Milligan Street, Hay Street and St Georges Terrace.

A manual reassignment was undertaken through the modelled network to reflect the changes. Rather than the removal of demand from the existing matrices, movements were added to different Origin/Destination pairs where logical. For example:

- Horseshoe Bridge to Hay Street movements were reassigned to Murray Street;
- Horseshoe Bridge to Bankwest car park movements were reassigned to Wellington Street, but also added onto St Georges Terrace eastbound to enable the trip to be completed (illustrated in Figure 2.2);
- Mounts Bay Road to Murray Street movements were reassigned to Hay Street.



**Figure 2.2** Reassignment diagram

The Base year and Transit Zone demand values are shown in Table 2.6 below demonstrating that very similar values have been retained through the modelled area.

**Table 2.6** Matrix Totals

Demand	Base + Adjustments Model		Transit Zone + Adjustments Model	
	AM peak	PM Peak	AM peak	PM Peak
Light Vehicles	4650	4822	4602	4693
Heavy Vehicles	165	166	165	166
Taxi	332	318	332	318
<b>TOTAL</b>	5147	5306	5099	5177

### 2.4.3 Taxis

Taxi movements and volumes were retained from the original Base Year modelling work as a separate vehicle group to enable them to be treated independently of general traffic in the Transit Zone scenario.

## 2.5 Model Output Comparison

The Base Year + Adjustments and Transit Zone + Adjustments models were simulated and output data extracted for comparison. Turning movement difference diagrams are provided in Appendix D for reference. The following tables present the Level of Service, Average Delay and Maximum Queue (vehicles) for the intersections along the corridor.

It should be noted that the Maximum Queue reported through Commuter is, “the maximum queue size, in number of vehicles, counting vehicles in all lanes on the approach”. This queue length does not indicate a potential queue in any single lane.

## 2.5.1 AM Peak Outputs

**Table 2.7 AM William Street and Wellington Street outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		AM LOS	AM Av. Delay	AM Max Q (veh)	AM LOS	AM Av. Delay	AM Max Q (veh)
Horseshoe Bridge	southbound	E	60.11	18	E	58	17
Wellington Street	westbound	D	49.54	31	E	58.36	33
William Street	northbound	E	62.04	10	F	86.56	9
Wellington Street	eastbound	D	36.81	19	C	31.95	22

Wellington Street westbound experiences a slight increase in average delay and LOS in the Transit Zone configuration where the signals have been adjusted to include the southbound, right turning bus phase from Wellington Street. This modification has also improved the eastbound Wellington Street performance, although the Maximum Queue does increase slightly due to the introduction of bus services and additional reassigned vehicle demands.

William Street northbound is modelled to experience slightly longer delays and a higher LOS output. The peak hour Northbound bus services proposed to travel to the City Busport are required to give way to pedestrians when undertaking the left turn into Wellington Street and therefore contribute to the increase in delays. The Maximum Queue is only 10 vehicles and does not increase which can be attributed to the decrease in northbound general traffic demand. Despite the LOS of F shown, the simulation shows the intersection continuing to operate at a reasonable level. It should be noted that the higher volume of bus services modelled in the Transit Zone scenario would be re-introduced even if the Transit Zone is not in place.

**Table 2.8 AM William Street and Murray Street outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		AM LOS	AM Av. Delay	AM Max Q (veh)	AM LOS	AM Av. Delay	AM Max Q (veh)
William Street	northbound	E	56.49	5	D	54.27	2
Murray Street	eastbound	E	62.88	15	E	57.62	10
William Street	southbound	C	32.68	12	C	34.38	10

The performance of William Street and Murray Street is not modelled to change significantly. William Street northbound differs in LOS, but only where the delays fall slightly either side of the range. The modelled reduction in Maximum Queue on Murray Street can be attributed to the decrease in right turning vehicles into the Transit Zone.

**Table 2.9 AM William Street and Hay Street outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		AM LOS	AM Av. Delay	AM Max Q (veh)	AM LOS	AM Av. Delay	AM Max Q (veh)
William Street	northbound	B	17.3	6	B	15.89	6
William Street	southbound	B	15.84	10	B	14.68	3

The Hay Street intersection experiences the same Level Service as the Base Year. The southbound Maximum Queue length is reduced where there is a large reduction in vehicle demand.

**Table 2.10 AM William Street and Central Park carpark outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		AM LOS	AM Av. Delay	AM Max Q (veh)	AM LOS	AM Av. Delay	AM Max Q (veh)
William Street	southbound	A	8.32	5	A	6.28	2
Bankwest exit	westbound	A	4.42	1	A	4.62	1
William Street	northbound	A	4.64	3	A	5.52	3
Central Park exit	eastbound	B	10.27	1	B	14.28	2

The Transit Zone proposals are not expected to change the performance at the Central Park and Bankwest car park accesses during the AM peak.

**Table 2.11 AM William Street and St Georges Terrace outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		AM LOS	AM Av. Delay	AM Max Q (veh)	AM LOS	AM Av. Delay	AM Max Q (veh)
William Street	southbound	E	67.74	15	E	60.93	8
St Georges Terrace	westbound	D	46	22	D	50.48	26
William Street	northbound	E	63.38	12	E	63.86	13
St Georges Terrace	eastbound	C	29.33	24	C	32.35	25

The LOS outputs for William Street and St Georges Terrace in the Transit Zone model show the same level of operation as the Base Year. The William Street southbound delay and queue is modelled to reduce where there is less demand travelling through from Wellington Street and Murray Street.

**Table 2.12 AM William Street and Esplanade outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		AM LOS	AM Av. Delay	AM Max Q (veh)	AM LOS	AM Av. Delay	AM Max Q (veh)
William Street	southbound	E	67.35	22	E	68.3	16
Esplanade	westbound	D	49.76	30	D	46.69	27
William Street	northbound	D	51.78	29	D	48.5	27
<b>Mounts Bay Road</b>	<b>eastbound</b>	<b>E</b>	<b>70.9</b>	<b>27</b>	<b>E</b>	<b>68.46</b>	<b>30</b>

Similarly to the St Georges Terrace outputs, the William Street and Esplanade intersection is modelled to operate at the same level as the Base Year. The William Street southbound approach shows a reduction in Maximum Queue length.

## 2.5.2 PM Peak Outputs

**Table 2.13 PM William Street and Wellington Street outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		PM LOS	PM Av. Delay	PM Max Q (veh)	PM LOS	PM Av. Delay	PM Max Q (veh)
Horseshoe Bridge	southbound	E	66.36	13	E	63.86	14
Wellington Street	westbound	D	47.63	22	E	58.22	22
William Street	northbound	E	71.53	13	E	55.26	11
Wellington Street	eastbound	D	37.43	20	D	44.83	35

Wellington Street westbound experiences an increase in average delay and worsening of LOS in the Transit Zone configuration where the signals have been adjusted to include the southbound, right turning bus phase from Wellington Street. This modification has also resulted in the eastbound Wellington Street performance being maintained even though the vehicle demand has increased. This has then caused the Maximum Queue length to increase.

**Table 2.14 PM William Street and Murray Street outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		PM LOS	PM Av. Delay	PM Max Q (veh)	PM LOS	PM Av. Delay	PM Max Q (veh)
William Street	northbound	E	55.04	10	D	47.98	2
Murray Street	eastbound	E	66.03	19	E	55.34	9
William Street	southbound	D	35.92	14	C	27.44	11

A reduction of vehicle demand on all approaches has improved the delays, Maximum Queues and a reduced LOS.

**Table 2.15 PM William Street and Hay Street outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		PM LOS	PM Av. Delay	PM Max Q (veh)	PM LOS	PM Av. Delay	PM Max Q (veh)
William Street	northbound	B	16.41	6	B	16.88	9
William Street	southbound	B	18.62	14	B	13.57	4

There has been a decrease in general traffic demand and an increase in bus services through the intersection. Ultimately, the adjustment of the signal operation has given additional time to the movements between the north and south along William Street, and therefore a greater opportunity for demand to clear the intersection.

**Table 2.16 PM William Street and Central Park carpark outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		PM LOS	PM Av. Delay	PM Max Q (veh)	PM LOS	PM Av. Delay	PM Max Q (veh)
William Street	southbound	C	34.54	12	A	4.07	2
Bankwest exit	westbound	D	40.1	3	A	4.99	1
William Street	northbound	B	11.58	7	A	6.75	3
Central Park exit	eastbound	D	37.62	10	B	17.76	5

The impact of the Transit Zone has been particularly noticeable at the Central Park carpark exit where there is a large PM departure demand. The reduction of demand on William Street has provided more opportunity for exiting vehicles to join William Street. On-site visits in February and May (before and after the Hay Street signal adjustments) showed a difference in the internal queuing for Central Park. The May observation showed a better operation until just after 17:00 (Figure 2.3 overleaf) where there was minimal queuing. The flow along this section of William Street then started to break down with the large competing demands. During the May site visit, this phenomena was exacerbated by turning vehicles into Bankwest carpark being blocked. (Figure 2.4 overleaf).



**Figure 2.3** Central Park Carpark exit at 17:00



**Figure 2.4** Bankwest carpark turning vehicle blockage

**Table 2.17 PM William Street and St Georges Terrace outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		PM LOS	PM Av. Delay	PM Max Q (veh)	PM LOS	PM Av. Delay	PM Max Q (veh)
William Street	southbound	F	85.99	24	D	37.6	10
St Georges Terrace	westbound	F	136.44	48	D	48.49	24
William Street	northbound	E	55	14	D	50.04	16
St Georges Terrace	eastbound	C	33.14	17	C	31.48	19

The reduced vehicle demands along William Street, which also occur on the southbound approach to The Esplanade, contribute to less blocking back along the corridor. This reduces the queuing westbound along St Georges Terrace where more left turning vehicles are able to move through the intersection. The reduction in blocking back from The Esplanade also improves the William Street southbound outputs.

**Table 2.18 PM William Street and Esplanade outputs**

Approach	Direction	Base + Adjustments			Transit Zone + Adjustments		
		PM LOS	PM Av. Delay	PM Max Q (veh)	PM LOS	PM Av. Delay	PM Max Q (veh)
William Street	southbound	F	89.9	28	E	67.2	23
Esplanade	westbound	E	58.48	25	E	59.14	27
William Street	northbound	E	66.42	25	E	59.73	24
Mounts Bay Road	eastbound	E	65.28	36	E	64.78	34

William Street and The Esplanade intersection is modelling to operate at the same level as the Base Year with the exception of William Street southbound which improves slightly where there has been a decrease in vehicle demand.

## 2.6 Bus journey time outputs

Journey time performance was extracted from the Base Year + Adjustments and Transit Zone + Adjustments models to enable a comparison to be drawn. Table 2.19 and Table 2.20 present the Average, Maximum and Minimum journey times, the average speed, and the number of William Street services (excluding CAT services).

**Table 2.19 AM William Street Bus Service Outputs**

	NB William Street		SB William Street	
	Base model	Transit Zone	Base model	Transit Zone
No. Services	29	52	69	64
Average Time	0:05:21	0:05:29	0:05:10	0:05:15
Av. Max Time	0:07:08	0:07:34	0:08:05	0:07:41
Av. Min Time	0:03:10	0:03:08	0:01:01	0:02:38
Average Speed	10	10	11	10

The performance across the AM peak period for the two models is very comparable, with slightly less variability between the average, max and min journey times for the southbound services. While the average journey time for buses travelling along William Street northbound is modelled to be slightly higher (+8 secs) in the Transit Zone model, the time is based on more services using William Street northbound in the AM peak (+23 services) as well as services from Wellington Street that turn right into William Street and incur different delays at the signals than the services modelled in the Base Year, resulting in a 5 second higher SB average time.

**Table 2.20 PM William Street Bus Service Outputs**

	NB William Street		SB William Street	
	Base model	Transit Zone	Base model	Transit Zone
No. Services	64	62	40	59
Average Time	0:06:52	0:05:45	0:06:07	0:04:36
Max Time	0:11:01	0:07:40	0:08:52	0:06:23
Min Time	0:01:01	0:02:16	0:04:09	0:02:27
Average Speed	8	9	8	11

The performance benefits from the Transit Zone model are more pronounced in the PM peak models, with faster journey times and slightly higher average speeds. The Transit Zone PM outputs also show less variability in journey time along William Street in both directions.

It should also be noted that these benefits to William Street services have been achieved alongside the re-introduction of the services that run along William Street between the Esplanade and City Busports.

## 2.7 Pedestrian outputs

Pedestrian Demand for each intersection in the William Street corridor was included. The peak hour demand totals modelled for each intersection are shown in Table 2.21.

**Table 2.21 Pedestrian Demands**

Intersection	AM Demand	PM Demand
William Street and Wellington Street	1206	1124
William Street and Murray Street	3713	3997
William Street and Hay Street	4020	2713
William Street and St George's Terrace	3607	1550
William Street and Esplanade	1094	962

These demands represent the total observed crossings, although in the model, only “legal” crossings are permitted. This results in slightly more crowding at the intersections than might be observed on site.

Summary outputs for each intersection are provided in Table 2.22 and Table 2.23. These tables present the percentage of demand simulated in the model compared to the input demand. The average wait time output from the model is an average of the time a pedestrian waits to cross including those that arrive at the end of the pedestrian stage and wait the full cycle to cross again, or those that arrive as the pedestrian stage begins.

**Table 2.22 AM Pedestrian Summary Outputs**

	AM Base Year			AM Transit Zone		
	Modelled	% Sim	Av. Wait	Modelled	% Sim	Av. Wait
William St and Wellington St	1152	95.5%	0:00:47	1157	95.9%	0:00:43
William St and Murray St	3563	98.4%	0:00:34	3624	97.6%	0:00:37
William St and Hay St	3970	98.8%	0:00:24	3975	98.9%	0:00:26
William St and St George's Terrace	3512	97.4%	0:00:21	3511	97.3%	0:00:22
William St and Esplanade	1075	98.3%	0:00:46	1075	98.3%	0:00:48

The percentage simulated for all intersections in both the Base Year and Transit Zone models are high, suggesting that the majority of input demand is able to cross in the given time. The average wait time between Base Year and Transit Zone models is very consistent suggesting minimal change in pedestrian operation.

**Table 2.23 PM Pedestrian Summary Outputs**

	PM Base Year			PM Transit Zone		
	Modelled	% Sim	Av. Wait	Modelled	% Sim	Av. Wait
William St and Wellington St	1082	96.3%	0:00:48	1062	94.5%	0:00:43
William St and Murray St	3895	97.4%	0:00:31	3916	98.0%	0:00:30
William St and Hay St	2679	98.7%	0:00:31	2679	98.7%	0:00:29
William St and St George's Tce	1518	97.9%	0:00:27	1519	98.0%	0:00:27
William St and Esplanade	941	97.8%	0:00:37	941	97.8%	0:00:38

The PM modelled outputs show consistency between the Base Year and Transit Zone models. It should be noted that the modelled values are recorded where pedestrians are able to cross legally and there has been no inclusion of informal crossing outside of the dedicated pedestrian stage times at any of the intersections. These conditions are particularly prevalent at the William Street intersections with Murray Street and Hay Street and could increase at both intersections as well as within the transit zone where the decreasing vehicle throughput will result in more gaps in traffic.

## 2.8 Transit Zone Scenario 2 signal test (William St / Murray St)

The City of Perth requested an additional test to the Transit Zone model be undertaken with an adjustment to the signal staging at William Street and Murray Street. The Scenario 2 test removes Stage D where the southbound William Street movement runs a dedicated through and right green arrow. The removed time was not added to the remaining movements effectively reducing the cycle time from 140 seconds to approximately 90 seconds.

The model was re-run with outputs showing minimal change to the Level of Service for all other modelled intersections. The outputs for William Street and Murray Street compared to the Transit Zone are shown in Table 2.24 and Table 2.25.

**Table 2.24 AM Transit Zone Scenario 2 outputs**

Approach	Direction	Transit Zone + Adjustments			Transit Zone Scenario 2		
		AM LOS	AM Av. Delay	AM Max Q (veh)	AM LOS	AM Av. Delay	AM Max Q (veh)
William Street	northbound	D	54.27	2	C	30.06	2
Murray Street	eastbound	E	57.62	10	C	28.06	6
William Street	southbound	C	34.38	10	C	34.69	12

**Table 2.25 PM Transit Zone Scenario 2 outputs**

Approach	Direction	Transit Zone + Adjustments			Transit Zone Scenario 2		
		AM LOS	AM Av. Delay	AM Max Q (veh)	AM LOS	AM Av. Delay	AM Max Q (veh)
William Street	northbound	D	47.98	2	C	30.22	2
Murray Street	eastbound	E	55.34	9	C	33.05	8
William Street	southbound	C	27.44	11	C	28.26	10

The reduced cycle time is modelled to perform well in both the AM and PM peaks. The reduced cycle time has reduced the delay and improved the LOS for William Street northbound and for the Murray Street eastbound approach. The William Street southbound movement is not modelled to experience change despite the removal of the dedicated southbound signal stage suggesting that the current demand is able to be accommodated.

In addition to the vehicle outputs, the pedestrian outputs for William Street and Murray Street are presented in Table 2.26. These outputs show a reduction in the average wait time and a higher percentage of modelled demand simulated where the cycle time has been reduced.

**Table 2.26 Transit Zone Scenario 2 pedestrian outputs**

	AM Transit Zone			AM Transit Zone Scenario 2		
	Modelled	% Sim	Av. Wait	Modelled	% Sim	Av. Wait
<b>William St and Murray Street (AM)</b>	3624	97.6%	0:00:37	3688	99.3%	0:00:20
<b>William St and Murray Street (PM)</b>	3916	98.0%	0:00:30	3939	98.5%	0:00:20

The increase in percentage of trips simulated indicates a forecast increase in legal crossings at this intersection, likely due to the reduced wait time. It can therefore be inferred that the Scenario 2 improvements would result in a decrease in the number of illegal crossings at the intersection.

### 3. Conclusion

The Transit Zone simulation modelling was undertaken to understand the impact of the introduction of the William Street Transit Zone on different transport network users. This technical note summarises the modelling process where the signal timings during peak hours at William Street and Hay Street were adjusted and 000 bus services using William Street were included. The note also presents modelled outputs and commentary from the Base Year + Adjustments, Transit Zone + Adjustments and the Transit Zone + Adjustments Scenario 2 models.

Some differences to operation and performance were noted between the original April 2015 and current June 2015 observations. These have been reflected in the Base Year + Adjustments modelling, and taken forward to the Transit Zone testing to ensure that the current conditions are included in the assessment.

The reassignment away from the Transit Zone for general traffic was undertaken using a manual approach, although where possible trips were added onto alternate Origin and Destination pairs rather than their absolute removal from the model altogether. The Transit Zone + Adjustments and Scenario 2 modelled outputs also rely on this manual approach to reassignment. As agreed with the stakeholders, the reassignment was taken from SATURN modelling of the wider area previously undertaken by Worley Parsons in 2013.

Pedestrian crossings were modelled to operate consistently between the Base Year + Adjustments and Transit Zone + Adjustments models, while an improvement to the Murray Street intersection was found for the Transit Zone Scenario 2 model where a reduced cycle time was adopted.

The modelling outputs showed benefits to the William Street bus services with the Transit Zone in place, particularly the southbound services during the PM peak where the modelling indicated more reliable running times can be achieved with slightly faster average speeds. Benefits to public transport services have been achieved despite the re-introduction of bus services to the City Busport.

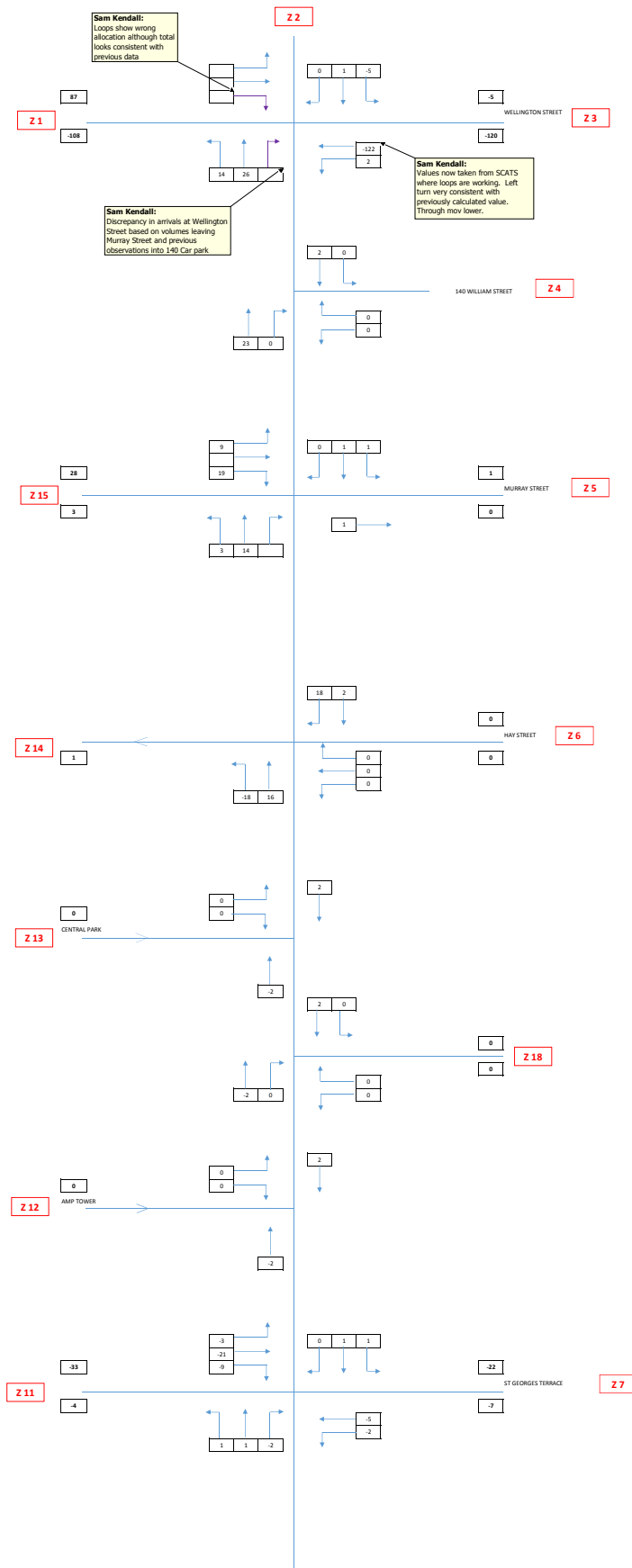
With the introduction of the Transit Zone and associated reassignment away from William Street, the modelling showed an increased occurrence of gaps in traffic, providing more opportunity for car park users at AMP, Bankwest and Central Park to join the network. There were clear gains to the Level of Service at these intersections where exiting traffic is still able to turn right and left from each exit. The arrival to these car parks only differs for Bankwest where the access from William Street (north of Murray Street) is not able to be made. The conversion of Hay Street to two-way in the future could provide additional access for this movement.

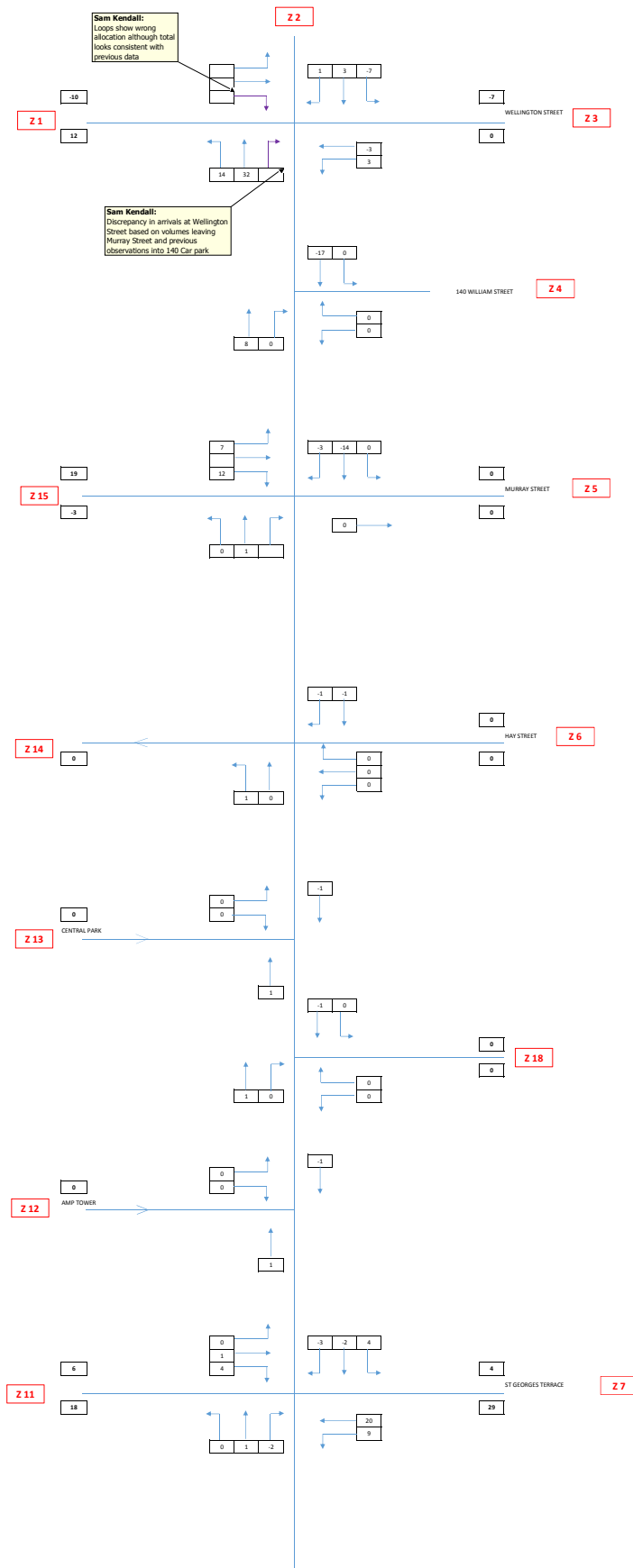
The conversion of Hay Street to two-way is yet to be tested with the Transit Zone in place. The induced demand that would use the new configuration of Hay Street should be taken from wider area models, and it is suggested that the Transit Zone is tested with this configuration and the revised wider area demands in due course.

# Appendix A

## Observed Turning Movement Difference Plots







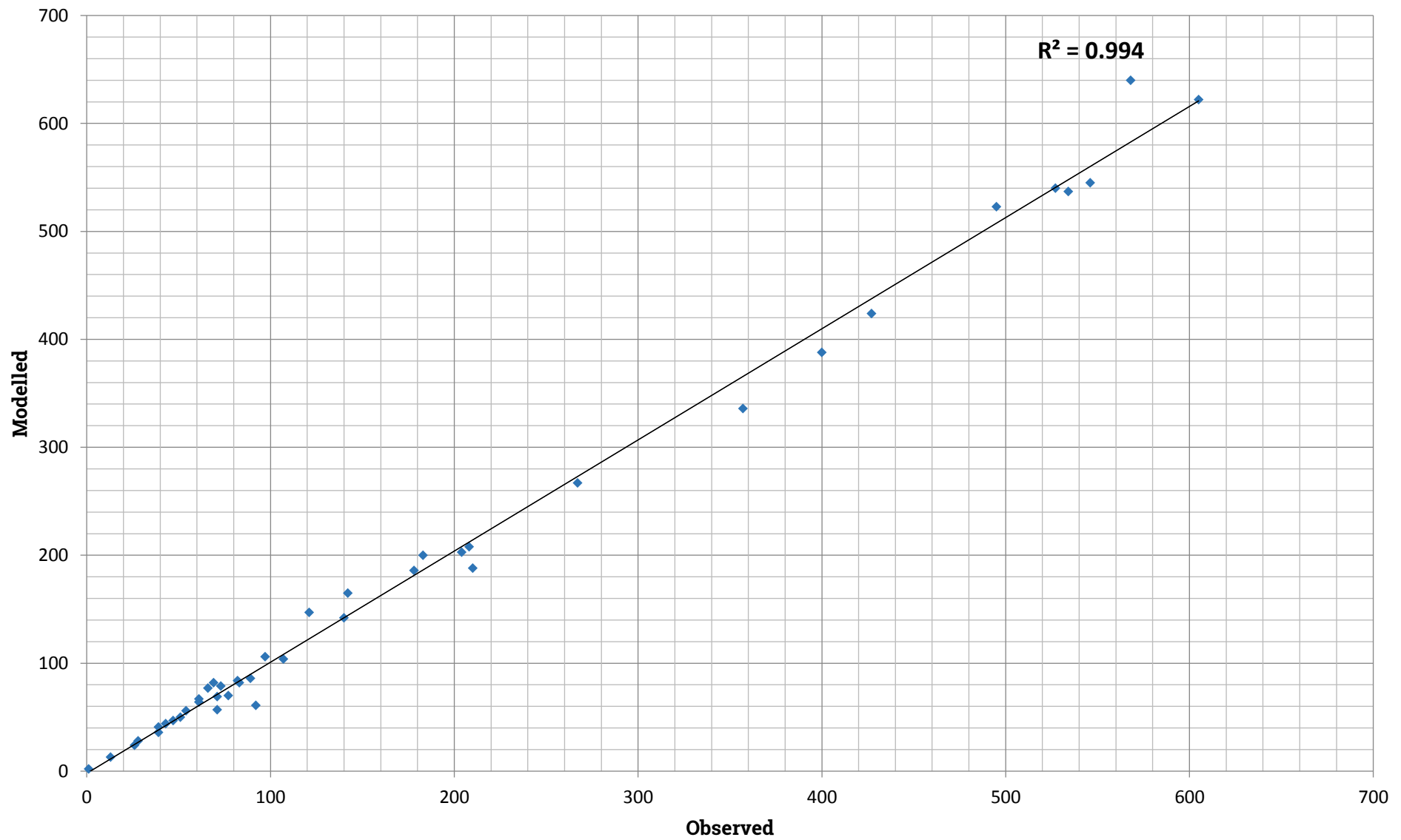
# Appendix B

Calibration Tables and  $R^2$  Plots



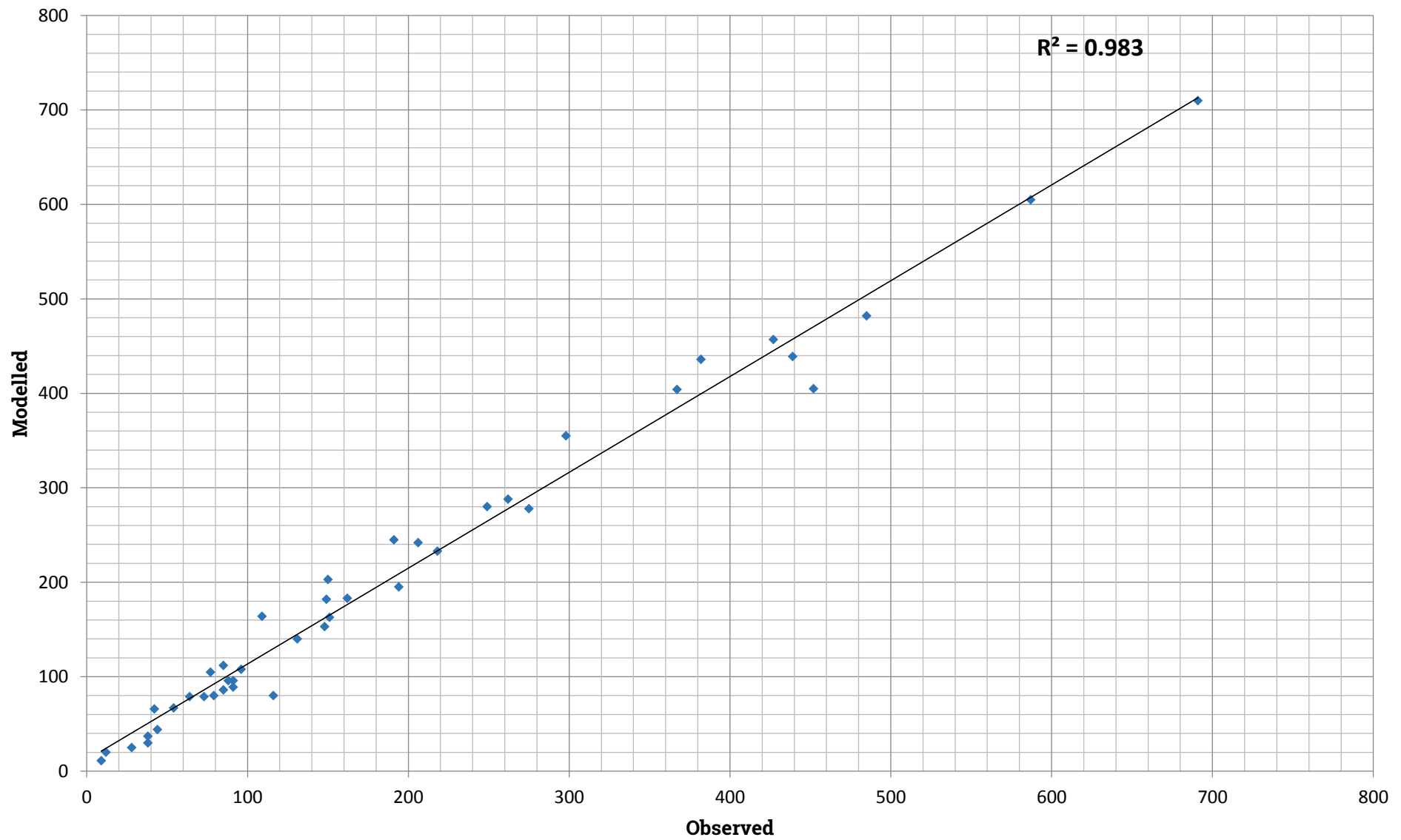
					GEH screenline criteria	4
INBOUND					GEH link criteria	5
Traffic Flow					Validation Criteria	
Road Name	Count	Modelled	% Difference	GEH Statistic	Flow	GEH
William St / Wellington St						
Wellington EB TH	495	523	6%	1.24	✓	✓
Wellington EB LT	26	24	-8%	0.40	✓	✓
William SB RT	77	70	-9%	0.82	✓	✓
William SB TH	208	208	0%	0.00	✓	✓
William SB LT	47	47	0%	0.00	✓	✓
Wellington WB TH	605	622	3%	0.69	✓	✓
Wellington WB LT	267	267	0%	0.00	✓	✓
William NB RT	39	41	5%	0.32	✓	✓
William NB TH	51	50	-2%	0.14	✓	✓
William NB LT	28	28	0%	0.00	✓	✓
William St / Murray St						
William SB RT	54	56	4%	0.27	✓	✓
William SB TH	400	388	-3%	0.60	✓	✓
William SB LT	1	2	100%	0.82	✓	✓
William NB TH	61	67	10%	0.75	✓	✓
William NB LT	13	13	0%	0.00	✓	✓
Murray EB RT	140	142	1%	0.17	✓	✓
Murray EB LT	66	77	17%	1.30	✓	✓
William St / Hay St						
William SB RT	183	200	9%	1.23	✓	✓
William SB TH	357	336	-6%	1.13	✓	✓
William NB TH	73	79	8%	0.69	✓	✓
William NB LT	89	86	-3%	0.32	✓	✓
William St / St Georges Terrace						
William SB RT	43	44	2%	0.15	✓	✓
William SB TH	210	188	-10%	1.56	✓	✓
William SB LT	107	104	-3%	0.29	✓	✓
St Georges Tce WB TH	527	540	2%	0.56	✓	✓
St Georges Tce WB LT	178	186	4%	0.59	✓	✓
William NB RT	39	36	-8%	0.49	✓	✓
William NB TH	69	82	19%	1.50	✓	✓
William NB LT	61	64	5%	0.38	✓	✓
St Georges Tce EB RT	97	106	9%	0.89	✓	✓
St Georges Tce EB TH	568	640	13%	2.93	✓	✓
St Georges Tce EB LT	71	57	-20%	1.75	✓	✓
William St / Esplanade						
William SB RT	121	147	21%	2.25	✓	✓
William SB TH	204	203	0%	0.07	✓	✓
William SB LT	82	84	2%	0.22	✓	✓
Esplanade WB TH	83	82	-1%	0.11	✓	✓
Esplanade WB LT	546	545	0%	0.04	✓	✓
William NB RT	534	537	1%	0.13	✓	✓
William NB TH	142	165	16%	1.86	✓	✓
Mounts Bay Road EB RT	71	69	-3%	0.24	✓	✓
Mounts Bay Road EB TH	427	424	-1%	0.15	✓	✓
Mounts Bay Road EB LT	92	61	-34%	3.54	✓	✓

**AM comparison of Observed vs Modelled turn volumes**



				GEH screenline criteria		4
INBOUND				GEH link criteria		5
Traffic Flow				Validation Criteria		
Road Name	Count	Modelled	% Difference	GEH Statistic	Flow	GEH
William St / Wellington St						
Wellington EB TH	691	710	3%	0.72	✓	✓
Wellington EB LT	85	86	1%	0.11	✓	✓
William SB RT	28	25	-11%	0.58	✓	✓
William SB TH	131	140	7%	0.77	✓	✓
William SB LT	38	37	-3%	0.16	✓	✓
Wellington WB TH	452	405	-10%	2.27	✓	✓
Wellington WB LT	249	280	12%	1.91	✓	✓
William NB RT	54	67	24%	1.67	✓	✓
William NB TH	148	153	3%	0.41	✓	✓
William NB LT	64	79	23%	1.77	✓	✓
William St / Murray St						
William SB RT	38	30	-21%	1.37	✓	✓
William SB TH	367	404	10%	1.88	✓	✓
William SB LT	9	11	22%	0.63	✓	✓
William NB TH	151	163	8%	0.96	✓	✓
William NB LT	12	20	67%	2.00	✓	✓
Murray EB RT	149	182	22%	2.57	✓	✓
Murray EB LT	85	112	32%	2.72	✓	✓
William St / Hay St						
William SB RT	218	233	7%	1.00	✓	✓
William SB TH	298	355	19%	3.15	✓	✓
William NB TH	162	183	13%	1.60	✓	✓
William NB LT	206	242	17%	2.41	✓	✓
William St / St Georges Terrace						
William SB RT	42	66	57%	3.27	✓	✓
William SB TH	262	288	10%	1.57	✓	✓
William SB LT	96	108	13%	1.19	✓	✓
St Georges Tce WB TH	427	457	7%	1.43	✓	✓
St Georges Tce WB LT	191	245	28%	3.66	✓	✓
William NB RT	44	44	0%	0.00	✓	✓
William NB TH	109	164	50%	4.71	✓	✓
William NB LT	79	80	1%	0.11	✓	✓
St Georges Tce EB RT	88	96	9%	0.83	✓	✓
St Georges Tce EB TH	587	605	3%	0.74	✓	✓
St Georges Tce EB LT	73	79	8%	0.69	✓	✓
William St / Esplanade						
William SB RT	91	96	5%	0.52	✓	✓
William SB TH	382	436	14%	2.67	✓	✓
William SB LT	77	105	36%	2.94	✓	✓
Esplanade WB TH	91	89	-2%	0.21	✓	✓
Esplanade WB LT	485	482	-1%	0.14	✓	✓
William NB RT	275	278	1%	0.18	✓	✓
William NB TH	150	203	35%	3.99	✓	✓
Mounts Bay Road EB RT	194	195	1%	0.07	✓	✓
Mounts Bay Road EB TH	439	439	0%	0.00	✓	✓
Mounts Bay Road EB LT	116	80	-31%	3.64	✓	✓

**PM comparison of Observed vs Modelled turn volumes**



# Appendix C

Saturn difference plots - PCCT Modelling, WorleyParsons

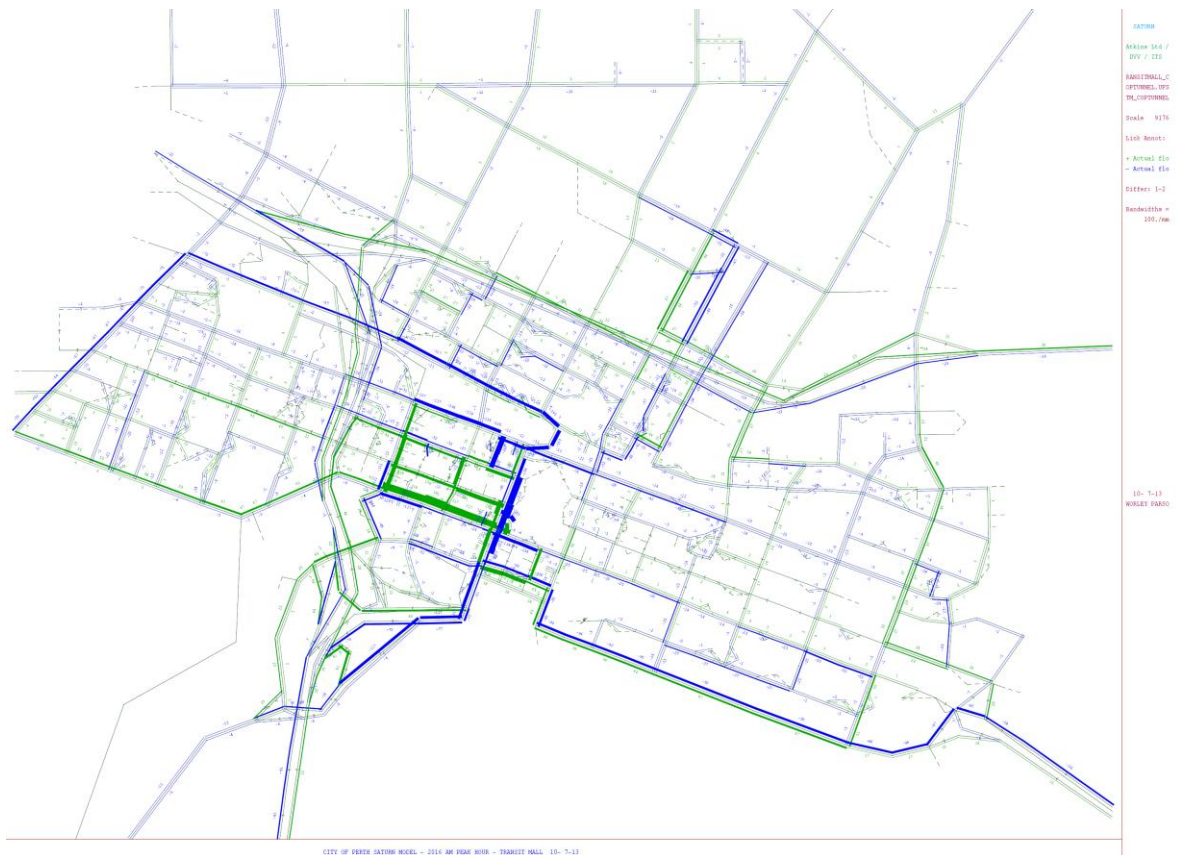




**DEPARTMENT OF TRANSPORT  
PERTH CITY CENTRE TRANSIT (PCCT) MODELLING  
MODEL BUILD AND OPTION TEST REPORT**

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**AM 2016 SATURN DIFFERENCE PLOT**





**DEPARTMENT OF TRANSPORT  
PERTH CITY CENTRE TRANSIT (PCCT) MODELLING  
MODEL BUILD AND OPTION TEST REPORT**

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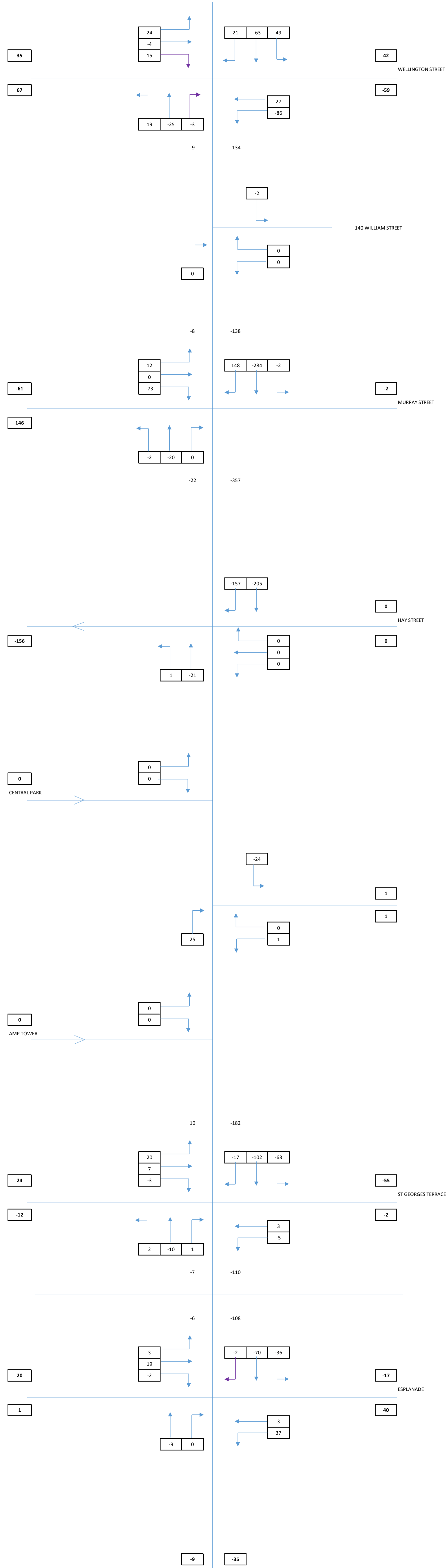
**PM 2016 SATURN DIFFERENCE PLOT**

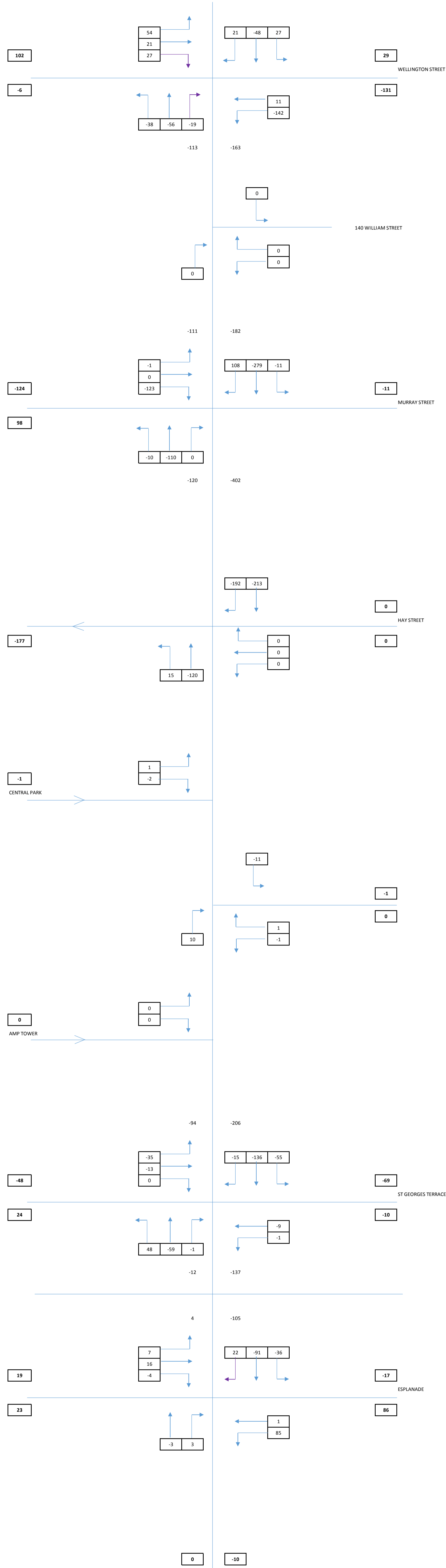


# Appendix D

Turning movement difference plots







# William Street Transit Zone Stakeholder Consultation & Transport Modelling

SUMMARY NOTE 18 SEPTEMBER 2015

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## Introduction

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This summary note provides the salient points extracted from technical reports provided by the Public Transport Authority and Department of Transport with regards to the stakeholder consultation process for the William Street Transit Zone project and the current transport modelling undertaken to assess the localised expected benefits of the project to bus journey time reliability and improvements to pedestrian wait times at traffic signals on William Street. This report also summarises other issues of cycle amenity and car park access.

## Stakeholder Consultation

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Stage 1 stakeholder consultation was previously undertaken by Public Transport Authority (PTA) on the short term (Stage 1) and long term (Stage 2) proposals for improved public transport improvements in William Street, the results and details of which were reported and noted by Council at its meeting on 10 December 2013. The first round of consultation resulted in PTA being requested to produce further community information, to advise building occupants of the changes to William Street and conduct an extensive campaign to inform bus passengers of the change. The PTA was also requested to engage specifically with major building occupants with access to William St and hence these requirements triggered a necessary second round of consultation.

Stage 2 stakeholder consultation, which this report provides detail on below, was undertaken by PTA and comprised an extensive consultation exercise including a letter drop on 20 July 2015 to all buildings and frontages and also one to one consultations with primary stakeholders, which front William Street. The consultation letter was distributed on a large scale including Hay Street and Murray Street and the length of Barrack Street between St Georges Terrace and Wellington Street. The individual

meetings with stakeholders gave opportunities to ask questions of the PTA and enabled them to explain in detail the scheme and its potential impacts.

PTA confirm that as a result of this consultation, majority support for the scheme has been received from stakeholders. Concerns were raised regarding local access and the alternative routing of vehicles, however stakeholders have noted that no access along the length of William Street is being closed or restricted, rather requiring alternative routing to access the private car parks and service areas.

PTA confirm that vehicles requiring access to properties within the Transit Zone shall be considered as 'authorised vehicles' and issued with official passes and letters administered by PTA to exempt them from the restrictions otherwise to be placed upon general traffic between Hay Street and Murray Street.

Copies of the commentary from stakeholder submissions and meetings are contained within PTA's Technical Report – William Street Transit Zone together with PTA's response to satisfy those concerns and requests. The successful satisfaction of all consultation responses and individual concerns has resulted in majority support from stakeholders which satisfies Council's resolution 2.1 from the 10 December 2013 meeting.

## Transport Modelling and Impacts

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Resolution 2.2 from the meeting of Council on 10 December 2013 requested traffic modelling to be completed demonstrating that city traffic will not be subject to additional congestion as a result of removing general traffic from part of William Street.

### *Traffic Reassignment*

It has always been the intention of PTA to undertake wide area traffic reassignment modelling to identify the impacts of redirected general traffic on the City road network as a result of the Transit Zone. It was intended to utilise the CBD Paramics model which has been under on-going development by DoT, however at present only the AM peak period model has been agreed by all transport agencies with the PM peak model still being developed and due for completion by the end of this year.

In lieu of the wider area model being available to identify the level of redistributed traffic and assess its impact, the City of Perth SATURN model was used to simplistically determine the level of diverted traffic in order to feed into a localised model of the William Street corridor. The localised model has been used to provide an indication of

the expected benefits of the Transit Zone on public transport journey times, reliability and also the effects on pedestrian wait times at signals. It is indicated that some of the diverted traffic shall be reassigned to Barrack Street under its two-way configuration and the overall level of diverted traffic is accepted for the purposes of the localised modelling assessment

The level of reassigned traffic is in the order of 44 cars northbound and 331 southbound in the AM Peak with 98 cars northbound and 327 cars southbound in the PM Peak. These numbers include the authorised vehicles to be allowed through the Transit Zone to access businesses and properties along its length, as a result of the recent public consultation outcomes, and hence the actual level of reassigned traffic is 45 vehicles fewer overall.

Subsequent discussions with PTA have confirmed the need to provide updates to the localised traffic model; however for the purposes of reporting the expected localised benefits of the project the submitted information is satisfactory for use at this time. Additional modelling is also currently being undertaken by PTA to assess the reassignment effect and impact on the wider area to address Council resolution 2.2. It should be noted that this additional wider area modelling has not yet been provided to the satisfaction of City of Perth and therefore Council resolution 2.2 has not been satisfactorily addressed at this time.

#### *Pedestrian Amenity in William Street*

The localised traffic modelling provided includes an assessment of proposed traffic signal phase modifications to the intersection of William Street/Murray Street. In removing the dedicated right turn arrow phase for vehicles turning from William Street into Murray Street, made possible due to the reduction of northbound general vehicle trips in the Transit Zone, the effect of reducing the signal cycle time creates corresponding significant reductions in pedestrian wait times throughout the entire day. The pedestrian crossing phase shall appear more frequently under these proposed changes to the benefit of pedestrian wait times.

The reduced cycle time at this intersection also has the effect of improving traffic flow and reducing congestion and vehicle queuing in Murray Street on the eastbound approach to William Street given the Murray Street vehicle phase also occurs more frequently.

The PTA plan to develop a third stage of Transit Zone project, this being an 'Urban Environment Upgrade' which is currently being developed in consultation with the City and Main Roads WA. PTA intends to improve the public realm including bus stop

facilities for the William Street precinct. This stage of the project is currently unfunded by PTA, however the PTA intend to undertake to assist the City to seek funding for this stage from the Perth Parking Management Fund.

### *Cycling and Cycle Amenity*

The Transit Zone will authorise cyclists to traverse through the area on road through use of regulatory signage. The removal of general vehicles in this area shall provide a less congested environment for cyclists to travel north/south through the City in addition to the option of dedicated on road cycle lanes in Barrack Street once that project is completed.

### *Bus Journey Time Reliability*

The localised traffic modelling undertaken has provided an indication of the expected benefits to bus journey times and reliability through this section of William Street, particularly for the PM peak period. The modelling of the Transit Zone scenario includes an additional 16 northbound and 18 southbound services on William Street as a result of the opening of the future Wellington Street Bus Station in 2016.

The modelling suggests a reduction in the average maximum running times of bus services suggesting that even with the additional bus services due to operate in William Street, the congestion is predicted to reduce leading to more reliable and consistent journey times can be achieved by public transport on a more regular basis than at present. The benefits of the project appear more pronounced during the PM peak period with the results showing slightly higher average speeds due to reduced congestion and less variability in journey times, a key driver of public transport uptake and loyalty by patrons.

The recently released DoT Draft Central Area Transport Plan discusses a potential future reduction in bus services across the City by up to 40%. DoT has indicated these reductions shall be due to a number of bus improvement projects which are yet to funded or progressed. PTA has confirmed these measures are likely to be 7 to 10 years before completion. Given the draft nature of the Central Area Transport Plan and uncertainty surrounding these aspirations, it has been agreed with PTA that this scenario will not be used in assessing the merits of the William Street Transit Zone Project at this time.

### *Car Park Access*

A key issue for the expected implementation of the William Street Transit Zone project was for the PTA to satisfactorily address and resolve all stakeholder issues in line with Council's resolution 2.1 at the meeting of 10 December 2013.

PTA undertook to consult with the car park users of buildings such as Central Park, 108 St Georges Terrace and AMP amongst others previously explained in the stakeholder section of this report. The traffic modelling undertaken on the localised section of William Street has indicated that increased gaps in traffic are predicted to occur, due to the removal of most general traffic in William Street. This is predicted to allow greater opportunity for car park users to enter/exit left and right from car parks and crossovers improving the ease of which these stakeholders can access the road network. The issue of car park users being delayed from exiting onto William Street has historically been a big issue in these locations and the stakeholders are fully supportive of these expected improvements as a side effect of the William Street Transit Zone project implementation.

### *Intersection Level of Service*

The localised modelling provides an assessment and comparison of the operation of the intersections on William Street between and including the intersections with St Georges Terrace and Wellington Street. The modelling indicates that the Level of Service of each intersection within the study area shall continue to operate with no material detriment to operation, which is likely to be within the range of day to day fluctuations in traffic flow and operation. This is at the same time as providing greater bus journey time reliability and pedestrian amenity improvements on the corridor.

The results of the modelling indicate that during both AM and PM peak periods, the Wellington Street westbound and William Street northbound approaches, at their intersection, are predicted to experience slight increases in average delay and level of service, but again these variations are not material and are unlikely to be perceivable from the day to day fluctuations in traffic flow and operation that can occur on any given day. These increases are due to the increased number of northbound and southbound bus services predicted to operate in William Street, specifically an increased number of northbound buses turning left from William Street to Wellington Street against the north/south parallel walk pedestrian crossing. Also the minor increases in queue length and delay experienced to westbound traffic on Wellington Street is due to the modest increase in bus services turning right from Wellington Street to William Street given the expected extension of green arrow time as the signals respond with increased time to the higher bus demand across the stop line.

Based on the submitted results of the localised model provided, it is suggested that these intersections shall continue to operate on a satisfactory basis with similar levels of service should the Transit Zone be endorsed and implemented.

What is not currently understood is the wider area impact of reassigned traffic on the city road network, which is critical to understand in order to consider the acceptability of the Transit Zone Project.

## Conclusions

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The completion of stakeholder consultation on the proposed Transit Zone project has secured majority support from which satisfies Council's resolution 2.1 from the 10 December 2013 meeting. It is recommended that PTA continue working on the wider area modelling to assess the impact of the Transit Zone on the city road network and report back to City of Perth at a future date for consideration.

Option	Analysis	Financial Implications
<p><b>1</b></p> <p>Barrack Street Two Way opens at the end of November 2015.</p> <p>Council endorses the implementation of Transit Zone Stage 2.</p> <p>Outstanding approval of traffic modelling data.</p> <p>Implementation of Transit zone</p> <p>Blue CAT relocates to William Street</p>	<p>Preferred option of PTA.</p> <p>Significant risk to the City of Perth as it is extremely unlikely PTA shall achieve implementation of the Transit Zone Stage 2 by the end of November 2015. Option 1 comprises the following:</p> <ul style="list-style-type: none"> <li>• Significant work involved in producing traffic signal and line marking design, to reviewed and submitted for formal approval by Main Roads WA.</li> <li>• Civil works may take up to 2 weeks to complete.</li> <li>• Recent performance of PTA controlled construction projects on City of Perth roads raises doubts as to whether a deadline of end of November 2015 could be achieved.</li> <li>• Requires immediate endorsement of the Transit Zone project by Council without the benefit and understanding of the currently outstanding and required wider area traffic modelling data to the satisfaction of past Council resolutions.</li> <li>• It is not recommended that this option be endorsed by Council.</li> </ul>	<p>Potential risk of \$2,000 per day of delay to opening of Barrack Street.</p>
<p><b>2</b></p> <p>Barrack Street Two Way delayed until February 2016.</p> <p>Council further considers the Transit Zone Stage 2, once all traffic modelling data received.</p>	<p>Significant risk to the City of Perth in that this would delay the opening of the Barrack Street Two Way project and place the responsibility of completion of both projects on the Council's endorsement and approval of the William Street Transit Zone project. Option 2 comprises:</p> <ul style="list-style-type: none"> <li>• Barrack Street continuing to operate under one-way northbound traffic configuration during the delayed period.</li> <li>• Significant traffic management costs in Barrack Street (\$150,000 - \$170,000) for a period of approximately three months from the end of November 2015 to maintain only one lane for general traffic northbound.</li> <li>• PTA has confirmed in writing that they shall not meet these traffic management costs in the absence of immediate Council approval of the Transit Zone. Should Council provide immediate approval then PTA would only consider meeting the necessary cost for traffic management.</li> </ul>	<p>Additional \$150,000 - \$170,000 required.</p>

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Blue Cat remains in Barrack Street	<ul style="list-style-type: none"> <li>• Risk of Transit Zone project over-running program and delaying the opening of both projects beyond February 2016.</li> <li>• Risk of significant complaints from Barrack Street retailers due to a renege on completion date of end of November 2015 for Barrack Street Two Way.</li> <li>• Loss of benefits to retailers through otherwise increased business exposure before the Christmas period due to the two way configuration for general traffic and cyclists.</li> <li>• Loss of the benefits of increased capital expenditure of more than \$300,000 to accelerate the Barrack Street construction program in response to retailer concerns</li> <li>• No cycle linkage in Barrack Street before the end of 2015 which would otherwise be in place for the opening of Elizabeth Quay.</li> </ul>	
<p><b>3</b></p> <p>Barrack Street Two Way opens at the end of November 2015.</p> <p>Council further considers the Transit Zone Stage 2, once all traffic modelling data received.</p> <p>Blue CAT relocates to William Street (timing to be agreed)</p>	<p>Least risk to the City of Perth. Option 3 would comprise:</p> <ul style="list-style-type: none"> <li>• Opening of Barrack Street Two Way as per the accelerated construction program at the end of November 2015.</li> <li>• Maintain the benefits of increased committed capital expenditure (in excess of \$300,000 gross) to accelerate the construction program in response to retailer concerns.</li> <li>• Maintain assurances to Barrack Street retailers that works be finished in Barrack Street at the end of November 2015.</li> <li>• Removal of all visual barriers associated with traffic management and construction at the end of November 2015.</li> <li>• Provide two way cycle linkage in Barrack Street before the opening of Elizabeth Quay.</li> <li>• Reporting back to Council at a later date on the acceptability of the Transit Zone once all outstanding information has been received from PTA and reviewed.</li> <li>• It is noted that high level negotiations are required between City of Perth and PTA to agree the timing of the relocation of the Blue CAT bus service to William Street or possible alternatives.</li> </ul>	None