



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, 24 February 2015 at 6.00pm.**

Yours faithfully

GARY STEVENSON PSM
CHIEF EXECUTIVE OFFICER

19 February 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.





CITY of PERTH

COUNCIL CHAMBERS SEATING LAYOUT



The Right Honourable
The Lord Mayor
Ms Lisa-M. Scaffidi



Chief Executive
Officer
Gary Stevenson PSM



Director City Services
Garry Dunne



Cr Judy McEvoy



Cr Janet Davidson
OAM JP



Personal Aide to
the Lord Mayor
Paul Anastas



Director City Planning
and Development
Martin Mileham



Cr Reece Harley



Cr Rob Butler
Deputy Lord Mayor



Director Corporate Services
Robert Mianich



Manager Approval
Services
Margaret Smith



Cr Keith Yong



Cr Lily Chen



Manager Governance
Mark Ridgwell



Director City
Infrastructure and
Enterprises
Doug Forster



Cr James Limnios



Cr Jim Adamos



Governance Electoral
Officer - Minutes
Cathryn Clayton

Public Gallery

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 – 3 February 2015
7. Announcements by the Lord Mayor
8. Disclosure of Members' Interests

Member/ Officer	Item Title.	Nature / Extent of Interest
Director City Infrastructure and Enterprises	Item 6 - Attendance at the Intertraffic Conference and Exhibition Istanbul, Turkey 27 – 29 May 2015	Direct Financial Interest – the Director City Infrastructure and Enterprises is the officer proposed for travel in the report.

9. Questions by Members of which due notice has been given
10. Correspondence
11. Petitions

A petition containing 61 signatures has been received from Ms Louise Murray in regard to an urgent need for improvements to the common use alleyway adjacent to 142 Murray Street, Perth to discourage anti-social behaviour and public urination. The Petition is attached as Schedule 17.

OFFICER RECOMMENDATION

That, in accordance with Clause 4.9(4) of the City of Perth Standing Orders Local Law 2009, the petition from Ms Louise Murray with regard to an urgent need for improvements to the common use alleyway adjacent to 142 Murray Street, Perth, be received.

12. Matters for which the Meeting may be Closed

In accordance with Section 5.23(2) of the *Local Government Act 1995*, the meeting will be required to be closed to the public prior to discussion of the following:

Item No.	Item Title	Reason
Confidential Item 12	Removal of the Raine Square Pedestrian Overpass	s.5.23(2)(e)(ii)

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
Confidential Schedule 16	Item 11 - Tender 050-14/15 Maintenance and Construction of Footpaths and Associated Works	s5.23(2)(e)(iii)

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;
 - Facsimile: (08) 9461 3083;
 - Email: governance@cityofperth.wa.gov.au.
- Question Sheets are also available on the City's web site: 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.

Any plans or documents contained in this agenda may be subject to copyright law provisions (Copyright Act 1968, as amended) and the express permission of the copyright owner(s) should be sought prior to their reproduction.

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

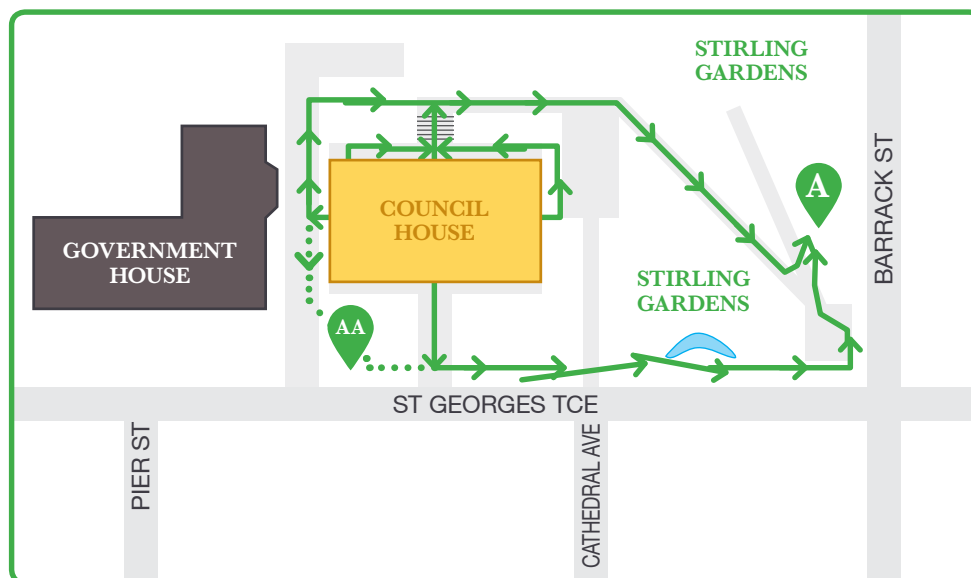
whoop whoop whoop

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

8/90 (LOT 8 ON SP 58159) TERRACE ROAD, EAST PERTH – PROPOSED USE OF TENANCY AS A ‘LOCAL SHOP’ AND ASSOCIATED SIGNAGE

PLANNING COMMITTEE RECOMMENDATION:

That Council declines the application for the use of Unit 8/90 (Lot 8 on SP 58159) Terrace Road, East Perth as a ‘local shop’ with associated signage as detailed on the Metropolitan Region Scheme Form One dated 25 November 2014 and as shown on the plans received on 1 December 2014 and 19 January 2015, due to amenity concerns which would have adverse impacts on the affected adjoining owners of the proposed tenancy use.

BACKGROUND:

SUBURB/LOCATION: Unit 8/90 (Lot 8 on SP 58159) Terrace Road, East Perth

FILE REFERENCE: 2014/5395

REPORTING OFFICER: Kathy Lees, Senior Planning Officer

RESPONSIBLE DIRECTOR: Martin Mileham, Director City Planning and Development

DATE: 16 January 2015

MAP / SCHEDULE: Schedule 1 – Map and street view of Unit 8/90 Terrace Road, East Perth
Schedule 2 – Proposed Signage
Schedule 3 – Applicant’s Response to Submissions
Schedule 4 – Petition Opposing the Approval of the Application

LANDOWNER: L and S Altintas

APPLICANT: M Al Shanti of 3Moon Design

ZONING: (MRS Zone) Central City Area
(City Planning Scheme Precinct) Adelaide (P13)
(City Planning Scheme Use Area) Residential R160

APPROXIMATE COST: \$55,000

OFFICER RECOMMENDATION:

That Council:

1. in accordance with the provisions of City Planning Scheme No. 2 and the Metropolitan Region Scheme APPROVES the application for the use of Unit 8/90 (Lot 8 on SP 58159) Terrace Road, East Perth as a 'local shop' with associated signage as detailed on the Metropolitan Region Scheme Form One dated 25 November 2014 and as shown on the plans received on 1 December 2014 and 19 January 2015 subject to:
 - 1.1 the hours of operation of the shop being limited to 7.00am to 9.00pm Monday to Friday, and 8.00am to 9.00pm Saturday and Sunday;
 - 1.2 vehicles delivering goods to the shop using on street parking and not entering the property;
 - 1.3 only doorways in the street façade of the tenancy being used for customer entry and exit;
 - 1.4 a waste management plan, including details of waste collection, bins and management of littering, being submitted and approved prior to the submission of an application for the relevant building permit;
 - 1.5 all window signage being of a high visual quality that is sympathetic and compatible with the on-site residential development, with details of all signs and alterations to the transparency of window glazing being submitted to the City for approval prior to installation or modification;
 - 1.6 no shop fit-out, including shelving, storage or cabinets, being located within one metre of clear glazed shop windows;
2. notes that a review of the street parking restrictions in front of the tenancy with a view to providing two short term parking bays will be undertaken.

At the Planning Committee meeting held on 17 February 2015 the Committee resolved to adopt the following alternative Recommendation:

That Council declines the application for the use of Unit 8/90 (Lot 8 on SP 58159) Terrace Road, East Perth as a 'local shop' with associated signage as detailed on the Metropolitan Region Scheme Form One dated 25 November 2014 and as shown on the plans received on 1 December 2014 and 19 January 2015, due to amenity concerns which would have adverse impacts on the affected adjoining owners of the proposed tenancy use.

Reason: The Planning Committee agreed that there are amenity concerns in relation to the proposed tenancy use which would have adverse impacts on the affected adjoining property owners.

At the Council meeting held on 3 February 2015, a petition containing 205 signatures from Michelle Noble on behalf of residents, workers and visitors to the area in and around 8/90 (Lot 8 on SP 58159) Terrace Road, East Perth in relation to the planning application for the proposed use of a tenancy as 'Local Shop' and associated signage, was submitted for Council consideration. The petition raises objection to the application. The petition is attached as Schedule 4. In accordance with Clause 4.9(4) of the City of Perth Standing Orders the Council resolved at that meeting that the petition be referred to the Planning Committee. In recognition of the petition received, Council further resolved that the Item relating to the application should be referred back to the Planning Committee for further consideration.

This report is therefore presented for further consideration by the Planning Committee. Additional information addressing the matters raised in the petition has been provided by Officers at the end of this report.

At its meeting held on 27 January 2015, the Planning Committee agreed to amend the Officer Recommendation by including an additional part 1.5 as follows:

1.5. all window signage being of a high visual quality that is sympathetic and compatible with the on-site residential development, with all sign details being submitted to the City for approval prior to installation or modification;

The Planning Committee considered that the inclusion of the part 1.5 to the Officer Recommendation addresses concerns regarding the proposed signage for the development.

DETAILS:

The subject site is located on the northern side of Terrace Road between Burt Way and Bennett Street, East Perth. It is occupied by the recently constructed 'Adagio' development which comprises two, four storey mixed-use buildings fronting Terrace Road located either side of a main vehicle entry, with a 24 storey residential tower to the rear. The subject tenancy is located at the ground floor level of the western four storey building, fronting Terrace Road and adjacent to the vehicle entry. It has an area of approximately 185m².

The original development application did not nominate the specific uses of the two commercial tenancies and a condition was imposed requiring the use of these tenancies to be subject to a separate application for approval. Accordingly the applicant is now seeking planning approval to use the subject tenancy as a 'local shop'.

The shop is intended to operate between 6.00am and midnight each day. It was originally proposed to be operated as part of the 'IGA' group, however the applicant has now advised that it will be run independently and not as part of any specific retail group and it will be named 'Glory Xpress Convenience Market'. It will provide convenience goods including some take away food such as pre-made sandwiches, pies and sausage rolls.

COMMENTS:

Consultation

The application was advertised to a total of 179 landowners at 88, 90 and 98 Terrace Road, East Perth from 5 December 2014 to 29 December 2014.

A total of fifteen submissions were received including a number of late submissions. One was a letter of support while 14 raised concerns and/or opposed the proposed use.

The issues raised within the submissions are summarised as follows:

Traffic and Parking Issues

- a) There is no loading bay for delivery of goods. The area indicated for loading by the applicant is the car parking area for the tenancy located in the secure parking area of the development and only accessible by swipe card. It is also of limited size. It is therefore unlikely that most deliveries can and will occur there as indicated by the applicant. Deliveries should only be from Terrace Road.
- b) Delivery and customer vehicles are likely to park in the driveway and may also use it to turn around, reducing access to the residential car parking area and creating safety issues. Contractors fitting out the shop are already parking in the driveway.
- c) Illegal use of the Adagio driveway will need to be monitored. Fines will need to be issued by the City of Perth. It is unfair and onerous for residents to be required to monitor unauthorised parking or be placed at risk from increased traffic when traffic issues could have been reasonably foreseen.
- d) There is a lack of adequate parking for shop patrons. On-street parking is already extremely busy along Terrace Road. This should not be used to satisfy the parking requirements of a commercial or residential development unless it is sufficient to satisfy the parking demand – therefore a traffic impact study and further assessment of the increased traffic volumes generated by the shop should be conducted.
- e) A land use that is more compatible with available parking should be considered.
- f) Considering the street, frequency and location of public transport and pedestrian volumes, Adelaide Terrace would be a more suitable location for a local shop.
- g) Terrace Road is already a busy and congested road, the additional traffic and parking created by the shop will add to this.
- h) There is an absence of motorcycle parking at the site and poor layout of existing street car bays.

- i) There is no provision at this stage for short term on street bays to accommodate customer and delivery parking. Current parking restrictions relate to past residential uses and may now need to be changed given the proposed change of use.
- j) There is restricted visibility out of the Adagio driveway due to the bus bay to the east and vehicles parked to the west, and the potential loading of trucks on the street will exacerbate this.
- k) Customers may park on the street verge and damage reticulation and grass.
- l) Damage to the Adagio driveway is likely to result from additional vehicle movements and deliveries.

Noise and Safety

- a) Deliveries occurring in the driveway may create noise issues with reversing vehicles and potential safety issues with pedestrians.
- b) The tenancy adjoins the pedestrian entry to the apartment complex. Customers loitering in this area may cause noise and disturbance and safety and security may arise for residents using the pedestrian entry. Loiterers could also access the car parking area by following vehicles while security gates are open. There have already been a number of incidents with unauthorised access to the property resulting in damage and theft.
- c) Other nearby convenience stores have issues with undesirables and inappropriate behaviour, and this local shop may be the same, leading to safety issues for residents.
- d) The shop is likely to create additional noise before and after business hours.
- e) 24 hour operation of the shop, or 6am to midnight as proposed, is excessive and may attract undesirable activity and create noise and disturbance for residents.
- f) No music or amplified noise of any kind should be permitted.

Waste Management

- a) Littering by customers will be an issue in and around the premises. There is no public rubbish bin on the verge near the tenancy.
- b) Waste management must be appropriate to ensure no vermin infestations.
- c) If four wheeled bins are to be used, where will they be located?
- d) Based on the appearance of 'The Rise' convenience store in Adelaide Terrace, the pavements will need to be steam cleaned and patrons will sit on steps/walls

to consume products leaving their scraps and detracting from the pristine appearance of the Adagio development.

Signage

- a) The proposed signage is visually overbearing and not in keeping with the surrounds.
- b) The signage needs to be of a high standard and designed by professionals.
- c) The proposed signage will lower property values.

Trading Hours

- a) Concern about late night and 24 hour trading disrupting the 'peaceful/quiet enjoyment' of the area.
- b) Trading hours should be restricted 7.00am to 10.00pm.
- c) Closing time should be restricted to 9.00pm.
- d) The Adagio is a residential property and opening hours of 6.00am to midnight are not compatible with residential living.

General

- a) Increased activity created by the shop will result in a loss of privacy.
- b) Apartment owners were not advised that an IGA could operate from the premises, only a commercial office or restaurant.
- c) An IGA will lead to reduced properties values.
- d) Tenants of overseas investors are likely to be supportive because it is not their investment being affected.
- e) The proper application process was not followed and works commenced on site before approval was granted. Requests to stop work have been ignored.
- f) The proposal does not fit with the 'aesthetic disposition' of 90 Terrace Road as many of the properties are worth in excess of \$1,000,000.
- g) There are no other similar luxury apartment buildings on Terrace Road which incorporate a 'local shop'.
- h) The area is already well serviced by local shops, adequately providing for the needs of the area.

- i) Using a prime river view location for an IGA shop is inappropriate. The use of the premises as a local shop denies the opportunity for another use that would make better use of the view.
- j) The proposed use is not in keeping with the residential nature of Terrace Road.
- k) The advertising period was not long enough to prepare a cogent case for / against.
- l) Ensuring compliance with restrictions/conditions of approval will require vigilant monitoring.
- m) It is anticipated that the City will work with the Strata Company for the building to ensure the application complies with the Strata By-Laws.

A summary of the issues raised was provided to the applicant and he has provided responses which form an attachment to this report.

Land Use and Amenity

The development was approved and built with two commercial tenancies fronting the street. Under the CPS2 in the Residential Use Area, retail, dining, consulting rooms, recreational facilities or small scale offices (maximum 100m²) are the only commercial uses which could be contemplated within these tenancies.

Under the CPS2, a local shop is defined “*as a shop in which the only goods offered for sale are foodstuffs, toiletries, stationary or goods of a similar domestic nature intended for day to day consumption or use by persons living or working in the locality of the shop*”. This use is consistent with the Statement of Intent for the Adelaide Precinct and the Terrace Road Residential Use Area. It is a small scale non-residential use which is intended to serve the needs of local residents and visitors staying in the area as well as users of Langley Park and the foreshore in general.

The Terrace Road Design Policy indicates that uses such as kiosks, coffee shops, restaurants and local shops will be encouraged in the area adjacent to the Terrace Road frontage where they are intended to complement the residential uses, in the sense that a substantial proportion of their turnover could be expected to fulfil local demand. The applicant has indicated that the shop will provide high quality produce to cater for the tastes of residents living in the area as they are intended to be their primary customer base.

A number of submissions have stated that a local shop would not be consistent with the residential character of the locality and surrounding high quality development. It is considered that it would create noise, privacy and security issues, attracting ‘undesirables’ to the area.

The applicant originally indicated that the shop is proposed to operate between 7.00am and midnight seven days a week, however as a result of submissions

received the applicant now proposes that it close at 9.00pm each day. 9.00pm is considered to be an appropriate closing time in a residential area, to avoid noise issues for residents in the evenings.

However it is considered that on the weekends an opening time of 8am would also be more appropriate. It is therefore recommended that a condition be imposed limiting the hours of operation of the shop from 7.00am to 9.00pm during the week and 8.00am to 9.00pm on weekends.

Privacy concerns are difficult to support, as the tenancy fronts Terrace Road as required by the Terrace Road Design Policy and it was always intended to be used for commercial purposes. Similarly, security concerns and assumptions on the type of customers that will be attracted to the shop are difficult to validate as it could equally be argued that additional activity generated by the proposed use could add to safety in the area, particularly in the evenings.

A reduction in the hours of operation, as proposed, should reduce the potential for people to be loitering in the area at night. Submissions noted that the side entry to the shop adjoins the primary pedestrian entry to the 'Adagio' development, and customers loitering here may cause noise and safety concerns. A condition restricting customer access to the main entry of the shop, within the Terrace Road façade, should address this issue.

While submissions did indicate that there are already sufficient local shops in Adelaide Terrace to service the residents, this is a matter that is determined by the market and not a valid planning consideration. Similarly, the suggestion that a use which makes better use of the foreshore location would be preferable is also not a valid planning consideration. Council is required to determine the application before it and under the CPS2, the use is contemplated in this location, satisfies the Statement of Intent for the Precinct and the objectives of the Terrace Road Design Policy and can be permitted subject to advertising and where it will not adversely impact upon the amenity of the locality.

Parking and Deliveries

One car bay is allocated to the subject tenancy in the secure car parking area to the rear of the tenancy. The applicant has indicated that this will be used by the shop manager and for some deliveries. Customers who drive to the shop would be required to use on street parking. It is also likely that deliveries would all have to be made from the street, as the on-site parking area is not a practical or appropriate location for deliveries as access would require a swipe card and may impact upon security of the parking area.

This potential security issue has been raised in a submission. A condition requiring all deliveries to be done from the street would address this.

A number of submissions have raised concern that on street parking for customers and deliveries will not be adequate as this parking is already often used to capacity. As a result it has been suggested that customers and delivery vehicles are likely to park in the vehicle entry to the development or on the verge.

Under the Perth Parking Policy, rather than there being a minimum car parking requirement for commercial uses such as a local shop, a maximum car parking requirement applies based on the site area. As a consequence no customer car parking is required on site for the shop and the application cannot reasonably be opposed on the basis of insufficient parking. It is considered that a large number of the shop's customers would be local residents or visitors staying in the area and walking to the shop, or people already using Langley Park or the foreshore and so already in the area and not generating additional parking demand.

In relation to deliveries the applicant has indicated that because of the small size of the shop, deliveries will normally be by small van and potentially once per day.

Notwithstanding the above, it is considered appropriate that the Council agree to a review of the street parking in the area with a view to converting two parking bays at the front of the tenancy to short term parking (for example, a maximum 15 minute stay) to provide for the changing parking demands created by the local shop and other new commercial tenancies recently constructed or under construction in the vicinity.

It has been indicated in submissions that site lines from the driveway when exiting the property are poor. The standard distance required from a parking bay to a driveway is 1.5 metres and the parking bay meets this requirement. It would however be appropriate that a short term parking bay not be located immediately adjacent to the driveway as it is anticipated that it would be used for deliveries by trucks at times and could obstruct site lines.

Waste Management

Submissions have raised concerns in relation to littering and the need for vermin control and additional cleaning.

The applicant has indicated that rubbish will be stored to the rear of the shop and removed regularly by a private contractor. He has also advised that bins will be provided for customers and the area around the shop will be regularly cleaned by management. A condition requiring the submission of a waste management plan for approval prior to the submission of the building application for the fit-out is proposed to confirm and document specific details.

The local shop would be subject to the provisions of the Health Act, 1911 and associated regulations, with inspections carried out regularly. In this way vermin control and cleaning issues would be monitored.

Signage

As indicated, two light box signs and window signs are intended to be installed facing Terrace Road and the central driveway.

Submissions raised concern that the proposed signage was overbearing and not in keeping with the character of the area. While this is subjective, the applicant has since reduced the area of the window signs from 31m² to 20m² by removing the large

scene proposed to be installed within the northern most window facing the driveway, replacing it with plain vinyl.

A balance achieving appropriate visual impact on the residential development to the rear whilst providing sufficient signage for the shop to be evident to potential customers is required.

Strata By-Laws

The Council of Owners has requested that the City work with them to ensure the shop complies with the Strata By-Laws. However, compliance with the By-Laws is a not a matter that the City would become involved in and this would need to be pursued by the Council of Owners independently. The Strata By-Laws do not fall within the matters which can be considered when determining a development application under the CPS2.

Advertising Process

One submission suggested that the correct advertising process was not followed for the application and sufficient time was not provided for comment. However in contrast, while 14 days is the standard advertised period provided for comment on development applications, this application was advertised for 24 days with late submissions also accepted as the advertising period extended over the Christmas period.

Compliance Issues

Concern has been raised that ensuring compliance with any proposed development conditions will fall to the residents of the 'Adagio' development and that this will be onerous. As with any conditions of development approval, they are enforceable in accordance with the Planning and Development Act 2005, with the standard powers and fines applicable.

Concern has been raised by submitters that works commenced on site without the required development and building approvals. While this is not a valid consideration when determining the development application, it is understood that the shop owners have not carried out any works to the tenancy since being instructed to stop work in December aside from some deliveries and the fit-out is not complete.

Conclusion

The establishment of a local shop within the subject commercial tenancy is consistent with the intent of the CPS2 and the Terrace Road Design Policy. It will serve the needs of local residents and visitors to the area.

The applicant has responded to a number of the concerns raised and has modified the proposal accordingly.

ADDITIONAL INFORMATION:

A petition against the approval of the proposed local shop was tabled at the Council meeting held on **3 February 2015** (refer to Schedule 4). The petition contained a total of 205 signatures comprised of:

- 85 residents of the Adagio development at 90 Terrace Road, Perth;
- 39 residents of surrounding Terrace Road developments; and
- 81 people who live or work in the area or visit Langley Park for recreation.

The petition is based upon "*the adverse impact to the residents in and around the subject site and the detriment to the Terrace Road streetscape, Langley Park and the foreshore, arising from:*

1. *The design of the Adagio development being unsuitable for use as a local shop – the lack of separation between public and private areas of the development, in particular the open driveway and entrance to the development, would significantly impact residential amenity if this site were to be approved for use as a local shop operating for 14 hours a day on weekdays and 13 hours a day on weekends;*
2. *The lack of demonstrated need or support for a local shop at this site, noting that 93% of respondents raised concerns and opposed the proposed use of local shop, with there being at least 5 other local shops within 500 metres of the subject site;*
3. *The likelihood of visual pollution caused by poor quality and poor management of signage to the site resulting in detriment to the Terrace Road streetscape, as evidenced by the current lack of compliance with signage by the many local shops and convenience stores already trading in the area, together with the likelihood of littering by customers on Terrace Road and Langley Park;*
4. *Inadequate provision to effectively monitor and manage the additional delivery, traffic and resultant parking issues at and around the subject site, due to the high volume of short stay traffic expected from the use of this site as a local shop;*
5. *Planning approval for this site as a local shop being a poor use of a prime, high-end, heritage listed, river-view location, particularly when there is no evidence of demand or support for this use within the area."*

The issues raised in the petition are generally reflected in the submissions received during the advertising period. These issues have been addressed under the Comments section of this report.

At its meeting held on 27 January 2015, the Planning Committee recommended that the following condition be imposed to address visual amenity:

“all window signage being of a high visual quality that is sympathetic and compatible with the on-site residential development, with all sign details being submitted to the City for approval prior to installation or modification;”

The petition raised additional concerns about the provision of shelving racks inside the shop against the clear window glazing so that these racks and merchandise are all that are visible and these *‘racks and clutter of merchandise removes the visual connection to the street and negates the intent of the Terrace Road Design Policy.’* This can be addressed by a condition requiring no display, storage or other fit-out adjacent to clear glazed shop windows.

It is considered that appropriate conditions can be imposed to address other valid planning considerations raised by submitters. Subject to these conditions the local shop is unlikely to have a significant impact on the amenity of the Residential Use Area and can therefore be supported.

Part 1.5 of the Officers Recommendation has been amended as follows:

1.5 all window signage being of a high visual quality that is sympathetic and compatible with the on-site residential development, with details of all signs and alterations to the transparency of window glazing being submitted to the City for approval prior to installation or modification;

In addition, a new part 1.6 is recommended as follows:

1.6 no shop fit-out, including shelving, storage or cabinets, being located within one metre of clear glazed shop windows;

It is considered that these amendments address the concerns relating to valid planning considerations raised within the petition.

ITEM NO: 2

700 – 702 (LOTS 124 AND 125) HAY STREET MALL, PERTH – PICCADILLY ARCADE AND CINEMA REDEVELOPMENT

**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 AN ABSOLUTE MAJORITY an application for the redevelopment of Piccadilly Arcade and Cinema at 700 – 702 (Lots 124 & 125) Hay Street Mall, as detailed on the Metropolitan Region Scheme Form One dated 16 September 2014, and as shown on the plans received on 3 February 2015 subject to:

- 1. final details, including a sample board, of the materials, colours and finishes for the refurbished building being submitted and approved prior to applying for a building permit;*
- 2. a Signage Management Plan being submitted and approved prior to applying for a sign licence detailing the following:*
 - 2.1 the control of the number, size, design and locations of signs within the arcade, on the facades and awnings;*
 - 2.2 how advertising will be dealt with in a consistent manner throughout the arcade;*
- 3. final details for the ‘Spotshop’ signage being submitted and approved by the City prior to a sign licence being submitted;*
- 4. further details on the Projecting Vertical ‘Piccadilly’ sign including speed of movement / flashing and appearance of neon tubing being submitted and approved by the City prior to a sign licence being submitted;*

(Cont’d)

5. ***an Interpretation Plan, prepared by an experienced heritage interpretation professional in consultation with the State Heritage Office, to provide for the extensive, meaningful and long-term interpretation of the Piccadilly Theatre and Arcade, and in particular the former uses of the theatre and the 1980s Ian Tucker refurbishment that is proposed to be removed, being submitted and approved by the City prior to applying for a building permit;***
6. ***a standard archival record being provided that includes a record of the place prior to works commencing, as well as a record of the removal of the 1983 fabric. In the event that fabric of earlier period is uncovered, a suitable approach for its retention or interpretation is to be prepared in consultation with the State Heritage Office and submitted to the City for further consideration and approval;***
7. ***nibs being retained with a minimum dimension of 400mm with a bulkhead above where original walls are to be removed;***
8. ***prior to applying for a building permit, the owner entering into a Heritage Agreement with the State Heritage Office to provide for the ongoing conservation, interpretation and maintenance of the place. This should include but not be limited to the long-term provision of substantial and meaningful interpretation throughout the cinema and arcade, and provide for the implementation of a strategy that will ensure its longevity and relevance to the cultural significance of the place;***
9. ***the development being undertaken in a manner that would enable the cinema use to be reinstated in the future, with details being submitted to illustrate the reversible nature of the works prior to applying for a building permit;***
10. ***the area currently occupied by the Cinema being used for 'Retail (General)' use with any other proposed use being subject to a separate application for approval;***
11. ***a detailed works strategy, outlining measures to be taken to ensure the protection of the buildings from damage due to demolition or any other construction works on-site, being submitted prior to the issue of the relevant demolition and / or building permit;***

(Cont'd)

- 12. no roller-doors being installed to the arcade shopfronts, with details of any alternative security measures that are proposed to be incorporated into the new arcade tenancy shopfronts being submitted to, and approved by the City prior to applying for a building permit;**
- 13. all piped, ducted and wired services, air conditioners, kitchen exhausts, hot water systems, water storage tanks, service meters and bin storage areas being located so as to minimise any visual and noise impact on adjoining properties and screened from view from the Malls, with details of the location and screening of any proposed external building plant being submitted and approved prior applying for a building permit;**
- 14. a Waste Management Plan, identifying permanent facilities for bins, (including compactor and waste treatment facilities if applicable), being submitted and approved prior to applying for a building permit;**
- 15. the submission of a construction management plan for the proposal prior to applying for a building permit, detailing how it is proposed to manage:**
 - 15.1 the removal and delivery of materials and equipment from and to the site;**
 - 15.2 the storage of materials and equipment on the site;**
 - 15.3 the parking arrangements for the contractors and subcontractors;**
 - 15.4 the protection of services and utilities, including high pressure gas lines;**
 - 15.5 other matters likely to impact on the malls and surrounding properties.**

BACKGROUND:

SUBURB/LOCATION: 700-702 (Lots 124 and 125) Hay Street Mall, Perth
FILE REFERENCE: DA-2014/5327
REPORTING OFFICER: Tegan Jeans, Planning Officer
RESPONSIBLE DIRECTOR: Martin Mileham, Director City Planning and Development
DATE: 21 January 2015
MAP / SCHEDULE: Schedule 5 – Maps and Coloured Perspectives for 700-701 Hay Street Mall

LANDOWNER: Su-Rama Holdings Pty Ltd, Ayoman Pty Ltd and
Winston Holdings Pty Ltd
APPLICANT: Palassis Architects
ZONING: (MRS Zone) Central City Area Zone
(City Planning Scheme Precinct) Precinct 5
Citiplace
(City Planning Scheme Use Area) City Centre
APPROXIMATE COST: \$12,000,000

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 17 February 2015.

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

SITE HISTORY:

Piccadilly Theatre and Arcade is a cinema and retail arcade complex located between the Hay Street and Murray Street malls. The site contains two low-rise masonry buildings which were constructed in 1938. The original building is representative of the Inter-War Functionalist and Art Deco styles of Architecture which was common in the design of cinemas in the 1930s.

A major refurbishment to the building was undertaken in 1984 with major works undertaken to the façade and pedestrian arcade. The works introduced Late Twentieth-Century Post-Modern style architecture to the development which received the 1986 Architecture Design Award for Renovated Buildings, awarded by the Royal Australian Institute of Architecture (WA Chapter) to Ian Tucker.

The Murray Street building extends over three levels, with a basement store area, small retail tenancies at arcade level, and an upper level with several smaller tenancies and store areas. The Hay Street Building consists of basement store/service rooms, small retail tenancies at arcade level, a retail tenancy at the lower foyer level, the upper foyer, 2 smaller cinemas, and main auditorium and projection room.

DETAILS:

Approval is sought for alterations to, and the refurbishment of the Piccadilly Theatre and Arcade buildings. The proposed scheme involves the removal of the cinema use and the comprehensive upgrade of the existing retail arcade and cinema levels for dedicated retail uses. The upper levels of the Hay and Murray Street buildings will be converted into one main retail tenancy. A new link between the Hay and Murray Street Mall buildings will be constructed to connect the upper levels. Two new sets of escalators, one set at the Murray Street Mall end and the other at the Hay Street Mall end, will be introduced at arcade level to allow pedestrian movement from the Murray Street Mall up to the new main anchor tenancy. Two new lifts will also be installed to service the upper levels. Smaller retail tenancies will remain along the arcade.

The three existing cinemas and the lower foyer level will be converted to provide for the new main upper level retail tenancy. The use of a lightweight flooring system will not preclude future conversion of the tenancy back to a cinema.

The Hay Street Mall and Murray Street Mall facades will be reinstated close to their original Art Deco/Functionalist appearance, with arcade awnings, façade mouldings, and the missing fixed neon projecting vertical sign on the Hay Street Mall façade being reconstructed to original detail. New double height glazing will be introduced on the Hay Street Mall façade at Level 1, in the location of the removed canopy, to assist with creating a stronger presence for the proposed upper retail tenancy from the Hay Street Mall.

The works undertaken in 1984, including the existing shop fronts, and later modifications along the arcade will be removed and new, more streamlined glazed shopfronts installed. The new fitout will reinstate the original Art Deco/Functionalist aesthetic, which has been much compromised by later modifications.

Details of the proposed development are as follows:

Basement Level	Minor modifications will be undertaken to the layout of the basement to accommodate a new lift and escalator. No other modifications to the existing tenancy layout and servicing areas will be undertaken.
Arcade Floor Level	The removal of existing arcade shop fronts and removal and modification to existing stairways will be undertaken. New shopfronts are to be installed within the arcade and the provision of a new stairway to integrate with existing stairway within the new 'Tenancy A' (Hay Street Mall entrance). Two new escalators and lift will also be installed.
First Floor Level	The removal and modification of the Hay Street Mall shop front and the removal of the existing canopies to Hay Street Mall and Murray Street Mall frontages. Internal walls, fixtures to Cinemas 2 and 3 will be undertaken. The removal of an existing lean-to between the two buildings will be undertaken to allow the connection of the buildings by a new link. New escalators, stairs, a ramp, lift and a floor above void to Hay Street Mall frontage will be installed. The fire escape will be upgraded to comply with the current standards. New canopies will be installed on both the Mall frontages which will be based on archival record to match the original architecture.
Second Floor Level	The removal of Cinema 1 seating and flooring, mid-level floor, stairs, ceilings, lift and bathrooms will be undertaken. Cinema 3 will also have all seating, framing, ceilings, fixtures and walls removed. The installation of new mechanical services (above new link roof), new floors, an escalator, lift, stairs and bathrooms will be provided.

Third Floor Level	The removal of Cinema 2 fabric, the framing, fixtures, seating and timber floors from Cinema 1 and the existing walls, door and fittings form the projection room. The retention and restoration of existing walls and ceiling fabric to Cinema 1 will be undertaken. A new mezzanine floor, fire escape stair and roof above existing void are to be installed.
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The proposal will remove portions of fabric that has heritage value. This has been addressed in the heritage impact statement which states that the redevelopment will have an overall positive impact on the cultural heritage significance of the place.

LEGISLATION / POLICY:

Legislation

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

Policy

4.3 – Roller Doors and Shopfronts
4.7 – Signs
4.9 – Pedestrian Walkways
4.11 – Heritage

COMPLIANCE WITH PLANNING SCHEME:

Land Use

The subject property is located within the City Centre Use Area of the Citiplace Precinct (P5) under the City Planning Scheme No. 2 (CPS2). The Citiplace Precinct will be enhanced as the retail focus of the State offering a wide range of general and specialised retail uses as well as a mix of other uses such as residential and visitor accommodation, entertainment, commercial, medical, service industry and minor office. The area centred on Hay and Murray Street Malls will remain the retail and pedestrian core of the city. Under the Use Group Table for the Citiplace Precinct 'Retail (General)' is a preferred ('P') use and hence can be approved on the site.

Development Requirements

The restoration and maintenance of buildings, groups of buildings and other places within the Citiplace Precinct which have substantial historical or other significance will be encouraged. Building facades will incorporate interesting architectural elements thereby contributing to a lively, colourful and stimulating environment. Shop fronts will be continuous, complementing traditional shop fronts and will provide awnings or verandahs over footpaths to provide weather protection for pedestrians.

A continuous, safe, attractive and clearly identified network of pedestrian paths, spaces and facilities will be provided throughout the Precinct. The shopping core is to be reinforced as an area of pedestrian priority, with clear delineation of pedestrian links, particularly north-south connections across the Precinct.

The proposed refurbishment of the historic arcade will not affect the existing building height or setbacks, with plot ratio being the only relevant development standard that will be altered by the proposed works, although still within the permitted plot ratio for the site as detailed below:

Development Standard	Proposed	Required / Permitted
Maximum Plot Ratio:	1.86 : 1.0 (3,208m ²)	5.0 : 1.0 (8,600m ²)

COMMENTS:

Consultation

No consultation with the public was undertaken as part of the application as there are no CPS2 standards and provisions proposed to be modified and it was considered that the proposed works would enhance the locality and would not have any adverse impact on the adjoining properties.

The building is permanently listed on the State Register of Heritage places (ID 02065) and is also listed on the City's register of Places of Cultural Heritage Significance. The application was referred to the State Heritage Office (SHO) on the 22 October 2014. The SHO responded on the 1 December 2014 declining support for the proposal stating the following needed to be addressed:

- "1. As much as is possible of the original fabric of the Theatre is to be physically retained and comprehensively interpreted to make its considerable significance, existence and use readily apparent to visitors to the Arcade. Significant fabric to be retained should include, in particular:*
 - the main entry stair to the theatre from the arcade level; and*
 - wall nibs of at least 450mm and a substantial portion of wall from the ceiling are to be retained for all original walls proposed for removal in order to articulate the original layout.*
- 2. The proposed restoration of the Murray Street Mall façade is to be based on documentary evidence. External colour schemes are to be based on paint scrapes.*
- 3. The Committee does not agree with the secondary value placed on the 1983 Late 20th-Century Post-Modern Style fabric. The redevelopment of the arcade should be revised to include a meaningful portion of the 1980s fabric to sympathetically interpret its significance to the place, as noted in the Statement of Significance."*

Two meetings were subsequently held with the SHO, the applicant and the City and revised plans were submitted by the applicant for consideration by the SHO and the City. The SHO considered the revised plans in the context of the cultural significance of the place and provided the following advice:

- “1. An adaptive reuse solution is an acceptable outcome for the future use and conservation of the theatre. While the level of considerably significant fabric required for removal impacts on the cultural significance of the place, reversible lightweight construction has been utilised to allow for reinstatement should the opportunity arise in the future;*
- 2. While the proposal comprises the complete removal of 1980s fabric that is referred to in the Statement of Significance for the place, it is considered supportable in the context of the reinstatement of a design that provides for the ongoing use of the arcade and references the original Inter-war Art Deco style. Meaningful interpretation of the 1983 Ian Tucker stage of development is considered essential to the maintenance of this part of the cultural significance of the place in the context of support for this aspect of the proposal;*
- 3. The reinstatement of original Inter-War Functionalist detailing to the internal spaces and facades based on documentary and physical evidence is an acceptable outcome for the place. It is understood that paint investigations will inform the final colour selection.”*

The SHO have advised that it supports the proposal subject to conditions requiring final details of the colours and material details being based on physical and documentary evidence, an interpretation strategy being provided and implemented, an archival record of the place prior to works commencing and the owners entering into a heritage agreement to provide ongoing conservation, interpretation and maintenance of the place. These requirements have been incorporated into the conditions of the Officer recommendation.

In addition to the SHO's advice, it is suggested a condition of approval be imposed requiring a portion of any original wall (a nib) and any bulkhead above be retained which will allow for the interpretation of the original layout of the building and if the possibility arises the reinstatement of the original layout.

Land Use

Given the Cinema use is a major aspect of the heritage significance of the place it would be preferable for the use to remain on the site. The applicant has advised that several design options for the upgrade and/or expansion of the cinemas have been explored in detail and in turn discussed with potential cinema operators. These options allowed for boutique or pop-up operations, as well as more mainstream “multiplex” models involving four or more cinemas. Unfortunately no proposal that retains a cinema use in any capacity has proven viable with any of the potential operators. The development is therefore proposed to be undertaken in a way that will allow the development to be reversible to allow for a cinema use to be returned to the upper levels should circumstances permit at some point in the future.

Given the above and that the proposed retail use is consistent with the intent of the Citiplace precinct as the retail focus of the State the proposed retail use replacing the Cinema use can be supported.

Design Guidelines / Policy

Policy 4.3 – Roller Doors and Shopfronts

It is proposed that several tenancies along the arcade will be secured after hours by roller doors. These doors will be constructed of an acrylic material with a minimum of 75% transparency.

Whilst the roller doors will comply with the City's Roller Doors and Shopfronts policy, given the heritage significance of the buildings, it is not the preferred outcome that roller doors be used. As the new shopfronts being installed within the arcade will include security measures being incorporated into the shopfronts, a condition requiring further details of how this is to be achieved is to be incorporated as part of any approval to ensure an improved heritage outcome.

Policy 4.7 – Signs

The signage for the building will involve the retention of original masonry signage to the Hay and Murray Street Mall facades at high levels, reconstruction of the original neon sign to the Hay Street Mall, new signage to the reconstructed arcade canopies, and the replacement of all later signage with a new streamlined and consistent signage design.

It is proposed that an illuminated horizontal sign will be installed on the glazing of the new upper retail tenancy facing Hay Street Mall. The sign details are only indicative and final details of the proposed sign will be submitted once a retailer has been secured for the tenancy. The applicant has advised that the sign will not be flashing or so intense as to cause annoyance to the public. This sign will be designed in a manner consistent with the signage strategy for the rest of the arcade and will be of a scale and materiality that does not obscure the architectural features of the building.

It is considered that the proposed sign meets the objectives of the Signs Policy as it applies to the Citiplace Precinct by contributing signage at a pedestrian scale that will be engaging and stimulating to passers-by. The sign will not be able to be viewed by passing motorists, and will be designed so as to not flash or pulsate in a manner likely to cause a hazard or nuisance. Clause 9.2(c) of the Policy states that such signs are generally not permitted in a heritage place. However, the flashing neon letters on the sign was an original and integral feature of this heritage building and the permanent reinstatement of the sign will be a positive heritage outcome for the building, and will retain the connection between the name "Piccadilly" and the Arcade.

A new illuminated projecting vertical sign is proposed to be reinstated to the original detail of the building on the Hay Street Mall elevation. The sign will feature flashing neon tubing lights with the words "Piccadilly" with the overall architectural feature measuring 9500mm in vertical dimension, a 2910mm projection from the wall and 400mm in width. The sign does not comply with the exemptions of the policy which allows for a sign with a maximum projection of 700mm and vertical dimension of 2000mm. Given this, the sign The original sign was a flashing neon sign and an important architectural component of the building but was removed in the 1970's.

The new vertical projecting sign, with its scale and lighting, reflects the scale and height of other signs in the malls. Further detail is to be submitted on the design of the sign prior to a sign licence being issued.

The new proposed signage for the individual tenancies within the arcade contributes to the aesthetic presentation of the building overall. The current adhoc signage degrades from the significance of the arcade and a new consistent signage approach, along with the installation of streamlined glazed shop fronts, will reinforce the significance of the arcade. The management of the internal signage has been discussed with the applicant and the SHO who both agree that a management plan controlling the number, size and location of signs within the arcade would be appropriate. This can be addressed as a condition of any approval.

Policy 4.9 – Pedestrian Walkways

The proposal is to refurbish the existing arcade at ground level, removing the existing 1983 projecting bay windows, and replacing them with new streamlined shop fronts. The width of the arcade will be widened slightly from the current 3.6 metre width, with the arcade reinstated back to its original 3.9 metre width.

Under CPS2 Policy 4.9 Pedestrian Walkways, the policy states that the minimum width for arcades and pedestrian walkways, which form part of the secondary or minor parts of the pedestrian network, shall be 4.0 metres for arcades with shops on both sides. Variations to the width of the arcade 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)(d)(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’.*

The proposal does not meet the requirement of the policy, however, the proposed width of the arcade is determined by the location of the existing structural concrete columns and as an increase in width is being achieved, this slight variation can be supported.

Policy 4.11 – Heritage

A Heritage Impact Statement has been prepared by Palassis Architects which details the impacts the proposal will have against the Conservation Plan undertaken in 2012 which guides conservation and management of the Theatre and Arcade. The conservation plan outlines 114 policies intended to ensure that the heritage significance is not adversely compromised, some of which are applicable to this development application.

The City's Heritage Policy (4.11) encourages the retention of character and values of heritage places. Clause 6.2 of the Policy states that, 'in general, fabric that contributes to the cultural heritage significance of the place should be retained'. The works will remove portions of the building that have heritage significance however it is considered the works will have an overall benefit to the building by undertaking some much needed maintenance and repair to the building and providing the ability for adaptive reuse of the building to ensure the building does not fall into further disrepair and can be enjoyed by the public.

The Policy also states that new works which can be reversed in the future is desirable, or where they cannot be reversed may be supported, provided the cultural significance of the place is not compromised. The new upper level insertion in the cinema space is lightweight and reversible if required. Additionally the policy requires new material inserted into a heritage building should be identifiable as such. Whilst there will be some works that will mimic the original architecture of the building, these works will be undertaken in accordance with archival evidence and hence is not considered to diminish the significance of the building. New works within the building that will not be recreated from archival evidence will be sympathetic to the building whilst clearly distinguishable from the original building.

The relocation of new mechanical servicing will be fixed to the new link between the existing buildings, hence minimising impact on existing heritage fabric. The servicing will be screened from view to limit the visual impact on the significant Hay and Murray Street Mall facades and the screens will limit the impact on the secondary facades, in compliance with clause 6.6 of the policy.

The application also proposes the reinstatement of the original awnings to Hay and Murray Street Malls. These awnings will be reconstructed to original detail based on archival drawings by W.T. Leighton. This is in compliance with clause 6.7 of the policy, which states that 'restoration or reinstatement of traditional verandahs or awnings should be based on archival evidence.'

Conclusion

The proposed redevelopment and refurbishment of the Piccadilly Arcade and Theatre is considered to have an overall positive impact on the building allowing for critical upgrades and improvements to be undertaken to the building. The ongoing adaptive re-use of the building will ensure the building will be viable in years to come while enabling the reinstatement of former uses, such as the cinemas, at some time in the future. It is therefore recommended that the application be approved subject to appropriate conditions.

ITEM NO: 3

5 (LOTS 555 AND 9000) THE ESPLANADE, PERTH – PROPOSED ELIZABETH QUAY SUBDIVISION APPLICATION 3: TO ACCOMMODATE FOOD AND BEVERAGE OUTLETS AND A NEW ACCESS ROAD

**PLANNING COMMITTEE
RECOMMENDATION:**

**(ADVICE TO METROPOLITAN
REDEVELOPMENT
AUTHORITY)**

That Council advises the Metropolitan Redevelopment Authority that it considers that the proposed Elizabeth Quay Subdivision Application 3 is contrary to the orderly and proper planning of Elizabeth Quay and, therefore, does not support the application for the following reasons:

- 1. the City has ceded a significant amount of public open space with the transfer of The Esplanade Reserve to the Elizabeth Quay development. The further loss of public open space is contrary to the City's Policy 5.2 - Protection and Enhancement of Open Space which seeks to maintain and enhance the City's existing public open space as an important element of the city and especially as the city continues to grow in resident, worker and visitor population;***
- 2. whilst the Council acknowledges that portions of the public open space will be temporarily privatised as a result of the development approvals for the Food and Beverage Outlets (FBO), it is considered that they should be retained as part of the public open space under fixed term leases which would enhance future flexibility while enabling them to be retained in public ownership thereby retaining control over the public realm;***
- 3. retaining the proposed FBO sites within the proposed reserve for public recreation would enable the responsible authority to monitor the performance of the proposed outlets, the public open space and the adjoining buildings, and to make adjustments if necessary. This flexibility will be hindered if the FBOs are on separate freehold lots;***

(Cont'd)

4. ***the proposed lot boundaries, being specific to the approved FBO footprints, are very restrictive and will not allow for any future reconfiguration of the FBO buildings;***
5. ***the proposed Road 1000 will not allow the opportunity for the construction of a shared basement for the development proposed on Lots 9 and 10, as currently proposed;***
6. ***while the Station Park, Eastern Promenade and Florence Hummerston FBO's have been approved the Florence Hummerston building is not proposed to be on a separate lot as part of this subdivision application, whilst a fourth FBO (to be located on the proposed Lot 1001) has no development approval and there is a lack of certainty that the small Lot 1001 (136m²) will be able to accommodate a suitable development.***

BACKGROUND:

SUBURB/LOCATION: 5 The Esplanade, Perth
FILE REFERENCE: SUAM-2015/5012
REPORTING OFFICER: Dewald Gericke, Coordinator Statutory Town Planning
RESPONSIBLE DIRECTOR: Martin Mileham, Director City Planning and Development
DATE: 5 February 2015
MAP / SCHEDULE: Schedule 6 – Location Map

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 applicable

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 17 February 2015.

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

SITE HISTORY:

The Elizabeth Quay Master Plan was released by the State Government in February 2011 and covers an area of approximately 10 hectares framed by William Street to the west, The Esplanade to the north, Barrack Street and Barrack Square to the east, and the Swan River to the south.

At its meeting held on **17 May 2011**, Council endorsed a written submission to the Western Australian Planning Commission (WAPC) in response to the Metropolitan Region Scheme Amendment and the Environmental Assessment Report released for public comment by the WAPC. The submission advised the WAPC of the City's support for the Perth Waterfront Project and identified a range of issues that required further refinement.

At its meeting held on **8 November 2011**, Council granted 'in-principle' approval for the acquisition of Lot 79 The Esplanade and Lots 901 and 302 Riverside Drive by the State Government for the Perth Waterfront Project and also authorised the Chief Executive Officer to sign the application for the approval to commence development and for the application for subdivision approval.

The following development applications are relevant:

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

Development Application 2 – Inlet and Marine Works (DA: Approving Authority – WAPC) included 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 and Services to support the Public Realm (DA3: Approving Authority – WAPC). This development application 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 – Metropolitan Redevelopment Authority) 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).

DETAILS:

The third subdivision application for the Elizabeth Quay project area has been referred by the Metropolitan Redevelopment Authority (MRA) to the Council for comment. It is proposed to create three individually titled lots within the public realm of Elizabeth Quay to accommodate the three approved Food and Beverage Outlets (FBO). The new lots are referred to as follows:

- Lot 1000 (Station Park FBO) – 458m²;
- Lot 1001 (North East Promenade FBO) – 136m²; and
- Lot 1002 (Eastern Promenade FBO) – 396m².

As it is a requirement for any newly created lot to have frontage to a public road, it is further proposed to create a new 942m² road reserve (Road 1000) between development Lots 9 and 10 to service the Eastern Promenade FBO on proposed Lot 1002, and provides access from Barrack Square/Street to Elizabeth Quay.

The justification provided by the MRA for excising these lots from the public realm is as follows:

“In order to realise the design intent of the precinct, the MRA will remain involved in the day to day management of Elizabeth Quay for 10-15 years whilst the surrounding private development sites are being developed. The MRA is implementing its entire Place Making Model in Elizabeth Quay as the planning authority, the developer and the place manager. It has also created a designated team to work exclusively on Elizabeth Quay to manage the quality amenities and exciting activities which are expected to result in high levels of visitation. If successful, this will in turn achieve financial self-sufficiency for the precinct in the medium term.

A vital part of this strategy is the retention by the MRA as the 'Place Managers' of Elizabeth Quay of strategic, income generating assets; specifically the four FBO's. The creation of these freehold lots will facilitate an income stream for the MRA that will underpin the financial security for the Place Management and Activation Strategies.

The retention of these assets also allows the MRA to:

- *Influence the retail offering in the precinct (through leasing and pop up strategies);*
- *Set the foundations for harmonious co-existence of residential and other uses in the mixed use precinct (through liquor licensing and noise mitigation strategies); and*

- *Provide amenity while the surrounding buildings are constructed.*

The leasing income will allow the MRA to provide high quality place management services including security, landscaping, cleaning, maintenance and repairs. This will enhance Elizabeth's Quay's reputation as a premium place to live, work and visit.

A Place Management Strategy has been prepared by the MRA which includes interim activation, events coordination, management and maintenance of the public realm, and precinct security amongst others. This strategy requires ongoing income to enable the precinct management to be fully realised. As all rates obtained from private development sites will remain with the City of Perth, the MRA will reinvest rental income from the FBO's into Place Management of the precinct. By creating freehold lots and taking outright ownership of three of the FBO's, the MRA will be provided with the security of rental income for the duration of its management of the precinct. It is intended that ownership of these lots will remain with the MRA until the transfer of precinct management.

With leases scheduled to be signed for operators of the FBOs ahead of the opening of the public realm, the MRA have an opportunity to reinvest this revenue directly into early place activation initiatives. This will be essential for the initial success of Elizabeth Quay ahead of activity generated by built form development on the larger private development sites.”

LEGISLATION / POLICY:

Legislation

Central Perth Redevelopment Scheme 2

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:

The three approved FBOs will assist in activating the public realm while the sites surrounding the Quay are developed over a number of years. Originally identified as 'kiosks', the final scale and nature of these three storey facilities was not supported by the City due to the potential impact on the future development on the adjacent sites and the reduction in area dedicated to public open space. The ad hoc creation of freehold lots to accommodate the FBOs was not part of the master planning for the project area and is not considered to be in the interests of orderly and proper planning for a number of reasons.

The creation of the proposed Lots to specifically fit the current approved FBO buildings will not allow for any modification to the building envelopes and thereby

restricts future flexibility. The FBO's may require support for the foreseeable future to be fully commercially viable in terms of the type of services and opening times that may be considered to be in the public interest. It is considered that the proposed kiosk sites should be retained within the proposed public reserve and leased to businesses. This would still enable the responsible authority to monitor the performance of the proposed FBOs, public open space and adjoining buildings and make adjustments if necessary. This could include removal or modification of the building footprints according to changing circumstances and the success of the surrounding developments. Any such flexibility will be hindered if the FBO sites are created in the proposed configuration and more so as freehold lots which can potentially be sold to private interests resulting in loss of substantial control. Therefore the permanent privatisation of portions of the public realm is not supported and retention as part of the public open space under fixed term leases is considered to be the most suitable way to enhance future flexibility as described. If the MRA pursues the creation of the freehold Lots a covenant should be placed on the Lots to prevent them from being transferred to private ownership and having to remain in the ownership of a public authority.

The City has ceded a significant amount of public open space with the transfer of The Esplanade Reserve for the Elizabeth Quay development. The loss of dedicated public realm within Elizabeth Quay is contrary to the City's Policy 5.2 – Protection and Enhancement of Open Space which seeks to maintain and enhance the City's existing public open space, as an important element of the city. The retention of public open space is important as the city continues to grow in resident, worker and visitor population.

The proposed Road 1000 is only being created to provide access from Barrack Street to the proposed Lot 1002 (on which the Eastern Promenade FBO is located) as direct road access is a requirement of subdivision. It is understood that the hotel and residential development proposed on the adjoining Lots 9 and 10 includes the construction of a shared basement that will extend underneath the proposed new road. This basement link between Lots 9 and 10 is currently being pursued by the new owner in discussions with the MRA, however this is yet to be formalised through a development application or approval. To enable this to occur there would need to be an isometric diagram that extends a subterranean portion of Lots 9 and/or 10 below Road 1000 and providing easements for services where required, but this has not been addressed as part of the subdivision application. The MRA has advised that Subdivision 3 will be modified by creating a subterranean lot however this revision has yet to be submitted and needs to be reflected as part of this current subdivision application. This matter should be resolved prior to the subdivision being progressed any further. Details of the basement will however be required and specifically the location and depth of the upper boundary of such lot. In this sense the proposed subdivision is considered to be premature.

It is also noted that there has been inconsistent treatment of the FBOs. The Station Park and Eastern Promenade FBOs (Lots 1000 and 1002) have been approved. The Florence Hummerston FBO has also been approved but it not proposed to be on a separate lot as part of this subdivision application, whilst a fourth kiosk (to be located on the proposed Lot 1001) has no development approval and no details or application has been submitted to the City for comment as yet. As the design of this

fourth FBO has not been approved, there is a lack of certainty that the small Lot 1001 (136m²) will be able to accommodate a suitable development.

CONCLUSION:

The approved Food and Beverage Outlets were a late addition to the Elizabeth Quay development to assist in providing interim activation of the public realm whilst the private development of the major development Lots is being awaited. The proposed subdivision aimed at creating freehold Lots for the FBOs is considered to be contrary to the orderly and proper planning of Elizabeth Quay and should not be supported on the basis of public realm being permanently lost through potential privatisation (and associated loss of public ownership and control) and the resulting loss of flexibility attributed to the restrictive Lot boundaries.

It is therefore recommended that the MRA be advised of the Council's concerns and that the application in its current form is not supported.

FINANCE AND ADMINISTRATION COMMITTEE REPORTS

ITEM NO: 4

DISPOSAL OF ASSETS AS A CONTRIBUTION TO THE ELIZABETH QUAY PROJECT

FINANCE AND ADMINISTRATION COMMITTEE (APPROVAL)
RECOMMENDATION:

That Council:

- 1. approves the disposal of assets valuing \$2,409,687.54 associated with the Metropolitan Redevelopment Authority Elizabeth Quay Project by way of a contribution;***
- 2. notes the retrospective removal of assets valuing \$87,328.27 from the City's records following Council approval in November 2011 (674/11) for the Metropolitan Redevelopment Authority Elizabeth Quay Project then termed Perth Waterfront Project;***
- 3. notes the retention of assets valuing \$1,158,257.61 from within the Metropolitan Redevelopment Authority Elizabeth Quay Project for future use or consideration for disposal.***

BACKGROUND:

FILE REFERENCE: P1029777-09
REPORTING OFFICER: Karen Caple, A/Coordinator Asset Management
RESPONSIBLE DIRECTOR: Doug Forster, Director City Infrastructure & Enterprises
DATE: 2 February 2015
MAP / SCHEDULE: Schedule 7 – Map of EQ Project Precinct and Lot Boundaries

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 17 February 2015.

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

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	Section 3.58 of the <i>Local Government Act 1995</i> Part 6 of the <i>Local Government (Functions and General Regulations) 1996</i>
Integrated Planning and Reporting Framework Implications	Corporate Business Plan Council Four Year Priorities: Major Strategic Investments and Living in Perth S1 Ensure that major developments effectively integrate into the city with minimal disruption and risk. 1.1 Coordination of interface with major projects and new precincts currently under construction including logistics planning S9 Promote and facilitate CBD living. 9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people. Organisational Development Plan: G3 Governance - Strategic Financial Management

Policy 9.14 – Disposal of Property Policy

At its meeting held on **8 November 2011**, Council received a report regarding the Perth Waterfront Project which had been endorsed by the Finance and Budget Committee at its meeting held on 1 November 2011. Council, at the meeting held on **8 November 2011**, made the following resolution:

“That the Council:

- 1. approves in principle, the State Government taking by agreement Lot 79 The Esplanade, Lots 901 and 302 Riverside Drive, and associated assets including the Alan Green Conservatory, The Landing, Alf Curlewis Gardens and the Florence Hummerston building, for the purposes of developing the Perth Waterfront Project, subject to an “Agreement Regarding Taking and Compensating – Perth Esplanade Reserve and Associated Land”, attached as confidential Schedule 4, being negotiated and signed by the City and the State Government, prior to 1 March 2012;*
- 2. authorises the Chief Executive Officer to sign the application for the approval to commence development and for sub-division approval, subject to the State Government agreeing not to undertake any development until such time as the title has been transferred;*
- 3. notes that Lot 79 The Esplanade is land owned in fee simple title by the City of Perth for recreation purposes.”*

DETAILS:

The report considered by Council at its meeting held **8 November 2011**, noted that the property and assets were valued at a total book value of \$2,835,848, with the land component being \$195,150 as determined by the Valuer General's Office.

Upon this resolution of Council, the write off of associated assets was to have been undertaken for Lot 79 The Esplanade and Lots 901 and 302 Riverside Drive in addition to the land and buildings as identified. It has come to the attention of Officers that not all of these assets were disposed of 'from the books' as per the recommendation of Council and remain listed within the City's Asset Management and Financial Systems.

Staff have undertaken a due diligence exercise of all assets impacted by the Elizabeth Quay (EQ) Project. A map of the EQ Project including Lot Boundaries is provided as Schedule 7 for reference.

In summary, the following assets remain listed and need to be disposed of in relation to Council report presented at **8 November 2011** Council Report as outlined in Table 1 below:

- Lot 79 The Esplanade – 17 assets with a written down value of \$19,991.30;
- Lot 901 Riverside Drive – 15 assets with a written down value of \$44,129.16; and
- Buildings and Furniture/ Equipment for The Landing – 3 assets with a written down value of \$23,207.81.

Table 1 – Assets to be disposed of resulting from November 2011 Council Decision

Lot 79: Asset Type	Asset Count	Written Down Value
Drainage	11	\$ 5,245.03
Parks and Landscapes	1	\$ 0.00
Street Furniture	1	\$ 0.00
Footpath	4	\$ 14,746.27
Sub-Total	17	\$ 19,991.30
Lot 901: Asset Type	Asset Count	Written Down Value
Drainage	8	\$ 28,809.93
Signs	1	\$ 0.00
Footpath	2	\$ 14,224.35
Parks and Landscapes	4	\$ 1,094.88
Sub-Total	15	\$ 44,129.16
The Landing and The Esplanade Reserve: Asset Description	Asset Count	Written Down Value
Landing Sign and Plaques	1	\$ 5,378.36
Air conditioning the Landing	1	\$ 1,083.08
Flooring the Landing	1	\$ 16,746.37
Sub-Total	3	\$ 23,207.81

	Asset Count	Written Down Value
Total	35	\$ 87,328.27

In February 2014 under delegation, a small number of assets from the EQ Project site were approved for disposal as an interim measure, being 69 assets with a written down value of \$197,739 (refer to Table 2 below).

Table 2 – Assets disposed of under Delegation February 2014

Asset Class	Asset Count	Written Down Value
Infrastructure - Lights	20	\$ 10,352
Infrastructure - Roads	3	\$ 3,919
Infrastructure - Paths	6	\$ 40,925
Infrastructure – Parks and Landscape	20	\$ 114,429
Infrastructure - Street Furniture	14	\$ 27,514
Information Technology - Compliance	6	\$ 600
TOTAL	69	\$ 197,739

Further to these previously approved assets for disposal and as the EQ Project has progressed significantly, more assets are now required to be approved for disposal. Given the quantum and value of assets identified for disposal a Council Decision is required under Policy 9.14 Disposal of Property. Table 3 summarises the assets being sought for disposal approval and the subject of this Council Report.

Table 3 – Assets to be disposed of, subject of this Council Report

Asset Class	Asset Count	Written Down Value
Infrastructure - Drainage	60	\$ 160,462.15
Infrastructure - Paths	51	\$ 1,076,378.49
Infrastructure - Parks and Landscape	12	\$ 404,585.56
Infrastructure - Roads	37	\$ 661,727.96
Infrastructure - Street Furniture	83	\$ 23,410.46
- Traffic Control Devices	7	\$ 83,122.92
Total	250	\$ 2,409,687.54

In addition a number of assets remain separate and not considered for disposal at this point in time. Either the assets have been removed and kept for possible future use termed 'Inventoried' (refer to Table 4 below) or some assets remain within the perimeter of the precinct or project, such as lighting and drainage, and may possibly be reconnected and reutilised as part of the ongoing works, or indeed not affected, so these assets have been termed retained assets Pending Decision (refer to Table 5 below).

Table 4 – Assets to be Inventoried (not for disposal)

Asset Class	Asset Count	Written Down Value
Infrastructure - Lights	19	\$ 11,907.72
Infrastructure - Street Furniture	24	\$ 11,056.19
Infrastructure- Parks & Landscape	21	\$ 19,492.60
Art	5	\$ 332,139.36
Total	69	\$ 374,595.87

Table 5 – Assets to be retained Pending Decision

Asset Class	Asset Count	Written Down Value
Infrastructure - Drainage	76	\$ 260,650.11
Infrastructure - Lights	24	\$ 13,250.02
Infrastructure - Roads	29	\$ 455,734.99
Buildings	1	N/A
Infrastructure – Paths	1	\$ 22,995.94
Infrastructure- Parks & Landscape	2	\$ 2,073.16
Infrastructure - Street Furniture	18	\$ 28,957.52
Total	151	\$ 783,661.74

Therefore by way of summary of asset number and value associated with the EQ Project precinct (refer to Schedule 7):

- 35 assets with a written down value of \$87,328.27 need to be retrospectively removed from the asset registers (finance and asset management systems) as approved in November 2011;
- 69 assets with a written down value of \$197,739 were approved in February 2014 for disposal under Delegated Authority;
- 250 assets with a written down value of \$2,409,687.54 are the subject of this Report and approval for disposal is being sought; and
- 220 assets with a combined written down value of \$1,158,257.61 being retained for possible future use or consideration for disposal via either being 'inventoried or pending decision'.

FINANCIAL IMPLICATIONS:

The retrospective removal from the asset registers of those assets previously approved for disposal in November 2011 (Council Report 674/11) has a causal impact of \$87,328.27 as a combined written down value in 2014/15 financial year.

The subject of this report has a written down value impact of \$2,409,687.54 when using the values from Hansen8, the City's asset management system as at 5 January 2015.

This asset disposal is a significant contribution by the City to the MRA's Elizabeth Quay Project.

COMMENTS:

Approval is sought to dispose of infrastructure assets associated with the MRA Elizabeth Quay Project with a written down value of \$2,409,687.54 in this financial year 2014/15. It is noted that Council previously approved the transfer of land and buildings and the disposal of some assets in November 2011 to initiate the Perth Waterfront Development, now called Elizabeth Quay.

Some assets will remain on the asset registers of the City, as they may be used in forthcoming project elements, reused in other City projects or may be considered for disposal if not suitable for use.

ITEM NO: 5

UNBUDGETED EXPENDITURE – VASTO BUSINESS AND TRADE MISSION TO PERTH

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

That Council:

- 1. approves by AN ABSOLUTE MAJORITY, unbudgeted expenditure of a maximum of \$20,000 to support delegates from Vasto, Italy to travel to Perth to participate in a business and trade mission;***
- 2. notes that a funding source is to be identified as a part of the February 2015 Budget Review.***

BACKGROUND:

FILE REFERENCE: P1001701-4
REPORTING OFFICER: Steven McDougall, A/Manager Economic Development
RESPONSIBLE DIRECTOR: Martin Mileham, Director City Planning and Development
DATE: 6 February 2015
MAP / SCHEDULE: N/A

At the Finance and Administration meeting held on 17 February 2015 the Committee agreed to amend the Officer Recommendation by including an additional part 2 as follows:

- 2. notes that a funding source is to be identified as a part of the February 2015 Budget Review.**

In 2014 the City of Perth celebrated the 25th anniversary of its Sister City relationship with the City of Vasto in the Abruzzi region of Italy.

As part of the celebration of this relationship milestone, the Lord Mayor led a delegation of City representatives on a visit to Vasto in May 2014, the purpose of which was to renew the bonds of friendship between the two cities and participate in several civic ceremonies.

During a meeting with representatives from the AssoVasto business community, the Lord Mayor and the Chief Executive Officer discussed a proposal to enable Vastese business representatives to undertake a trade mission to Perth to investigate

potential business opportunities and strengthen economic ties between Perth and Vasto.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

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.

DETAILS:

Under this proposal, the City of Perth will contribute a maximum of \$20,000 towards the airfare and accommodation costs of several Vasto business representatives to travel to Perth to explore potential business opportunities.

The City of Vasto will be responsible for selecting the business representatives that will travel to Perth and will inform the City of Perth of their recommended nominees.

In addition to the financial contribution, it is intended that the City will provide the visiting business delegates with assistance in establishing meetings and briefing sessions with various industry representatives and stakeholders.

FINANCIAL IMPLICATIONS:

There are no funds currently allocated to facilitate this initiative in the Economic Development Unit 2014/15 Budget.

However, it may be possible to allocate savings, specifically from the International Engagement budget, from the February 2015 Budget Review towards this initiative.

If not, the Economic Development Unit will require an additional funding allocation to meet the costs associated with this initiative.

COMMENTS:

Historically, the City's relationship with Vasto has been categorised as primarily based on historic and cultural ties, with significant numbers of migrants from Vasto and the surrounding region settling in Perth.

This proposed initiative adheres to several of the guiding principles of the City's recently adopted International Engagement Strategy in that it will strengthen trade connections, assist with developing a closer relationship with one of the city's Sister Cities and help to promote the City internationally.

It is intended that this initiative will assist in broadening the relationship between Perth and Vasto to include business and trade aspects. It is also considered an appropriate way to commemorate the 25th anniversary of the Sister City relationship between the two cities.

The merits of the initiative will be assessed and reported at the conclusion of the program.

ITEM NO: 6

ATTENDANCE AT THE INTERTRAFFIC CONFERENCE AND EXHIBITION ISTANBUL, TURKEY 27 – 29 MAY 2015

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

That Council:

- 1. approves the Director City Infrastructure & Enterprises attending Intertraffic Conference and Exhibition Istanbul in May 2015;***
- 2. approves the following expenses for the Director City Infrastructure & Enterprises:***
 - 2.1 return flight to Istanbul, Turkey;***
 - 2.2 accommodation to attend Intertraffic, related site visits and appropriate travel expenses.***

BACKGROUND:

FILE REFERENCE: P1000039-2
REPORTING OFFICER: Doug Forster, Director City Infrastructure & Enterprises
RESPONSIBLE DIRECTOR: Doug Forster, Director City Infrastructure & Enterprises
DATE: 9 February 2015
MAP / SCHEDULE: N/A

At the Finance and Administration Committee meeting held on 17 February 2015 the Committee agreed to amend part 2.1 of the Officer Recommendation as follows:

2.1 return ~~economy class~~ flight to Istanbul, Turkey;

Reason: The Finance and Administration Committee considered it appropriate to remove the reference to economy class flights.

In accordance with Section 5.70(2) of the *Local Government Act 1995*, the author of this report, Mr Doug Forster, Director City Infrastructure and Enterprises, discloses a financial interest in relation to the report on the basis that he is the officer proposed to attend the conference. (TRIM 24819/15)

The eighth edition of Intertraffic Istanbul is scheduled for 27 – 29 May 2015 in the Istanbul Expo Centre, Turkey. The event facilitates three days of global networking for traffic and parking professionals. It is expected that there will be over 200 exhibitors and over 5,000 local and international visitors all active in the fields of road infrastructure, traffic management, traffic safety and parking. Moreover, overall Smart mobility solutions will be featured.

The Chief Executive Officer has approved the Director City Infrastructure & Enterprises attending Intertraffic. However, given the international profile of Intertraffic and that overseas travel is involved it was considered appropriate to inform the Council well in advance of the event.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

Council Four Year Priorities: Major strategic investments

S2 Optimise the commercial and community outcomes within the property portfolio.

S4 Enhanced accessibility in and around the City including parking.

Strategic Community Plan

Council Four Year Priorities: Community Outcome

S2.1 - Corporate Business Plan 2029

On-going promotion of City of Perth Parking (CPP) with a focus on having a healthy influence on parking options available to the community.

Policy

Policy No and Name: 12.7 – Staff Conference Attendance and Expenses

DETAILS:

Intertraffic will cover four main industry sections all being of relevance to the City's operations particularly infrastructure and enterprises:

Infrastructure	Safety
<ul style="list-style-type: none">• Public lighting• Road construction, maintenance• Road equipment• Road markings• Street furniture• Consultancy and research• Remnant infrastructure	<ul style="list-style-type: none">• Traffic signs and lights• Crash cushions in barriers• Emergency equipment• Consultancy and research• Speed restriction devices

Traffic management	Parking
<ul style="list-style-type: none">• Communication• Telematics• Smart car technology• Warning systems• Emergency systems• Urban planning• Consultancy and research	<ul style="list-style-type: none">• Parking systems• Multi-storey car park development• Ticketing and barrier control• Enhance Control systems• Visual systems• Consultancy and research

In 2013 in excess of 200 exhibitors and 5,286 visitors attended Intertraffic. Some 26% of visitors were at Director / Owner / Managing Director level with a further 28% at Senior Management which gives an indication of the significance and relevance of the exhibition in particular.

Attendance at Intertraffic will further enhance the Director's development of a network of worldwide contacts related to traffic and parking issues in particular. Further benefits are gained with the ability to discuss solutions to issues and the bringing together of the private sector, knowledge institutions and public authorities thereby creating the opportunities for smarter solutions to these most important functions of the city.

It is also proposed where practical to visit a number of municipal and privately owned parking operators in order to ascertain what they might do which is better than the City of Perth and conversely share our information with them. For example, parking management operate local company ParkMe utilises Cloud based systems to simplify parking management.

A second company worth visiting will be Empark. Empark is the fourth largest parking company in Europe with many of their Smart solutions including valet parking, maximising on-street bay usage, payment by telephone and techniques to encourage out-of-hours parking.

The City's parking business including on-street parking earns some \$72 million per annum. Being recognised nationally and internationally as a contemporary leader in parking and the benefits which flow therefrom is largely due to reinvestment into operational and management improvements.

Travel

Following discussions with the Chief Executive Officer and should the Council approve the Director City Infrastructure & Enterprises attending Intertraffic, the attendance of an Elected Member may also be considered by Council.

Policy 12.7 Staff Conference Attendance and Expenses states:

“6. where staff accompany the Lord Mayor or Councillors, the travel class will be that of the Lord Mayor or Councillors, as appropriate. In the case of international travel, Directors may travel Business Class;”

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CL-B21000-7911
BUDGET ITEM:	Overseas and local conference
BUDGET PAGE NUMBER:	39
BUDGETED AMOUNT:	\$ 51,300
AMOUNT SPENT TO DATE:	\$ 821
PROPOSED COST:	\$ 9,000 (using economy airfare)
BALANCE:	\$ 41,479

All figures quoted in this report are exclusive of GST.

Should the Council approve an Elected Member attending Intertraffic and the use of business class facilities, the estimated cost will be in the order of \$13,000 per person. Using economy travel the costs are in the order of \$9,000. Funds are available from savings within the office of City Infrastructure & Enterprises operating budget.

COMMENTS:

Intertraffic conference and exhibition is held every second year in the countries of the Netherlands, India, Turkey and China. The Chinese event for 2015 has already taken place.

Intertraffic is an opportunity to view and discuss technological, environment and management devices and systems to further enhance the City's Infrastructure performance and particularly that of the parking business.

ITEM NO: 7

DONATION – THE RETURNED AND SERVICES LEAGUE OF AUSTRALIA INCORPORATED (RSL WA) ANZAC DAY 2015 CENTENARY COMMEMORATIONS

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

That Council approves a cash donation of \$96,617 (excluding GST), pending receipt of final quotations, to the RSL WA Incorporated to assist with the costs associated with presenting the ANZAC Day Centenary Commemorations – Perth 2015 to be held in the City on Friday, 25 April 2015, noting that \$31,688 of this amount will be recoverable in fees and charges raised by the City.

BACKGROUND:

FILE REFERENCE: P1010627-28
REPORTING OFFICER: Elizabeth Napier, Manager Community Services
RESPONSIBLE DIRECTOR: Garry Dunne, Director City Services
DATE: 23 January 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 17 February 2015.

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

The Returned and Services League of Australia WA Branch Incorporated (RSL WA) has applied to the City of Perth for financial assistance of \$96,617 to assist with costs associated with holding the ANZAC Day Centenary Commemorations in the city on Friday, 25 April 2015. The 2015 ANZAC Day celebrations are of special significance in the commemoration of the Centenary of the landing at Gallipoli with large numbers of people expected in the city to participate in the commemorative activities.

The predominant ANZAC Day commemorations in the city include the Perth Dawn Service at the State War Memorial in Kings Park, Gunfire Breakfast in Stirling Gardens, the ANZAC Day March through city streets, and the Commemoration Service at Supreme Court Gardens.

2015 marks the 100th year of the landing of the ANZACs at Gallipoli. More than one quarter, 32,231, of the Australian soldiers who volunteered to serve in the First World War 100 years ago were West Australian, the highest proportion of any State.

The centennial years range from 2014-2018 and have been celebrated by internationally covered commemorations such as the events staged in Albany. Other activities in the city involve the Cultural Centre where over the ANZAC weekend there will be number of visual displays and activities commemorating the war. The Perth Festival Giants project from Friday, 13 February 2015 to Sunday, 15 February 2015 also significantly commemorates the centenary of ANZAC.

The City of Perth has provided an annual contribution to the staging of the annual ANZAC Day Commemorations through the provision of City services and contributing to associated costs. Prior to 2010, costs were met through the City's Parades and Festivals operational budget. ANZAC Day is now funded through the City's Donations and Sponsorship Program with amounts contributed as indicated:

2011/12	\$36,000
2012/13	\$44,940
2013/14	\$61,120
2014/15 Amount Requested / Proposed	\$96,617

In 2014 the RSL WA requested the City of Perth to assist with costs associated with staging the ANZAC Day commemorations in the city with additional funds for the saluting dais infrastructure in St Georges Terrace, extra banner display spaces in the malls, Irwin Street closure, and reserve hire.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications	Corporate Business Plan 2013/14 to 2017/18
	Council Four Year Priorities: Healthy and Active in Perth
	S15 Reflect and celebrate the diversity of Perth
	S15.1 Support and deliver events that reflect and celebrate cultural diversity

Policy

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

DETAILS:

The RSL WA is located at Anzac House, 28 St Georges Terrace, Perth. The association is a not for profit organisation formed in 1916 and since that time has been proactive in attending to the welfare needs of all ex-service and serving personnel with a particular focus on those in need or necessitous circumstances.

The RSL WA **Mission Statement** is:

"To ensure that programs are in place for the well-being, care, compensation and commemoration of serving and ex-service Defence Force members and their dependants. And to promote Government and community awareness of the need for a secure, stable and progressive Australia".

Objectives are:

"To serve the interests of its members, veterans, the ex-service community and members of the Australian Defence Force, the RSL executes its role by effectively implementing the following objectives which are in accord with the League's Mission Statement:

- Welfare.
- Advocacy and Representation.
- Assistance to all veterans and ex-servicemen and women regardless of their membership in the League.
- Commemoration and Remembrance.
- Participation in employment programs for veterans, ex-service members and their dependants.
- Commitment to democratic principles and practices.
- Provision of a means for members to enjoy camaraderie and mateship.
- Provision of effective and efficient management of RSL assets and resources for the benefit of its members and serving members of the ADF.
- Act as an effective lobby group to Government and its departments.
- Provision of moral and active support for the ADF. Australian Forces Overseas Fund distributes 2,500 parcels bi-annually.
- Provision of a respected and meaningful voice within the community and Australian society.
- Promotion of loyalty and pride which the League has for the Nation, its people, the Crown and the Flag".

The RSL WA has been managing the State's ANZAC Day commemorations since the 1920's and over the past 13 years has taken the State's most significant commemorative event in the city to new levels and increased both participation and attendance in all activities significantly. An event organiser is contracted by the RSL WA to plan the program for the major commemorative activities.

The 2015 ANZAC Day Centenary Commemorations include:

- ANZAC Day Dawn Service at the State War Memorial in Kings Park. A survey commissioned by the Department of Premier and Cabinet initially estimated attendance to be 95,000. This number has been amended to 65,000.
- ANZAC Day March and Commemoration Service. The organisers estimate attendance to be 45,000, 25,000 less than the initial estimate of 65,000.

- Gunfire Breakfast in Stirling Gardens held at the conclusion of the Dawn Service and preceding the commencement of the ANZAC Day March.
- 100 Years of ANZAC is a three day, day-time community event planned for the Cultural Centre that is focused on free family activities and entertainment that includes a range of live music, interactive children's activities, exhibitions, displays, dance, storytelling, circus, poetry, installations, stalls, screen activation and food that are based on the overarching World War 1 theme with a focus on reflection, gratitude and education.
- The City of Perth Events Team plan to organise complementary activities in Forrest Place and the Northbridge Piazza with details yet to be finalised.
- Camp Gallipoli is described as a once in lifetime event to commemorate the centenary of the 25 April 1915 landing at Anzac Cove. In a series of historic locations around Australia and New Zealand, families, schools and community groups are invited to come together on the 100th anniversary of Gallipoli to sleep out under the same stars as the original Anzacs did 100 years ago. Ascot Racecourse is the Perth venue selected for Camp Gallipoli and proceeds from the sale of tickets will be directed to Legacy.

Funding

For the past 12 years Lotterywest has been the major funding body for ANZAC Day commemorations across the State by providing a grant for infrastructure and associated costs. For 2015 the contribution from the State Government and Lotterywest amounts to of \$1,500,000. The RSL WA will contribute around \$90,000.

The total cost to RSL WA for implementing Perth commemorations activities for ANZAC Day in the city is estimated to be \$846,000, a 38% increase on the total estimated cost of \$613,757 in 2014. The costs for the event provided by the applicant include Communications (\$105,000); Marketing and Collateral (\$61,000); Dawn Service (\$375,000); Gun Fire Breakfast (\$55,000); March - including ANZAC House infrastructure (\$90,000); Commemorative Service (\$140,000) and Sunset Services (\$20,000).

Over many years the City of Perth has supported commemoration activities for ANZAC Day. As in previous years, the RSL WA has requested the City meet the cost of its services supplied for the ANZAC Day in the city including:

City service fees and charges	Amount (excluding GST)
Irwin Street road closure and road reserve hire	\$4,921
Hire of Supreme Court Gardens	\$2,883
Hire of Stirling Gardens	\$1,345
CBD Streets (March) event day hire fee; road closure surcharge	\$194

City service fees and charges	Amount (excluding GST)
Supreme Court Gardens (Commemorative Service) event day and bump in and out costs; public place hire; retail outlet and plant; on site vehicles; 3 phase power	\$2,883
Banner hire along St Georges Terrace, Adelaide Terrace, Hay Street Mall, Murray Street Mall, Forrest Place, William Street Wellington Street and Barrack Street from Sunday 12 April to Sunday 26 April 2015	\$9,115
Reservation of on-street parking bays	\$4,364
Contingency allowance (administration charges, damage restoration to reserves, special clean ups and other services requested by the City)	\$2,000
Administration Charge	\$296
Health Fees	\$987
Provision of Bins	\$2,700
Total City Service fees and charges	\$31,688
Other assistance requested	
Traffic Management costs (private contractor)	\$64,929
Total Requested	\$96,617

For 2015 the RSL WA has requested the City of Perth assist with additional costs associated with Centennial that include:

- Increased traffic management costs due to increased road closures in the city and Kings Park to provide additional safety to pedestrians; and
- Additional banner spaces being hired for two weeks in Barrack and Wellington Streets.

In 2014 the City contributed a significant increase (36%) in donation funds as outlined:

- Additional funds of \$12,000 for the saluting stage & associated infrastructure in St Georges Terrace;
- \$6,779 for the Irwin Street closure and road reserve hire fees to allow for refreshment marquee to operate next to ANZAC House.
- Additional banner spaces being hired for two weeks in the Hay Street Mall, Murray Street Mall and Forrest Place at a cost of \$1,87; and
- Contingency allowance of \$2,718 for unforeseen costs for damage restoration to reserves, special clean ups and other services requested by the City.

Acknowledgement of the City of Perth

The City of Perth support is acknowledged in supporting the event by:

- An invitation for the Lord Mayor to lay a wreath at the memorial and attend the commemoration service

- The City of Perth crest appearing in related newspaper and other advertisements promoting ANZAC Day, Order of Proceedings Program and in the screen content at Kings Park and Supreme Court Gardens during proceedings and on the RSL (WA) website and Facebook coverage.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CL 29B26000
BUDGET ITEM:	Other Property and Services – Unclassified – Other Unclassified
BUDGET PAGE NUMBER:	5
BUDGETED AMOUNT:	\$118,704 (\$62,000 allocated to Anzac Day)
AMOUNT SPENT TO DATE:	\$ 22,430
PROPOSED COST:	\$ 96,617
BALANCE:	\$ (343)

The City of Perth has been requested to contribute \$96,617 to the 2015 ANZAC Day Commemorative event. The increase is mostly due to traffic management costs for the March and Dawn Service quoted as costing \$64,929, inclusive of costs for the additional road closure in 2015 of Kings Park Road. In 2014 the traffic management costs were quoted as \$24,037 but the actual costs were \$46,280.

All figures quoted in this report are exclusive of GST.

COMMENTS:

Each year on 25 April people throughout Australia and overseas gather to pay their respects to all Australians who served and died in all wars, conflicts and peacekeeping campaigns and to honour and remember the sacrifices of the original ANZACs. The 2015 Centennial Commemoration will be a special event in the city as it is nationally.

ITEM NO: 8

ADOPTION – CITY OF PERTH PARKING AMENDMENT LOCAL LAW 2015

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

That Council:

- 1. notes that no submissions were received in response to the public notice period for the proposed City of Perth Parking Amendment Local Law 2014;***
- 2. notes the suggestions received from the Department of Local Government and Communities after the close of the public submission period in response to the public notice period as detailed in this report titled “Adoption – City of Perth Parking Amendment Local Law 2015”;***
- 3. in accordance with Section 3.12(4) of the Local Government Act 1995, BY AN ABSOLUTE MAJORITY makes the City of Perth Parking Amendment Local Law 2015 as detailed in Schedule 10;***
- 4. in accordance with Section 3.12(6) of the Local Government Act 1995, gives local public notice of the City of Perth Parking Amendment Local Law 2015.***

BACKGROUND:

FILE REFERENCE: P1010030-6
REPORTING OFFICER: Gemma Carlucci, Governance Officer
RESPONSIBLE DIRECTOR: Robert Mianich, Director Corporate Services
DATE: 9 February 2015
MAP / SCHEDULE: Schedule 8 – Advertised Proposed City of Perth Parking Amendment Local Law 2014 including DLGC suggestions
Schedule 9 – *City of Perth Parking Local Law 2010* showing the effect of the proposed Amendment Local Law 2015
Schedule 10 – Revised Proposed City of Perth Parking Amendment Local Law 2015

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 17 February 2015.

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

At its meeting held on **14 December 2010**, Council resolved to make the *City of Perth Parking Local Law 2010*. Following publication in the *Government Gazette* and its subsequent commencement, correspondence was received from Parliament's Joint Standing Committee on Delegated Legislation (JSCDL) seeking clarification in relation to several provisions within the local law.

The JSCDL required that Council provide undertakings to review its concerns otherwise it would propose to move a disallowance motion in the Legislative Council in relation to the local law. As a result, at its meeting held on **27 April 2011**, Council approved the giving of undertakings to address the issues raised by the JSCDL. Subsequent to these undertakings, correspondence received by the JSCDL required Council to provide further undertakings which was approved by Council at its meeting held on **7 June 2011**.

At its meeting held on **6 December 2011**, Council resolved to make the *City of Perth Amendment Local Law 2011* which gave effect to the matters within all the required undertakings.

At its meeting held on **6 August 2013**, Council resolved to make the *City of Perth Amendment Local Law 2013* which addressed minor drafting issues and applied increases to modified penalties in regards to clearways.

Both amendment local laws, together with the originally made local law, constitute the Principal Local Law.

In Council's adoption of the *City of Perth Parking Local Law 2010* and subsequent amendments in 2011 and 2013, many of the modified penalties remained unchanged since 2004.

To address drafting issues within the Principal Local Law affecting its application and interpretation in the contemporary environment, and to increase selected penalties to act as appropriate deterrents, in accordance with Sections 3.12(3) of the *Local Government Act 1995*, Council resolved the giving of State-wide public notice of its intention to make the *City of Perth Parking Amendment Local Law 2014* at its meeting held on **9 December 2014**.

It is to be noted that penalties in relation to parking offences which cause disruption to traffic flows and inconvenience members of the public are proposed to be increased to a maximum of \$200 as current penalties in relation to this matter are not considered sufficient to deter drivers. Furthermore, all penalties currently prescribed as \$50 are proposed to be increased to \$60 based on the fact that these penalties have not been adjusted in eleven years and the value of the deterrent factor is considered to have eroded by inflation over this time.

A State-wide public notice was published in *The West Australian* on 12 December 2014, and exhibited on the City's notice boards, the City of Perth website and through social media via the City's Facebook and Twitter accounts, seeking public submissions on the proposed Amendment Local Law.

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 Amendment Local Law as advertised.

Further, in accordance with Section 3.12(5) and (6) of the Act the City will subsequently be required to undertake the following to finalise this Local Law amendment:

- Publish the Amendment Local Law in a *Government Gazette*;
- Provide a copy of the Gazette to the Local Government Minister (and any other relevant Minister); and
- After this, publish a local public notice advising the title of the Local Law, its purpose and effect, the day on which it becomes effective and advising that it may be inspected at the local government's offices.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Section 3.12 of the *Local Government Act 1995*
City of Perth Parking Local Law 2010

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:

No public submissions were received during the public notice period which closed on Friday, 30 January 2015.

The Department of Local Government and Communities (DLGC) provided comments/suggestions on the advertised Amendment Local Law on Thursday, 5 February 2015 (after the close of the public submission period). The majority of the DLGC comments relate to adjusting the drafting to ensure alignment with current legislative practice.

The DLGC's suggestions and the Officer responses are detailed in the table below.

Clause	DLG Suggestions	Officer Response
Title & citation Clause	Given that the Amendment Local Law will be published in 2015, it is suggested to amend the title and citation Clause to "City of Perth Parking Amendment Local Law 2015".	Noted and incorporated into the proposed Amendment Local Law.
Clause 5	<p>Legislation citation titles in the proposed definitions for "disability parking permit" and "parking bay for people with disabilities" are incorrect. It is suggested that the citation title be replaced with "<i>Local Government (Parking for People with Disabilities) Regulations 2014</i>".</p> <p>Minor edits:</p> <ul style="list-style-type: none"> • In the first line after "Clause 1.4" insert "is"; • In paragraph (a) after "Delete" insert "the"; • In paragraph (d) replace "includes written or electronic" with "and includes both written and electronic permits"; 	<p>Noted and incorporated into the proposed Amendment Local Law.</p> <p>Noted and incorporated into the proposed Amendment Local Law.</p>
Clause 7	<p>Minor edits:</p> <p>Clause 7 and clause 13 should have a consistent format.</p>	Noted and incorporated into the proposed Amendment Local Law.
Clause 8	<p>Minor edits:</p> <ul style="list-style-type: none"> • In paragraph (a), at the end of the first line, replace the colon with a dash; • In paragraph(a)(i), at the end of the subparagraph, insert "and"; • In paragraph (a)(ii), at the end of the subparagraph, insert "and". 	<p>Noted and incorporated into the proposed Amendment Local Law.</p> <p>Noting the DLGC's drafting suggestions for Clause 8, the same approach has been applied to Clauses 6 and 11.</p>
Clause 13	<p>Minor edits:</p> <p>Replace "part 6 title" with "PART 6 – RESIDENTIAL PARKING".</p>	<p>Noting DLGC's suggestion, Offices re-drafted Clause 13 as follows:</p> <p>Delete the words "RESIDENTIAL PARKING" and insert "PARKING PERMITS".</p>

Clause	DLG Suggestions	Officer Response
Clause 14	<p>Minor edits:</p> <p>In proposed clause 6.9(4) in the final line, replace “happening” with “occurrence”.</p>	<p>Noted and incorporated into the proposed Amendment Local Law.</p>
Clause 15	<p>The City should double check the references in Schedule 2 and ensure the “Offence Clauses” accurately reflects the offence in the relevant clause.</p> <p>Minor edits:</p> <ul style="list-style-type: none"> • The City should consider adding a column which assigns an item number to each line in the Schedule table. This will make it easier for the City to amend the Schedule, since the City can refer to specific items rather than replacing the entire Schedule. • In the line for clause 2.6(b) change the offense description to “Failing to park at right angles to centre of carriageway”. • Each page of the Schedule contains a separate title. These additional titles are unnecessary and can be removed. 	<p>Noting DLGC’s suggestion, Officers have re-drafted “Schedule 2” so to remove the “Offence Clauses” column from the table. It is noted that “Offense Clause” descriptors are only summaries of Clauses in the Principal Local Law therefore are ambiguous and do not accurately reflect relevant Clauses.</p> <p>Noted and incorporated into the proposed Amendment Local Law.</p> <p>Noted.</p> <p>Noted and incorporated into the proposed Amendment Local Law.</p>
Consolidation of the City of Perth Parking Local Law	<p>The Department notes that since its gazettal in 2011, the Principal Local Law has been amended several times. If the current proposed Amendment Local Law is adopted and gazetted, the Principal Local Law will be split between four pieces of</p>	<p>Noted.</p>

Clause	DLG Suggestions	Officer Response
	legislation. Therefore, the DLGC suggests that the City consider passing a consolidated parking local law the next time the local law is due for review.	

The originally advertised Amendment Local Law incorporating DLGC suggestions is provided in Schedule 8 showing deleted text as ~~striketrough~~ and new inserted text as *italics*. These amendments do not represent changes that have any impact on the effect of the advertised Amendment Local Law.

Therefore, in accordance with Section 3.12(4) of the *Local Government Act 1995* the now proposed Amendment Local Law as detailed in Schedule 10 is not considered to be significantly different from that advertised.

For clarity as to the effect of the proposed Amendment Local Law on the Principal Local Law, a copy of the *City of Perth Parking Local Law 2010* is provided as Schedule 9 showing deleted text as ~~striketrough~~ and new inserted text as *italics*.

FINANCIAL IMPLICATIONS:

Initial public notice advertising costs for the proposed City of Perth Parking Amendment Local Law 2014 were \$570.

The Gazettal and final public notice requirements for the finalised Amendment Local Law, once resolved by Council are estimated at \$2,000. These costs can be accommodated within existing operating budgets.

COMMENTS:

The amendments incorporated as a result of the suggestions received by the DLGC mainly relate to drafting standards only and do not constitute substantial changes to the originally advertised Amendment Local Law.

It is therefore recommended that Council resolve to make the City of Perth Parking Amendment Local Law 2015 as detailed in Schedule 10 and gives local public notice of the Amendment Local Law.

The local law will come into effect fourteen days after it is published in the *Western Australian Government Gazette*.

WORKS AND URBAN DEVELOPMENT COMMITTEE REPORTS

ITEM NO: 9

CYCLE PLAN 2029 – IMPLEMENTATION PROGRAM

WORKS AND URBAN DEVELOPMENT COMMITTEE (APPROVAL)
RECOMMENDATION:

That Council:

- 1. receives a progress update on the implementation of the City of Perth Cycle Plan 2029;***
- 2. approves the revised City of Perth Cycle Plan Implementation Program 2014 – 2019; and***
- 3. notes that the estimated spend on cycling infrastructure in 2014/15 within the City of Perth is approximately \$155 per capita, (significantly higher than the national \$5 per capita target set by the Bicycle Network that would demonstrate a meaningful commitment to cycling infrastructure improvements).***

BACKGROUND:

FILE REFERENCE: P1022728
REPORTING OFFICER: Laura Donovan, Active Transport Planner
RESPONSIBLE DIRECTOR: Martin Mileham, Director City Planning and Development
DATE: 19 January 2015
MAP / SCHEDULE: Schedule 11 – Revised Draft Cycle Plan Implementation Program 2014-19
Schedule 12 – Plan showing recently built and proposed cycling infrastructure for 2015.

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 10 February 2015.

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

At its meeting on **9 October 2012** the Council adopted the Perth Cycle Plan 2029 along with the Cycle Plan Implementation Program 2012-17.

Monitoring the progress made towards the Cycle Plan 2029 goals of developing a strategic cycle network and achieving a targeted increase in cycling participation is crucial to ensure the overall vision of a more cycle-friendly Perth is realised.

The purpose of this report is to:

- provide an update on progress on the specific infrastructure projects that were outlined in the first Implementation Program 2012-17;
- present an updated Implementation Program 2014-19 for review and approval by Council.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	Section 3.53 of the <i>Local Government Act 1995</i>
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 Advocate and work in partnership with others to provide safe and convenient ways to get around Perth, including cycling, light rail and CAT buses
	S9 Promote and facilitate CBD living

DETAILS:

The Cycle Plan 2029 aims to promote cycling as an everyday safe and convenient transport alternative. The proposed strategic cycle network included in the Cycle Plan 2029 seeks to provide key east – west and north – south links along routes that promote a safe riding environment. The proposed education, training and promotion activities included in the Cycle Plan 2029 seek to encourage specific types of cyclists and potential cyclists to cycle more often for short trips in the city.

The first Implementation Program 2012-17 set out the individual projects to be undertaken within that timeframe utilising both the associated capital and operational budgets in order to achieve the City's goals of developing a strategic cycle network and achieving a targeted increase in cycling participation.

Cycle Plan Implementation Program 2012-17 Review

In accordance with the overall strategy, the City is progressively implementing key east-west and north-south cycle routes in a variety of different treatments with the aim of improving the access to a safe, easy to use, sustainable and active transport choice for city residents and commuters.

Four different classifications of treatment for the strategic cycle network were proposed in the Cycle Plan 2029. These treatments aim to assist with the changing culture of movement in the city which seeks to encourage all modes to slow down and share public space as they enter the city core where the pedestrian density and public life is concentrated. These include:

- *Regional Routes* such as existing Principal Shared Paths (PSP's) that provide connections between major destinations in the wider metropolitan region.
- *City Cycle Routes* which are typified by dedicated cycle lanes that connect to regional routes.
- *Integrated Cycling Routes* which are characterised by slow speed bicycle friendly routes that provide fine grain connectivity to destinations in the central core.
- *Pedestrian Priority Zones* which have significantly restricted vehicle access and accommodate slow speed cycling that recognises the pedestrian dominance of the space.

In order to achieve consistency across the strategic cycle network and legibility for its users the administration has worked in conjunction with Main Roads WA to devise standard design features that are attributed to each of the four classifications of cycle infrastructure. These include:

- *Regional Routes* – use of both Main Roads WA regulatory and City of Perth additional advisory shared signage to reinforce pedestrian priority and behaviour of shared path users.
- *City Cycle Routes* – use of a green surface treatment in designated cycle lanes at potential conflict points with other road users to highlight the presence of cyclists on the carriageway, and priority head start boxes at signalised intersections to allow cyclists to establish themselves at the top of the intersection under a red light scenario and take off ahead of other traffic.
- *Integrated Cycling Routes* – use of white thermoplastic bicycle symbols placed on the centre of the carriageway lane and Main Roads WA advisory 'Share the Road' signage mounted on the edge of kerb to increase awareness amongst road users of the presence of cyclists.
- *Pedestrian Priority Zones* – use of City of Perth advisory signage to reinforce pedestrian priority and expectation of slow speed cycling.

Applying these four different treatments and their individual standard design features to the planned strategic cycle network, the following projects have been designed and implemented since adoption of the Cycle Plan 2029:

- **Stirling Street** city cycle route between Roe Street and Newcastle Street.
- **Aberdeen Street** city cycle route improvements at Lake Street intersection.
- **Barrack Street Bridge** regional route between Wellington Street and Roe Street.
- **Wellington Street** pedestrian priority area between George Street and Milligan Street.

- **Mounts Bay Road** regional route between Mill Street and William Street.
- **Mount St Bridge** pedestrian priority zone.
- **Murray Street West Stage 1** city cycle route and integrated cycle route between Elder Street and William Street.
- **Murray Street East Stage 1** city cycle route between Barrack Street and Pier Street.
- **Mill Street** city cycle route between Mounts Bay Road and St Georges Terrace.
- **Spring Street** city cycle route between Mounts Bay Road and Mount Street.

It is noted that the above cycling infrastructure projects have been completed and represent a total expenditure of \$623,000.

Current Projects

Individual project progress as of **16 January 2015** is summarised below:

Regional Route

- **George Street (\$30,000)**
Regional route between Wellington Street and Malcolm Street. Concept design complete and sent to contractor for pricing. Implementation envisaged April 2015 with completion targeted for May 2015.

City Cycle Route

- **Barrack Street (\$30,000)**
City cycle route between St Georges Terrace and Wellington Street. Detailed design work is progressing. Intention is to implement on road cycle lanes in conjunction with Two Way Traffic Conversion project in 2015/16 financial year.
- **Colin Street (\$70,000)**
City cycle route between Kings Park Road and Arthur Street. Concept design for Murray St / Colin St intersection is progressing. Intention is to implement on road cycle lanes in conjunction with Stage 2 Murray Street Two Way Traffic Conversion project in 2015/16.
- **Harvest Terrace (\$200,000)**
City cycle route between Malcolm Street and Murray Street. Concept design is progressing. Stakeholder consultation on a concept design is envisaged in March with construction anticipated in May 2015.

Integrated Cycle Route

- **Milligan Street (\$5,000)**
Integrated cycle route between Mount Street and Wellington Street. Detailed design is now completed and approval from Main Roads WA has been sought. This project is due to be implemented in conjunction with planned parallel walk

improvements at the intersection of St Georges Terrace and will be put on hold until additional funds are made available by State Government under the Parallel Walks Conversion Program.

- **Mercantile Lane / King Street (\$5,000)**

Integrated cycle route between Mounts Bay Road and Wellington Street. Design work due to commence 9 February 2015 and project completion is targeted for May 2015.

- **Mount Street (\$5,000)**

Integrated cycle route between Cliff Street and St Georges Terrace. Design work due to commence 6 April 2015 and project completion is targeted for May 2015.

- **Cliff Street (\$5,000)**

Integrated cycle route between Bellevue Terrace and Kings Park Road. Design work due to commence 6 April 2015 and project completion is targeted for May 2015.

Pedestrian Priority Zones

- **Hay and Murray St Mall (\$50,000)**

Pedestrian priority zones. Concept design is completed. Internal review of proposed amendments to Thoroughfares and Public Places Local Law was recently undertaken by Governance. Envisaged proposed amendments to Local Law will go out for public comment March with construction anticipated in May 2015.

The Western Australian Bicycle Network Plan 2014-31 released in March 2014 is the State Governments contribution towards planning for cycling with the aim of providing a safe, connected and convenient cycle network for the metropolitan region. The plan references the importance of planning and providing funding for central business district cycling projects.

Funding of \$7.5 million has been allocated from the Perth Parking Management Fund for central business district cycling infrastructure implementation within the City of Perth between 2012/13 and 2015/16. State Government funding of the strategic cycle network within the City of Perth aligns with the City's Cycle Plan 2029 which aims to increase the number of people cycling to and from the city by undertaking the construction of a strategic cycle network including:

- a new regional route Roe Street / Railway Parade shared path extension;
- a north-south route along Barrack Street with the introduction of a city cycle route between Riverside Drive and St Georges Terrace in the current 2014/15 financial year.

Revised Cycle Plan Implementation Program 2014-19

Schedule 11 of this report contains a revised draft Cycle Plan Implementation Program 2014-19 which details the priority infrastructure projects to be undertaken by

the City of Perth during this timeframe in order to achieve the Cycle Plan 2029 goals. It also provides details of infrastructure projects, their individual treatments and specific costs for projects implemented between 2012 and 2014.

The revised implementation program differs slightly from the initial 2012-17 program as some project programs have been changed. These changes have been due to the necessity to implement strategic cycle links in conjunction with other major capital works projects such as the Two Way Streets and Parallel Walks programs.

Under the revised Cycle Plan Implementation Program 2014-19 city cycle routes which were previously scheduled for implementation in 2013/14 and 2014/15 financial years will now be delivered in 2015/16 financial year on Barrack Street, Colin St and Murray Street under various stages of the Two Way Streets program due to works in Barrack Square and environs in the creation of Elizabeth Quay.

An integrated cycle route on Milligan Street which was scheduled for implementation in the 2013/14 financial year will now be implemented in conjunction with the Parallel Walks program in the 2015/16 financial year subject to State Government funding.

Cycling infrastructure on Kings Park Road was originally beyond the 2012-17 program. A feasibility study to investigate a new route alignment is currently being undertaken and implementation of a regional route on Kings Park Road has now been included in the revised Implementation Program – scheduled for construction in 2015/16 (using Cycle Plan carry forward funding from 2014/15).

FINANCIAL IMPLICATIONS:

There are no financial implications attached to the recommendations of this report.

ACCOUNT NO:	CW0179
BUDGET ITEM:	Bike Plan Implementation
BUDGET PAGE NUMBER:	21
BUDGETED AMOUNT:	\$500,000 (2014/15 financial year)
AMOUNT SPENT TO DATE:	\$157,711
PROPOSED COST:	\$342,289
BALANCE:	\$ 0

All figures quoted in this report are exclusive of GST.

COMMENTS:

Cycling on the Increase

Since the adoption of the Cycle Plan 2029 and associated Implementation Program 2012-17 there has been a marked commitment by the City of Perth towards providing for cycling in the city environment.

Work on creating a strategic cycle network within the city has also translated into an increase in the amount of people choosing to cycle into and around the city. Permanent cordon bicycle counters located on the peripheral shared path network

and periodic visual bicycle counts on key east-west and north-south routes demonstrate an overall **6% increase** in the amount of people cycling in the city on both weekdays and weekends between for the first quarter of 2014 in comparison to the first quarter of 2013.

Partnerships

As the capital city of Western Australia the City of Perth is committed to working in partnership with State Government to deliver a safe, easy to use and well-connected cycle network. Informed by the City's Cycle Plan 2029 and State Government's West Australian Bicycle Network Plan design and implementation work is underway on a number of joint initiatives that will have a positive impact upon the city's cycle network, opening up new east-west and north-south cycle routes.

As part of the development of the draft Central Area Transport Plan 2025 the City of Perth and State Government are currently working together to identify strategic cycle network links that are eligible for Perth Parking Management Funding to be implemented in the 2015/16 financial year.

It is recognised that building cycling infrastructure in the core of the capital city is particularly challenging. One of the key lessons learned from the first 2 years of implementation of the program is that the creation of new cycling infrastructure often needs to be programmed to coincide with other projects and existing capital works, for example, two way conversions of Mounts Bay Road and Barrack Street. Maintaining efficient traffic management has a major influence on project planning and requires flexibility and collaboration with other projects and proponents in the public and private sector to ensure that any negative effects of building cycling infrastructure in the centre of the city are minimised.

Projects and Programs

Of the 22 infrastructure projects listed in 2012/13 and 2014/15 financial years in the first Implementation Program 2012 - 2017, approximately 55% of these have been successfully implemented. A further 27% of these projects are due to be delivered prior to the end of the current financial year. 18% have been rescheduled so that the works coincide with other key city projects, two-way streets and Parallel Walk conversions.

The revised draft Implementation Program 2014-19 details the priority infrastructure projects to be undertaken by the City of Perth during this timeframe in order to achieve the Cycle Plan 2029 goals.

Key projects to be undertaken in partnership with the Department of Transport in the current 2014/15 financial year include the implementation of cycle lanes on Barrack Street, between Riverside Drive and St Georges Terrace, and design work for the extension of a shared path on Roe Street, between Fitzgerald Street and Thomas Street.

Expenditure

Funding for city cycle infrastructure comes from two key sources – City of Perth Municipal Funds and the Perth Parking Management Fund.

The City has funded \$623,000 worth of cycling infrastructure since adoption of the Cycle Plan 2029. The City's current 10 Year Financial Plan includes an annual budget consideration of \$500,000 to continue cycling infrastructure improvements.

In addition there is a current commitment of \$7.5 million allocated for improvements to the City of Perth cycle network between 2012 and 2015 from the Perth Parking Management Fund.

Within the current 2014/15 financial year the total expenditure on new bicycle infrastructure within the City of Perth area is estimated at \$3.4 million. \$2.7 million will be funded through the Perth Parking Management Fund and an additional \$700,000 is provided through two City of Perth capital works project budgets.

\$2.4 million dollars from the Perth Parking Management Fund has been allocated to the implementation of new on road cycle lanes along a key north south corridor on Barrack Street between Riverside Drive and St Georges Terrace.

\$300,000 from the Perth Parking Management Fund has been allocated towards the design stage of an extension to a key east west shared path on Roe Street between Fitzgerald Street and Thomas Street.

Taking into account the cumulative projected expenditure of \$3.4 million in the 2014/15 financial year and the estimated residential population of 22,000 people an estimated sum of \$154.55 per capita will be spent on new bicycle infrastructure this financial year.

This far exceeds the \$5 per capita minimum threshold which indicates a council has a meaningful commitment towards building bicycle infrastructure set by Bicycle Network (national bicycle advocacy group who routinely conduct bicycle expenditure investigations on major councils). It also greatly exceeds the projected expenditure of surrounding local authority areas as seen in Table 1 below:

Local Authority	Population	2014/15 Budget	Local Authority Size	Spend Per Capita
Western Australia				
Perth	22,000	\$3.4 million	8.1 km ²	\$155.53
Vincent	36,700	\$2.4 million	10.4 km ²	\$65.40
Subiaco	19,693	\$140,000	7 km ²	\$7

Table 1 - Expenditure comparison per capita with other Local Authority Area

ITEM NO: 10

INVESTIGATION OF ALTERNATIVE OPERATING CONFIGURATIONS OF THE CLAISEBROOK LAKE, EAST PERTH

**WORKS AND URBAN
DEVELOPMENT COMMITTEE
RECOMMENDATION:**

(APPROVAL)

That Council approves the continuation of monitoring water quality and visual amenity of Claisebrook Lake for a further period of 24 months, to determine the need for an alternate configuration.

BACKGROUND:

FILE REFERENCE: P1029173
REPORTING OFFICER: Shelley Smith, Environment Officer - Water features, Lakes and Wetlands, Parks and Landscape Services
RESPONSIBLE DIRECTOR: Doug Forster, Director City Infrastructure and Enterprises
DATE: 19 January 2015
MAP / SCHEDULE: N/A

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 10 February 2015.

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



Figure 1 Locality map - Claisebrook Lake, East Perth

Issues associated with the water quality of Claisebrook Lake have previously been documented in reports to Council, dated 6 December 2011 and 15 May 2012. Claisebrook Lake was constructed in 1995 by the East Perth Redevelopment Authority (EPRA). The lake was primarily constructed to supply irrigation water for approximately 10 hectares of public open space in East Perth, but is also valued by residents as an ornamental water feature. The main water source for the lake is stormwater which is intercepted from the Claisebrook main drain and passes through a Gross Pollutant Trap before being stored in the lake and cycled through the channels (Figure 2). Since construction, the lake has experienced periodic growth of a native aquatic plant which has, on occasion, been a cause of concern for a limited number of residents who consider the aquatic plants reduce the aesthetic quality of the lake.

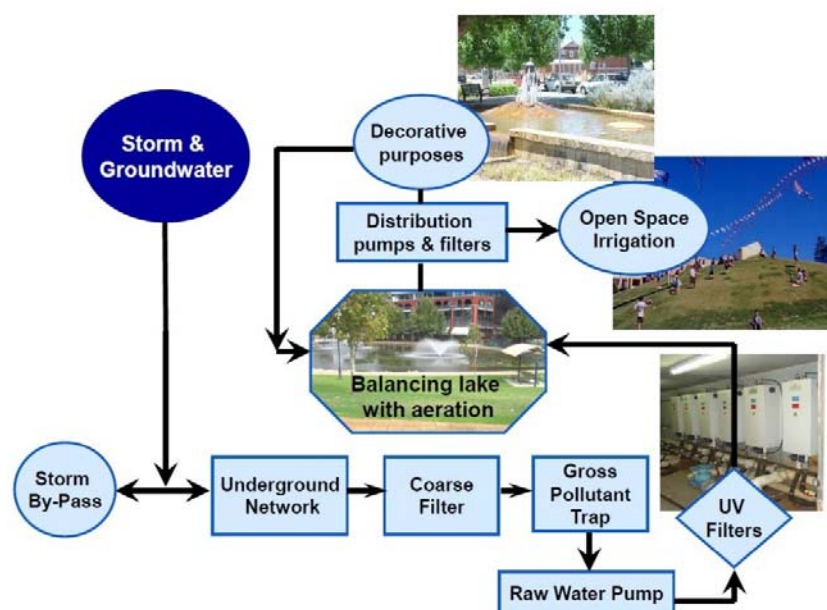


Figure 2 Existing treatment train at Claisebrook Lake, East Perth

At its meeting held on **15 May 2012** it was resolved that Council;

1. *accepts the most suitable tender, being that submitted by GHD, for the provision of consulting and design services to investigate, evaluate and report on the possible treatments for the Claisebrook Lake at a lump sum cost of \$49,930 (excluding GST);*
2. *notes that costs will be incurred for extended water quality testing as part of the investigations and that these costs can be accommodated within the project budget allocation.*

In addition, the City has undertaken several actions to address community concerns, including installation of aeration units and interpretive signage explaining the importance of aquatic plant to water quality and as a natural wildlife habitat which is evidenced by birdlife nesting on and around the lake. In addition, an improved cleaning schedule has been introduced and commenced in September 2014.

It should be noted that aquatic plant growth has not adversely impacted on the appearance of the lake in the last 12 months, and no complaints have been received

during this period. In contrast, community members have demonstrated an interest in the other values of the lake, including its role in providing bird habitat.

As a result of further consideration it is recommended that lake water quality and visual amenity continue to be monitored for a further period of 24 months. If the extended monitoring results indicate that the maintenance and channel cleaning schedule has been effective in maintaining visual amenity, no further action may be necessary.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	Part 4, <i>Local Government (Functions and General) Regulations 1996</i> Part 5, <i>Environmental Protection Act 1986</i> Part 4, <i>Swan and Canning Rivers Management Act 2006</i> and associated <i>Swan Canning Water Quality Improvement Plan 2009</i>
Integrated Planning and Reporting Framework Implications	Corporate Business Plan 2013/14 to 2017/18 Council Four Year Priorities: Living in Perth S9 Promote and facilitate CBD living S9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people.
Policy	
Policy No and Name:	9.7 - Purchasing Policy 15.2 - Protection and Enhancement of Open Space

DETAILS:

GHD have undertaken a comprehensive and extended monitoring program (TRIM 333194/14) to determine baseline lake water quality. Detailed analysis indicated elevated nutrients were the major cause for aquatic plant and algae growth, contributing to poor lake appearance. The main source of nutrient inputs to Claisebrook Lake is identified as carried by stormwater pumped from the Claisebrook drain. Nutrient levels in the Claisebrook drain varied significantly over the monitoring period. The drainage system extends well beyond the City's boundaries; therefore nutrient concentrations are a result of diffuse inputs throughout the catchment area, with no direct source input identified.

Following collation and interpretation of the water quality data, four reconfiguration options have been proposed by GHD (TRIM 333195/14). The aim of each option is to improve lake water quality with the following objectives:

- Maintain the lakes core function as a irrigation water supply for in excess of 10 hectares of public open space in East Perth;
- Reduction in both dissolved and particulate nutrient concentrations;
- Reduction of Total Suspended Solids (TSS) concentration;

- Reduction in aquatic plant growth; and
- Improved water circulation.

All options follow a similar treatment train methodology including the removal of suspended solids, deepening of the lake and the introduction of raingardens and/or wetlands to reduce nutrients entering the lake.

All design options, except for Option Three, retain the ability to incorporate the existing ultraviolet (UV) filtration system. The UV treatment system, which is currently unserviceable, was installed in 1995 as a component of the original EPRA design and was intended to reduce the bacterial content prior to water entering the lake. Water quality monitoring demonstrates that lake microbiological concentrations are classified as suitable for low exposure activities according to the *Recycled Water Guidelines* (DoH 2011); therefore reinstating the UV treatment system is not considered to be a necessary component of the treatment train.

Option One

Stormwater is first diverted through a secondary stormwater treatment device, with the option of reinstating the UV filtration system. Treated water then passes through a landscaped raingarden to the north before entering the lake through a submerged wetland edge. The lake base would be deepened and concrete lined, with pump intake locations repositioned.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation; most cost effective option.

Cons: Nutrient uptake of wetland not modelled due to low hydraulic residence time; small raingarden size resulted in lowest overall nutrient uptake efficiency therefore worst performing option.

Option Two

Option Two follows a similar treatment train arrangement to Option One, with the main differences being a gravity fed vegetated swale as opposed to raingarden, and extensive transitional wetland plantings.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased water circulation; decreased lake water temperatures.

Cons: Extensive wetland plantings reduce lake volume for irrigation significantly; nutrient uptake of wetland not modelled due to low hydraulic residence time; restricted access to proposed location of secondary stormwater treatment device.

Option Three

Option Three follows a similar treatment train arrangement to the previous options, with the main differences being a new diversion weir structure, an increased area of raingarden incorporated into the existing turfed terraces, and no submerged plantings.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation.

Cons: Significant additional infrastructure required; no option for reinstating the UV treatment system; large raingarden area detracts from public open space; decommissioning of existing CDS unit may increase maintenance requirements for secondary treatment device; no mechanisms for dissolved nutrient uptake; most expensive option.

Option Four

Option Four is similar to Option One, with stormwater first diverted through a secondary stormwater treatment device and the option of reinstating the ultraviolet (UV) filtration system. Treated water then passes through a larger area of landscaped raingarden incorporated into the existing turfed terraces, before entering the lake through a submerged wetland edge. The lake base would be deepened and concrete lined, with pump intake locations repositioned.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation; optimised raingarden footprint on public open space.

Cons: Nutrient uptake of wetland plantings not able to be modelled due to low hydraulic residence time; second most expensive option; raingarden area detracts from public open space.

Modelling demonstrated that the bulk of nutrient and non-nutrient contaminant removal provided by all four options is derived from the installation of the secondary stormwater treatment device, which captures up to 80% of total suspended solids and up to 30% of total nitrogen and total phosphorus. The raingarden would provide final polishing and uptake of dissolved nutrients, whereas the wetland edge was unable to be modelled due to the low hydraulic residence time.

A comparison of the options is provided in Table 1, including cost.

Table 1 Summary of design configuration options

Option	Cost (\$) excl. GST	Performance
1	\$850,103.93	Lowest performing option due to the smaller raingarden size. Bulk TSS, TN and TP removal by Humeceptor.
2	\$960,273.60	Best performing option due to large raingarden area. Large footprint in public open space. Bulk of TSS, TN and TP removal by Humeceptor.
3	\$1,100,728.20	Second best performing option due to the slightly smaller raingarden than Option 2. Comparable treatment efficiency. Bulk of TSS, TN and TP removal by Humeceptor.
4	\$969,408.00	Raingarden size optimised to provide best TSS reductions. Bulk of TSS, TN and TP removal by Humeceptor.

Alternative proposal

An alternative proposal to the four structural change options above is discussed below.

In January 2014 an Environmental Officer was appointed to Parks and Landscape Services, and has since conducted a thorough review of the maintenance and cleaning operations at the Claisebrook Lake and channels. As a result, an improved cleaning schedule was implemented commencing September 2014, as part of the 2014/15 Operational Budget. The regular, thorough and consistent cleaning of the channel and pond surfaces is anticipated to assist in maintenance of water quality via removal of organic matter which contributes nutrients to the system. The contractor also provides a detailed report on lake condition on a fortnightly basis.

It should be noted that aquatic plant growth has not had an adverse impact on the appearance of the lake over the last 12 months. Indicators of a change in community values for the lake include a demonstrated interest in the role the lake provides as habitat for black swans and other birds, which frequently use the lake for breeding.

As a result of further consideration it will be recommended that lake water quality and visual amenity continue to be monitored for a further period of 24 months after which a report and recommendations will be presented to the Council for consideration of any further action that may be required. If the extended monitoring results indicate that the maintenance and channel cleaning schedule has been effective in maintaining visual amenity, no further action may be necessary. However, if excess aquatic plant growth reoccurs and begins to impact visual amenity on a regular basis, it is likely that a recommendation will be made for the City to implement structural changes.

FINANCIAL IMPLICATIONS:

Minor costs for monitoring are included in the approved operational budget.

COMMENTS:

When constructed in 1995 the water feature was promoted as a “reflection lake” by EPRA as well as having the practical use for irrigation water storage. Given the water source is stormwater which is high in suspended solids, nutrients and discoloured it was most unlikely to appear as a clear, freshwater, ornamental lake. There now appears to be a general public acceptance of the different appearance and the adopted home for birdlife and aquatic animals.

It is recommended that the lake be monitored for a further 2 years and its performance reassessed at that time.

ITEM NO: 11

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS

WORKS AND URBAN DEVELOPMENT COMMITTEE (APPROVAL)
RECOMMENDATION:

*That Council accepts the most suitable tender, being that submitted by **PaveWA and Access Brick Paving Co.**, for the maintenance and construction of footpaths and associated works for a period of one year commencing 15 March 2015, with the option to extend for a further three years in accordance with **Schedule 13 – Comparative Schedule of Rates - Normal Hours and Schedule 14 – Comparative Schedule of Rates - Outside Normal Hours** for the first year with each subsequent year increase based upon the **Consumer Price Index** for the preceding year.*

BACKGROUND:

FILE REFERENCE: P1030997
REPORTING OFFICER: Mel Wilson, Project Officer Works and Services
RESPONSIBLE DIRECTOR: Doug Forster, Director City Infrastructure and Enterprises
DATE: 15 January 2015
MAP / SCHEDULE: Schedule 13 – Comparative Schedule of Rates - Normal Hours
Schedule 14 – Comparative Schedule of Rates - Outside Normal Hours
Schedule 15 – Comparative Schedule of Rates – Additional Costs
Confidential Schedule 16 – Tender Matrix Assessment – Distributed to Elected Members under separate cover

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 10 February 2015.

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

Tender 050-14/15 – Maintenance and Construction of Footpaths and Associated Works was advertised in the West Australian on Wednesday, 26 November 2014. Tenders closed at 2.00pm on Thursday, 18 December 2014, with the following tenders received:

- Contraflow Pty Ltd
- MCMLXX Pty Ltd as Trustee for the PaveWA and Access Holdings Family Trust trading as PaveWA and Access Brick Paving Co.
- CQ & JM Dowsing Pty Ltd as Trustee for the Dowsing Family Trust trading as Dowsing Concrete
- BOS Surveying Pty Ltd
- Remote Civils Australia Pty Ltd
- City Brickpaving Pty Ltd
- Civcon Civil & Project Management Pty Ltd

In accordance with the Footpath Asset Management Plan, the City replaces the majority of footpaths at the end of their 30-year useful life. In the Central Business District (CBD) the useful life is reduced to 15 years due primarily to the greater concentration of external activities such as telecommunication repairs and installations, building maintenance and the high volume of foot traffic. On average the City replaces 18,000m² of paving each year with further areas being lifted and relayed for maintenance purposes.

Tenders were called for a single service provider to undertake these works. Tenderers were required to provide two major project teams and two maintenance teams. As such, tenderers were permitted to utilise sub-contractors if and when required.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	<i>Local Government Act 1995</i> <i>Local Government (Functions and General) Regulations 1996</i>
Integrated Planning and Reporting Framework Implications	Corporate Business Plan Council Four Year Priorities: Living in Perth S9 Promote and facilitate CBD living 9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people
Policy	
Policy No and Name:	9.7- Purchasing Policy

DETAILS:

Tenderers were required to address the selection criteria in the specification in detail to demonstrate both their experience and ability to install footpath paving and associated works and to submit a Form of Tender that included a Schedule of Rates.

The criteria were:

- Resources – Plant and Equipment
- Resources - Personnel
- Previous Experience
- Safety Management Expertise

The seven submissions were assessed and ranked according to the criteria with particular emphasis on relevant experience and resources, predominantly in respect to plant, equipment and trained labour. Each submission was assessed individually and ranked in order of merit against the qualitative criteria.

Submissions were ranked as follows:

1. **PaveWA and Access Brick Paving Co**
This company provided a very thorough and informative submission meeting all criteria. The company has substantial experience and are currently one of three service providers to the City for this work type.
2. **City Brickpaving Pty Ltd**
City Brickpaving submitted an informative tender meeting all selection criteria. The company is on the current panel of service providers and has been providing this service to the City for over ten years.
3. **Dowsing Concrete**
Dowsing meets all criteria other than that relating to experience. While this company provides concreting services for footpath construction to numerous local governments the company has very limited experience in the installation of pre-cast pavers as utilised by the City.
4. **BOS Surveying Pty Ltd**
This company submitted a reasonable offer with few deficiencies. While meeting criteria for Resources – Plant and Equipment the company failed to fully meet the balance of requirements.
5. **Contraflow Pty Ltd**
Contraflow failed to meet any criteria satisfactorily with all showing some deficiencies. The company provides re-instatement services to State utilities.
6. **Remote Civils Australia Pty Ltd**
This company provided only limited information in relation to the criteria and therefore failed to meet requirements. The company specialises in concreting and appears to have no experience in relation to the use of pre-cast pavers.
7. **Civcon Civil & Project Management Pty Ltd**
Civcon failed to address the criteria and could not be considered further.

In order to ensure value for money, an analysis of costs using an “actual” project was undertaken. This analysis applied Items 1, 2 and 3 (Monday to Friday) from each tenderers Schedule of Rates as the most commonly used costs for the removal and full replacement of a standard paved footpath. Table 1 (below) provides the comparative figures from each tenderer for the installation of 1,000m² of 400 x 400 exposed aggregate pre-cast concrete slabs and includes removal of the old footpath, preparation works and laying of the new slabs. It does not include the cost of materials as these are normally supplied by the City.

Table 1 – Comparative Costs for 1000m² Standard Paving

Item	Access Brick Paving	City Brickpaving	Dowsing Concrete	BOS Surveying	Contraflow	Remote Civils	Civcon
	Cost/m ²	Cost/m ²	Cost/m ²	Cost/m ²	Cost/m ²	Cost/m ²	Cost/m ²
1	\$40.00	\$43.00	\$44.00	\$75.42	\$68.00	\$13.77	\$41.00
2	\$9.00	\$8.50	\$6.00	\$22.83	\$51.00	\$1.70	\$2.00
3	\$42.00	\$45.00	\$58.00	\$64.38	\$63.00	\$34.00	\$54.00
<i>Sub Total</i>	<i>\$91.00</i>	<i>\$96.50</i>	<i>\$108.00</i>	<i>\$162.63</i>	<i>\$182.00</i>	<i>\$48.77</i>	<i>\$97.00</i>
Total	\$91,000.00	\$96,500.00	\$108,000.00	\$162,630.00	\$182,000.00	\$48,770.000	\$97,000.00

Based on the items listed in Table 1 (above) the City is currently paying between \$50.48 and \$91.37 per m² depending on the service provider. The cheapest of those contracted prices were submitted by Access Brick Paving and, while the City has benefited from those rates over the period of the current contract, these rates have proven unsustainable by the tendering companies as evidenced by the proposed pricing in Table 1 (above) and the attached Schedules.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	Various Operational Accounts
BUDGET ITEM:	Transport – Streets, Roads, Bridges, Depots - Footpaths
BUDGET PAGE NUMBER:	12
REV. BUDGETED AMOUNT:	\$25,941,670
AMOUNT SPENT TO DATE:	\$11,458,738
PROPOSED COST:	\$ 250,000
BALANCE:	\$14,232,932
ANNUAL MAINTENANCE:	N/A
ESTIMATED WHOLE OF LIFE COST:	N/A

ACCOUNT NO:	Various Capital Accounts
BUDGET ITEM:	Transport – Streets, Roads, Bridges, Depots – Footpaths Construction – Various Locations
BUDGET PAGE NUMBER:	19
REV. BUDGETED AMOUNT:	\$24,986,670
AMOUNT SPENT TO DATE:	\$ 6,465,016
PROPOSED COST:	\$ 1,350,000
BALANCE:	\$17,171,654
ANNUAL MAINTENANCE:	\$ 190,000
ESTIMATED WHOLE OF LIFE COST:	\$ 5,150,000

All figures quoted in this report are exclusive of GST.

COMMENTS:

As Table 1 highlights, Remote Civils Australia Pty Ltd have provided the cheapest prices of all tenderers. This is consistent for most pricing in the Schedule of Rates. However, the company has limited relevant experience, has not been exposed to working in a city environment and specialises in in-situ concrete laying rather than pre-cast pavers . Based on market rates and known labour costs it is also likely the prices offered are not sustainable.

Both PaveWA and Access Brickpaving Co and City Brickpaving Pty Ltd currently provide paving services to the City presenting a good level of service with excellent finish and aesthetic appeal. Each have provided competitive pricing with PaveWA and Access Brick Paving Co being marginally cheaper. Although only a marginal cost difference per square metre, this variance would be substantial when taken over the life of the Contract and the total square metres likely to be maintained and constructed.

It is therefore recommended that PaveWA and Access Brick Paving Co be appointed for a period of one year commencing 15 March 2015 with the option to extend for a further three years. It is recognised that the successful tenderer will, for some works, utilise qualified sub-contractors known to the City and indicated in the tender submission.

OTHER REPORTS

CONFIDENTIAL ITEM NO: 12

REMOVAL OF THE RAINE SQUARE PEDESTRIAN OVERPASS

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

That Council:

- 1. approves the removal of the Raine Square Pedestrian Overpass;***
- 2. supports in principle the inclusion of adequate funds in the 2015/16 budget to pay for the removal of the overpass and the make good of the Raine Square development in accordance with the provisions of the current easement agreement;***
- 3. authorises the Chief Executive Officer to liaise and negotiate all necessary agreements with relevant stakeholders to effect the removal of the Raine Square pedestrian overpass and satisfying the easement agreement obligations.***

BACKGROUND:

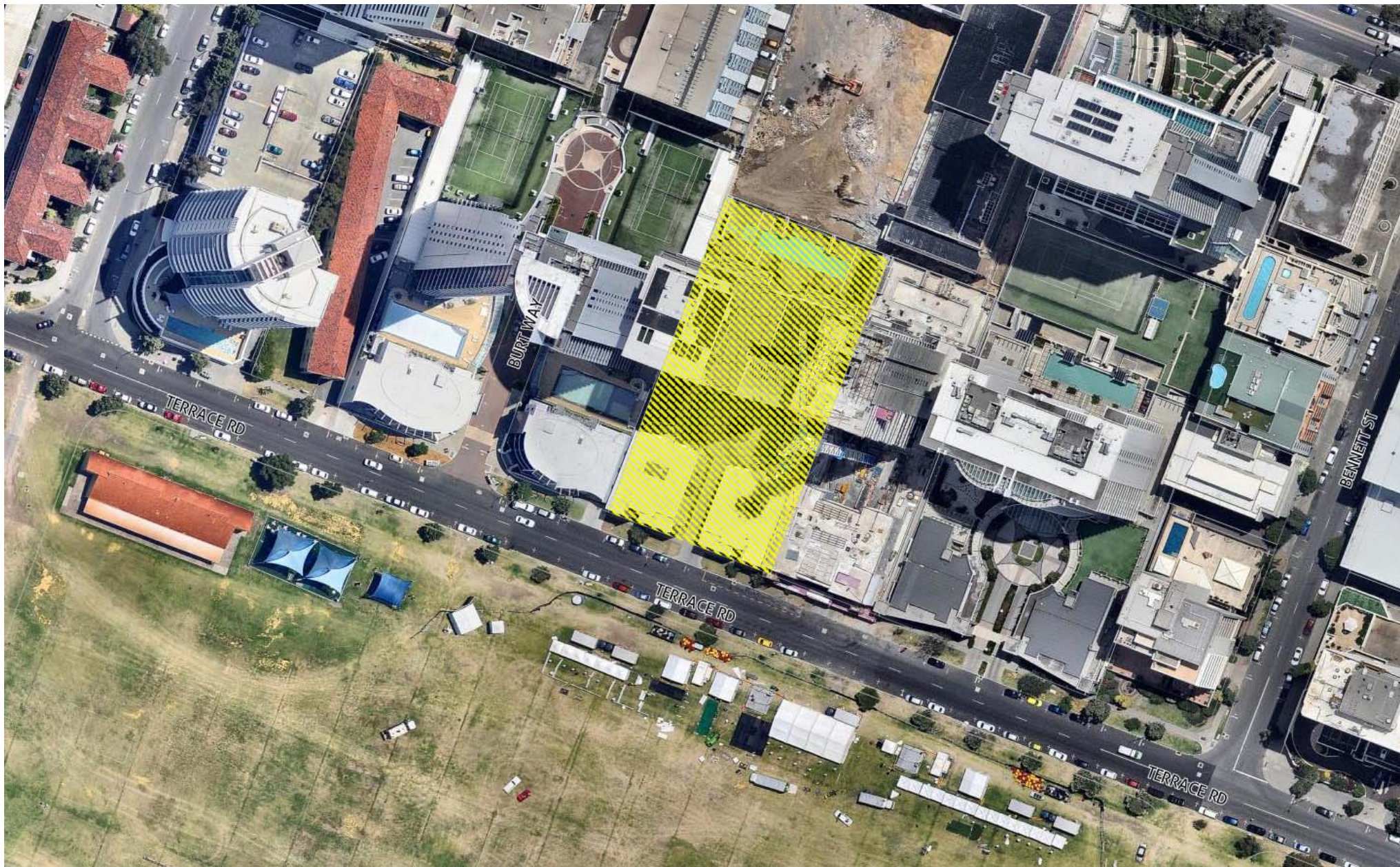
FILE REFERENCE: P1025189
REPORTING OFFICER: Garry Dunne, Director City Services
RESPONSIBLE DIRECTOR: Gary Stevenson, Chief Executive Officer
DATE: 28 January 2015
MAP / SCHEDULE: N/A

In accordance with Section 5.23(2)(e)(ii) of the *Local Government Act 1995*, this item is confidential and will be distributed to the Elected Members under separate cover.

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 17 February 2015.

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

SCHEDULES FOR THE
NOTICE PAPER FOR THE
COUNCIL MEETING
TO BE HELD ON
24 FEBRUARY 2015



SCHEDULE 1

2014/5395; 8/90 TERRACE ROAD, EAST PERTH



PERSPECTIVE 1 – 90 TERRACE ROAD, EAST PERTH – 2014/5395

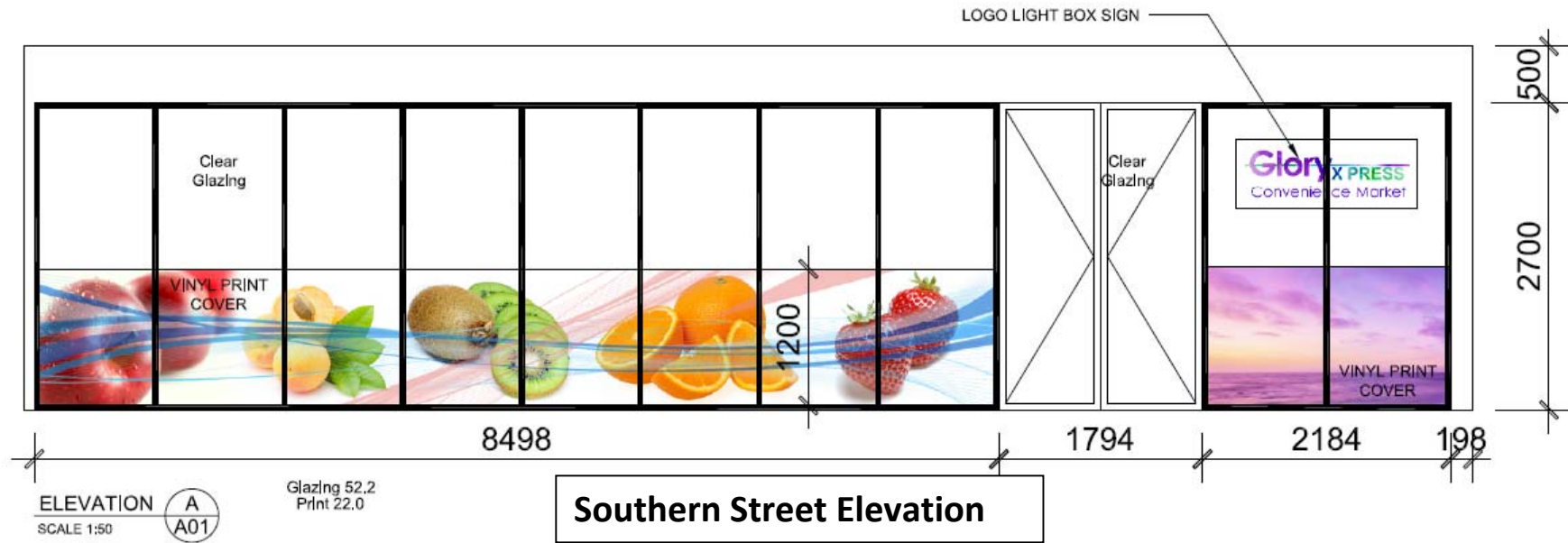


PERSPECTIVE 2 – 90 TERRACE ROAD, EAST PERTH – 2014/5395



PERSPECTIVE 3 – 90 TERRACE ROAD, EAST PERTH – 2014/5395

SCHEDULE 2



SCHEDULE 2

2014/5395; 8/90 TERRACE ROAD, EAST PERTH – PROPOSED SIGNAGE

SCHEDULE 3

Summary of Issues and Applicant's Responses – Advertising for 90 Terrace Road

Issue	Applicant Response
Access, Traffic and Parking Issues	
There is no allocated area for delivery of produce. It is unlikely that most deliveries can and will occur at the rear of the property based on the size and limited access of the area indicated	The point to be noted here is that the store is very small in size. The quantity of produce that will be sold and hence delivered is very minimal considering the size of the store. The delivery will be done in a small van and hence an allocated area for delivery of produce would not be required.
Delivery and customer vehicles are likely to be parked in the driveway, reducing access to the residential car parking area.	The likeliness of vehicles being parked in the driveway is little as everyone working on the premises and also the delivery guys will be notified about not parking in the driveway and to park only in the allocated area. The store management will also take full responsibility to ensure that there is no parking of the delivery or customer vehicles in the driveway and hence the access to the residential car parking area is not compromised in any way.
There is no provision at this stage for short term bays within the street to accommodate customer and delivery parking. Current parking restrictions relate to past residential uses and may now need to respond to this proposed change of use	The target consumers for the store will be the local residents who will be walking to the store. Short term parking if required will be catered by the current paid parking off the street.
Potential for customers to park on verges and damage reticulation and grass.-	Bold 'No parking' boards will be put up to discourage customers from parking on the verge.
Restricted visibility out of Adagio Apartments from bus bay and potential loading of trucks.	The above said visibility issue is an existing one and is not caused by any design proposals.
Customers will use the Adagio driveway to turn around, preventing legitimate access and posing safety risks.	As mentioned above, everyone concerned including the customers will be notified about not using the driveway. Also the store management will take full responsibility to ensure that the Adagio driveway will not be used by the customers of the store to turn around or park and hence the access or safety is not compromised in any way.

SCHEDULE 3

Issue	Applicant Response
<p>a) Line of sight from the Adagio property is already compromised when small vehicles are parked in the street parking bay closest to the driveway.</p> <p>b) On-street parking is already extremely busy along Terrace Road.</p>	No response provided.
On street parking cannot be used to satisfy the parking requirements of a commercial or residential development unless the Council is satisfied the parking demand can be met – therefore a traffic impact study should be conducted.	As mentioned above, the small size of the store caters mainly the residents in the vicinity of the store who will walk for their shopping needs. The visibility of the shop is also limited to the residents only. Hence, the existing on street parking will more than satisfy the parking demand of the store.
There is an absence of motorcycle parking at the site and poor layout of existing bays on street.	Since the target audience are people who will be walking to the store, motorcycle parking will not be used.
Illegal use of Adagio driveway will need to be monitored. Fines will need to be issued by the City of Perth. Unfair and onerous for residents to be placed into a position of having to monitor any unauthorised parking or be placed at risk from increased traffic when traffic issue could have been reasonably foreseen. -	As mentioned above, management of the store will take necessary precautions and also full responsibility to ensure that there is no illegal use of the Adagio driveway. Also, the use of the driveway will be monitored by the management so that there are no traffic issues. The management of the store is fully in support of the idea of fines for the erroneous.
Noise and Safety	
Deliveries occurring in the driveway may create noise issues with reversing vehicles and potential safety issues with pedestrians.	Delivery in the driveway will be unacceptable. Alternate arrangements will be made at the time of delivery to reduce the inconvenience caused due to delivery.
The second side entry to the shop may result in customers loitering, cause noise and disturbance	The second side entry to the shop will be open only for short hours during the day. The Front entry will still remain the main entry to the store.
Other nearby convenience stores attract undesirables and if the local shop goes ahead safety may be an issue.	Security cameras will be installed to monitor the movement of people in and around the store so that safety is not an issue.
No music or amplified noise of any kind should be permitted.	This is acceptable.
24 hour operation of the shop will attract noise and undesirable activity.	The shop will close at 9:00pm. Hence 24 hour operation of the store will be unnecessary.

SCHEDULE 3

Issue	Applicant Response
Waste Disposal	
Increase in litter left by customers will occur in and around the premises.	Rubbish bins will be provided in store for the customers to use. The area around the store will be cleaned by the management so that it is litter free.
Waste management must be appropriate to ensure no vermin infestations.	Covered bins will be provided in the cool area where the produce is disposed. This will be cleared once every day and proper waste management methods will be used to ensure there is no vermin infestation.
If four wheeled bins are to be used, where will they be located?	No response provided.
Signage	
<ul style="list-style-type: none"> a) Signage is visually overbearing and not in keeping with the surrounds. b) Signage needs to be of a high standard and designed by professionals. c) Signage will lower property values. 	The signage is being redesigned by professionals to account for the high end market the store caters to now.
Trading Hours	
<ul style="list-style-type: none"> a) Concern about late night and 24 hour trading disrupting the 'peaceful/quiet enjoyment' of the area. b) Trading hours to be restricted 7am-10pm. c) Closing time to be restricted to 9pm. <p>Adagio is a residential property and opening hours of 0600-2400 are not compatible with residential living.</p>	The store will close at 9:00 pm. Hence 24 hour operation of the store will be unnecessary.
General	
Property would be devalued by an IGA.	The store is no longer an IGA. It has been re-branded in order to cater to a high end market in accordance with the location of the store. The property would hence not be devalued.
Loss of privacy will occur from increased activity created by the shop.	The store aims to cater only to the existing residents. Hence there wouldn't be any more of a footfall than there is already thereby not resulting in any increased activity or loss of privacy.
Apartment owners were not advised that an IGA could operate from the premises	No response provided.

SCHEDULE 3

Issue	Applicant Response
– only commercial office or restaurant.	
Tenants of overseas investors are likely to be supportive because it is not their investment being affected	The investments would not be affected as the new upmarket branding which is in accordance with the location would not take away the value of the property but only increase it.
Proper application process was not followed and works commenced before approval was granted.	No response provided.
The proposal does not fit with the 'aesthetic disposition' of 90 Terrace Road as many of the properties are worth in excess of \$1,000,000.	The current proposal is very much in line with the 'aesthetic disposition' of 90 Terrace Road. Every care has been taken to ensure that the proposal complies with the design language used on the road and also ensure that the store creates an experience while shopping.
There are no other similar luxury apartment buildings on Terrace Rd that incorporate a 'local shop'.	No response provided.
A planning use that is more congruent with the current available parking should be considered.	No response provided.
Considering street category, frequency and location of public transport and pedestrian volume, Adelaide Terrace would be a more suitable location for a local shop.	No response provided.
The area is already well serviced by local shops for the purchase of convenience goods.	No response provided.
Using a prime river view location for an IGA shop is inappropriate	The shop is no longer an IGA. It is now an upmarket store. Prime river view for a shopping experience that is going to be provided by the proposed store would justify the river view location of the store.
The use of the premises as a local shop denies the opportunity for another use that would make better use of the view.	No response provided.
The proposed use is not in keeping with the residential area along Terrace Road.	The design of the store is in total compliance with the residential and commercial code.

SCHEDULE 3

Issue	Applicant Response
The advertising period was not long enough to prepare a cogent case for/against.	No response provided.
Ensuring compliance with restrictions/conditions of approval will require vigilant monitoring.	The management will be completely vigilant and will take full responsibility to ensure that the conditions of approval are met.
Structural	
Damage to the Adagio driveway is likely to result from unnecessary vehicle movements and deliveries.	The management will ensure that the Adagio driveway will not be misused/damaged due to vehicle movements and deliveries to the store. In the unlikely event, the store is covered with insurance to the tune of \$20,000,000.00 public liability and \$5,000,000.00 damages cover.
Based on the appearance of 'The Rise' convenience store in Adelaide Terrace, the pavements will need to be steam cleaned and patrons will sit on steps/walls to consume products leaving their scraps and detracting from the pristine appearance of the Adagio development.	No response provided.

SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH

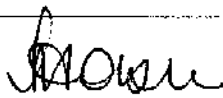



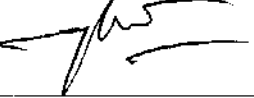






To the Lord Mayor and Councillors of the City of Perth:

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1. The design of the Adagio development being unsuitable for use as a local shop - the lack of separation between public and private areas of the development, in particular the open driveway and entrance to the development, would significantly impact residential amenity if this site were to be approved for use as a local shop operating for 14 hours a day on weekdays and 13 hours a day on weekends;
2. The lack of demonstrated need or support for a local shop at this site, noting that 93% of respondents raised concerns and opposed the proposed use of local shop, with there being at least 5 other local shops within 500 metres of the subject site;
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Correspondence in respect of this petition should be addressed to Michelle Noble, 75/90 Terrace Road, East Perth WA 6004

The names and addresses of your petitioners are as follows:

DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
28/1/15	MICHELE NOBLE	75/90 TERRACE RD EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
28/1/15	JOHN WARBOL	1/08 TERRACE RD EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
28/1/15	C Bradley	Williams Rd Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	L O'Leary	1/100 Terrace Rd East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Thanh Nguyen	2/114 Terrace Rd Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	DAY NGUYEN	2/114 TERRACE RD PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	ISRAEL ZEMBL	13 BIARA RD MAYWELL		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	LEIGH PETTIT	18 FAVERSHAM WAY HEATHRIDGE		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Raymond TAN	6/78 Terrace Rd, E Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15		6/78 Terrace Road East Perth WA 6004		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH

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DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
29.01.15	Alexandra Steller	115/90 Tee Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	Kucilena Miantha	115/90 TCE Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/01/15	John Nai	117/90 Tee Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/01/15	Suzanne Wason	110/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/01/15	Bree Cahill	99/90		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/01/15	Vic Cahill	99/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/01/15	Barbara Cahill	99/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/01/15	Linda Wright	24/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Russ Hook	CLONMILLER 83/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29	119/1130W Dine	83/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

SCHEDULE 4

SCHEDULE – PETITION TO THE CITY OF PERTH

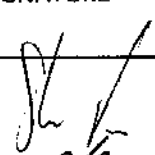
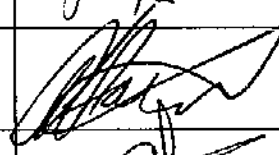


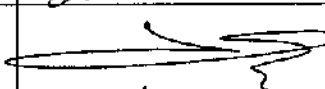
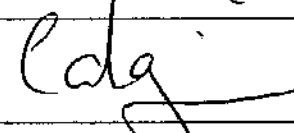
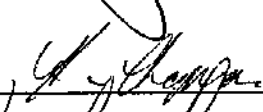
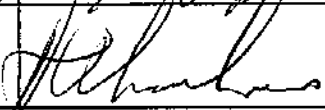
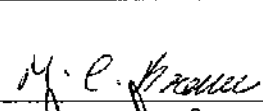

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The names and addresses of your petitioners are as follows:

DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
31/1	Stan Provitis	9/90 Terrace Road East Perth		AGREE NO OPINION
31/1	Carmel Healey	9/90 Terrace Rd East Perth		AGREE / DISAGREE / NO OPINION
31/1	Kathy O'Neil	37/11 Bennett St East Perth		AGREE / DISAGREE / NO OPINION
31/1	Houman Bagheri	1/78 Terrace Road		AGREE / DISAGREE / NO OPINION
31/1	KAMELIA Gi	1/78 TERRACE Road		AGREE / DISAGREE / NO OPINION
31/1	CHRIS MAGUIRE	7/11 Bennett St		AGREE / DISAGREE / NO OPINION
31/1	HAZEL CHAPMAN	42 TERRACE ROAD		AGREE / DISAGREE / NO OPINION
31/1	HARRY ABRAHAMS	24/42 " " Specimen		AGREE / DISAGREE / NO OPINION
31/1	Cidalia Branica	403 Rockingham Rd		AGREE / DISAGREE / NO OPINION
31/1	CINDY CHAL	60 Beelbore Road South Perth 6073		AGREE / DISAGREE / NO OPINION

SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH

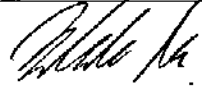
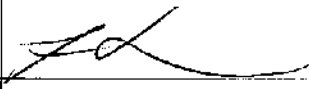
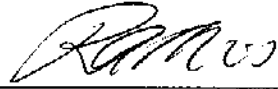
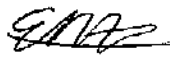



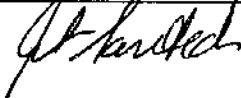
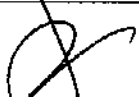
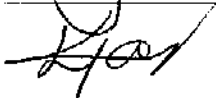
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The names and addresses of your petitioners are as follows:

DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
29/1/15	Bride Weller	24 Walls St Wanneroo.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Patricia Falco	33/90 Terrace Rd East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Roslyn Miles	87/90 Terrace Rd, East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Euse Sutherland	208 BURRO DRIVE Attadale.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Fardosh Mirzaee	35/90 Terrace road East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Ahmadreza Younessi	35-90 Terrace road East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Gabriella Falco	33/90 Terrace Road East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	JULIE SANTICIT	69/90 TERRACE RD EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	JOHN YOUNG	51/90 TERRACE ROAD EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	KEELY LYONS	29/90 Terrace Road East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

SCHEDULE 4

SCHEDULE – PETITION TO THE CITY OF PERTH

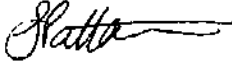







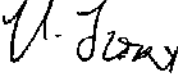
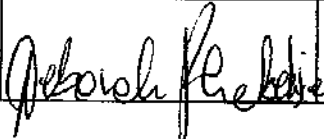
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29/01	Stephanie Patterson	23 Lyndhurst Crescent, Ferndale WA		AGREE / DISAGREE / NO OPINION
29/01	Damien Patterson	23 Lyndhurst Cres Ferndale WA		AGREE / DISAGREE / NO OPINION
29/01	CASSIDY MOSCONI	146A LEACH HWY MELVILLE WA		AGREE / DISAGREE / NO OPINION
30/1	MICHAEL GURIN	72/90 TERRACE RD		AGREE / DISAGREE / NO OPINION
30/1	Ronnie & Carvalho	53/90 Terrace Road		AGREE / DISAGREE / NO OPINION
30/1	Frank Pisan	4/90 Terrace Road		AGREE / DISAGREE / NO OPINION
30/1	BRUCE ANSWORTH	71/90 TERRACE RD		AGREE / DISAGREE / NO OPINION
30/1	WEE MING KHOO	30/90 TERRACE RD		AGREE / DISAGREE / NO OPINION
31/1	Vivienne Tiori	41 CHIRETON PLACE		AGREE / DISAGREE / NO OPINION
30/1	Deborah Plonkensteiner	12/132 Terrace Rd		AGREE / DISAGREE / NO OPINION

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SCHEDULE – PETITION TO THE CITY OF PERTH

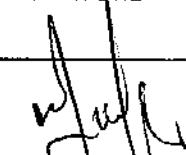
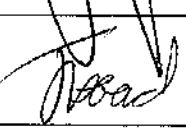
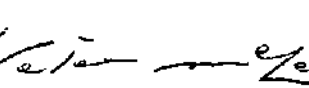
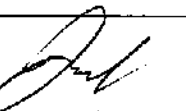
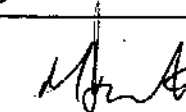
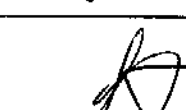

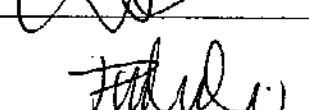
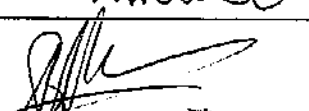
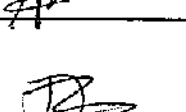
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29/1/15	MERVYN JOHN WRIGHT	24/90 TERRACE RD EAST PERTH		AGREE / DISAGREE / NO OPINION
29/1/15	Julian Hoad	88 Matheson Road Applecross WA 6153		AGREE / DISAGREE / NO OPINION
"	Peter McLeod	21/132 Terrace Road Perth.		AGREE / DISAGREE / NO OPINION
"	Daniel Mundy	239 Adelaide Ave		AGREE / DISAGREE / NO OPINION
"	Mark Jarett	9a Plain St Perth		AGREE / DISAGREE / NO OPINION
"	Gary Wutt	99 PLAIN ST EAST PERTH		AGREE / DISAGREE / NO OPINION
"	Carcy Bullen	126 Terrace Road		AGREE / DISAGREE / NO OPINION
29/1/15	Philomena Lee	118 Terrace Road		AGREE / DISAGREE / NO OPINION
29/1/15	Andy Bui	132 Terrace Road		AGREE / DISAGREE / NO OPINION
	Drew Briggs	18/122 Terrace Road		AGREE / DISAGREE / NO OPINION

SCHEDULE 4

SCHEDULE – PETITION TO THE CITY OF PERTH




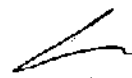

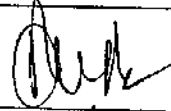
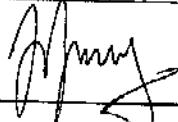


To the Lord Mayor and Councillors of the City of Perth:

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Correspondence in respect of this petition should be addressed to Michelle Noble, 75/90 Terrace Road, East Perth WA 6004

The names and addresses of your petitioners are as follows:

DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
30/1/15	Zuraida Luliffi	Unit 31, 90 Terrace Road		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	Eun Young Han	88 90 Terrace Road		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	DAVID KWON	90 TERRACE RD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	Charles Toh	unit 67		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	MC Tovey	116, 90 TERRACE ROAD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	K.V. TOVEY	"	K.V.T.	<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	Allen Parker	91/90 Ice Road		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	J. JESSY	11/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	D. McElliuracey	15 Bancroft Rumble Landsdale		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30/1/15	M. LAMBERTON	118/90 TERRACE RD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

**SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH**


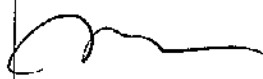






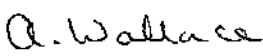
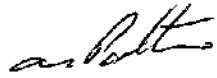
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DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
28/1/14	Ramon Obispo	111 St George Tce Perth.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/14	Mark Fisher	50/90 Terrace Road Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Kasim M'GILLIVRAY	114/90 Terrace Rd East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Eileen Peckis	2/90 Terrace Rd East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	NORASET CHARNOYASUK	77/138 ADELAIDE TCE EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29-1-15	D. Lynch	85/90 Terrace rd.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29-1-15	Justin Butcher	99/90 Terrace Rd East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	Dexter Lee	70/90 Terrace Rd, East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Amanda Wallace	114/90 Terrace Rd EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	ANDREW PATHERSON	36/90 TERRACE RD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

**SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH**


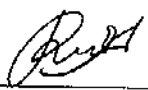



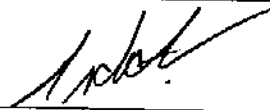
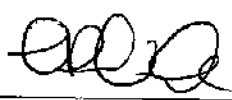

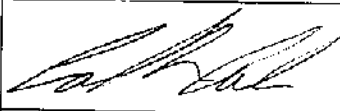
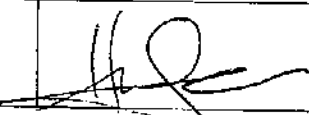
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DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
29/1/15	Shawn Chia	16 MARS STREET WA 6001		AGREE / DISAGREE / NO OPINION
29/1/15	Jo Knok	34 Winchester way. Leeming.		AGREE / DISAGREE / NO OPINION
29/1/15	Deborah Law	34 6/77 Terrace Road, East Perth		AGREE / DISAGREE / NO OPINION
29/1/15	Hannah Pham	15 Pikes close Caversham WA 6005		AGREE / DISAGREE / NO OPINION
29-1-15	Juey ZHAO	6/78 Terrace Road East Perth		AGREE / DISAGREE / NO OPINION
29/1/15	LARRY MIDDLETON	17 TORRIDON LOOP WANNEROO WA		AGREE / DISAGREE / NO OPINION
29/1/15	CHRIS NEILON	17/90 TERRACE RD EAST PERTH		AGREE / DISAGREE / NO OPINION
29/1/15	Kanika Gupta	62/90 Terrace Road East Perth		AGREE / DISAGREE / NO OPINION
29/1/15	Callum Cook	34/90 TERRACE RD EAST PERTH		AGREE / DISAGREE / NO OPINION
29/1/15	SARAH SAN	77/90 TERRACE RD EAST PERTH		AGREE / DISAGREE / NO OPINION

**SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH**

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DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
19.1.15	Christian Ibarne	Stanley St 3 SCARBOROUGH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
21.1.15	DANIEL Brown	267 JOHNSON RD. BEACON		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	Kim Bagnall	212 Leake St Belmont		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	Simon Bennett	14 Domingo Way South Lake 6164		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15		111/131 ADELAIDE STREET		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	Dany's	111/131 Adelaide Terrace		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.01.15	Michelle Veenstra	156/151 Adelaide Tce, east perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	Doug Stawell	"		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Sue Nobels	156/151 Adelaide		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Katie Bail	151 Adelaide Tce		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH

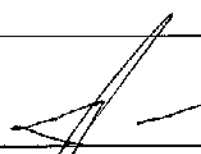



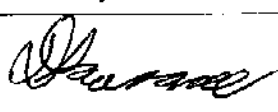
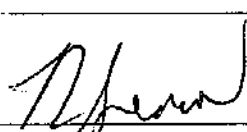
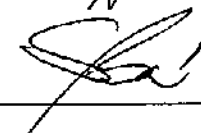
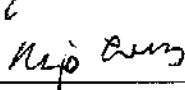
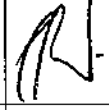
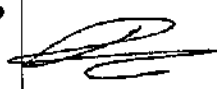
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29/1	DEAN SIKKO	6 BELLET STREET EAST PERTH		AGREE / DISAGREE / NO OPINION
29/07	JONATHAN EI	3 DEQUETTE ST EAST PERTH		AGREE / DISAGREE / NO OPINION
29/1	B. Phillips	PO Box 191 MORAWA		AGREE / DISAGREE / NO OPINION
29/1	M REED	124 TERRACE RD		AGREE / DISAGREE / NO OPINION
29/1	David Lawrence	124 Terrace Rd		AGREE / DISAGREE / NO OPINION
7/120	R R Serron	UNIT 7 120 Terrace RD E.P.		AGREE / DISAGREE / NO OPINION
29/01	SHEILA FORDIOS	114 U-15 Terrace Rd PERTH 6000		AGREE / DISAGREE / NO OPINION
27/1	Rene Evans	116 terrace road 6000		AGREE / DISAGREE / NO OPINION
30/1	PHY PROSSER	PARANA CRESENT		AGREE / DISAGREE / NO OPINION
30/1	A/211/1/1/1	1106 TERRACE ROAD EAST PERTH		AGREE / DISAGREE / NO OPINION

SCHEDULE 4

SCHEDULE – PETITION TO THE CITY OF PERTH


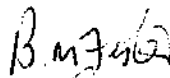
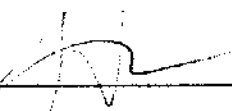
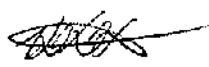





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28/1/15	KERRIE FLETCHER	36/90 TERRACE RD ^{EAST} PTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
28/1/15	Bet Fisher	50/90 Terrace Rd East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
28/1/15	ahd by the	12/10 Terrace Rd EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/01/15	Kathryn Koutroukos	118/90 Terrace Rd, East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Manita Narongsirikul	71/90 Terrace Rd, East Perth	Manita N.	<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
11	Gary F. Indle	57/90 Terrace Road		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31/1/2015	Dwayne Hess	Perth in Coorleay Street Barbary		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31/1/2015	swan creek	PO BOX 42 ROSWAY PARK TAS		<input type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
11	MARION CROFT	27/78 TERRACE RD EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
11	ANNE WELLER	CARISBROOK VIC 25 GRICE ST.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH

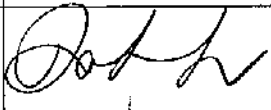
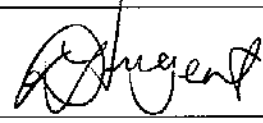

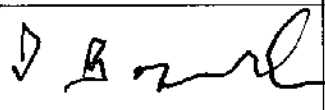
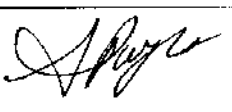
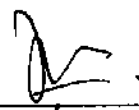

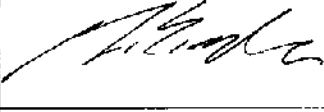


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1. The design of the Adagio development being unsuitable for use as a local shop - the lack of separation between public and private areas of the development, in particular the open driveway and entrance to the development, would significantly impact residential amenity if this site were to be approved for use as a local shop operating for 14 hours a day on weekdays and 13 hours a day on weekends;
2. The lack of demonstrated need or support for a local shop at this site, noting that 93% of respondents raised concerns and opposed the proposed use of local shop, with there being at least 5 other local shops within 500 metres of the subject site;
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5. Planning approval for this site as a local shop being a poor use of a prime, high-end, heritage listed, river-view location, particularly when there is no evidence of demand or support for this use within the area.

Correspondence in respect of this petition should be addressed to Michelle Noble, 75/90 Terrace Road, East Perth WA 6004

The names and addresses of your petitioners are as follows:

DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
29/1/15	Louise Batchelor	1213 Hay Street East Perth		AGREE / DISAGREE / NO OPINION
29/1/15	JAMIAN NUGANT	12/3 MAY STREET EAST PERTH		AGREE / DISAGREE / NO OPINION
30/1/15	PATRICIA WALKER	62 CASTLEGATE WY WOODDALE		AGREE / DISAGREE / NO OPINION
30/1/15	TONY BOZICH	72/78 Terrace Rd E. Perth		AGREE / DISAGREE / NO OPINION
31/1/15	Anna Dwyer	190B Windward Way Mackay Q 4750		AGREE / DISAGREE / NO OPINION
31/1/15	Kristan SB NG.	314/45 Adelaide TCE E. Perth		AGREE / DISAGREE / NO OPINION
31/1/15	Neil Ashman.	81/143 Adelaide Terrace		AGREE / DISAGREE / NO OPINION
31/1/15	MIKE SIMPSON	32 CHARISMA RD HIGHGATE		AGREE / DISAGREE / NO OPINION
31/1/15	MARK EPICOR	216 SOUTH COAST RD BOATMAN WA		AGREE / DISAGREE / NO OPINION
31/1/15	J SPICER.	236 JOHN SWING BONING WA		AGREE / DISAGREE / NO OPINION

SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH


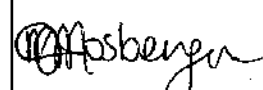
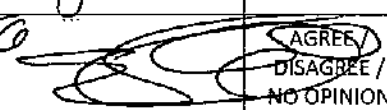
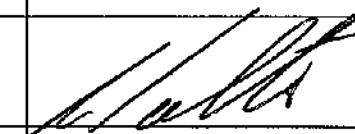
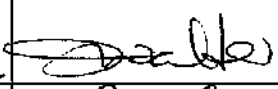
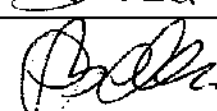


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29/1/15	Keith Powell	65/90 Terrace Road East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Millie Mosbergen	6/369 Hay St, East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Elizabeth Pendragon	30/229 Adelaide TO Perth WA		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29-1-15	Beverley Powell	65/90 Terrace Road East Perth	B Powell	<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	William Walter	30/90 Terrace Rd EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29.1.15	Jo Walter	30/90 Terrace Rd EAST PERTH 6004		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Steve Bellow	105/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29-1-15	JEAN BELLOW	105/90 Terrace Rd.	Jean Bellow	<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	STUART BEADFOOT	59/90 TERRACE RD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1/15	Chri Powell	69/90 TERRACE RD.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

SCHEDULE 4

SCHEDULE – PETITION TO THE CITY OF PERTH

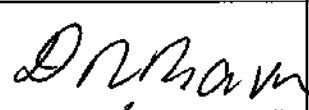
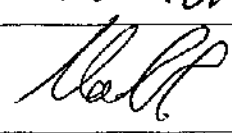
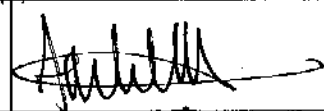



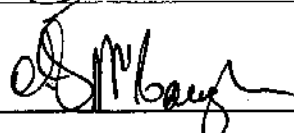

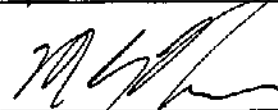
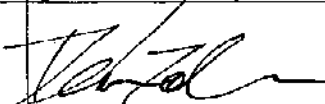
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The names and addresses of your petitioners are as follows:

DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
30 Jan 15	DIANNE MAVOR	14 LEVERBURGH ST 6153		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
30 Jan 2015	Mark Coory	c/- Lvl 6 181 Adelaide Tce, East Perth		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31 JAN	ASHER MITCHELL	1 Adelaide tce. EAST P.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31/ JAN	JOHN TIZART	32 ALDINGA STREET KENWICK		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31/ Jan	CORD KNEZALIC	8 DOXTON WAY JARCH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31/ JAN	LEON SIEW	13/82 ROYAL ST, EAST PERTH		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31/1/15	ALEX MCCAUGHAN	18/78 TERRACE RD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31/1/15	VICKI MCCAUGHAN	18/78 TERRACE RD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
31/1/15	MARK ROUSE	6 KUDOS CRT HARBRIDGE		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
	Dean Zoltman	Manhattan, KS USA		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

**SCHEDULE 4
SCHEDULE - PETITION TO THE CITY OF PERTH**


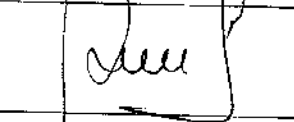
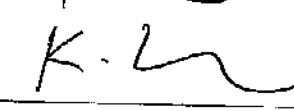

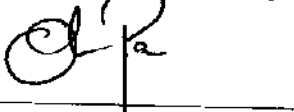
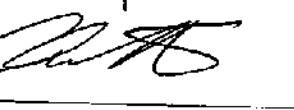
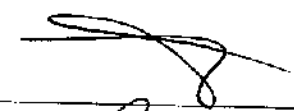
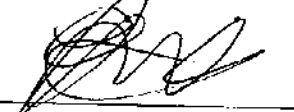
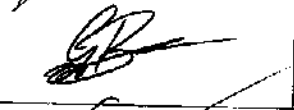
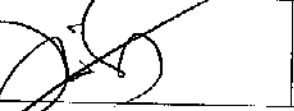
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The names and addresses of your petitioners are as follows:

DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
03/02/15	Juliet Fichen	29/90 Terrace Road		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
3/2/15	ERIKA LEIVA	41/90 TERRACE ROAD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
3/2/15	Kelly Castlemain	17 Unaving Cross Rd Joondalup PERTH WA 6027		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
3/2/15	Clayton Dias	6 Bennett St East Perth WA 6004		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
3/2/15	Patricia Trizmanova	"		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
3/2/15	AIDAN GARNETT	15 SUTTON RD HIGH WYCOMBE		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
3/2/15	SHARON WZAMMELS	SE TUART ST. YOKINE 6060		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
03/02	Therese Gaskin	114/148 Adelaide TOR		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
3/2/15	GARTH BLACKMAN	3/259 La bouchere Rd.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
3/2/15	Jason be	28/78 Henington Way. VIC park		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION

SCHEDULE 4

SCHEDULE – PETITION TO THE CITY OF PERTH

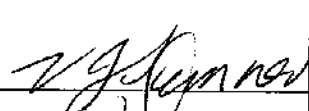



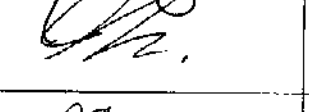

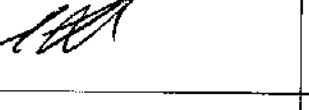
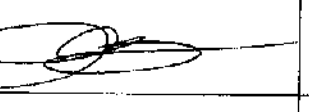
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29/1	Vicki Sumner	89/90 Terrace Rd.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/01	CHRISTIAN PREACOS	41/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/11	PHIL SUMNER	89/90 TERRACE RD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/11	Edward Young	47/90 Terrace Rd.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/1	Voradej Liew	37/90 Terrace Rd.		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/11	Satchit Bhattacharya	77/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/11	Shane McLaughh	40/90 Terrace Rd		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
29/11	TEGAN SHORT	59/90 TERRACE ROAD		<input checked="" type="radio"/> AGREE / <input type="radio"/> DISAGREE / <input type="radio"/> NO OPINION
				AGREE / DISAGREE / NO OPINION
				AGREE / DISAGREE / NO OPINION

SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH

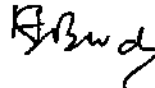
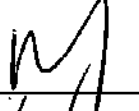

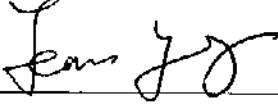

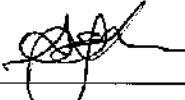

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1.2.15	HARDIP BHODAY	10/90 TERRACE ROAD EAST PERTH, 6004, WA		<u>AGREE</u> / DISAGREE / NO OPINION
1.2.15	ANNA HUI	73/90 TERRACE ROAD E PERTH 6004 WA		<u>AGREE</u> / DISAGREE / NO OPINION
2.2.15	A. ELLIOTT	109/90 TERRACE ROAD EAST PERTH		<u>AGREE</u> / DISAGREE / NO OPINION
2.2.15	Jean Young	47/90 Terrace Road East Perth		<u>AGREE</u> / DISAGREE / NO OPINION
3.2.15	James Luttenus	90/90 TERRACE ROAD EAST PERTH		<u>AGREE</u> / DISAGREE / NO OPINION
3.2.15	Sharon Kais	3/90 Terrace Rd East Perth		<u>AGREE</u> / DISAGREE / NO OPINION
3.2.15	Chilca Hirohata	15/90 Terrace Rd East Perth		<u>AGREE</u> / DISAGREE / NO OPINION
				AGREE / DISAGREE / NO OPINION
				AGREE / DISAGREE / NO OPINION
				AGREE / DISAGREE / NO OPINION

**SCHEDULE 4
SCHEDULE – PETITION TO THE CITY OF PERTH**



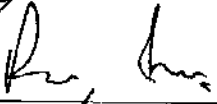



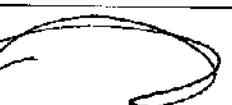
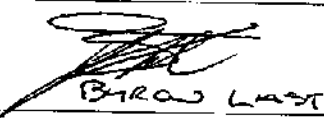
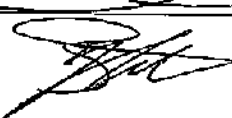
To the Lord Mayor and Councillors of the City of Perth:

We, the undersigned, do respectfully request that the Council **NOT APPROVE** the application for the proposed use of tenancy at Lot 8/90 (Lot 8 on SP 58159) Terrace Road, East Perth as a local shop due to the adverse impact to the residents in and around the subject site and the detriment to the Terrace Road streetscape, Langley Park and the foreshore, arising from:

1. The design of the Adagio development being unsuitable for use as a local shop - the lack of separation between public and private areas of the development, in particular the open driveway and entrance to the development, would significantly impact residential amenity if this site were to be approved for use as a local shop operating for 14 hours a day on weekdays and 13 hours a day on weekends;
2. The lack of demonstrated need or support for a local shop at this site, noting that 93% of respondents raised concerns and opposed the proposed use of local shop, with there being at least 5 other local shops within 500 metres of the subject site;
3. The likelihood of visual pollution caused by poor quality and poor management of signage to the site resulting in detriment to the Terrace Road streetscape, as evidenced by the current lack of compliance with signage by the many local shops and convenience stores already trading in the area, together with the likelihood of littering by customers on Terrace Road and Langley Park;
4. Inadequate provision to effectively monitor and manage the additional delivery, traffic and resultant parking issues at and around the subject site, due to the high volume of short stay traffic expected from the use of this site as a local shop;
5. Planning approval for this site as a local shop being a poor use of a prime, high-end, heritage listed, river-view location, particularly when there is no evidence of demand or support for this use within the area.

Correspondence in respect of this petition should be addressed to Michelle Noble, 75/90 Terrace Road, East Perth WA 6004

The names and addresses of your petitioners are as follows:

DATE	FULL NAME	ADDRESS	SIGNATURE	AGREE / DISAGREE / NO OPINION
30/1	Ash MILLWOOD	1/124 TERRACE RD		AGREE DISAGREE / NO OPINION
30/1	GRAEME CLARK	2 Pensacola Ave		AGREE DISAGREE / NO OPINION
30/1	BILLY SAUCE	unit 2 598 HIGH LAWWOODS		AGREE DISAGREE / NO OPINION
30/1	Tegan Grant	26/126 Terrace Rd		AGREE DISAGREE / NO OPINION
30/1	Shasa Power	11/126 Terrace road East Perth		AGREE DISAGREE / NO OPINION
30/1	Jonathan Tan	207/106 Terrace Road		AGREE DISAGREE / NO OPINION
30/1	Diana Tran	87 Adelaide Ave		AGREE DISAGREE / NO OPINION
31/1	 BRIAN LAMB	126 Terrace Road		AGREE DISAGREE / NO OPINION
				AGREE / DISAGREE / NO OPINION
				AGREE / DISAGREE / NO OPINION

SCHEDULE 5



700-702 (LOTS 124 AND 125) HAY STREET MALL, PERTH - PICCADILLY ARCADE AND CINEMA REDEVELOPMENT (ATTACHMENT 1)

SCHEDULE 5



700-702 (LOTS 124 AND 125) HAY STREET MALL, PERTH - PICCADILLY ARCADE AND CINEMA REDEVELOPMENT (ATTACHMENT 2)

SCHEDULE 5



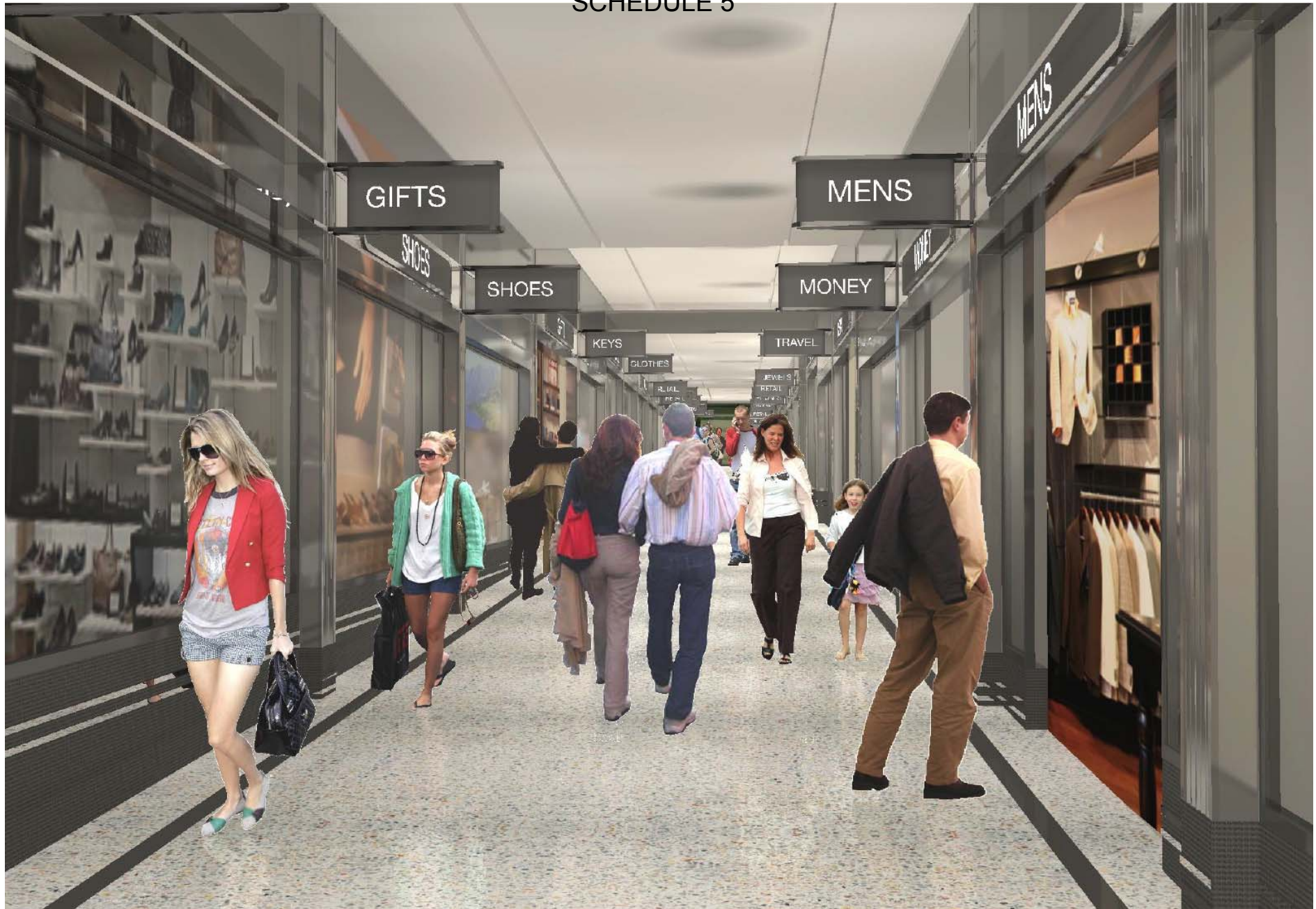
700-702 (LOTS 124 AND 125) HAY STREET MALL, PERTH - PICCADILLY ARCADE AND CINEMA REDEVELOPMENT (ATTACHMENT 3)

SCHEDULE 5

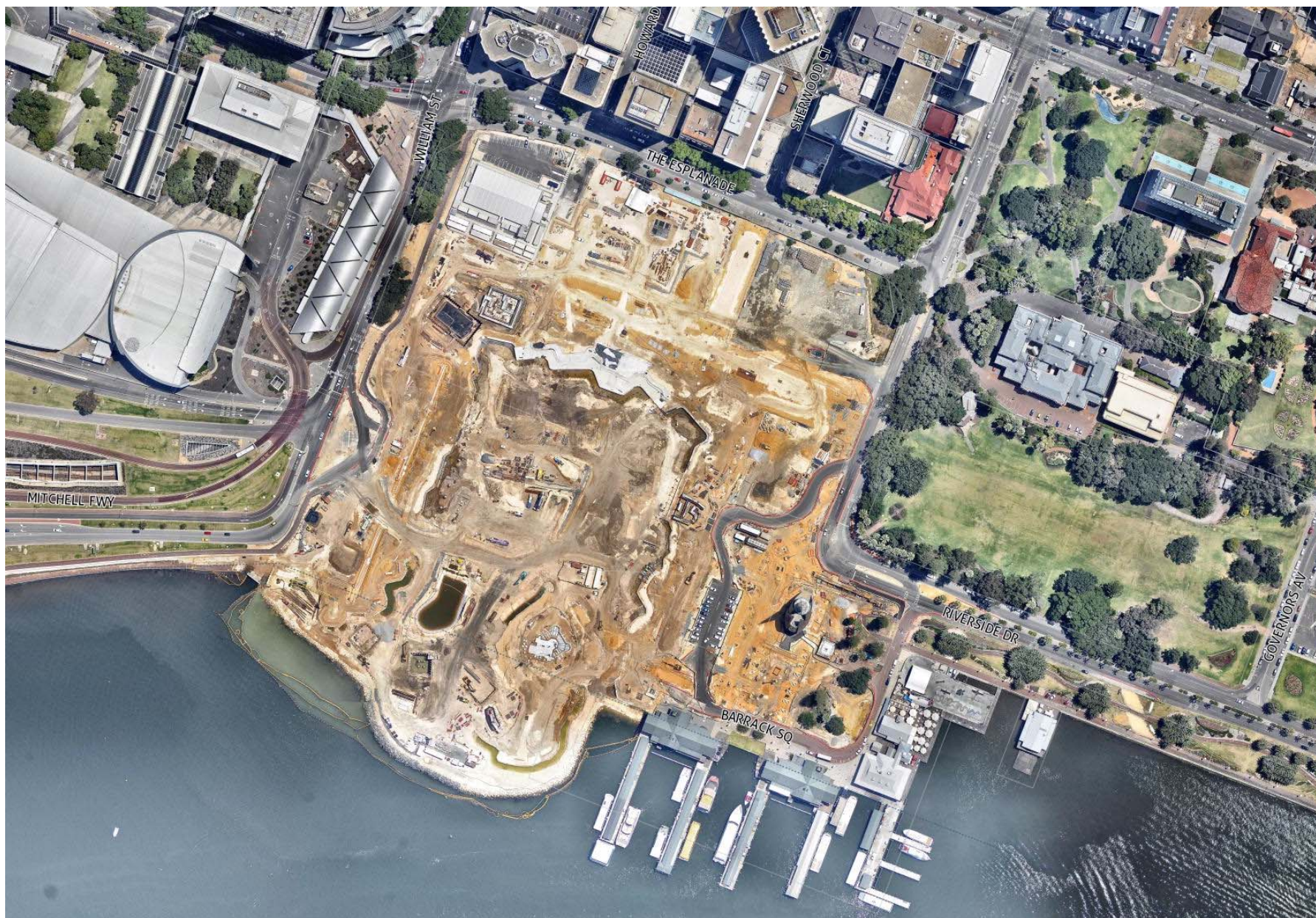


700-702 (LOTS 124 AND 125) HAY STREET MALL, PERTH - PICCADILLY ARCADE AND CINEMA REDEVELOPMENT (ATTACHMENT 4)

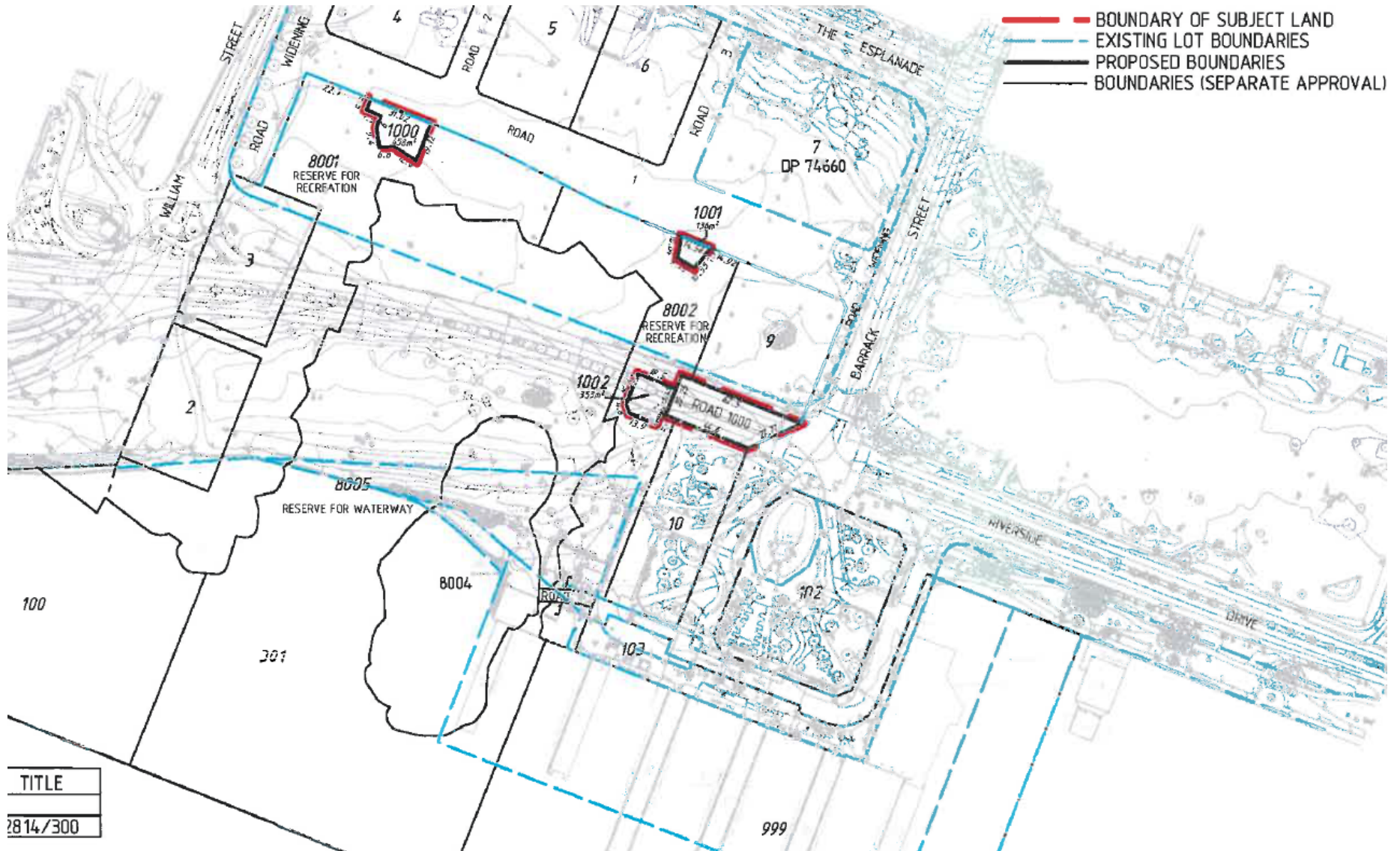
SCHEDULE 5



700-702 (LOTS 124 AND 125) HAY STREET MALL, PERTH - PICCADILLY ARCADE AND CINEMA REDEVELOPMENT (ATTACHMENT 5)

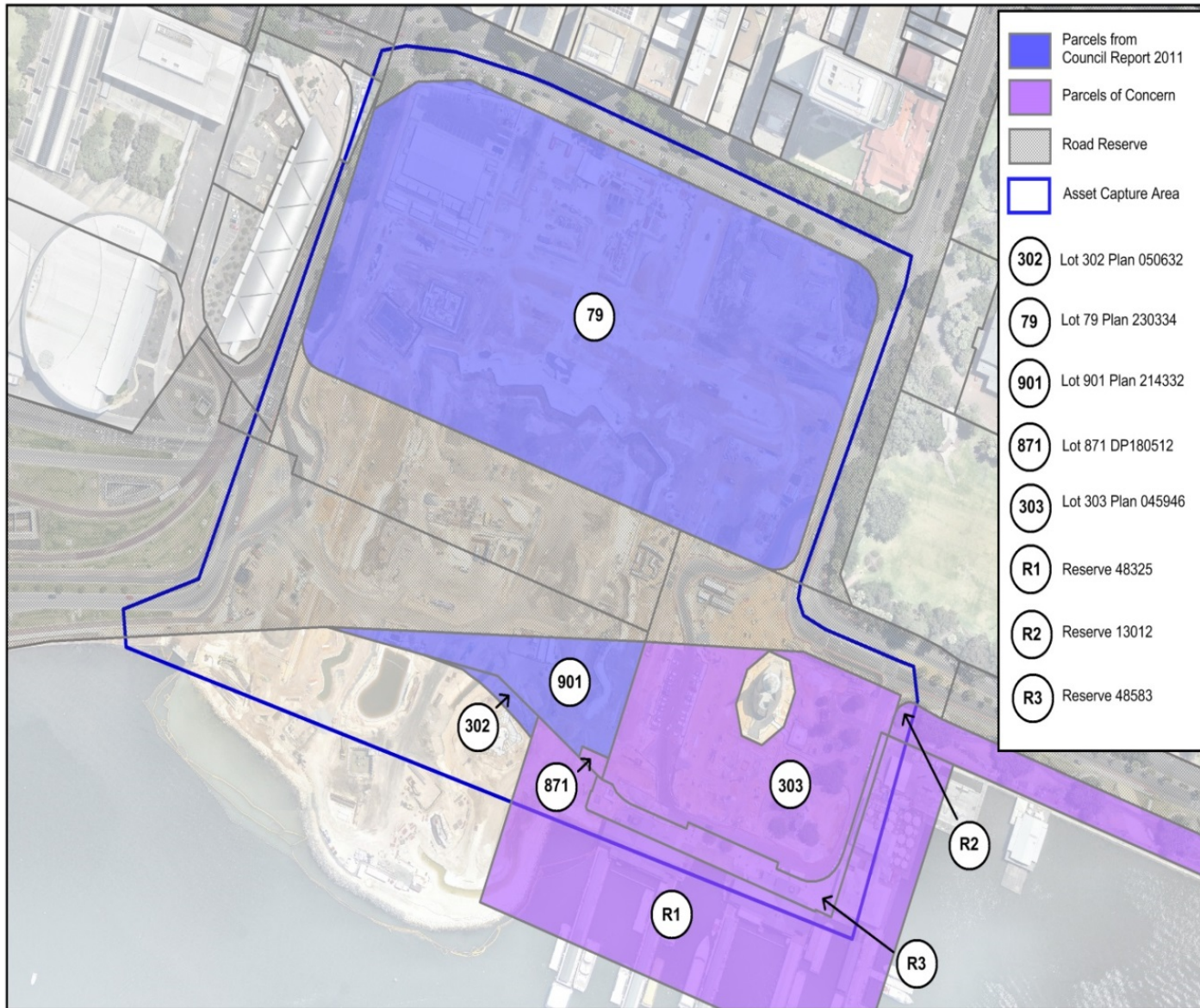


2015/5012; 5 (LOTS 555 & LOT 900) THE ESPLANADE, PERTH – PROPOSED SUBDIVISION (ELIZABETH QUAY STAGE 3)



2015/5012; 5 (LOTS 555 & LOT 900) THE ESPLANADE, PERTH – PROPOSED SUBDIVISION (ELIZABETH QUAY STAGE 3)

SCHEDULE 7



SCHEDULE 7

*Local Government Act 1995***CITY OF PERTH****PARKING AMENDMENT LOCAL LAW 2014 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 date>** to make the following local law.

1. Citation

This local law may be cited as the *City of Perth Parking Amendment Local Law 2014 2015*.

2 Commencement

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

3. Principal Local Law

In this local law, the *City of Perth Parking Local Law 2010*, as published in the *Government Gazette* on 15 February 2011, and amended as published in the *Government Gazette* on 20 December 2011 and 3 September 2013, is referred to as the Principal Local Law. The Principal Local Law is amended.

4. Arrangement deleted

Delete the Arrangement.

5. Clause 1.4 amended

Clause 1.4 **is** amended as follows:

- (a) Delete **the** definition for “**ACROD sticker**”;
- (b) Delete the definition of “**parking bay for people with a disability**”;
- (c) In the definition for “**no stopping sign**” after the words “in the Code” insert “and the definition of “Sign” within this local law”;
- (d) In the definition of “**parking permit**” after the words “by the City” insert “~~includes written or electronic~~ **and includes both written and electronic permits**”;
- (e) Insert each of the following definitions in alphabetical order:

“**disability parking permit**” has the meaning given to it in the *Local Government (Parking for Disabled Persons People with Disabilities) Regulations 2014*;

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“**electronic parking detection device**” means an electronic device placed in any position to detect and record the parking time of a vehicle on any road, parking facility, or other public place and includes any instrument, display panel or transmitting apparatus associated with the device;

“**parking bay for people with disabilities**” has the same meaning given to it under the definition “parking bay” in the *Local Government (Parking for Disabled Persons ~~People with Disabilities~~) Regulations 2014*;

6. Clause 2.3 amended

Clause 2.3 amended as follows:

- (a) ~~D~~delete subclause 2.3(1)(d)(ii) and insert: ~~;~~
- (ii) the vehicle displays a disability parking permit in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with Regulation 174(2) of the Code; ~~;~~ **and**
- (b) ~~I~~n subclause 2.3(1)(e): ~~;~~
- (i) after the words “metered spaces unless a” insert “motor”; ~~;~~ **and**
- (ii) after the words “needed to park that” insert “motor”.

7. Clause 2.5 deleted

Delete Clause 2.5 and insert:

2.5 [Deleted] ~~DELETED~~

8. Clause 2.8 amended

Clause 2.8 is amended as follows:

- (a) in subclause 2.8(1)(a): ~~;~~
- (i) delete the words “and a person is continuously engaged in loading or unloading goods to or from that vehicle; or”; ~~;~~ **and**
- (ii) after the words “is a commercial vehicle” insert “or an authorised vehicle; and”; ~~;~~ **and**
- (b) delete subclause 2.8(1)(b) and insert: ~~;~~
- (b) a person is continuously engaged in loading or unloading goods to or from that vehicle;

9. Clause 3.3 amended

Clause 3.3 is amended by inserting “or within a parking station” after the words “any portion of a road”.

10. Clause 4.1 amended

Subclause 4.1(1)(b) is amended by inserting “for each parking bay” after the words “referable to the zone”.

11. Clause 4.3 amended

Clause 4.3 is amended as follows:

- (a) in subclause 4.3(2), before the words “Where more than one parking ticket”, insert “ Unless subclause (3) applies,”; **and**
- (b) after subclause 4.3(2) insert:
 - (3) Where a trailer is attached to a vehicle, a parking ticket is to be displayed inside the vehicle for each occupied parking bay as permitted under this local law.

12. Clause 5.9 deleted

Delete clause 5.9.

13. Part 6 title amended

Delete part 6 title and insert “**PART 6 – PARKING PERMITS**”.

Delete the words “RESIDENTIAL PARKING” and insert “PARKING PERMITS”

14. New clause 6.9

After clause 6.8 insert:

6.9 Councillor parking permit

- (1) The City may issue to any member of the Council a councillor parking permit and may vary or revoke a permit at any time.
- (2) The holder of a councillor parking permit is exempt from those clauses of this local law specified in the permit.
- (3) The exemption conferred by subclause (2) applies only -
 - (a) if the councillor parking permit is displayed inside the vehicle and is clearly visible to and able to be read by an authorised person from outside the vehicle at all times;

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- (b) if the councillor parking permit is valid; and
 - (c) if the holder of the councillor parking permit is carrying out his or her duties or performing his or her functions as a member of the Council.
- (4) A councillor parking permit ceases to be valid -
- (a) when the holder of the permit ceases to be a member of the Council;
 - (b) after the expiry date specified in the permit; or
 - (c) when revoked by the City.

and shall be returned to the City on the happening **occurrence** of any of the above events.

15. Schedule 2 amended

Delete Schedule 2 and insert:

Schedule 2		
	Modified Penalties [Clause 8.3]	
Offence Clauses	Offence Clauses	Modified
2.3(1)(a)	Stopped different class vehicles	\$120
2.3(1)(b)	Stopped different class persons	\$120
2.3(1)(c)	Stopped in restricted period (Clearway)	\$200
2.3(1)(d)	Stopped longer than time	\$60
2.3(1)(e)	Stopped not in bay	\$60
2.3(1)(f)	Stopped contrary to sign	\$60
2.3(1)(g)	Not load/unload goods (Loading Dock)	\$100
2.3(2)(a)	Stopped in No Stopping area	\$200
2.3(2)(b)	Stopped in a No Stopping area marked by yellow edged line	\$200
2.3(2)(c)	Stopped in a designated keep clear area	\$200
2.3(2)(d)	Stopped other than M/C in M/C bay	\$75
2.3(2)(e)	Stopped in a bus lane or bus way	\$200
2.3(2)(f)	Stopped in a transit lane	\$200
2.3(2)(g)	Stopped in a truck lane	\$200
2.3(2)(h)	Stopped in a bicycle lane or on a path	\$200
2.3(3)	Park in No Parking area	\$75
2.3(4)(a)	Stopped M/C in bay other than M/C (Bay)	\$75
2.3(4)(b)	Stopped M/C in bay other than M/C (Sign)	\$75
2.3(5)	Stopped in M/C bay longer than time allowed by signs from adjacent parking bays	\$60
2.3(6)	Stopped in area (Authorised Vehicles Only)	\$100

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Schedule 2		
	Modified Penalties [Clause 8.3]	
Offence Clauses	Offence Clauses	Modified
2.4(2)	Stopped on land (Without consent)	\$100
2.4(3)	Stopped on land (Contrary to consent)	\$100
2.6(a)	Failing to park parallel to the kerb	\$60
2.6(b)	Failing to park as close to the kerb as practicable	\$60
2.7	Stopped not wholly within a parking space (angled)	\$60
2.8(1)(a)	Non-commercial vehicle stopped in a loading zone	\$100
2.8(1)(b)	Not continuously engaged in loading or unloading	\$60
2.8(2)	Stopped a vehicle in a loading zone longer than the time specified	\$60
2.9(1)(a)	Stopped a vehicle in a fee paying zone not parallel to a kerb	\$60
2.9(1)(b)	Stopped a vehicle in a fee paying zone not as close to a kerb as practicable	\$60
2.9(1)(c)	Stopped a vehicle in a fee paying zone not wholly in a marked bay	\$60
2.9(1)(d)	Stopped a vehicle in a fee paying zone not headed in the direction of the traffic	\$60
2.9(2)	Stopped a vehicle not wholly within a parking bay or metered space	\$60
2.10(1)	Stopped a vehicle on a reserve	\$100
2.11	Stopped in bay already occupied	\$60
2.12	A person must not interfere with a ticket issuing machine, fee collection machine or meter	\$100
2.13	A person must not operate a ticket issuing machine, fee collection machine or meter other than in accordance with the instructions	\$100
2.15(2)(a)	Stopped and failed to display permit properly	\$100
2.15(2)(b)	Stopped and failed to display current permit	\$100
2.15(2)(c)	Stopped and failed to display permit (specific class)	\$100
2.16(4)	Stopped a vehicle contrary to terms of permission	\$75
2.17	Stopped after direction to move	\$100
2.18	Selling, hiring, giving away or advertising anything in or from a parking facility without authorisation	\$200
2.19(1)	Failing to leave a parking station when requested	\$100
2.19(2)	Loitering in a parking station	\$100
2.20	Causing damage to a parking facility	\$200
2.21	Stopped a vehicle in a parking facility set aside for an event contrary to the conditions	\$60
2.23	Stopped an unauthorised vehicle in area set aside for authorised vehicles	\$100
2.24	Stopped on local government property contrary to consent	\$100
3.1(a)	Stopped not in direction of traffic	\$200
3.1(b)	Stopped not in direction of traffic (one-way street)	\$200

SCHEDULE 8

Schedule 2		
	Modified Penalties [Clause 8.3]	
Offence Clauses	Offence Clauses	Modified
3.1(c)	Stopped without leaving three metres clearance from opposite boundary	\$60
3.1(d)	Stopped without leaving 1.2 metres from any other vehicle except a motorcycle	\$60
3.1(e)	Cause obstruction to carriageway	\$200
3.2	Stopped on a median strip or road verge	\$75
3.3(a)	Exposed a vehicle for sale on any portion of a road or within a parking station	\$75
3.3(b)	Stopped an unlicensed vehicle on any portion of a road or within a parking station	\$75
3.3(c)	Left a trailer or caravan on a road or within a parking station unattached to a motor vehicle	\$75
3.3(d)	Stopped a vehicle on any portion of a road or within a parking station to conduct non-emergency repairs	\$75
3.4(3)(a)	Cause obstruction to a thoroughfare or road (entry and exit)	\$200
3.4(3)(b)	Obstruct any thoroughfare in a parking facility	\$200
3.4(3)(c)	Cause an obstruction to an intersection	\$200
3.4(3)(d)	Stopped within 20 metres of an intersection controlled by traffic signals	\$200
3.4(3)(e)	Stopped within 10 metres of an intersection without traffic signals	\$200
3.4(3)(f)	Stopped on a footpath	\$200
3.4(3)(g)	Stopped alongside an excavation etc	\$100
3.4(3)(h)	Stopped on a bridge or within a tunnel	\$200
3.4(3)(i)	Stopped within 3 metres of a double white line	\$100
3.5(1)	Stopped abreast of another vehicle	\$200
3.6	Stopped on or across driveway	\$200
3.7(a)	Stopped within 1 metre of a fire hydrant	\$200
3.7(b)	Stopped within 3 metres of a public post box	\$60
3.8(1)(a)	Stopped a vehicle within 10 metres of the departure side or within 20 meters of the approach side of a bus bay or zone	\$200
3.8(1)(b)	Stopped a vehicle within 10 metres of the departure side or within 20 meters of the approach side of a pedestrian crossing	\$200
3.8(1)(c)	Stopped a vehicle within 10 metres of the departure side or within 20 meters of the approach side of a children's crossing	\$200
3.8(1)(d)	Stopped a vehicle within 10 metres of the departure side or within 20 meters of the approach side of a railway level crossing	\$200
3.8(2)(a)	Stopped a vehicle within 3 metres of the departure side or within 10 meters of the approach side of a pedestrian crossing not at intersection	\$200

SCHEDULE 8

Schedule 2		
	Modified Penalties [Clause 8.3]	
Offence Clauses	Offence Clauses	Modified
3.8(2)(b)	Stopped a vehicle within 3 metres of the departure side or within 10 metres of the approach side of a bicycle crossing with crossing lights not at intersection	\$200
3.9(1)(a)	Return to area within one hour on same length of carriageway	\$60
3.9(2)	Move vehicle within parking station to avoid time limitation	\$60
3.10(d)(i)	Stopped in Mall (Not in service zone)	\$60
3.10(d)(ii)	Stopped in Mall (Not during permitted period)	\$100
3.10(d)(iii)	Stopped in Mall (Not load/unload)	\$60
3.10(d)(iv)	Stopped in Mall (More than 30 minutes)	\$60
3.11(1)	Stopped in Public Bus bay	\$200
3.11(2)(a)	Not pick up/set down (Public Bus)	\$100
3.11(2)(b)	Not pick up/set down or Longer than 15 mins (Charter vehicle)	\$100
3.12	Stopped in Charter Vehicle bay	\$120
3.13(1)	Stopped other than a Taxi in a Taxi zone	\$120
3.13(2)	Left a Taxi unattended in a Taxi zone	\$100
3.14(8)	Stopped in work zone	\$100
3.15(a)	Stopped an unauthorised vehicle in a shared zone	\$100
3.15(b)	Stopped an unauthorised vehicle in a parking bay within a shared zone	\$100
3.15(c)	Stopped an unauthorised vehicle in a shared zone not engage in picking up or dropping off	\$60
3.15(d)	Stopped an unauthorised vehicle in a shared zone not engaged in loading/unloading or collection of waste	\$60
3.16(1)(a)	Stopped a vehicle or combination of vehicles longer than 7.5 metres or exceeding GVM of 4.5 tonnes for more than 1 hour unless picking up or setting down	\$60
3.16(1)(b)	Stopped a vehicle or combination of vehicles longer than 7.5 metres or exceeding GVM of 4.5 tonnes not within a designated bay	\$60
4.1(1)(a)	Stopped in a metered space and failed to pay the fee	\$60
4.1(1)(b)	Stopped in a ticket machine zone and failed to pay the fee	\$60
4.1(2)(a)	Stopped in a metered space contrary to sign	\$60
4.1(2)(b)	Stopped in a ticket machine zone contrary to sign	\$60
4.2(a)	Stopped against an expired meter	\$60
4.2(b)	Stopped against meter (Longer than time)	\$60
4.3(1)(a)	Stopped failed to display unexpired ticket (T/M Zone)	\$60
4.3(1)(b)	Stopped failed to display ticket properly (T/M Zone)	\$60
4.4	Stopped against a hooded meter or ticket machine or stopped in a reserved area	\$100
4.5(1)(a)	Stopped contrary to sign in a fee paying zone	\$60

SCHEDULE 8

Schedule 2		
Modified Penalties [Clause 8.3]		
Offence Clauses	Offence Clauses	Modified
4.5(1)(b)	Stopped in a fee paying zone for longer than the maximum permitted period	\$60
5.1	Entering a parking station without authorisation or ticket	\$100
5.2(1)(a)	Stopped failed to pay fee on demand (Parking Station)	\$100
5.2(1)(b)	Stopped failed to pay fee in ticket issuing machine area (Parking Station)	\$60
5.2(1)(c)	Stopped failed to pay fee to a fee collection machine (Parking Station)	\$60
5.4(1)(a)	Remove vehicle without paying fee (Parking Station)	\$100
5.4(1)(b)	Failed to pay fee notice within 3 days (Parking Station)	\$100
5.5	Return within one hour (Parking Station)	\$60
5.6	Failed to enter or exit through an authorised entry/exit (Parking Station)	\$100
5.7(2)	Stopped not carrying at least one other person (Parking Station)	\$60
5.7(3)	Loitering (Parking Station)	\$60
6.5(a)	Displayed altered parking permit	\$500
6.5(b)	Produced an altered parking permit	\$500
6.7	Failure to remove an expired/revoked permit from vehicle	\$60
7.4	Impersonating an authorised person	\$100
7.5	Obstruct an authorised person	\$100
7.6	Removal of an authorised notice from a vehicle	\$100
7.7(a)	Set up a fraudulent parking sign	\$100
7.7(b)	Remove, deface or misuse a City sign or property	\$100
7.7(c)	Deface a parking meter, sign, ticket issuing or fee collection machine	\$100
7.8(a)	Displayed altered ticket (Parking Facility)	\$500
7.8(b)	Produced an altered ticket	\$500
7.9(2)	Deface or remove a mark made by an authorised person	\$100
7.14	Damage, interfere with or obstruct a parking detection device	\$500
-	Any other clause not contained in this list	\$60

SCHEDULE 2

CITY OF PERTH PARKING LOCAL LAW 2010

MODIFIED PENALTIES

[Clause 8.3]

<u>Item No.</u>	<u>Offence Clauses</u>	<u>Modified Penalty</u>
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<u>Item No.</u>	<u>Offence Clauses</u>	<u>Modified Penalty</u>
<u>1</u>	<u>2.3(1)(a)</u>	<u>\$120</u>
<u>2</u>	<u>2.3(1)(b)</u>	<u>\$120</u>
<u>3</u>	<u>2.3(1)(c)</u>	<u>\$200</u>
<u>4</u>	<u>2.3(1)(d)</u>	<u>\$60</u>
<u>5</u>	<u>2.3(1)(e)</u>	<u>\$60</u>
<u>6</u>	<u>2.3(1)(f)</u>	<u>\$60</u>
<u>7</u>	<u>2.3(1)(g)</u>	<u>\$100</u>
<u>8</u>	<u>2.3(2)(a)</u>	<u>\$200</u>
<u>9</u>	<u>2.3(2)(b)</u>	<u>\$200</u>
<u>10</u>	<u>2.3(2)(c)</u>	<u>\$200</u>
<u>11</u>	<u>2.3(2)(d)</u>	<u>\$75</u>
<u>12</u>	<u>2.3(2)(e)</u>	<u>\$200</u>
<u>13</u>	<u>2.3(2)(f)</u>	<u>\$200</u>
<u>14</u>	<u>2.3(2)(g)</u>	<u>\$200</u>
<u>15</u>	<u>2.3(2)(h)</u>	<u>\$200</u>
<u>16</u>	<u>2.3(3)</u>	<u>\$75</u>
<u>17</u>	<u>2.3(4)(a)</u>	<u>\$75</u>
<u>18</u>	<u>2.3(4)(b)</u>	<u>\$75</u>
<u>19</u>	<u>2.3(5)</u>	<u>\$60</u>
<u>20</u>	<u>2.3(6)</u>	<u>\$100</u>
<u>21</u>	<u>2.4(2)</u>	<u>\$100</u>
<u>22</u>	<u>2.4(3)</u>	<u>\$100</u>
<u>23</u>	<u>2.6(a)</u>	<u>\$60</u>
<u>24</u>	<u>2.6(b)</u>	<u>\$60</u>
<u>25</u>	<u>2.7</u>	<u>\$60</u>
<u>26</u>	<u>2.8(1)(a)</u>	<u>\$100</u>
<u>27</u>	<u>2.8(1)(b)</u>	<u>\$60</u>
<u>28</u>	<u>2.8(2)</u>	<u>\$60</u>
<u>29</u>	<u>2.9(1)(a)</u>	<u>\$60</u>
<u>30</u>	<u>2.9(1)(b)</u>	<u>\$60</u>
<u>31</u>	<u>2.9(1)(c)</u>	<u>\$60</u>
<u>32</u>	<u>2.9(1)(d)</u>	<u>\$60</u>
<u>33</u>	<u>2.9(2)</u>	<u>\$60</u>
<u>34</u>	<u>2.10(1)</u>	<u>\$100</u>
<u>35</u>	<u>2.11</u>	<u>\$60</u>
<u>36</u>	<u>2.12</u>	<u>\$100</u>
<u>37</u>	<u>2.13</u>	<u>\$100</u>
<u>38</u>	<u>2.15(2)(a)</u>	<u>\$100</u>
<u>39</u>	<u>2.15(2)(b)</u>	<u>\$100</u>
<u>40</u>	<u>2.15(2)(c)</u>	<u>\$100</u>
<u>41</u>	<u>2.16(4)</u>	<u>\$75</u>
<u>42</u>	<u>2.17</u>	<u>\$100</u>
<u>43</u>	<u>2.18</u>	<u>\$200</u>

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<u>Item No.</u>	<u>Offence Clauses</u>	<u>Modified Penalty</u>
<u>44</u>	<u>2.19(1)</u>	<u>\$100</u>
<u>45</u>	<u>2.19(2)</u>	<u>\$100</u>
<u>46</u>	<u>2.20</u>	<u>\$200</u>
<u>47</u>	<u>2.21</u>	<u>\$60</u>
<u>48</u>	<u>2.23</u>	<u>\$100</u>
<u>49</u>	<u>2.24</u>	<u>\$100</u>
<u>50</u>	<u>3.1(a)</u>	<u>\$200</u>
<u>51</u>	<u>3.1(b)</u>	<u>\$200</u>
<u>52</u>	<u>3.1(c)</u>	<u>\$60</u>
<u>53</u>	<u>3.1(d)</u>	<u>\$60</u>
<u>54</u>	<u>3.1(e)</u>	<u>\$200</u>
<u>55</u>	<u>3.2</u>	<u>\$75</u>
<u>56</u>	<u>3.3(a)</u>	<u>\$75</u>
<u>57</u>	<u>3.3(b)</u>	<u>\$75</u>
<u>58</u>	<u>3.3(c)</u>	<u>\$75</u>
<u>59</u>	<u>3.3(d)</u>	<u>\$75</u>
<u>60</u>	<u>3.4(3)(a)</u>	<u>\$200</u>
<u>61</u>	<u>3.4(3)(b)</u>	<u>\$200</u>
<u>62</u>	<u>3.4(3)(c)</u>	<u>\$200</u>
<u>63</u>	<u>3.4(3)(d)</u>	<u>\$200</u>
<u>64</u>	<u>3.4(3)(e)</u>	<u>\$200</u>
<u>65</u>	<u>3.4(3)(f)</u>	<u>\$200</u>
<u>66</u>	<u>3.4(3)(g)</u>	<u>\$100</u>
<u>67</u>	<u>3.4(3)(h)</u>	<u>\$200</u>
<u>68</u>	<u>3.4(3)(i)</u>	<u>\$100</u>
<u>69</u>	<u>3.5(1)</u>	<u>\$200</u>
<u>70</u>	<u>3.6</u>	<u>\$200</u>
<u>71</u>	<u>3.7(a)</u>	<u>\$200</u>
<u>72</u>	<u>3.7(b)</u>	<u>\$60</u>
<u>73</u>	<u>3.8(1)(a)</u>	<u>\$200</u>
<u>74</u>	<u>3.8(1)(b)</u>	<u>\$200</u>
<u>75</u>	<u>3.8(1)(c)</u>	<u>\$200</u>
<u>76</u>	<u>3.8(1)(d)</u>	<u>\$200</u>
<u>77</u>	<u>3.8(2)(a)</u>	<u>\$200</u>
<u>78</u>	<u>3.8(2)(b)</u>	<u>\$200</u>
<u>79</u>	<u>3.9(1)(a)</u>	<u>\$60</u>
<u>80</u>	<u>3.9(2)</u>	<u>\$60</u>
<u>81</u>	<u>3.10(d)(i)</u>	<u>\$60</u>
<u>82</u>	<u>3.10(d)(ii)</u>	<u>\$100</u>
<u>83</u>	<u>3.10(d)(iii)</u>	<u>\$60</u>
<u>84</u>	<u>3.10(d)(iv)</u>	<u>\$60</u>
<u>85</u>	<u>3.11(1)</u>	<u>\$200</u>
<u>86</u>	<u>3.11(2)(a)</u>	<u>\$100</u>
<u>87</u>	<u>3.11(2)(b)</u>	<u>\$100</u>

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<u>Item No.</u>	<u>Offence Clauses</u>	<u>Modified Penalty</u>
<u>88</u>	<u>3.12</u>	<u>\$120</u>
<u>89</u>	<u>3.13(1)</u>	<u>\$120</u>
<u>90</u>	<u>3.13(2)</u>	<u>\$100</u>
<u>91</u>	<u>3.14(8)</u>	<u>\$100</u>
<u>92</u>	<u>3.15(a)</u>	<u>\$100</u>
<u>93</u>	<u>3.15(b)</u>	<u>\$100</u>
<u>94</u>	<u>3.15(c)</u>	<u>\$60</u>
<u>95</u>	<u>3.15(d)</u>	<u>\$60</u>
<u>96</u>	<u>3.16(1)(a)</u>	<u>\$60</u>
<u>97</u>	<u>3.16(1)(b)</u>	<u>\$60</u>
<u>98</u>	<u>4.1(1)(a)</u>	<u>\$60</u>
<u>99</u>	<u>4.1(1)(b)</u>	<u>\$60</u>
<u>100</u>	<u>4.1(2)(a)</u>	<u>\$60</u>
<u>101</u>	<u>4.1(2)(b)</u>	<u>\$60</u>
<u>102</u>	<u>4.2(a)</u>	<u>\$60</u>
<u>103</u>	<u>4.2(b)</u>	<u>\$60</u>
<u>104</u>	<u>4.3(1)(a)</u>	<u>\$60</u>
<u>105</u>	<u>4.3(1)(b)</u>	<u>\$60</u>
<u>106</u>	<u>4.4</u>	<u>\$100</u>
<u>107</u>	<u>4.5(1)(a)</u>	<u>\$60</u>
<u>108</u>	<u>4.5(1)(b)</u>	<u>\$60</u>
<u>109</u>	<u>5.1</u>	<u>\$100</u>
<u>110</u>	<u>5.2(1)(a)</u>	<u>\$100</u>
<u>111</u>	<u>5.2(1)(b)</u>	<u>\$60</u>
<u>112</u>	<u>5.2(1)(c)</u>	<u>\$60</u>
<u>113</u>	<u>5.4(1)(a)</u>	<u>\$100</u>
<u>114</u>	<u>5.4(1)(b)</u>	<u>\$100</u>
<u>115</u>	<u>5.5</u>	<u>\$60</u>
<u>116</u>	<u>5.6</u>	<u>\$100</u>
<u>117</u>	<u>5.7(2)</u>	<u>\$60</u>
<u>118</u>	<u>5.7(3)</u>	<u>\$60</u>
<u>119</u>	<u>6.5(a)</u>	<u>\$500</u>
<u>120</u>	<u>6.5(b)</u>	<u>\$500</u>
<u>121</u>	<u>6.7</u>	<u>\$60</u>
<u>122</u>	<u>7.4</u>	<u>\$100</u>
<u>123</u>	<u>7.5</u>	<u>\$100</u>
<u>124</u>	<u>7.6</u>	<u>\$100</u>
<u>125</u>	<u>7.7(a)</u>	<u>\$100</u>
<u>126</u>	<u>7.7(b)</u>	<u>\$100</u>
<u>127</u>	<u>7.7(c)</u>	<u>\$100</u>
<u>128</u>	<u>7.8(a)</u>	<u>\$500</u>
<u>129</u>	<u>7.8(b)</u>	<u>\$500</u>
<u>130</u>	<u>7.9(2)</u>	<u>\$100</u>

SCHEDULE 8

<u>Item No.</u>	<u>Offence Clauses</u>	<u>Modified Penalty</u>
<u>131</u>	<u>7.14</u>	<u>\$500</u>
<u>132</u>	<u>Other</u>	<u>\$60</u>

The Common Seal of the)
City of Perth was affixed)
on **<insert date>**)
by the authority of the)
Council in the presence of)

THE RT HON THE LORD MAYOR
MS LISA-M. SCAFFIDI

CHIEF EXECUTIVE OFFICER
MR GARY STEVENSON PSM

SCHEDULE 9

*Consolidated extract from Government Gazette No. 21, 15 February 2011
Includes Amendments vide Government Gazette No. 247, 20 December 2011
Includes Amendments vide Government Gazette No. 163, 3 September 2013
Proposed Amendment Local Law 2014 shown as **italics** and ~~strikethrough~~ as advertised
Proposed Amendment Local Law 2015 shown as **italics** and ~~strikethrough~~ as amended*

LOCAL GOVERNMENT ACT 1995

CITY OF PERTH PARKING LOCAL LAW 2010

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LOCAL GOVERNMENT ACT 1995

CITY OF PERTH PARKING LOCAL LAW 2010

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 **14 December 2010** to make the following local law, as set out below.

PART 1 - PRELIMINARY

1.1 Citation

This local law may be cited as the *City of Perth Parking Local Law 2010*.

1.2 Commencement

This local law will come into operation on the fourteenth day after the day on which it is published in the *Government Gazette*.

1.3 Repeal

The *City of Perth Parking Local Law 1999* published in the *Government Gazette* on 17 December 1999 and all amendments thereto are hereby repealed on the day this local law comes into operation.

1.4 Definitions

In this local law unless the context otherwise requires -

“**Act**” means the *Local Government Act 1995*;

“**ACROD sticker**” (also referred to as ACROD permits) has the meaning given to it in the *Local Government (Parking for Disabled Persons) Regulations 1988*;

“**attended parking station**” means a parking station attended at times by an officer, agent, contractor or authorised person of the City;

“**authorised person**” means a person appointed by the City under section 9.10 of the Act to perform any function under this local law;

“**authorised vehicle**” means a vehicle authorised by the City or an authorised person to stop or park in a parking facility or any portion thereof;

“**bicycle**” includes any wheeled vehicle that is designed to be propelled solely by human power but does not include a pram, wheeled recreational device or wheelchair;

SCHEDULE 9

“**bicycle crossing**” means a portion of a carriageway upon which may be erected, on each side of the carriageway, bicycle crossing lights;

“**bicycle crossing lights**” means a device designed to show, at different times, a green, yellow or red bicycle crossing light;

“**bicycle lane**” has the meaning given to it in the Code;

“**bicycle path**” has the meaning given to it in the Code;

“**bus**” has the meaning given to “public bus” in the Code;

“**bus embayment**” has the meaning given to it in the Code;

“**bus lane**” has the meaning given to it in the Code;

“**bus way**” has the meaning given to it in the Code;

“**bus zone**” has the meaning given to it in the Code;

“**caravan**” means a vehicle that is fitted or designed to allow human habitation;

“**carriageway**” means a portion of road that is improved, designed or ordinarily used for vehicles and includes the shoulders and areas including embayments at the side or centre of the carriageway, used for the stopping or parking of vehicles; and where a road has two or more of those portions divided by a median strip, the expression means each of those portions, separately;

“**centre**” in relation to a carriageway means a line or a series of lines, marks or other indications placed at the middle of the carriageway or, in the absence of any such lines, marks or other indications, in the middle of the main travelled portion of the carriageway;

“**CEO**” means the Chief Executive Officer of the City;

“**charter vehicle**” means a vehicle holding an omnibus license issued under the *Transport Co-ordination Act 1966*, thereby licensed to undertake tour and/or charter work, but does not include a “public bus”.

“**charter vehicle zone**” means a parking bay or area designated for use by a charter vehicle;

“**children’s crossing**” has the meaning given to it in the Code;

“**City**” means City of Perth;

“**clause**” means a clause of this local law;

“**Code**” means the *Road Traffic Code 2000*;

“**commercial vehicle**” means a motor vehicle constructed, adapted or fitted for the conveyance of goods or merchandise, and for the purpose of this local law, includes a vehicle which is used primarily for the conveyance of goods or merchandise and on which a business name as defined in the *Business Names Act 1962* or a Trade Mark as defined in the *Trade Marks Act 1995* is permanently affixed and readily legible to an authorised person;

SCHEDULE 9

“**Council**” means the council of the City;

“**Cross-over**” means the portion of land which lies between the boundary of a carriageway and the adjacent property line that is constructed for the purpose of ingress and egress to and from the property.

~~“**parking bay for people with a disability**” means a part of a parking facility which is identified or marked out by painted lines, symbols, inscriptions or signs as a bay for the parking of vehicles driven by or carrying a person with a disability;~~

~~“**disability parking permit**” has the meaning given to it in the Local Government (Parking for Disabled Persons **People with Disabilities**) Regulations 2014;~~

“**district**” means the district of the City;

“**driver**” means any person driving or in control of a vehicle;

“**driveway**” means the portion of land which lies between the boundary of a carriageway and the adjacent property line that is constructed for the purpose of ingress and egress to and from the property, and also includes the term cross-over;

“**edge line**”, for a carriageway, means a line marked along the carriageway at or near the far left or far right side of the carriageway;

~~“**electronic parking detection device**” means an electronic device placed in any position to identify a vehicle and / or detect and record the parking time of a vehicle, on any road, parking facility, or other public place and includes any instrument, display panel or transmitting apparatus associated with the device;~~

“**emergency vehicle**” has the meaning given to it in the Code;

“**entrance ticket**” means a ticket or token issued by an entrance ticket machine;

“**entrance ticket machine**” means a machine installed at an entrance to a parking station (including attended parking station) and from which entrance tickets or tokens are issued to vehicles entering that parking station;

“**exit ticket**” means a ticket issued after payment of the fee by a fee collection machine;

“**fee collection machine**” means a machine installed in a parking station which upon the insertion of an entrance ticket and payment of the required fee, issues an exit ticket or token;

“**fee paying zone**” means a metered zone or a ticket machine zone;

“**footpath**” has the meaning given to it in the Code;

“**GVM**” (which stands for “gross vehicle mass”) has the meaning given to it in the Code;

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“**keep clear marking**” means the words ‘keep clear’ marked across all or part of a carriageway, with or without continuous lines marked across all or part of the carriageway;

“**kerb**” means any structure, mark, marking or device to delineate or indicate the edge of a carriageway;

“**length of carriageway**” means the same side of the road between intersections on that side of the road;

“**loading dock**” means a parking facility or parking station owned or operated by the City for the purpose of loading or unloading goods;

“**loading zone**” means:

- (a) a parking facility to which a loading zone sign applies; or
- (b) a parking bay designated by a sign for use by commercial vehicles as a loading zone;

“**loading zone sign**” has the meaning given to it in the Code;

“**local government property**” has the meaning given to it in the Act;

“**median strip**” has the meaning given to it in the Code;

“**metered space**” means a section or part of a metered zone that is controlled by a parking meter and that is marked or defined in any way to indicate where a vehicle may be parked on payment of a fee or charge;

“**metered zone**” means any road or reserve, or part of any road or reserve, in which parking meters regulate the stopping or parking of vehicles;

“**money**” means any legal tender under the *Currency Act 1965* (Cth);

“**motorcycle**” means a motor vehicle that has two wheels but does not include a motor vehicle to which a side car is attached;

“**motor vehicle**” means a self-propelled vehicle that is not operated on rails, and the expression includes

- (a) a trailer, semi-trailer or caravan while attached to a motor vehicle;
- (b) a 2-wheeled motor vehicle with a side car attached to it that is supported by a third wheel;

but does not include a power assisted pedal cycle;

“**nature strip**” means the portion of a road which lies between the boundary of a carriageway and the front boundary of adjacent land and includes a verge, but does not include a path;

“**no parking area**” means –

- (a) a portion of a carriageway –to which a “no parking” sign applies; or
- (b) an area to which a “no parking” sign applies;

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“no parking sign” has the meaning given to it in the Code;

“no stopping area” has the meaning given to it in the Code;

“no stopping sign” has the meaning given to it in the Code **and the definition of “Sign” within this local law;**

“occupier” has the meaning given to it in the Act;

“owner” –

- (a) where used in relation to a vehicle licensed under the Road Traffic Act, means the person in whose name the vehicle has been registered under that Act;
- (b) where used in relation to any other vehicle, means the person who owns, or is entitled to possession of, the vehicle; and
- (c) where used in relation to land, has the meaning give to it by the Act;

“park” means to permit a vehicle, whether attended or unattended, to remain stationary, except for the purpose of -

- (a) avoiding conflict with other traffic;
- (b) complying with any written law; o
- (c) taking up or setting down persons or goods for a maximum of 2 minutes;

“parking area” has the meaning given to it in the Code;

“parking bay” means a section of a parking facility which is marked or defined in any way to indicate where a vehicle may stop or park;

“parking bay for people with disabilities” has the same meaning given to it under the definition “parking bay” in the Local Government (Parking for Disabled Persons People with Disabilities) Regulations 2014;

“parking control sign” has the meaning given to it in the Code;

“parking facility” includes land, buildings, shelters, parking bays, parking stations and other facilities open to the public generally for the parking of vehicles, and signs, notices and facilities used in connection with the parking of vehicles;

“parking permit” means a permit issued by the City **includes written or electronic; and includes both written and electronic permits;**

“parking region” means the whole of the district of the City but excludes the following portions of the district:

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- (a) the approach and departure prohibition areas of all existing and future traffic control signal installations as determined by the Commissioner of Main Roads;
- (b) prohibition areas applicable to all existing and future bridges and subways as determined by the Commissioner of Main Roads; and
- (c) any thoroughfare which comes under the control of the Commissioner of Main Roads unless the control of parking and parking facilities on that thoroughfare has been delegated by the Commissioner of Main Roads to the City;

“parking station” means any land, building or other structure used predominantly for the stopping and parking of vehicles, whether or not a fee is charged, and includes an attended parking station but does not include a road or reserve;

“parking ticket” means a ticket which is issued from a ticket issuing machine and which authorises the parking of a vehicle;

“path” includes a bicycle path, footpath, separated footpath and shared path;

“pedestrian crossing” has the meaning given to it in the Code;

“pedestrian mall” has the meaning given to it in the Code;

“permissive parking sign” has the meaning given to it by Clause 172 of the Code;

“postal vehicle” has the meaning given to it in the Code;

“property line” means the boundary between the land comprising a road and the land that abuts that road;

“public bus” means a bus operated by or on behalf of the State as a passenger vehicle, to carry passengers for hire or reward, whether in connection with a railway or not, but does not include a vehicle operative as a taxi using taxi plates issued under the *Taxi Act 1994* or licensed as a taxi-car under Part IIIB of the *Transport Coordination Act 1996*.

“public bus zone” means a parking bay designated for use by a public bus;

“reserve” includes any land -

- (a) owned by or vested in the City;
- (b) of which the City is the management body under the *Land Administration Act 1997*; or
- (c) which is an 'otherwise unvested facility' within section 3.53 of the Act;

“road” means a highway, lane, thoroughfare or similar place which the public are allowed to use and includes all of the land including the nature strip and paths appurtenant thereto lying between the property lines abutting the road;

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“**Road Traffic Act**” means the *Road Traffic Act 1974*;

“**Schedule**” means a Schedule to this local law;

“**service vehicle**” has the same meaning as given to it in the Code;

“**service zone**” means any part of a pedestrian mall designated for stopping or parking of service vehicles;

“**shared zone**” has the meaning given to it in the Code;

“**sign**” includes a traffic sign, permissive parking sign, inscription, mark, structure or device approved by the City on which may be shown words, numbers, expressions or symbols for the purpose of prohibiting, regulating, guiding, directing or restricting the stopping or parking of vehicles;

“**special purpose vehicle**” has the meaning given to it in the Code and also includes any commercial vehicle owned by the City;

“**stop**” in relation to a vehicle, means to stop a vehicle and permit it to remain stationary, except for the purpose of -

- (a) avoiding conflict with other traffic; or
- (b) complying with any written law;

“**symbol**” includes any symbol specified by Australian Standard 1742.11- 1999 and any symbol specified from time to time by Standards Australia for use in the regulation of parking;

“**taxi**” has the same meaning as “taxi” in section 3 of the *Taxi Act 1994*, or a “taxi-car” in section 47Z of the *Transport Coordination Act 1966*;

“**taxi zone**” has the meaning given to it in the Code;

“**thoroughfare**” has the meaning given to it in the Act;

“**ticket**” includes tokens;

“**ticket issuing machine**” means a machine or device which issues, as a result of money or other permitted form of payment being inserted into a machine, a ticket showing the period during which it is lawful to remain parked in the area to which the machine relates ;

“**ticket machine zone**” means a parking facility in which a ticket issuing machine is installed;

“**T-Intersection**” means an intersection where the end of a road intersects with the continuous side of a continuing road;

“**traffic**” includes the passage of both vehicles and pedestrians;

“**traffic island**” has the meaning given to it in the Code;

SCHEDULE 9

“trailer” means any vehicle without motor power of its own, designed for attachment to a motor vehicle for the purpose of being towed, but does not include the rear portion of an articulated vehicle or a side car;

“transit lane” has the meaning given to it in the Code;

“truck” means a vehicle which has a minimum load capacity of 1,000 kilograms;

“truck bay” means a parking bay designated for use by trucks only;

“truck lane” has the meaning given to it in the Code;

“unattended” means the driver has left the vehicle so that the driver is more than 3 meters from the closest point of the vehicle;

“unexpired parking ticket” means a parking ticket on which a date and expiry time is printed and the printed time has not expired;

“vehicle” includes-

- (a) every conveyance, not being a train, vessel or aircraft, and every object capable of being propelled or drawn on wheels or tracks by any means; and
- (b) where the context permits, an animal being driven or ridden.

“verge” means the portion of a thoroughfare which lies between the boundary of a carriageway and the adjacent property line but does not include a footpath.

1.5 Interpretation

- (1) For the purposes of the interpretation of the definitions of “no parking area”, “no stopping area” and “parking area”, an arrow inscribed on a traffic sign erected at an angle to the boundary of the carriageway is taken to be pointing in the direction in which it would point if the signs were turned at an angle of less than 90 degrees until parallel with the boundary;
- (2) A reference to a word or expression inscribed on a sign includes a reference to a symbol depicting that word or expression;
- (3) A reference to a “parking station” or “metered zone” includes a reference to part of the “parking station” or “metered zone”.
- (4) Where a term is used but is not defined in the Act or this local law and that term is defined in the Road Traffic Act or the Code then, unless the context otherwise requires, the term is to have the meaning given to it in the Road Traffic Act or the Code;
- (5) A reference to the wording of any sign in this Local Law shall also be deemed to be a reference to the corresponding symbol;
- (6) In this Local Law, unless the context requires otherwise, a reference to a “thoroughfare”, “parking station”, “parking facility” or “public reserve” includes a

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reference to, as the case may be, any part of the “thoroughfare”, “parking station”, “parking facility” or “public reserve”.

- (7) This Local Law (except for clause 2.4) applies to the whole of the parking region but not to a parking station that -

- (a) is not owned, controlled or occupied by the City; or
- (b) is owned by the City but is leased to another person;

unless the City and the owner or the occupier of that parking station have agreed in writing that this local law will apply to that parking station.

- (8) The agreement referred to in sub-clause (1) may be made on such terms and conditions as the parties agree.

1.6 Sign erected by the Commissioner of Main Roads

A sign that -

- (a) was erected by the Commissioner of Main Roads prior to the coming into operation of this local law; and
- (b) relates to the stopping or parking of vehicles;

is taken to have been erected by the City under the authority of this local law.

1.7 Application of signs

- (1) Where under this local law the stopping or parking of vehicles on a road is controlled by a sign, the sign shall apply to that part of the road which -

- (a) lies beyond the sign;
- (b) lies between that sign and the next sign; and
- (c) is on that half of the thoroughfare nearest to that sign;

- (2) For the purposes of this Local Law a sign may prohibit or regulate parking or stopping by the use of any symbol;

- (3) A sign regulating the parking or stopping of vehicles is presumed to be, in the absence of evidence to the contrary, a sign placed, marked or erected under the authority of this local law;

- (4) An inscription or symbol on a sign operates and has effect according to its tenor, and where the inscription or symbol relates to the stopping of vehicles, it shall be deemed for the purposes of this local law to operate and have effect as if it also related to the parking of vehicles;

- (5) The first three letters of any day of the week when used on a sign indicate that day of the week;

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1.8 Classes of vehicles

For the purpose of this Local Law, vehicles are divided into classes as follows-

- (a) public bus;
- (b) commercial vehicles;
- (c) motorcycles;
- (d) taxis;
- (e) emergency vehicles;
- (f) special purpose vehicles
- (g) charter vehicles; and
- (h) all other vehicles.

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PART 2 - STOPPING AND PARKING GENERALLY

2.1 Power to prohibit and regulate

The Council may prohibit or regulate by signs or otherwise the stopping and parking of any vehicle or class of person and vehicle, or both, but is to do so consistently with the provisions of this local law.

2.2 Determinations in relation to stopping and parking

The Council may establish, determine, or vary -

- (a) parking facilities;
- (b) permitted times and conditions of stopping and parking which may vary with the parking region;
- (c) permitted persons who may stop or park their vehicles;
- (d) permitted classes of vehicles which may stop or park; or
- (e) the manner of stopping or parking.

2.3 Stopping or parking generally

(1) A person must not stop or park a vehicle in a parking facility -

- (a) if by a sign it is set apart for the stopping or parking of vehicles of a different class;
- (b) if by a sign it is set apart for the stopping or parking of vehicles by persons of a different class;
- (c) during any period when the stopping or parking of vehicles is prohibited by a sign;
- (d) for more than the maximum time specified by a sign unless:
 - (i) clause 2.15 applies; or
 - (ii) ~~the vehicle displays an ACROD sticker in which case the vehicle may be parked for twice the maximum time specified by the sign;~~
 - “(ii) the vehicle displays a disability parking permit in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with Regulation 174(2) of the Code.”*
 - (iii) the vehicle has been removed from the same length of carriageway for over 1 hour;

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- (e) other than wholly within a parking bay or metered space if the parking facility has parking bays or metered spaces unless a **motor** vehicle is too wide or long to fit completely within a single parking bay, in which case the vehicle shall be parked within the minimum number of parking bays needed to park that **motor** vehicle;
- (f) otherwise than in accordance with a sign applying to the place where the vehicle is stopped or parked; or
- (g) which is designated by a sign as a loading dock unless a person is actively engaged in loading or unloading goods or materials used in any industry.

(2) A person must not stop or park a vehicle –

- (a) in a no stopping area;
- (b) at the side of a carriageway marked with a continuous yellow edged line;
- (c) in an area of a carriageway signed or marked with a keep clear marking;
- (d) in a bay marked “M/C” unless it is a motorcycle without a side;
- (e) in a bus lane or bus way;
- (f) in a transit lane;
- (g) in a truck lane; or
- (h) in a bicycle lane or on a bicycle path;

Unless, in the case of sub-clause 2(a)-(d) inclusive, the person is driving a public bus, or charter vehicle or a taxi and is immediately dropping off, or picking up passengers.

(3) A person must not park a vehicle in a “no parking area”, unless the driver –

- (a) is dropping off, or picking up, passengers or goods; and
- (b) does not leave the vehicle unattended; and
- (c) completes the dropping off, or picking up, of the passengers or goods within 2 minutes of stopping and drives on.

(4) A person must not stop a motorcycle in a parking bay or metered space unless

- (a) the bay or space is marked “M/C”; or
- (b) a sign applying to the bay or space is inscribed “M/C”.

(5) If there is no sign referable to a parking bay or metered space marked “M/C”, a person must not stop or park a vehicle for longer than the maximum period

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during which a vehicle may stop or be parked in any adjacent parking bay or metered space.

- (6) Unless authorised by the City, a person must not stop or park a vehicle in an area designated by a sign inscribed "Authorised Vehicles Only".

2.4 Parking contrary to consent

- (1) In this clause a reference to "land" does not include land –
- (a) which belongs to the City;
 - (b) of which is an "otherwise unvested facility" within section 3.53 of the Act; or
 - (c) which is the subject of an agreement referred to in clauses 1.5(7) and 1.5(8).
- (2) A person must not stop or park a vehicle on land without the consent of the owner or occupier of the land on which the vehicle is stopped or parked
- (3) Where the owner or occupier of the land, by a sign referable to that land or otherwise, consents to the stopping or parking of vehicles on the land, a person must not stop or park on the land otherwise than in accordance with that consent.

~~2.5 Parking for people with a disability~~

- ~~(1) A person must not stop or park a vehicle in a "parking bay for people with a disability"; unless~~
- ~~(a) the vehicle displays a current ACROD sticker/permit so that it is clearly visible to and able to be read by an authorised person from outside the vehicle at all times; and~~
 - ~~(b) either the driver or the passenger in that vehicle is the person entitled to use the displayed ACROD sticker/permit.~~

~~2.5 Deleted DELETED~~

2.6 Parking positions

Where the signs referring to a parking area are not inscribed with the words "angle parking" then unless a sign referring to the parking area indicates, or marks on the carriageway indicate, that vehicles must park in a different position -

- (a) where the parking area is adjacent to the boundary of a carriageway, a person stopping or parking a vehicle in the parking area must stop or park it as near as practicable to and parallel with that boundary; and
- (b) where the parking area is at or near the centre of the carriageway, a person stopping or parking a vehicle in that parking area must

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stop or park it at approximately right angles to the centre of the carriageway.

2.7 Angle parking

Where a sign referring to a parking area is inscribed with the words "angle parking" a person stopping or parking a vehicle in the area must stop or park the vehicle at an angle of approximately 45 degrees to the centre of the carriageway unless otherwise indicated by the inscription on the sign or by marks on the carriageway.

2.8 Loading zone

- (1) A person must not stop or park a vehicle in a loading zone unless-
 - (a) the vehicle is a commercial vehicle *or an authorised vehicle; and* ~~and a person is continuously engaged in loading or unloading goods to or from that vehicle; or~~
 - (b) ~~the vehicle is an authorised vehicle;~~ *a person is continuously engaged in loading or unloading goods to or from that vehicle;*
- (2) A person must not stop or park a commercial or authorised vehicle in a loading zone for longer than the time indicated on the loading zone sign or if no time is indicated on the sign for longer than 30 minutes, unless authorised.

2.9 Parking Position in fee paying zone

- (1) A person must not stop or park a vehicle in a fee paying zone parallel to a kerb that has parking bays or metered spaces other than-
 - (a) parallel to the kerb;
 - (b) as close to the kerb as practicable;
 - (c) wholly within the parking bay or metered space; and
 - (d) headed in the direction of the movement of traffic on the part of the road on which the parking bay or metered space is situated;
- (2) A person must not stop or park a vehicle in a parking bay or metered space which is not parallel to a kerb other than wholly within the parking bay or metered space as the case may be.

2.10 Reserves

- (1) A person must not drive, stop or park a vehicle on or over any portion of a reserve other than an area specifically set aside for that purpose, unless the person:
 - (a) is an employee of the City in the course of his or her duties;
 - (b) is an authorised person; or

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- (c) has obtained the permission of the City or an authorised person.

2.11 Occupied parking bays

A person must not stop or park or attempt to stop or park a vehicle in a parking bay or metered space in which another vehicle is stopped or parked.

2.12 Payment for parking

A person must not insert into a ticket issuing machine, fee collection machine or parking meter anything other than the designations of coin or banknote or other permitted form of payment indicated by a sign on the ticket issuing machine, fee collection machine or parking meter and only in accordance with the instructions printed on the ticket issuing machine, fee collection machine or parking meter.

2.13 Operation of ticket issuing machines and fee collection machines

A person must not operate a ticket issuing machine, fee collection machine or parking meter except in accordance with the operating instructions appearing on the ticket issuing machine, fee collection machine or parking meter.

2.14 Alternative methods of payment for parking

- (1) In this local law, a reference to “alternative method of payment” includes a permit, invoice, ticket or pass.
- (2) The City may authorise a person to pay for parking in advance or in arrears by an alternative method of payment.

2.15 Parking facilities where permit required

- (1) Where a parking facility has been established, determined or varied under clause 2.2(c) so as to only permit certain persons to stop or park their vehicles or under clause 2.2(d) or so as to only permit certain classes of vehicles to stop or park, then an authorised person -
 - (a) may issue a written permit to the relevant persons or vehicles of the permitted class as the case may be; and
 - (b) may vary or revoke a permit at any time.
- (2) Where a written permit has been issued under sub-clause (1), a person must not stop or park a vehicle in the parking facility unless-
 - (a) the permit is displayed inside the vehicle and is clearly visible to and able to be read by an authorised person from outside the vehicle at all times;

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- (b) the permit remains valid and has not expired; and
- (c) the person or the vehicle's class as specified in the permit is also specified on the sign which relates to the parking facility.

2.16 Urgent, essential or official duties

- (1) Where a sign prohibits or permits the stopping or parking of a vehicle for a limited time in a parking facility, where a person needs to carry out any duties considered by an authorised person to be urgent, essential or official in nature that person may be permitted to stop or park a vehicle for longer than the permitted time.
- (2) Where permission is given under sub-clause (1) an authorised person may prohibit, for the duration of that permission, the use by any other vehicle of that portion of the parking facility to which the permission relates, provided such prohibition is indicated by a sign.
- (3) Permission issued under sub-clause (1) may -
 - (a) allow the stopping or parking of the vehicle continuously for a specified period or periods or between specified times or from time to time during a specified period; and
 - (b) be revoked or suspended at any time by an authorised person without giving rise to any liability on the part of the City for loss or damages arising from the revocation or suspension of the permission.
- (4) A person must not stop or park a vehicle in respect of which permission has been given under sub-clause (1) other than in accordance with the terms of that permission.

2.17 Direction to move vehicle

A person must not stop or park a vehicle or allow a vehicle to remain stopped or parked after being directed by an authorised person or a police officer to move the vehicle.

2.18 Selling or hiring in a parking facility

A person must not sell, hire or give away any goods or thing or erect an advertisement in a parking facility without the written authorisation of the City.

2.19 Behaviour in a parking station

- (1) A person must not remain in a parking station after having been required to leave by a police officer or an authorised person.
- (2) A person must not loiter in a parking station.

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2.20 Damage to parking facilities

A person must not remove, damage, deface, misuse or interfere with any part of a parking facility.

2.21 Event parking

For the purposes of this clause an “event” means a function or activity characterised by all or any of the following:-

- a) formal organisation and preparation;
 - b) its occurrence is generally advertised or notified in writing to particular persons;
 - c) organisation by or on behalf of a club or a body corporate;
 - d) payment of a fee to attend it; and
 - e) systematic recurrence in relation to the day, time and place;
- (1) The City may by use of signs establish additional parking facilities on any reserve or local government property, for any period specified on the signs, for the parking of vehicles by persons attending an event.
 - (2) A person must not stop or park a vehicle on a reserve or local government property set aside under sub-clause (1) during the period for which it is set aside unless:
 - (a) a ticket purchased from the City with respect to the event is displayed inside the vehicle and is clearly visible to and able to be read by an authorised person from outside the vehicle at all times; or
 - (b) such alternative method of payment for parking as may be authorised by the City is made.

2.22 Removal and impounding of vehicles

- (1) The impounding of vehicles and other goods shall be carried out in accordance with Part 3 Division 3 Subdivision 4 of the Act and regulation 29 of the Local Government (Functions and General) Regulations 1996.
- (2) An employee authorised specifically for the purposes of section 3.39. of the Act and this clause may remove and impound any vehicle that is involved in a contravention that can lead to impounding.
- (3) A person authorised to impound a vehicle in accordance with clause (2) may use reasonable force to exercise the power given by that clause.
- (4) The form of the notice referred to in section 3.42 of the Act is set out in Schedule 3.

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2.23 Authorised Parking

A person shall not, without the permission of the City or an authorised person, stop or park a vehicle, other than an authorised vehicle, in an area designated by signs for the parking of authorised vehicles only.

2.24 Parking on Local Government property

A person must not stop or park a vehicle on or over any portion of a local government property other than an area specifically set aside for that purpose unless the person:

- (a) is an authorised person, or
- (b) has obtained the permission of the City or an authorised person.

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PART 3 - STOPPING AND PARKING ON ROADS AND OTHER AREAS

3.1 Stopping or parking on a carriageway

Subject to clause 2.3, 2.6 and 2.7, a person stopping or parking a vehicle on a carriageway must stop or park it -

- (a) in the case of a two-way carriageway, so that it is as near as practicable to and parallel with, the left boundary of the carriageway and headed in the direction of the movement of traffic on the side of the road on which the vehicle is stopping or parked;
- (b) in the case of a one-way carriageway, so that it is as near as practicable to and parallel with either boundary of the carriageway and headed in the direction of the movement of traffic on the side of the road on which the vehicle is stopping or parked;
- (c) so that at least 3 metres of the width of the carriageway lies between the vehicle and the opposite boundary of the carriageway, or between the vehicle and a vehicle stopping or parked on the opposite side of the carriageway;
- (d) so that it is more than 1.2 metres from any other vehicle, except a motorcycle without a trailer stopped or parked in accordance with this local law; and
- (e) so that it does not obstruct any vehicle on the carriageway.

3.2 Median strips, traffic islands and paths

A person must not stop or park a vehicle, trailer or caravan (other than a bicycle or an animal) so that any portion of the vehicle, trailer or caravan is on a traffic island, median strip, path or nature strip unless the person stops or parks in an area to which a parking control sign applies and the person is permitted to stop or park at that place under this local law.

3.3 Prohibited parking of vehicles

A person must not park a vehicle on any portion of a road **or within a parking station-**

- (a) for the purpose of exposing the vehicle for sale;
- (b) if that vehicle is not licensed under the Road Traffic Act or any corresponding law of another State or Territory or of the Commonwealth;
- (c) if that vehicle is a trailer or caravan unattached to a motor vehicle;
or
- (d) for the purpose of effecting repairs to it, other than the minimum repairs necessary to enable the vehicle to be moved to a place other than a road.

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3.4 Obstructions Generally

- (1) This clause does not apply to a vehicle stopped or parked in a parking bay or metered space established by the City;
- (2) Paragraphs (3) (b) and (d) do not apply to a vehicle stopped or parked in a bus embayment.
- (3) A person must not stop or park a vehicle so that any portion of the vehicle is -
 - (a) on any road or thoroughfare so as to cause an obstruction on the road or thoroughfare unless it is a public bus stopping in a bus zone;
 - (b) obstructing any entrance, exit, carriageway, passage or thoroughfare in a parking facility.
 - (c) on an intersection, subject to paragraphs (d) and (e);
 - (d) on a carriageway within 20 metres from the nearest point of an intersecting carriageway at an intersection with traffic-control signals, unless the vehicle stops or parks at a place on a length of carriageway, or in an area, to which a parking control sign applies and the vehicle is otherwise permitted to stop or park at that place under this local law; or
 - (e) on a carriageway so that any portion of the vehicle is within 10 metres of the prolongation of the nearest edge of any intersecting carriageway, at an intersection without traffic-control signals, intersecting that carriageway on the side on which the vehicle is stopped or parked unless the vehicle stops or parks;
 - (i) at a place on a carriageway, or in an area, to which a parking control sign applies or the vehicle is otherwise permitted to stop or park at that place under this Local Law; or
 - (ii) if the intersection is a T-intersection along the continuous side of the continuing road at the intersection;
 - (f) on or over a footpath, pedestrian crossing, children's crossing or a place for pedestrians;
 - (g) alongside or opposite any excavation, work, hoarding, scaffolding or obstruction on the carriageway, if the vehicle would obstruct traffic;
 - (h) on a bridge or other elevated structure or within a tunnel or underpass unless permitted to do so by a sign; or
 - (i) between the boundaries of a carriageway and any double longitudinal line consisting of 2 continuous lines or between a double longitudinal line consisting of a continuous line and a broken or dotted line and the boundary of a carriageway nearer to the continuous line, unless there is a distance of at least 3 metres clear between the vehicle and the double longitudinal line.

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3.5 Double parking

- (1) Subject to sub-clause (2), a person must not stop or park a vehicle on a road so that any portion of the vehicle is between any other stationary vehicle and the centre of the carriageway of that road.
- (2) Sub-clause (1) does not apply to -
 - (a) a person who parks a motorcycle in a bay marked "M/C"; or
 - (b) a person who stops or parks a vehicle in a parking bay or metered space abreast of or alongside another vehicle.

3.6 Driveways

A person must not stop or park a vehicle on or across a driveway or other way of access for vehicles travelling to or from land adjacent to a road or thoroughfare, unless the person is immediately dropping off or picking up passengers.

3.7 Parking near fire hydrant or post box

A person must not stop or park a vehicle, otherwise than in a marked bay, on a road so that any portion of the vehicle is -

- (a) within 1 metre of a fire hydrant, fire plug, or of any sign or mark indicating the existence of a fire hydrant or fire plug; or
- (b) within 3 metres of a public post box, unless the vehicle is a postal vehicle.

3.8 Bus stops, pedestrian, children and train crossings

- (1) Subject to sub-clause (2), a person must not stop or park a vehicle so that any portion of the vehicle is within 10 metres of the departure side, or within 20 metres of the approach side, of -
 - (a) a bus embayment or a bus zone unless the vehicle is a bus stopped to take up or set down passengers;
 - (b) a pedestrian crossing;
 - (c) a children's crossing; or
 - (d) the nearest rail of a railway level crossing.
- (2) Subject to sub clause (3), a person must not stop a vehicle so that any portion of the vehicle is within 3 metres of the departure side, or within 10 metres of the approach side of;
 - (a) a pedestrian crossing, that is not at an intersection;

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- (b) a bicycle crossing equipped with bicycle crossing lights, that is not at an intersection;
- (3) Sub-clause (1) does not apply if -
- (a) the vehicle is stopping or parked in a marked bay;
 - (b) the driver of the vehicle is prevented from proceeding by circumstances beyond his or her control; or
 - (c) it is necessary for the driver of the vehicle to stop to avoid an accident.

3.9 Movement of vehicles to avoid time limitation

- (1) Where stopping or parking on a length of carriageway is permitted for a limited time, a person must not move a vehicle along the same length of carriageway or return to that length of carriageway so that the total time of parking exceeds the maximum time permitted, unless -
- (a) the vehicle has first been removed from the same length of carriageway for at least 1 hour.
- (2) Where the parking of vehicles in a parking station is permitted for a limited time, a person shall not move a vehicle within that parking station so that the total time of parking exceeds the maximum time allowed for parking in that parking station.

3.10 Pedestrian malls

A person must not stop or park a vehicle in a pedestrian mall unless the vehicle -

- (a) is, and is then being used as, an emergency vehicle;
- (b) is, and is then being used as, a special purpose vehicle;
- (c) is stopping or parked in accordance with a written authorisation by the City; or
- (d) is a service vehicle which -
 - (i) is in a service zone;
 - (ii) is in the pedestrian mall during a period when service vehicles are permitted;
 - (iii) is continuously being loaded or unloaded; and
 - (iv) is stopped or parked for a continuous period of less than thirty minutes or otherwise in accordance with any sign applicable to the service zone.

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3.11 Public bus zones

- (1) A person must not stop or park a vehicle other than a public bus in a public bus zone.
- (2) Unless otherwise stated on a sign-
 - (a) a public bus must not stop or park in a bus embayment unless actively engaged in picking up or setting down passengers; and
 - (b) a charter vehicle must not stop or park in a charter vehicle bay, except to pick up or set down passengers and, in any event, for no more than 15 minutes.

3.12 Charter vehicle zones

A person must not stop or park a vehicle other than a charter vehicle in a parking bay set aside for use by a charter vehicle.

3.13 Stopping in a Taxi Zone

- (1) A person shall not stop a vehicle in a taxi zone, unless the person is driving a taxi.
- (2) A person driving a taxi shall not leave the taxi unattended whilst it is in a taxi zone.

3.14 Construction site vehicle parking

- (1) In this clause unless the context otherwise requires—

“**builder**” has the meaning given to it in the Building Regulations 1989;

“**construction site**” means any land subject to development;

“**construction site vehicle**” means a commercial vehicle or a heavy goods vehicle;

“**daily fee**” means the daily fee determined by the Council;

“**development**” means the demolition, erection, construction, alteration of or addition to any building or structure on land or the carrying out on land of any excavation or other works;

“**eligible person**” means an owner or occupier of a construction site or any builder carrying out work on a construction site;

“**establishment fee**” means the fee determined by Council resolution from time to time;

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“heavy goods vehicle” means a vehicle which is defined in the First Schedule of the Road Traffic Act as a tractor (prime mover type) or a tractor (other than prime mover type) and includes any other vehicle constructed primarily for the conveyance of goods which is attached to a heavy goods vehicle; and

“work zone” means any road or part of a road, whether or not marked as a metered space, parking bay or ticket machine zone, which is set aside by the City by the use of a sign, for a period specified on the sign, for the stopping or parking of construction site vehicles.

- (2) An eligible person seeking to establish a work zone adjacent to a construction site may apply in writing to the City, which may approve or refuse the application.
- (3) Where the City approves an application, it is to give the applicant written notice specifying -
 - (a) the number and location of work zones the applicant may use;
 - (b) the times during which the stopping or parking of construction site vehicles is permitted in the work zone;
 - (c) the period for which the approval is valid;
 - (d) any conditions to which the approval of the City is subject; and
 - (e) the amount of the establishment fee.
- (4) The City is to set aside a work zone in accordance with the notice referred to in sub-clause (3) within 14 days from the date of payment of the establishment fee.
- (5) An eligible person must, in addition to the establishment fee, pay to the City a daily fee for each day that a work zone is set aside.
- (6) The daily fee is payable monthly in advance.
- (7) Where the City has approved an application to establish a work zone adjacent to a construction site, the City may cancel its approval by written notice to the applicant in the event that:
 - (a) the applicant or any person authorised by the applicant to use the work zone stops or parks a vehicle other than in accordance with:
 - (i) any condition stipulated in the notice issued to the applicant pursuant to sub-clause (3); or
 - (ii) any sign applicable to the work zone;
 - (b) the applicant fails to pay the daily fee as required pursuant to sub-clause (5); or
 - (c) if the City or a person authorised by the City requires access to or near the place where the work zone is situated, for the purposes of carrying out works in or near the vicinity of that place.

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- (8) A person must not stop or park a vehicle in a work zone unless the person is driving a vehicle that is –
- (a) engaged in construction work in or near the zone; or
 - (b) permitted to stop in the works zone in accordance with this local law.

3.15 Parking in a shared zone

A person must not stop or park a vehicle in a shared zone unless the vehicle -

- (a) stops at a place on a length of carriageway, or in an area, to which a parking control sign applies and the vehicle is permitted to stop at that place under this Local Law;
- (b) stops in a parking bay and the vehicle is permitted to stop in the parking bay under this Local Law;
- (c) the vehicle is dropping off, or picking up, passengers or goods; or
- (d) the vehicle is engaged in the door-to-door delivery or collection of goods, or in the collection of waste or garbage.

3.16 Stopping on a carriageway - heavy and long vehicles

- (1) A person shall not park a vehicle or any combination of vehicles that, together with any projection on, or load carried by, the vehicle or combination of vehicles, is more than 7.5 metres in length or exceeds a GVM of 4.5 tonnes -
- (a) on a carriageway in a built-up area, for any period exceeding one hour, unless engaged in the picking up or setting down of goods; or
 - (b) on a carriageway outside a built-up area, except on the shoulder of the carriageway or in a truck bay or other area set aside for the parking of goods vehicles.
- (2) Nothing in this clause detracts from any limitation or condition imposed by any other provision of this local law or sign relating to the parking or stopping of vehicles.

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PART 4 - FEE PAYING ZONES

4.1 Payment of fees

- (1) A person must not stop or park a vehicle in a metered space or a ticket machine zone unless the appropriate fee as indicated by a sign:
 - (a) on the parking meter referable to the space in the case of a metered space; or
 - (b) on the ticket issuing machine referable to the zone for each parking bay in the case of a ticket machine zone;

is inserted into the parking meter or ticket issuing machine as the case may be.

- (2) Subject to the provisions of this Part 4, the payment of the fee referred to in sub-clause (1) entitles a person to stop or park a vehicle in:
 - (a) a metered space for the period shown on a sign referable to the space; or
 - (b) in a ticket machine zone for the period shown on the parking ticket,

but does not authorise the parking of the vehicle during any time when stopping or parking in that space or zone is prohibited under this local law or by a sign.

4.2 Expired meter, parking limit

Unless authorised by the City a person must not leave or permit a vehicle to remain stopped or parked in a metered space -

- (a) during the hours when a fee is payable to stop or park a vehicle in the space when the parking meter referable to that space exhibits the sign 'Expired', a negative time or a series of red flashing lights;
- (b) for longer than the maximum period stated on the sign referable to that space during which continuous stopping or parking is permitted.

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4.3 Display of parking tickets and parking limits

- (1) A person must not stop or park a vehicle in a ticket machine zone during the period in which stopping or parking is permitted only upon the purchase of a parking ticket:
 - (a) unless an unexpired parking ticket issued by a ticket issuing machine in that ticket machine zone is displayed inside the vehicle; and
 - (b) the ticket is clearly visible to and able to be read by an authorised person from outside the vehicle at all times while that vehicle remains standing or parked in that zone.
- (2) Unless subclause (3) applies, Wwhere more than one parking ticket is displayed bearing the same date and time of issue, the period for each ticket is to be aggregated and the tickets are to be taken not to have expired until the expiry of the aggregate of those periods providing that the aggregate does not exceed the maximum period of time a vehicle is permitted to park in that zone.

(3) Where a trailer is attached to a vehicle, a parking ticket is to be displayed inside the vehicle for each occupied parking bay as permitted under this local law.

4.4 Reserved Fee Paying Zones

Unless authorised by the City a person must not leave or permit a vehicle to remain stopped or parked in a fee paying space or zone if the parking meter or ticket machine is hooded with a covering bearing the words "No Parking", "Reserved Parking", "Temporary Bus Stop" or with an equivalent symbol depicting one of these purposes or any other words or symbols that indicate parking is not permitted within the space or zone.

4.5 Parking restrictions in fee paying zones

- (1) A person shall not stop or park a vehicle in a fee paying zone -
 - (a) except during the period stated on signs referable to the zone during which stopping or parking is permitted; and
 - (b) for longer than the maximum period permitted for continuous parking of a vehicle in the zone, as stated on signs referable to the zone.

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PART 5 - PARKING STATIONS

5.1 Restrictions on entering a parking station

A person must not enter a parking station without first obtaining the authorisation of an authorised person if one is on duty or an entrance ticket or parking ticket unless:

- (a) permitted by signs applicable to that parking station; or
- (b) the person entering the parking station is -
 - (i) employed at the parking station and is in the course of his or her duties;
 - (ii) a police officer and is in the course of his or her duties; or
 - (iii) the driver of or a passenger in a vehicle stopping or parked in that station.

5.2 Stopping or parking in a parking station

- (1) A person must not stop or park a vehicle in -
 - (a) an attended parking station, unless the appropriate fee as indicated by a sign is paid when demanded; or
 - (b) a parking station with a ticket issuing machine, unless the appropriate fee as indicated by a sign on the ticket issuing machine is inserted into the machine and the person complies with the relevant provisions of Part 4 of this local law; or
 - (c) a parking station with a fee collection machine, unless the appropriate fee as indicated by a sign is inserted into the machine and the ticket is validated immediately prior to departure.

5.3 No entrance ticket

Where no entrance ticket is produced by the driver of a vehicle which is being removed from a parking station, the appropriate fee is to be calculated as if the vehicle had entered the parking station when it opened for operation on the day the vehicle was parked in the parking station.

5.4 Removal of vehicles

- (1) A person must not remove a vehicle which has been stopped or parked in a parking station until -
 - (a) the appropriate fee for the period for which the vehicle has been stopped or parked has been paid; or

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- (b) the City has issued a notice stating the fee, which shall be payable within 3 working days from the time of issue of the notice.

5.5 Maximum parking period in parking stations

Where the stopping or parking of vehicles in a parking station is permitted for a limited time, a person must not stop or park a vehicle for a period exceeding the maximum time permitted, unless the vehicle has first been removed from that parking station for at least 1 hour.

5.6 Entering and Exiting Parking Facilities

A person must not enter or exit in a vehicle a parking facility other than through an authorised entry or exit designated as such by a sign.

5.7 Parking restrictions for vehicles with multiple occupants

- (1) The Council in respect of any period or time may, by the use of a sign, set aside any parking station where entry is prohibited by vehicles other than vehicles carrying in addition to the driver at least one other person.
- (2) A person must not stop or park a vehicle in any parking station which has been set aside under sub-clause (1) at the times or within the period specified under sub-clause (1) unless the vehicle is carrying at least one other person.
- (3) A person must not enter any parking station which has been set aside under sub-clause (1) at the times or within the period specified under sub-clause (1) unless that person is the driver of or passenger in a vehicle carrying at least one other person.
- (4) The fee payable, and the manner of payment, for the parking of a vehicle in any parking station which has been set aside under sub clause (1) and the manner of payment may be determined by Council resolution.

5.8 City may lock parking stations

- (1) At the expiration of the hours of operation of a parking station, an authorised person whether or not any vehicle remains parked in the parking station may lock the parking station or otherwise prevent the movement of any vehicle within, to or from the parking station.
- (2) The City is not responsible for any loss of or damage to a vehicle or its accessories or contents or for any other loss, claim or liability as a result of any action taken under sub-clause (1).

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5.9 Councillor parking permit

(1) The City may issue to any member of the Council a councillor parking permit and may vary or revoke a permit at any time.

(2) The holder of a councillor parking permit is exempt from those clauses of this local law specified in the permit.

(3) The exemption conferred by sub-clause (2) applies only –

(a) if the councillor parking permit is displayed inside the vehicle and is clearly visible to and able to be read by an authorised person from outside the vehicle at all times;

(b) if the councillor parking permit is valid; and

(c) if the holder of the councillor parking permit is carrying out his or her duties or performing his or her functions as a member of the Council.

(4) A councillor parking permit ceases to be valid –

(a) when the holder of the permit ceases to be a member of the Council;

(b) after the expiry date specified in the permit; or

(c) when revoked by the City.

and shall be returned to the City on the happening of any of the above events.

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PART 6 - RESIDENTIAL PARKING PARKING PERMITS

PART 6 – PARKING PERMITS

6.1 Application for parking permit

An application for a parking permit shall be made in the form and shall include payment of the fee determined by Council resolution.

6.2 Issue of parking permit

An authorised person may approve an application for a parking permit made pursuant to clause 6.1 provided that the application is consistent with the requirements of any policy applicable to residential parking that has been adopted by the Council.

6.3 Exemption for permit holders

- (1) Subject to sub-clauses (2) and (3), the holder of a valid parking permit is exempt from -
 - (a) a prohibition against the stopping or parking of vehicles on any part of a road for a specified period; and
 - (b) the requirement to have a parking ticket when parking a vehicle on any part of a road or metered zone where the maximum period during which continuous parking or stopping of a vehicle is permitted (as stated on the sign referable to the bay) exceeds 30 minutes.
- (2) The exemption conferred by sub-clause (1) applies only -
 - (a) to the part of a road or to the metered spaces or parking bays specified in the permit;
 - (b) where the permit displayed relates to a specified motor vehicle, to the motor vehicle specified in that permit;
 - (c) if the permit is displayed in the vehicle and is clearly visible to and able to be read by an authorised person from outside the vehicle at all times while that vehicle remains stopped or parked in the area to which the permit relates; and
 - (d) if the permit is valid.
- (3) The exemption conferred by sub-clause (1) does not apply during any period in which the stopping or parking of vehicles is prohibited in the road or the part of a road specified in the permit.

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6.4 Validity of a permit

A parking permit ceases to be valid in accordance with the Residents On Street Parking Policy.

6.5 Use of counterfeit or altered parking permit

A person must not -

- (a) park a vehicle in a parking facility which requires a parking permit, if there is displayed in that vehicle so as to be visible from outside the vehicle, a parking permit which has been counterfeited, altered, obliterated or interfered with; or
- (b) produce to an authorised person who accepts payment for parking, a parking permit which has been counterfeited, altered, obliterated or interfered with.

6.6 Revoking a permit

The City may, at any time and in accordance with the Council's Resident On-Street Parking Policy, revoke a permit which has been issued.

6.7 Removal of a permit from vehicle

The holder of a parking permit must immediately upon the permit being revoked or ceasing to be valid permanently remove the permit from the vehicle in which it is displayed or to which it is affixed and return it to the City.

6.8 Replacement of permit

The City may issue a replacement permit where a written application is made which meets the parking policy and is accompanied by the appropriate fee, if any, charged by the City.

6.9 Councillor parking permit

(1) The City may issue to any member of the Council a councillor parking permit and may vary or revoke a permit at any time.

(2) The holder of a councillor parking permit is exempt from those clauses of this local law specified in the permit.

(3) The exemption conferred by subclause (2) applies only -

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(a) if the councillor parking permit is displayed inside the vehicle and is clearly visible to and able to be read by an authorised person from outside the vehicle at all times;

(b) if the councillor parking permit is valid; and

(c) if the holder of the councillor parking permit is carrying out his or her duties or performing his or her functions as a member of the Council.

(4) A councillor parking permit ceases to be valid -

(a) when the holder of the permit ceases to be a member of the Council;

(b) after the expiry date specified in the permit; or

(c) when revoked by the City.

and shall be returned to the City on the occurrence of any of the above events.

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PART 7 - MISCELLANEOUS

7.1 Authorised person - certificate of appointment

An authorised person must be given a certificate of his or her appointment in accordance with section 9.10(2) of the Act.

7.2 Authorised persons

No offence under this local law is committed by an authorised person while carrying out his or her duties.

7.3 Necessary power

An authorised person has all necessary power for the purpose of performing all duties vested in or imposed on him or her by the Act and this local law.

7.4 Impersonating an authorised person

A person who is not an authorised person must not impersonate or assume the duties of an authorised person.

7.5 Obstructing of an authorised person

A person must not obstruct or hinder an authorised person in the execution of his or her duties.

7.6 Removal of notices

A person, other than the driver of the vehicle, must not remove from the vehicle any notice put on the vehicle by an authorised person.

7.7 Display of signs

A person must not without the authorisation of the City -

- (a) mark, set up or exhibit a sign purporting to be or resembling a sign marked, set up or exhibited by the City under this local law;
- (b) remove, deface or misuse a sign or property set up by the City under this local law; or
- (c) affix a board, sign, placard, notice, cover or other thing to or paint or write on any part of a sign, parking meter, ticket issuing machine or fee collecting machine.

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7.8 Use of counterfeit or altered parking tickets

A person must not -

- (a) park a vehicle in a parking facility which requires a parking ticket, if there is displayed in that vehicle so as to be visible from outside the vehicle, a parking ticket which has been counterfeited, altered, obliterated or interfered with; or
- (b) produce to an authorised person who accepts payment for parking, a parking ticket which has been counterfeited, altered, obliterated or interfered with.

7.9 Marking tyres and valve stem readings

(1) An authorised person may -

- (a) mark the tyres of a vehicle parked in a parking facility with chalk or any other non-indelible substance;
- (b) take a valve stem reading of a vehicle; or
- (c) record vehicle registration numbers,

for a purpose connected with his or her duties or powers.

(2) A person must not remove a mark made by an authorised person so that the purpose of affixing the mark is defeated or likely to be defeated.

7.10 Exemption when complying with directions

A person who complies with a direction given by a police officer or an authorised person does not commit an offence against this local law while complying with that direction.

7.11 Sign presumed to have been established by the City

A sign marked, erected, set up, established or displayed on or near a road is, in the absence of evidence to the contrary, presumed to be a sign marked, set up, erected, established or displayed under the authority of this local law.

7.12 Power of an authorised person

An authorised person may -

- (a) carry into effect the provisions of this local law;
- (b) report to the Council on the working effectiveness of this local law;

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- (c) recommend to the CEO the institution of prosecutions; and
- (d) institute and conduct prosecutions as directed by the CEO.

7.13 Special purpose and emergency vehicles

Notwithstanding anything to the contrary in this local law, the driver of a special purpose vehicle or an emergency vehicle may, only in the course of his or her duties and when it is expedient and safe to do so, stop or park the vehicle in any place at any time.

7.14 Interfere with or damage Local government property

A person shall not interfere with, damage or obstruct the operation of any electronic parking detection device or instrument in any parking station, carriageway or in any other place.

SCHEDULE 9

PART 8 - OFFENCES AND MODIFIED PENALTIES

8.1 Offences

- (1) A person who fails to do anything required or directed to be done under this local law, or who does anything which under this local law that person is prohibited from doing, commits an offence.
- (2) Any person who commits an offence under this local law is liable, on conviction, to a penalty not exceeding \$5,000, and if the offence is of a continuing nature, to an additional penalty not exceeding \$500 for each day or part of a day during which the offence has continued.
- (3) An offence against any provision of this local law is a prescribed offence for the purposes of section 9.16(1) of the Act.

8.2 Form of notices

For the purposes of this local law -

- (a) the form of the infringement notice referred to in section 9.17 of the Act which incorporates the notice referred to in section 9.13 of the Act, is that of Form 1 in Schedule 1; and
- (b) the form of the notice referred to in section 9.20 of the Act is that of Form 2 in Schedule 1.

8.3 Modified penalty

- (1) Subject to subclauses 8.3(3) and (4), a person who does not contest an allegation that he or she has committed an offence against this local law may, within the time specified in the notice, pay the modified penalty payable for the particular offence.
- (2) The amount appearing in the final column of the table in Schedule 2 directly opposite an offence described in that Schedule is prescribed for the purposes of section 9.17 of the Act as the modified penalty for that offence.
- (3) If it appears to the City that an alleged offence cannot be adequately punished by the payment of the modified penalty then the City may refrain from accepting the modified penalty and may in lieu take proceedings against the alleged offender in an appropriate Court.
- (4) Where the time period within which a person may stop or park a vehicle on a road is controlled by a sign and a person commits an offence under this Local Law by stopping or parking a vehicle for a time period which exceeds that shown on the sign-
 - (a) the amount of the modified penalty shall be the amount referred to in Schedule 2 where the time period during which the vehicle was stopped or parked in excess of the time period shown on the sign was not greater than that shown on the sign; and

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- (b) the amount of the modified penalty shall again be payable in respect of each successive time period during which the vehicle continues to be parked or stopped in excess of the time period shown on the sign, to a maximum of \$500.00 on the amount of modified penalties payable for each offence.

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SCHEDULE 1 – FORM 1

LOCAL GOVERNMENT ACT 1995

CITY OF PERTH PARKING LOCAL LAW 2010

INFRINGEMENT NOTICE

Serial No
Date / /

To:[1]
.....
.....

of:[2]
.....
.....

It is alleged that on / / at
[3]
at[4]

.....
.....
in respect of vehicle:
make: ;
model: ;
registration: ,
you committed the following offence -

.....
.....
.....
.....

contrary to clause of the **City of Perth Parking Local Law 2010**.

The modified penalty for the offence is \$

If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty must be paid to an authorised person at [5] within a period of 28 days after the giving of this notice.

Unless within 28 days after being served with this notice -

- (a) you pay the modified penalty; or
- (b) you:
 - (i) inform the Chief Executive Officer or another authorised officer of the local government as to the identity and address of the person who was the driver or person in charge of the above vehicle at the time the offence is alleged to have been committed; or
 - (ii) satisfy the Chief Executive Officer that the above vehicle had been stolen or was being unlawfully used at the time the offence is alleged to have been committed,you will, in the absence of proof to the contrary, be deemed to have committed the above offence and court proceedings may be instituted against you.

If you take no action this infringement notice may be registered with the Fines Enforcement Registry after which your driver's licence or any vehicle licence held by you may be suspended. If the matter is registered with the Registry additional costs will also be payable.

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If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver's licence or any vehicle licence you hold being suspended without your knowledge.

[6]

[7]

Insert:

- (1) Name of owner or "the owner"
- (2) Address of owner (not required if owner not named)
- (3) Time of alleged offence
- (4) Location of alleged offence
- (5) Place where modified penalty may be paid
- (6) Signature of authorised person
- (7) Identification number of the authorised person giving notice

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SCHEDULE 1 – FORM 2

LOCAL GOVERNMENT ACT 1995

CITY OF PERTH PARKING LOCAL LAW

WITHDRAWAL OF INFRINGEMENT NOTICE

Serial No
Date / /

To: [1]
.....
.....

of: [2]
.....
.....

Infringement Notice No. dated /
..... /

in respect of vehicle:

make: ;

model: ;

registration: ;

for the alleged offence of

.....
.....
.....
.....
.....
.....

has been withdrawn.

The modified penalty of \$

- * has been paid and a refund is enclosed.
- * has not been paid and should not be paid.
- * *delete as appropriate.*

[3]

(4)
.....
.....

Insert:

- (1) Name of alleged offender to whom infringement notice was given or “the owner”.
- (2) Address of alleged offender.
- (3) Signature of authorised person.
- (4) Identification number of authorised person giving notice

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SCHEDULE 2

CITY OF PERTH PARKING LOCAL LAW 2010

MODIFIED PENALTIES

[Clause 8.3]

Schedule 2			
		Modified Penalties [Clause 8.3]	
Item No.	Offence Clauses	Offence Clauses	Modified
1	2.3(1)(a)	Stopped different class vehicles	\$120
2	2.3(1)(b)	Stopped different class persons	\$120
3	2.3(1)(c)	Stopped in restricted period (Clearway)	\$150 \$200
4	2.3(1)(d)	Stopped longer than time	\$50 \$60
5	2.3(1)(e)	Stopped not in bay	\$50 \$60
6	2.3(1)(f)	Stopped contrary to sign	\$50 \$60
7	2.3(1)(g)	Not load/unload goods (Loading Dock)	\$100
8	2.3(2)(a)	Stopped in No Stopping area	\$150 \$200
9	2.3(2)(b)	Stopped in a No Stopping area marked by yellow edged line	\$150 \$200
10	2.3(2)(c)	Stopped in a designated keep clear area	\$100 \$200
11	2.3(2)(d)	Stopped other than M/C in M/C bay	\$75
12	2.3(2)(e)	Stopped in a bus lane or bus way	\$150 \$200
13	2.3(2)(f)	Stopped in a transit lane	\$150 \$200
14	2.3(2)(g)	Stopped in a truck lane	\$100 \$200
15	2.3(2)(h)	Stopped in a bicycle lane or on a path	\$100 \$200
16	2.3(3)	Park in No Parking area	\$75
17	2.3(4)(a)	Stopped M/C in bay other than M/C (Bay)	\$75
18	2.3(4)(b)	Stopped M/C in bay other than M/C (Sign)	\$75
19	2.3(5)	Stopped in M/C bay longer than time allowed by signs from adjacent parking bays	\$50 \$60
20	2.3(6)	Stopped in area (Authorised Vehicles Only)	\$100
21	2.4(2)	Stopped on land (Without consent)	\$100
22	2.4(3)	Stopped on land (Contrary to consent)	\$100
23	2.5(1)(a)	Stopped in ACROD (No Permit)	\$200
24	2.5(1)(b)	Stopped in an ACROD bay (displaying a permit not entitled to Permit)	\$200
25	2.6(a)	Failing to park parallel to the kerb	\$50 \$60
26	2.6(b)	Failing to park as close to the kerb as practicable	\$50 \$60
27	2.7	Stopped not wholly within a parking space (angled)	\$50 \$60
28	2.8(1)(a)	Not continuously engaged in loading or unloading Non-commercial vehicle stopped in a loading zone	\$50 \$100
29	2.8(1)(b)	Unauthorised vehicle in a loading zone Not continuously engaged in loading or unloading	\$100 \$60
30	2.8(2)	Stopped a vehicle in a loading zone longer than the time specified	\$50 \$60

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Schedule 2			
		Modified Penalties [Clause 8.3]	
Item No.	Offence Clauses	Offence Clauses	Modified
29	2.9(1)(a)	Stopped a vehicle in a fee paying zone not parallel to a kerb	\$50 \$60
30	2.9(1)(b)	Stopped a vehicle in a fee paying zone not as close to a kerb as practicable	\$50 \$60
31	2.9(1)(c)	Stopped a vehicle in a fee paying zone not wholly in a marked bay	\$50 \$60
32	2.9(1)(d)	Stopped a vehicle in a fee paying zone not headed in the direction of the traffic	\$50 \$60
33	2.9(2)	Stopped a vehicle not wholly within a parking bay or metered space	\$50 \$60
34	2.10(1)	Stopped a vehicle on a reserve	\$100
35	2.11	Stopped in bay already occupied	\$50 \$60
36	2.12	A person must not interfere with a ticket issuing machine, fee collection machine or meter	\$100
37	2.13	A person must not operate a ticket issuing machine, fee collection machine or meter other than in accordance with the instructions	\$100
38	2.15(2)(a)	Stopped and failed to display permit properly	\$100
39	2.15(2)(b)	Stopped and failed to display current permit	\$100
40	2.15(2)(c)	Stopped and failed to display permit (specific class)	\$100
41	2.16(4)	Stopped a vehicle contrary to terms of permission	\$75
42	2.17	Stopped after direction to move	\$100
43	2.18	Selling, hiring, giving away or advertising anything in or from a parking facility without authorisation	\$200
44	2.19(1)	Failing to leave a parking station when requested	\$100
45	2.19(2)	Loitering in a parking station	\$100
46	2.20	Causing damage to a parking facility	\$100 \$200
47	2.21	Stopped a vehicle in a parking facility set aside for an event contrary to the conditions	\$50 \$60
48	2.23	Stopped an unauthorised vehicle in area set aside for authorised vehicles	\$100
49	2.24	Stopped on local government property contrary to consent	\$100
50	3.1(a)	Stopped not in direction of traffic	\$75 \$200
51	3.1(b)	Stopped not in direction of traffic (one way street)	\$75 \$200
52	3.1(c)	Stopped without leaving three metres clearance from opposite boundary	\$50 \$60
53	3.1(d)	Stopped without leaving a 1.2 metres from any other vehicle except a motorcycle	\$50 \$60
54	3.1(e)	Cause obstruction to carriageway	\$100 \$200
55	3.2	Stopped on a median strip or road verge	\$75
56	3.3(a)	Exposed a vehicle for sale on any portion of a road or within a parking station	\$75
57	3.3(b)	Stopped an unlicensed vehicle on any portion of a road or within a parking station	\$75

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Schedule 2			
		Modified Penalties [Clause 8.3]	
Item No.	Offence Clauses	Offence Clauses	Modified
58	3.3(c)	Left a trailer or caravan on a road or within a parking station unattached to a motor vehicle	\$75
59	3.3(d)	Stopped a vehicle on any portion of a road or within a parking station to conduct non-emergency repairs	\$75
60	3.4(3)(a)	Cause obstruction to a thoroughfare or road (entry and exit)	\$200
61	3.4(3)(b)	Obstruct any thoroughfare in a parking facility	\$100 \$200
62	3.4(3)(c)	Cause an obstruction to an intersection	\$100 \$200
63	3.4(3)(d)	Stopped within 20 metres of an intersection controlled by traffic signals	\$100 \$200
64	3.4(3)(e)	Stopped within 10 metres of an intersection without traffic signals	\$100 \$200
65	3.4(3)(f)	Stopped on a footpath	\$150 \$200
66	3.4(3)(g)	Stopped alongside an excavation etc	\$100
67	3.4(3)(h)	Stopped on a bridge or within a tunnel	\$150 \$200
68	3.4(3)(i)	Stopped within 3 metres of a double white line	\$100
69	3.5(1)	Stopped abreast of another vehicle	\$100 \$200
70	3.6	Stopped on or across driveway	\$100 \$200
71	3.7(a)	Stopped within 1 metre of a fire hydrant	\$50 \$200
72	3.7(b)	Stopped within 3 metres of a public post box	\$50 \$60
73	3.8(1)(a)	Stopped a vehicle within 10 metres of the departure side or within 20 meters of the approach side of a bus bay or zone	\$100 \$200
74	3.8(1)(b)	Stopped a vehicle within 10 metres of the departure side or within 20 meters of the approach side of a pedestrian crossing	\$100 \$200
75	3.8(1)(c)	Stopped a vehicle within 10 metres of the departure side or within 20 meters of the approach side of a children's crossing	\$100 \$200
76	3.8(1)(d)	Stopped a vehicle within 10 metres of the departure side or within 20 meters of the approach side of a railway level crossing	\$100 \$200
77	3.8(2)(a)	Stopped a vehicle within 3 metres of the departure side or within 10 meters of the approach side of a pedestrian crossing not at intersection	\$100 \$200
78	3.8(2)(b)	Stopped a vehicle within 3 metres of the departure side or within 10 meters of the approach side of a bicycle crossing with crossing lights not at intersection	\$100 \$200
79	3.9(1)(a)	Return to area within one hour on same length of carriageway	\$50 \$60
80	3.9(2)	Move vehicle within parking station to avoid time limitation	\$50 \$60
81	3.10(d)(i)	Stopped in Mall (Not in service zone)	\$50 \$60
82	3.10(d)(ii)	Stopped in Mall (Not during permitted period)	\$100
83	3.10(d)(iii)	Stopped in Mall (Not load/unload)	\$50 \$60
84	3.10(d)(iv)	Stopped in Mall (More than 30 minutes)	\$50 \$60

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Schedule 2			
		Modified Penalties [Clause 8.3]	
Item No.	Offence Clauses	Offence Clauses	Modified
85	3.11(1)	Stopped in Public Bus bay	\$200
86	3.11(2)(a)	Not pick up/set down (Public Bus)	\$100
87	3.11(2)(b)	Not pick up/set down or Longer than 15 mins (Charter vehicle)	\$100
88	3.12	Stopped in Charter Vehicle bay	\$120
89	3.13(1)	Stopped other than a Taxi in a Taxi zone	\$120
90	3.13(2)	Left a Taxi unattended in a Taxi zone	\$100
91	3.14(8)	Stopped in work zone	\$100
92	3.15(a)	Stopped an unauthorised vehicle in a shared zone	\$100
93	3.15(b)	Stopped an unauthorised vehicle in a parking bay within a shared zone	\$100
94	3.15(c)	Stopped an unauthorised vehicle in a shared zone not engage in picking up or dropping off.	\$50 \$60
95	3.15(d)	Stopped an unauthorised vehicle in a shared zone not engaged in loading/unloading or collection of waste	\$50 \$60
96	3.16(1)(a)	Stopped a vehicle or combination of vehicles longer than 7.5 metres or exceeding GVM of 4.5 tonnes for more than 1 hour unless picking up or setting down	\$50 \$60
97	3.16(1)(b)	Stopped a vehicle or combination of vehicles longer than 7.5 metres or exceeding GVM of 4.5 tonnes not within a designated bay.	\$50 \$60
98	4.1 (1) (a)	Stopped in a metered space and failed to pay the fee	\$50 \$60
99	4.1 (1) (b)	Stopped in a ticket machine zone and failed to pay the fee	\$50 \$60
100	4.1(2)(a)	Stopped in a metered space contrary to sign	\$50 \$60
101	4.1(2)(b)	Stopped in a ticket machine zone contrary to sign	\$50 \$60
102	4.2(a)	Stopped against an expired meter	\$50 \$60
103	4.2(b)	Stopped against meter (Longer than time)	\$50 \$60
104	4.23 (1)(a)	Stopped failed to display unexpired ticket (T/M Zone)	\$50 \$60
105	4.23 (1)(b)	Stopped failed to display ticket properly (T/M Zone)	\$50 \$60
106	4.4	Stopped against a hooded meter or ticket machine or stopped in a reserved area	\$100
107	4.5(1)(a)	Stopped contrary to sign in a fee paying zone	\$50 \$60
108	4.5(1)(b)	Stopped in a fee paying zone for longer than the maximum permitted period	\$50 \$60
109	5.1	Entering a parking station without authorisation or ticket	\$100
110	5.2(1)(a)	Stopped failed to pay fee on demand (Parking Station)	\$100
111	5.2(1)(b)	Stopped failed to pay fee in ticket issuing machine area (Parking Station)	\$50 \$60
112	5.2(1)(c)	Stopped failed to pay fee to a fee collection machine (Parking Station)	\$50 \$60
113	5.4(1)(a)	Remove vehicle without paying fee (Parking Station)	\$100
114	5.4(1)(b)	Failed to pay fee notice within 3 days (Parking Station)	\$100

SCHEDULE 9

Schedule 2			
		Modified Penalties [Clause 8.3]	
Item No.	Offence Clauses	Offence Clauses	Modified
115	5.5	Return within one hour (Parking Station)	\$50 \$60
116	5.6	Failed to enter or exit through an authorised entry/exit (Parking Station)	\$100
117	5.7(2)	Stopped not carrying at least one other person (Parking Station)	\$50 \$60
118	5.7(3)	Loitering (Parking Station)	\$50 \$60
119	6.5(a)	Displayed altered parking permit	\$500
120	6.5(b)	Produced an altered parking permit	\$500
121	6.7	Failure to remove an expired/revoked permit from vehicle	\$50 \$60
122	7.4	Impersonating an authorised person	\$100
123	7.5	Obstruct an authorised person	\$100
124	7.6	Removal of an authorised notice from a vehicle	\$100
125	7.7(a)	Set up a fraudulent parking sign	\$100
126	7.7(b)	Remove, deface or misuse a City sign or property	\$100
127	7.7(c)	Deface a parking meter, sign, ticket issuing or fee collection machine	\$100
128	7.8(a)	Displayed altered ticket (Parking Facility)	\$500
129	7.8(b)	Produced an altered ticket	\$500
130	7.9(2)	Deface or remove a mark made by an authorised person	\$100
131	7.124	Damage, interfere with or obstruct a parking detection device	\$500
132		Any other clause not contained in this list	\$50 \$60

SCHEDULE 9

SCHEDULE 3 – FORM 1 NOTIFICATION OF IMPOUNDMENT OF VEHICLE

Date...../...../.....

To: [1].....

of: [2].....

Department of Transport records indicate that you are the registered owner of the vehicle detailed below and notice is hereby given that the vehicle has been impounded in accordance with the provisions of the Local Government Act 1995.

Vehicle Registration No: [3]

Impounded from: [4]

Between: and

Date: [5]..... Time [6].....

The vehicle has been taken to a secure facility at the following address:

[7].....

.....

and is available for release, after payment has been processed (see below), between the following hours:

Monday to Friday:

[8].....

Prior to the release of the vehicle all necessary payments must be paid, in full, at the Customer Service Centre, Ground Floor, Council House, 27 St George's Terrace, PERTH, which is open from 8.30am until 5.00pm Monday - Friday (excluding Public Holidays) or in such alternative location as may be directed by an authorised person. Payments can be made by either cash or cheque and EFTPOS facilities are also available.

The following documentation is required before payment can be accepted and release of the vehicle is permitted:

Current Vehicle Registration Document.

Drivers licence or other legal form of identification.

Payment receipt (required for vehicle release at secure facility).

IT IS A REQUIREMENT THAT ALL PAYMENTS ARE RECEIVED PRIOR TO THE RELEASE OF THE VEHICLE.

SCHEDULE 9

If you have an inquiry in regards to this notice (or monies owing to date), please call Compliance Parking Services between 9:00am and 4:30pm Monday to Friday (excluding Public Holidays).

Costs: Vehicle impound fee: [9].....
 Additional days storage fee or part thereof [10].....

1. Subject to clause 2 below, if your vehicle is not collected within two (2) months after the date of this notice the City may either;
 - (a) under section 3.46 of the *Local Government Act 1995* refuse to allow the vehicle to be collected until the City's costs of removing and keeping the vehicle have been paid to the City; or
 - (b) under section 3.47 of the *Local Government Act 1995* sell or otherwise dispose of the vehicle and credit the money received from that sale or disposal to the City's trust fund except to the extent required to meet the cost and expenses incurred by the City in the removing, impounding and selling of the vehicle.

2. If the Local Government has made a declaration that in accordance with 3.40A (4) of the *Local Government Act 1995* the vehicle is an abandoned wreck then the vehicle may be disposed of within 7 days of that declaration being made.

If you are convicted of an offence against this Local Law, section 3.48 of the *Local Government Act 1995* allows the City to recover from you its outstanding expenses incurred in the removing, impounding and selling of the vehicle.

Take note: Unless all fees are paid for and the vehicle collected within two months from the date of impounding, the City of Perth may sell the subject vehicle.

- [1] Name of owner.
- [2] Address of owner.
- [3] Vehicle registration number.
- [4] Street name (location where vehicle impounded from).
- [5] Date vehicle impounded.
- [6] Time vehicle impounded.
- [7] Address of secure location vehicle impounded to.
- [8] Hours of business.
- [9] Cost of vehicle impound fee.
- [10] Cost of additional days storage fee.

SCHEDULE 9

Dated this day of 2010.

The Common Seal of the)
City of Perth was)
affixed by authority of a)
a resolution of the Council)
in the presence of)

MS LISA SCAFFIDI
The Rt Hon the Lord Mayor

MR FRANK EDWARDS
Chief Executive Officer

*Local Government Act 1995***CITY OF PERTH****PARKING AMENDMENT 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 date>** to make the following local law.

1. Citation

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

2 Commencement

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

3. Principal Local Law

In this local law, the *City of Perth Parking Local Law 2010*, as published in the *Government Gazette* on 15 February 2011, and amended as published in the *Government Gazette* on 20 December 2011 and 3 September 2013, is referred to as the Principal Local Law. The Principal Local Law is amended.

4. Arrangement deleted

Delete the Arrangement.

5. Clause 1.4 amended

Clause 1.4 is amended as follows:

- (a) Delete the definition for “**ACROD sticker**”;
- (b) Delete the definition of “**parking bay for people with a disability**”;
- (c) In the definition for “**no stopping sign**” after the words “in the Code” insert “and the definition of “Sign” within this local law”;
- (d) In the definition of “**parking permit**” after the words “by the City” insert “and includes both written and electronic permits”;
- (e) Insert each of the following definitions in alphabetical order:

“**disability parking permit**” has the meaning given to it in the *Local Government (Parking for People with Disabilities) Regulations 2014*;

“**electronic parking detection device**” means an electronic device placed in any position to detect and record the parking time of a vehicle on any road, parking facility, or other public place and includes any instrument, display panel or transmitting apparatus associated with the device;

“**parking bay for people with disabilities**” has the same meaning given to it under the definition “parking bay” in the *Local Government (Parking for People with Disabilities) Regulations 2014*;

6. **Clause 2.3 amended**

Clause 2.3 amended as follows:

- (a) delete subclause 2.3(1)(d)(ii) and insert -
 - (ii) the vehicle displays a disability parking permit in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with Regulation 174(2) of the Code; and
- (b) in subclause 2.3(1)(e) -
 - (i) after the words “metered spaces unless a” insert “motor”; and
 - (ii) after the words “needed to park that” insert “motor”.

7. **Clause 2.5 deleted**

Delete Clause 2.5 and insert:

2.5 DELETED

8. **Clause 2.8 amended**

Clause 2.8 is amended as follows:

- (a) in subclause 2.8(1)(a) -
 - (i) delete the words “and a person is continuously engaged in loading or unloading goods to or from that vehicle; or”; and
 - (ii) after the words “is a commercial vehicle” insert “or an authorised vehicle; and”; and
- (b) delete subclause 2.8(1)(b) and insert -
 - (b) a person is continuously engaged in loading or unloading goods to or from that vehicle;

9. Clause 3.3 amended

Clause 3.3 is amended by inserting “or within a parking station” after the words “any portion of a road”.

10. Clause 4.1 amended

Subclause 4.1(1)(b) is amended by inserting “for each parking bay” after the words “referable to the zone”.

11. Clause 4.3 amended

Clause 4.3 is amended as follows:

- (a) in subclause 4.3(2), before the words “Where more than one parking ticket”, insert “ Unless subclause (3) applies,”; and
- (b) after subclause 4.3(2) insert -
 - (3) Where a trailer is attached to a vehicle, a parking ticket is to be displayed inside the vehicle for each occupied parking bay as permitted under this local law.

12. Clause 5.9 deleted

Delete clause 5.9.

13. Part 6 title amended

Delete the words “**RESIDENTIAL PARKING**” and insert “**PARKING PERMITS**”.

14. New clause 6.9

After clause 6.8 insert:

6.9 Councillor parking permit

- (1) The City may issue to any member of the Council a councillor parking permit and may vary or revoke a permit at any time.
- (2) The holder of a councillor parking permit is exempt from those clauses of this local law specified in the permit.
- (3) The exemption conferred by subclause (2) applies only -
 - (a) if the councillor parking permit is displayed inside the vehicle and is clearly visible to and able to be read by an authorised person from outside the vehicle at all times;
 - (b) if the councillor parking permit is valid; and

SCHEDULE 10

- (c) if the holder of the councillor parking permit is carrying out his or her duties or performing his or her functions as a member of the Council.
- (4) A councillor parking permit ceases to be valid -
 - (a) when the holder of the permit ceases to be a member of the Council;
 - (b) after the expiry date specified in the permit; or
 - (c) when revoked by the City.

and shall be returned to the City on the occurrence of any of the above events.

15. Schedule 2 amended

Delete Schedule 2 and insert:

SCHEDULE 2

CITY OF PERTH PARKING LOCAL LAW 2010

MODIFIED PENALTIES

[Clause 8.3]

Item No.	Offence Clauses	Modified Penalty
1	2.3(1)(a)	\$120
2	2.3(1)(b)	\$120
3	2.3(1)(c)	\$200
4	2.3(1)(d)	\$60
5	2.3(1)(e)	\$60
6	2.3(1)(f)	\$60
7	2.3(1)(g)	\$100
8	2.3(2)(a)	\$200
9	2.3(2)(b)	\$200
10	2.3(2)(c)	\$200
11	2.3(2)(d)	\$75
12	2.3(2)(e)	\$200
13	2.3(2)(f)	\$200
14	2.3(2)(g)	\$200
15	2.3(2)(h)	\$200
16	2.3(3)	\$75
17	2.3(4)(a)	\$75
18	2.3(4)(b)	\$75
19	2.3(5)	\$60
20	2.3(6)	\$100

SCHEDULE 10

Item No.	Offence Clauses	Modified Penalty
21	2.4(2)	\$100
22	2.4(3)	\$100
23	2.6(a)	\$60
24	2.6(b)	\$60
25	2.7	\$60
26	2.8(1)(a)	\$100
27	2.8(1)(b)	\$60
28	2.8(2)	\$60
29	2.9(1)(a)	\$60
30	2.9(1)(b)	\$60
31	2.9(1)(c)	\$60
32	2.9(1)(d)	\$60
33	2.9(2)	\$60
34	2.10(1)	\$100
35	2.11	\$60
36	2.12	\$100
37	2.13	\$100
38	2.15(2)(a)	\$100
39	2.15(2)(b)	\$100
40	2.15(2)(c)	\$100
41	2.16(4)	\$75
42	2.17	\$100
43	2.18	\$200
44	2.19(1)	\$100
45	2.19(2)	\$100
46	2.20	\$200
47	2.21	\$60
48	2.23	\$100
49	2.24	\$100
50	3.1(a)	\$200
51	3.1(b)	\$200
52	3.1(c)	\$60
53	3.1(d)	\$60
54	3.1(e)	\$200
55	3.2	\$75
56	3.3(a)	\$75
57	3.3(b)	\$75
58	3.3(c)	\$75
59	3.3(d)	\$75
60	3.4(3)(a)	\$200
61	3.4(3)(b)	\$200
62	3.4(3)(c)	\$200
63	3.4(3)(d)	\$200

SCHEDULE 10

Item No.	Offence Clauses	Modified Penalty
64	3.4(3)(e)	\$200
65	3.4(3)(f)	\$200
66	3.4(3)(g)	\$100
67	3.4(3)(h)	\$200
68	3.4(3)(i)	\$100
69	3.5(1)	\$200
70	3.6	\$200
71	3.7(a)	\$200
72	3.7(b)	\$60
73	3.8(1)(a)	\$200
74	3.8(1)(b)	\$200
75	3.8(1)(c)	\$200
76	3.8(1)(d)	\$200
77	3.8(2)(a)	\$200
78	3.8(2)(b)	\$200
79	3.9(1)(a)	\$60
80	3.9(2)	\$60
81	3.10(d)(i)	\$60
82	3.10(d)(ii)	\$100
83	3.10(d)(iii)	\$60
84	3.10(d)(iv)	\$60
85	3.11(1)	\$200
86	3.11(2)(a)	\$100
87	3.11(2)(b)	\$100
88	3.12	\$120
89	3.13(1)	\$120
90	3.13(2)	\$100
91	3.14(8)	\$100
92	3.15(a)	\$100
93	3.15(b)	\$100
94	3.15(c)	\$60
95	3.15(d)	\$60
96	3.16(1)(a)	\$60
97	3.16(1)(b)	\$60
98	4.1(1)(a)	\$60
99	4.1(1)(b)	\$60
100	4.1(2)(a)	\$60
101	4.1(2)(b)	\$60
102	4.2(a)	\$60
103	4.2(b)	\$60
104	4.3(1)(a)	\$60
105	4.3(1)(b)	\$60
106	4.4	\$100
107	4.5(1)(a)	\$60

SCHEDULE 10

Item No.	Offence Clauses	Modified Penalty
108	4.5(1)(b)	\$60
109	5.1	\$100
110	5.2(1)(a)	\$100
111	5.2(1)(b)	\$60
112	5.2(1)(c)	\$60
113	5.4(1)(a)	\$100
114	5.4(1)(b)	\$100
115	5.5	\$60
116	5.6	\$100
117	5.7(2)	\$60
118	5.7(3)	\$60
119	6.5(a)	\$500
120	6.5(b)	\$500
121	6.7	\$60
122	7.4	\$100
123	7.5	\$100
124	7.6	\$100
125	7.7(a)	\$100
126	7.7(b)	\$100
127	7.7(c)	\$100
128	7.8(a)	\$500
129	7.8(b)	\$500
130	7.9(2)	\$100
131	7.14	\$500
132	Other	\$60

The Common Seal of the)
 City of Perth was affixed)
 on **<insert date>**)
 by the authority of the)
 Council in the presence of)

THE RT HON THE LORD MAYOR
 MS LISA-M. SCAFFIDI

CHIEF EXECUTIVE OFFICER
 MR GARY STEVENSON PSM



Implementation Program 2014-2019

DRAFT



CITY OF PERTH CYCLE PLAN 2029

SCHEDULE 11

Cycle Plan 2029 – Revised Implementation Program 2014 - 2019

Informed by the goals and actions put forth in the City of Perth's Cycle Plan 2029 and initial implementation undertaken between 2012 - 2014 this revised Implementation Program will identify specific infrastructure projects and estimated costs for the current financial year 2014/15 and the preceding four financial years associated with delivering a strategic cycle network and encouraging an increase in cycling participation.

Delivering the Strategic Cycle Network

Goal

- Cyclists of various abilities will have access to an integrated, accessible and safe strategic cycle network

Action

- Create a strategic cycle network to introduce key east-west and north-south routes and implement complementing key infrastructure

Increasing Bicycle Use

Goal

- *The City of Perth will have an informed community that participate in cycling and both acknowledge and appreciate the environmental, economic and social benefits that cycling provides*

Actions

- *Play an active role in the encouragement and promotion of cycling*
- *Provide more education and training for all road users, and increase the viability of cycling to develop an inclusive and vibrant cycling culture*

Infrastructure projects to be included in the first two financial years of this revised implementation program have been selected based on priority and will, where possible, be carried out in conjunction with other major capital works projects in the city during this timeframe.

This revised Implementation Program will also provide a summary of projects that have already been implemented from 2012 to 2014.

SCHEDULE 11

Strategic Cycle Network- capital projects delivered 2012 – 2014

To meet the Cycle Plan 2029 goal of creating an integrated, accessible and safe strategic cycle network design and implementation of infrastructure projects in 2012 to 2014 has been focused on the creation of a key east - west route with the installation of a city cycle route along Murray Street east and west. A north - south city cycle route has been created along Stirling Street with design work well underway to connect with Barrack Street, from Riverside Drive To Roe Street providing a safe and dedicated north south corridor for cyclists in the city.

Project	Treatment	Cost
Stirling Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$120,000
Aberdeen Street	City Cycle Route – green surface treatment across Lake Street as part of intersection safety improvements	\$16,000
Barrack Street Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Wellington Street	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Mounts Bay Road	Regional Route - addition of regulatory and advisory shared path signage and line marking on new shared path link	\$200,000
Mount Street Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Murray Street West Stage 1	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$90,000
Murray Street East	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$40,000
Mill Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$26,000
Spring Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$26,000
Total Expenditure		\$623,000

SCHEDULE 11

Increasing Bicycle Use – operational projects delivered 2012 – 2014

Encouragement and Promotion

- **Bike Week** – numerous successfully attended Bike Week community events
- **Ride2Work** – sponsorship of Bicycling Western Australia event 2012 – 2014 with City of Perth information stalls
- **Workplace Cycle Challenge** – active participation and promotion of challenge to other city workplaces 2012- 2014
- **Santos Great Bike Ride** - active participation and promotion of challenge to other city workplaces 2012- 2014
- **Cycle Plan Webpage** – regular turnover of new content to inform both webpage and voluntary stakeholder consultation list comprising of 3,500 individuals and workplaces
- **Perth Bicycle Network Monitoring and Super Tuesday bicycle counts** – Two new permanent bicycle counters were installed within the City of Perth in 2013 in conjunction with the Department of Transport's Perth Bicycle Network Monitoring scheme. These new count sites at Riverside Drive Shared Path and Aberdeen Street have assisted with the Cycle Plan goal of monitoring an increase in the amount of bicycles entering the city. The eleven permanent count sites have recorded a percentage increase on average 6% on weekdays and weekends between the first quarter of 2013 to 2014. City of Perth continues to be involved in Super Tuesday visual bicycle counts each year and uses the results to compare against the permanent bicycle counter data released by State Government on a quarterly basis, which assists with planning and implementing new cycle routes.

Education and Training

- **Education new infrastructure** – series of City of Perth road safety animations currently being produced
- **Cycle confidence workshops** – approximately 12 confidence workshops held for both public community and City of Perth staff from 2012 - 2014
- **Bicycle maintenance sessions** – monthly bicycle maintenance pop up sessions held for both public community and City of Perth staff to attend

SCHEDULE 11

Integrated Transport Programs

- **Cycle audits** – cycle audits undertaken on all major projects with transport implications
- **On street bicycle parking** – approximately 85 new on street bicycle parks have been installed from 2012 to 2014. 5 mobile temporary bicycle parking units created with storage capacity for 50 bicycles.
- **End of Trip** – inventory of all commercial buildings in Perth Parking Management boundary undertaken.

Maintenance Strategy

- **City cycle routes** – In 2012 an agreement was established between City of Perth and Main Roads WA regarding the initial use and ongoing maintenance of green surface treatment on city cycle routes. City of Perth are responsible for the initial cost of installing the surface treatment with ongoing maintenance being the responsibility of Main Roads WA.
- **Reporting issues with the cycle network** – Report from the public regarding issues that require attention are done using the City of Perth's info.city@cityofperth.wa.gov.au address where reports can be logged in the business record keeping system and allocated to the relevant directorate and in turn unit to deal with.

SCHEDULE 11

Strategic Cycle Network – projects to be delivered in 2014/15 financial year

Project	Treatment	Estimated Cost
George Street	Regional Route – upgrade of shared path using regulatory and advisory line marking and signage.	\$30,000
Barrack Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections. Design and Approval 2014/15	\$20,000
Colin Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections. Design and Approval 2014/15	\$20,000
Harvest Terrace	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$200,000
Milligan Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit. Design and Approval 2014/15	\$5,000
Mercantile Lane/King Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$20,000
Mount Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$5,000
Cliff Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$5,000
Hay & Murray Malls	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage.	\$50,000
Kings Park Road	Regional Route – feasibility study for new shared path alignment.	\$45,000
Total Projected Expenditure		\$400,000

SCHEDULE 11

Strategic Cycle Network – projects to be delivered in 2015/16 financial year

Project	Treatment	Estimated Cost
Barrack Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$200,000
Colin Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$100,000
Milligan Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$50,000
Murray Street West Stage 2	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Murray Street West Stage 3	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$100,000
Kings Park Road	Regional Route - addition of regulatory and advisory shared path signage and line marking on new shared path link.	\$100,000
Total Projected Expenditure		\$600,000

SCHEDULE 11

Strategic Cycle Network – projects to be delivered in 2016/17 financial year

Project	Treatment	Estimated Cost
Bennett Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Kensington Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
East Parade	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Royal Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Fielder Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Pier Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Irwin Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Victory Terrace	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Trafalgar Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking on new bridge surface.	\$50,000
Total Projected Expenditure		\$325,000

SCHEDULE 11

Strategic Cycle Network – projects to be delivered in 2017/18 financial year

Project	Treatment
James Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Francis Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Lake Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.
Milligan Street / Shenton Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Parker Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit

Strategic Cycle Network – projects to be delivered in 2018/19 financial year

Project	Treatment
Hay Street West	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Murray Street East Stage 2	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit

CYCLING ROUTES



EXISTING CYCLING INFRASTRUCTURE

COMPLETED CYCLING INFRASTRUCTURE

2014

- A. Stirling St [Newcastle St to Roe St]
- B. Wellington St [George St to Milligan St]
- C. Barrack St bridge
- D. Spring St [Mount St to Mounts Bay Rd]
- E. Mill St [St Georges Tce to Mounts Bay Rd]
- F. Mount St bridge
- G. Murray St west [Elder St to William St]
- H. Murray St east [Barrack St to Irwin St]

PLANNED CYCLING INFRASTRUCTURE

2015

- 1. Mounts Bay Rd [Mill St - William St]
- 2. Harvest Tce [Kings Park Rd - Murray St]
- 3. Mercantile Ln
- 4. King St [Wellington - St Georges Tce]
- 5. Barrack St [Wellington St - Riverside Dv]
- 6. Murray St mall
- 7. Hay St mall
- 8. Cliff St
- 9. Mount Street
- 10. George St [upgrade]
- 11. Wellington St [Milligan - William St]
- 12. Colin St
- 13. Murray St [Thomas St - Havelock St]
- 14. Murray St [Havelock St - Elder St]
- 15. Milligan St [Spring St - Wellington St]
- 16. Roe St / Railway Pde [Thomas St - Fitzgerald St]



SCHEDULE 13

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
1	Demolition and Initial Preparation - Remove existing paving and base to a minimum 150mm, transport and dispose of waste at Osborne Park Works Depot, transport new base materials to site, lay limestone base course and bedding sand, include all labour and fleet/plant costs.	m ²	68.00	107.00	107.00	40.00	46.00	46.00	44.00	55.50	66.60	75.42	86.73	92.39	13.77	16.80	16.80	43.00	43.00	43.00	41.00	65.00	68.00
2	Final Site Preparation - Regrade sand fill to achieve revised levels to a maximum depth of 40mm including bedding sand, include all labour and fleet/plant costs.	m ²	51.00	81.00	81.00	9.00	10.35	10.35	6.00	7.50	9.00	22.83	26.26	27.97	1.70	2.10	2.10	8.50	8.50	8.50	2.00	3.00	3.13
3	Construction of Precast Concrete Paving - Collect and transport materials from Osborne Park Works Depot, provide forklift on site, lay paving on prepared bed, allow for expansion joints, joint filler as supplied by City, compaction of units, washed concrete surrounds to pits as per Design and Construct Notes 5.7(b) or (c), apply jointing sand, include all labour fleet/plant costs, all cutting of pavers, clean-up and crossover installations.	m ²	63.00	99.00	99.00	42.00	48.30	48.30	58.00	60.00	87.00	64.38	74.03	78.86	34.00	41.50	41.50	45.00	45.00	45.00	54.00	69.00	99.00
4	As in (3) but for clay pavers.	m ²	68.00	106.00	106.00	43.00	49.00	49.00	58.00	60.00	87.00	68.67	78.97	84.12	31.00	37.80	37.80	45.00	45.00	45.00	54.00	69.00	99.00
5	Insitu Concrete Paving - Supply and lay insitu – pre-mixed concrete including all preparation and clean up, include all labour, fleet/plant costs.																						
	75mm thick	m ²	100.00	158.00	158.00	79.00	86.90	86.90	68.00	85.00	102.00	92.25	106.09	113.01	28.45	34.70	34.70	60.00	60.00	60.00	43.00	62.00	64.00
	100mm thick	m ²	115.00	181.00	181.00	90.00	103.50	103.50	71.00	88.75	106.50	93.78	107.85	114.88	32.55	39.70	39.70	70.00	70.00	70.00	47.00	76.00	79.00
	150mm thick	m ²	135.00	213.00	213.00	129.00	141.90	141.90	92.00	115.00	138.00	97.64	112.29	119.61	40.70	49.70	49.70	85.00	85.00	85.00	64.00	105.00	109.00
6	Pram Ramps Demolition - Removal of existing materials to a depth of 200mm, transport of waste to Osborne Park Works Depot, include all labour, fleet/plant costs	m ²	74.00	117.00	117.00	126.50	139.15	139.15	240.00	300.00	360.00	161.54	185.77	197.88	5.60	6.85	6.85	80.00	80.00	80.00	243.00	368.00	386.00
7	Pram Ramps Construction - Supply and install insitu concrete in accordance with Design and Construct Note 5.3 including collection of consumables from Osborne Park Works Depot, transport and installation of tactile pavers, clean-up, include all labour, fleet/plant costs	m ²	145.00	230.00	230.00	270.80	297.88	297.88	260.00	325.00	390.00	614.89	707.13	753.24	82.30	100.40	100.40	180.00	180.00	180.00	518.00	525.00	526.00
8	Paving Lift and Relay - Lift and relay existing paving material, install pit surrounds, remove waste and transport to Osborne Park Works Depot, transport replacement pavers as required to site, apply jointing sand, include all clean-up, labour, fleet/plant costs	m ²	96.00	152.00	152.00	68.50	75.35	75.35	100.00	125.00	150.00	73.87	84.95	90.49	35.10	42.80	42.80	73.00	73.00	73.00	66.00	87.00	128.00

SCHEDULE 13

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
9	Kerbing Lift and Relay – Lift and relay existing precast kerbing to line, transport and dispose of waste material at Osborne Park Works Depot, collect and transport replacement materials as required to site, backfill and reset levels as required or instructed, include all clean-up, labour, fleet/plant costs	Lm	54.00	85.00	85.00	195.00	214.50	214.50	78.00	97.50	117.00	93.00	106.95	113.93	20.38	24.90	24.90	100.00	100.00	100.00	88.00	109.00	172.00
10	Kerbing New – Remove existing kerbing, transport and dispose of waste materials at Osborne Park Works Depot, collect and transport replacement materials, reset levels as required, install new pre-cast kerbing, backfill and reset finished levels as required, include all clean-up, labour, fleet/plant costs.	Lm	74.00	117.00	117.00	137.00	150.70	150.70	78.00	97.50	117.00	114.88	132.12	140.73	27.47	33.50	33.50	110.00	110.00	110.00	94.00	96.00	181.00
11	Day Rate – to be applied to designated maintenance works, all inclusive rate for 8 hours, 2 men, 1 truck, 1 compactor	day	1850.0	2920.0	2920.0	2000.0	2380.0	2380.0	2210.0	2762.5	3315.0	2250.0	2587.5	2756.25	1440.0	1756.8	1756.8	1950.0	1950.0	1950.0	2178.0	3828.0	4064.0
12	Trenching – lifting of paving, hand digging of service trench 300mm wide by a minimum 600mm depth, installation of conduits and pits as directed, reinstatement of paving, collection of materials and disposal of waste at Osborne Park Works Depot, include all clean-up, labour, fleet/plant costs	Lm	135.00	213.00	213.00	95.00	109.25	109.25	175.00	218.75	262.50	78.75	90.56	96.47	42.90	52.30	52.30	90.00	90.00	90.00	153.00	240.00	291.00
13	Tree Grates – Removal of existing materials as required, removal of waste and transport to Osborne Park Works Depot, collection of materials, installation of frames and grates, level reset and reinstatement of surrounding pavement to a maximum of 3m ² , include all clean-up, labour, fleet/plant costs.	each	275.00	435.00	435.00	625.00	687.00	687.00	1100.0	1375.0	1650.0	1249.12	1436.49	1530.17	300.00	366.00	366.00	280.00	280.00	280.00	1079.0	1629.0	1708.0
14	Cutting - Continuous cutting of paving. include all clean-up, labour, fleet/plant costs.	Lm	55.00	87.00	87.00	18.98	21.82	21.82	20.00	25.00	30.00	5.85	6.73	7.17	14.00	17.10	17.10	21.50	21.50	21.50	46.00	54.00	57.00
15	Haunching – provision of materials, installation of concrete base and sides of finished paving edge where there is no solid adjoining finish or as directed by the Superintendent, include all clean-up, labour, fleet/plant costs.	Lm	49.00	75.00	75.00	20.30	23.34	23.34	10.00	12.50	15.00	30.50	35.08	37.36	45.00	54.90	54.90	24.00	24.00	24.00	29.00	35.00	36.00
16	Concrete Crossovers - Supply and lay insitu pre-mixed concrete including all preparation, washed finish and clean up, include all labour, fleet/plant costs.	m ²	168.00	265.00	265.00	155.00	178.00	178.00	120.00	150.00	180.00	192.61	221.50	235.95	55.00	67.10	67.10	150.00	150.00	150.00	108.00	136.00	141.00

SCHEDULE 13

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
17	Salvage - under some circumstances the City shall request the salvaging of paving slabs for maintenance purposes. Rate to include the lifting, palleting, loading, transportation to Osborne Park Works Depot and unloading of salvaged materials, include all labour and fleet/plant costs	m ²	53.00	83.00	83.00	25.00	30.00	30.00	40.00	50.00	60.00	15.35	17.65	18.80	16.22	19.80	19.80	9.50	9.50	9.50	24.00	43.00	46.00
18	Limestone blocks – prepare suitable base, supply and lay blocks, finish and clean. Include all labour, fleet/plant costs.																						
	500 x 332 x 165	Lm	70.00	110.00	110.00	89.00	97.90	97.90	90.00	112.50	135.00	140.00	161.00	171.50	82.30	100.41	100.41	105.00	105.00	105.00	79.00	106.00	110.00
	500 x 245 x 165	Lm	70.00	110.00	110.00	85.00	97.75	97.75	90.00	112.50	135.00	137.20	157.78	168.07	80.10	97.70	97.70	105.00	105.00	105.00	74.00	101.00	105.00
	500 x 332 x 100	Lm	70.00	110.00	110.00	80.00	92.00	92.00	90.00	112.50	135.00	134.46	154.62	164.71	81.90	99.90	99.90	105.00	105.00	105.00	73.00	100.00	104.00
	500 x 245 x 100	Lm	70.00	110.00	110.00	70.00	80.00	80.00	90.00	112.50	135.00	131.77	151.53	161.41	78.80	96.15	96.15	105.00	105.00	105.00	73.00	99.00	103.00
	500 x 159 x 100	Lm	70.00	110.00	110.00	70.00	80.00	80.00	90.00	112.50	135.00	129.13	148.50	158.19	76.35	93.15	93.15	105.00	105.00	105.00	69.00	96.00	100.00
	500 x 117 x 100	Lm	70.00	110.00	110.00	60.00	72.00	72.00	90.00	112.50	135.00	126.55	145.53	155.02	73.50	89.67	89.67	105.00	105.00	105.00	65.00	93.00	96.00
19	Provide cost for each item listed. Rates only to be used where not included or are additional to rates provided above.																						
	Supply of labour (per person)	/hour	59.00	94.00	94.00	50.00	70.00	70.00	60.00	75.00	90.00	68.95	79.29	84.46	55.00	67.10	67.10	65.00	65.00	65.00	61.00	104.00	110.00
	Single axle truck	/hour	65.00	65.00	65.00	82.00	82.00	82.00	95.00	118.75	142.50	106.75	122.76	130.77	85.00	103.70	103.70	96.00	96.00	96.00	151.00	198.00	205.00
	Bob cat	/hour	65.00	65.00	65.00	88.00	88.00	88.00	95.00	118.75	142.50	118.50	136.28	145.16	80.00	97.60	97.60	85.00	85.00	85.00	117.00	159.00	166.00
	Forklift	/hour	65.00	65.00	65.00	48.00	48.00	48.00	80.00	100.00	120.00	122.50	140.88	105.06	80.00	97.60	97.60	35.00	35.00	35.00	95.00	100.00	101.00
	Mini excavator	/hour	65.00	65.00	65.00	145.00	145.00	145.00	100.00	125.00	150.00	112.85	127.78	138.24	75.00	91.50	91.50	130.00	130.00	130.00	114.00	160.00	167.00
	High frequency medium compactor	/hour	65.00	65.00	65.00	47.00	47.00	47.00	80.00	100.00	120.00	38.95	44.79	47.71	15.00	15.00	15.00	45.00	45.00	45.00	23.00	70.00	76.00

SCHEDULE 14

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
1	Demolition and Initial Preparation - Remove existing paving and base to a minimum 150mm, transport and dispose of waste at Osborne Park Works Depot, transport new base materials to site, lay limestone base course and bedding sand, include all labour and fleet/plant costs.	m ²	107.00	107.00	107.00	56.00	61.60	61.60	55.50	66.60	88.80	86.73	99.74	106.24	17.90	21.85	21.85	47.30	47.30	47.30	68.00	68.00	68.00
2	Final Site Preparation - Regrade sand fill to achieve revised levels to a maximum depth of 40mm including bedding sand, include all labour and fleet/plant costs.	m ²	81.00	81.00	81.00	10.80	12.42	12.42	7.50	9.00	12.00	26.26	30.20	32.17	2.21	2.75	2.75	9.35	9.35	9.35	3.00	3.00	3.00
3	Construction of Precast Concrete Paving - Collect and transport materials from Osborne Park Works Depot, provide forklift on site, lay paving on prepared bed, allow for expansion joints, joint filler as supplied by City, compaction of units, washed concrete surrounds to pits as per Design and Construct Notes 5.7(b) or (c), apply jointing sand, include all labour fleet/plant costs, all cutting of pavers, clean-up and crossover installations.	m ²	99.00	99.00	99.00	58.80	64.68	64.68	60.00	87.00	116.00	74.03	85.14	90.69	44.20	53.95	53.95	49.50	49.50	49.50	99.00	99.00	99.00
4	As in (3) but for clay pavers.	m ²	106.00	106.00	106.00	60.20	69.23	69.23	60.00	87.00	116.00	78.97	90.81	96.73	40.30	49.15	49.15	49.50	49.50	49.50	99.00	99.00	99.00
5	Insitu Concrete Paving - Supply and lay insitu – pre-mixed concrete including all preparation and clean up, include all labour, fleet/plant costs.																						
	75mm thick	m ²	158.00	158.00	158.00	110.60	127.19	127.19	85.00	102.00	136.00	106.09	122.00	129.96	36.99	45.10	45.10	66.00	66.00	66.00	64.00	64.00	64.00
	100mm thick	m ²	181.00	181.00	181.00	126.00	144.90	144.90	88.75	106.50	142.00	107.85	124.02	132.11	42.32	51.60	51.60	77.00	77.00	77.00	79.00	79.00	79.00
	150mm thick	m ²	213.00	213.00	213.00	180.60	207.69	207.69	115.00	138.00	184.00	112.29	129.13	137.55	52.90	64.60	64.60	93.50	93.50	93.50	109.00	109.00	109.00
6	Pram Ramps Demolition - Removal of existing materials to a depth of 200mm, transport of waste to Osborne Park Works Depot, include all labour, fleet/plant costs	m ²	117.00	117.00	117.00	177.10	203.66	203.66	300.00	360.00	480.00	185.77	213.63	227.57	7.30	8.90	8.90	88.00	88.00	88.00	386.00	386.00	386.00
7	Pram Ramps Construction - Supply and install insitu concrete in accordance with Design and Construct Note 5.3 including collection of consumables from Osborne Park Works Depot, transport and installation of tactile pavers, clean-up, include all labour, fleet/plant costs	m ²	230.00	230.00	230.00	379.12	417.03	417.03	325.00	390.00	520.00	707.13	813.20	866.23	107.00	130.55	130.55	198.00	198.00	198.00	526.00	526.00	526.00
8	Paving Lift and Relay - Lift and relay existing paving material, install pit surrounds, remove waste and transport to Osborne Park Works Depot, transport replacement pavers as required to site, apply jointing sand, include all clean-up, labour, fleet/plant costs	m ²	152.00	152.00	152.00	75.35	82.88	82.88	125.00	150.00	200.00	84.95	97.69	104.06	45.65	55.65	55.65	80.30	80.30	80.30	128.00	128.00	128.00

SCHEDULE 14

SCHEDULE 14

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
9	Kerbing Lift and Relay – Lift and relay existing precast kerbing to line, transport and dispose of waste material at Osborne Park Works Depot, collect and transport replacement materials as required to site, backfill and reset levels as required or instructed, include all clean-up, labour, fleet/plant costs	Lm	85.00	85.00	85.00	214.50	235.95	235.95	97.50	117.00	156.00	106.95	122.99	131.01	26.50	32.40	32.40	110.00	110.00	110.00	93.00	93.00	93.00
10	Kerbing New – Remove existing kerbing, transport and dispose of waste materials at Osborne Park Works Depot, collect and transport replacement materials, reset levels as required, install new pre-cast kerbing, backfill and reset finished levels as required, include all clean-up, labour, fleet/plant costs.	Lm	117.00	117.00	117.00	164.40	180.64	180.64	97.50	117.00	56.00	132.12	151.93	161.84	35.70	43.55	43.55	121.00	121.00	121.00	181.00	181.00	181.00
11	Day Rate – to be applied to designated maintenance works, all inclusive rate for 8 hours, 2 men, 1 truck, 1 compactor	day	2920.0	2920.0	2920.0	2600.0	2860.0	2860.0	2762.5	3315.0	4420.0	2587.5	2975.63	3169.69	1872.0	2283.85	2283.85	2145.0	2145.0	2145.0	4064.0	4064.0	4064.0
12	Trenching – lifting of paving, hand digging of service trench 300mm wide by a minimum 600mm depth, installation of conduits and pits as directed, reinstatement of paving, collection of materials and disposal of waste at Osborne Park Works Depot, include all clean-up, labour, fleet/plant costs	Lm	213.00	213.00	213.00	109.25	120.17	120.17	218.75	262.50	350.00	90.56	104.15	110.94	55.80	68.00	68.00	99.00	99.00	99.00	291.00	291.00	291.00
13	Tree Grates – Removal of existing materials as required, removal of waste and transport to Osborne Park Works Depot, collection of materials, installation of frames and grates, level reset and reinstatement of surrounding pavement to a maximum of 3m ² , include all clean-up, labour, fleet/plant costs.	each	435.00	435.00	435.00	812.50	934.37	934.37	1375.0	1650.0	2200.0	1436.49	1651.96	1759.70	390.00	475.80	475.80	308.00	308.00	308.00	1708.0	1708.0	1708.0
14	Cutting - Continuous cutting of paving. include all clean-up, labour, fleet/plant costs.	Lm	87.00	87.00	87.00	21.82	24.00	24.00	25.00	30.00	40.00	6.73	7.74	8.24	18.20	22.25	22.25	23.65	23.65	23.65	57.00	57.00	57.00
15	Haunching – provision of materials, installation of concrete base and sides of finished paving edge where there is no solid adjoining finish or as directed by the Superintendent, include all clean-up, labour, fleet/plant costs.	Lm	75.00	75.00	75.00	26.39	28.50	28.50	12.50	15.00	20.00	35.08	40.34	42.97	58.50	71.40	71.40	26.40	26.40	26.40	36.00	36.00	36.00
16	Concrete Crossovers - Supply and lay insitu pre-mixed concrete including all preparation, washed finish and clean up, include all labour, fleet/plant costs.	m ²	265.00	265.00	265.00	217.00	238.00	238.00	150.00	180.00	240.00	221.50	254.73	271.34	71.50	87.25	87.25	165.00	165.00	165.00	141.00	141.00	141.00

SCHEDULE 14

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
17	Salvage - under some circumstances the City shall request the salvaging of paving slabs for maintenance purposes. Rate to include the lifting, palleting, loading, transportation to Osborne Park Works Depot and unloading of salvaged materials, include all labour and fleet/plant costs	m ²	83.00	83.00	83.00	29.00	33.00	33.00	50.00	60.00	80.00	17.65	20.30	21.62	21.10	25.75	25.75	10.45	10.45	10.45	46.00	46.00	46.00
18	Limestone blocks – prepare suitable base, supply and lay blocks, finish and clean. Include all labour, fleet/plant costs.																						
	500 x 332 x 165	Lm	110.00	110.00	110.00	102.35	117.70	117.70	113.00	141.25	188.33	161.00	185.15	197.23	107.00	130.55	130.55	115.50	115.50	115.50	110.00	110.00	110.00
	500 x 245 x 165	Lm	110.00	110.00	110.00	97.75	112.00	112.00	113.00	141.25	188.33	157.78	181.45	193.28	104.15	127.00	127.00	115.50	115.50	115.50	105.00	105.00	105.00
	500 x 332 x 100	Lm	110.00	110.00	110.00	92.00	105.80	105.80	113.00	141.25	188.33	154.62	177.82	189.41	106.50	129.90	129.90	115.50	115.50	115.50	104.00	104.00	104.00
	500 x 245 x 100	Lm	110.00	110.00	110.00	80.50	92.57	92.57	113.00	141.25	188.33	151.53	174.26	185.63	102.45	125.00	125.00	115.50	115.50	115.50	103.00	103.00	103.00
	500 x 159 x 100	Lm	110.00	110.00	110.00	80.50	92.57	92.57	113.00	141.25	188.33	148.50	170.78	181.91	99.30	121.10	121.10	115.50	115.50	115.50	100.00	100.00	100.00
	500 x 117 x 100	Lm	110.00	110.00	110.00	69.00	79.35	79.35	113.00	141.25	188.33	145.53	167.36	178.28	95.55	116.60	116.60	115.50	115.50	115.50	96.00	96.00	96.00
19	Provide cost for each item listed. Rates only to be used where not included or are additional to rates provided above.																						
	Supply of labour (per person)	/hour	94.00	94.00	94.00	70.00	84.00	84.00	75.00	90.00	120.00	79.29	91.19	97.13	71.50	87.25	87.25	71.50	71.50	71.50	-	-	-
	Single axle truck	/hour	65.00	65.00	65.00	82.00	82.00	82.00	118.75	142.50	190.00	122.76	141.18	150.38	110.50	134.80	134.80	105.60	105.60	105.60	-	-	-
	Bob cat	/hour	65.00	65.00	65.00	88.00	88.00	88.00	118.75	142.50	190.00	136.28	156.72	166.94	104.00	126.90	126.90	93.50	93.50	93.50	-	-	-
	Forklift	/hour	65.00	65.00	65.00	48.00	48.00	48.00	100.00	120.00	160.00	140.88	162.01	172.57	104.00	126.90	126.90	38.50	38.50	38.50	-	-	-
	Mini excavator	/hour	65.00	65.00	65.00	167.00	183.00	183.00	125.00	150.00	200.00	129.78	149.24	158.98	97.50	118.95	118.95	143.00	143.00	143.00	-	-	-
	High frequency medium compactor	/hour	65.00	65.00	65.00	47.00	47.00	47.00	100.00	120.00	160.00	44.79	51.51	54.87	19.50	19.50	19.50	49.50	49.50	49.50	-	-	-

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS

Schedule XXX – Comparative Schedule of Rates – Additional Costs

Description	Unit	Contraflow Pty Ltd	Access Paving Co.	Dowsing Concrete	BOS Civil	Remote Civils Australia	City Brickpaving Pty Ltd	Civcon Civil & Project Management Pty Ltd
Concrete Batching Plant Opening Fee – After Hours	Ea.	-	-	-	-	\$3025.00	-	-
After Hours Concrete Supply Surcharge	m ³	-	-	-	-	\$60.50	-	-
After Hours Concrete Supply – Cancellation Fee	m ³	-	-	-	-	\$1850.00	-	-
Lighting Tower	Ea.	-	-	-	-	\$250.00	-	-
Minimum Charge per Visit – Concrete, Limestone Walls and Paving	Ea.	-	-	-	-	\$1200.00	-	-
Lay Granite on Cement Base	m ²	-	-	-	-	-	\$140.00	-
Lay Granite on Sand Base	m ²	-	-	-	-	-	\$110.00	-

SCHEDULE 15

CONFIDENTIAL SCHEDULE 16
ITEM 11 – TENDER 050-14/15 MAINTENANCE AND
CONSTRUCTION OF FOOTPATHS AND ASSOCIATED
WORKS

FOR THE COUNCIL MEETING

24 FEBRUARY 2015

DISTRIBUTED TO ELECTED MEMBERS UNDER
SEPARATE COVER

SCHEDULE 17

Louise Murray
174 Dalglish Street
Wembley WA 6014
☎ 9387 4265
✉ lou_anywhere@yahoo.com.au

10 February 2015

City of Perth Council
GPO C120
Perth WA 6839

Attention: Mr Gary Stevenson PSM, Chief Executive Officer

Dear Lord Mayor and Councillors of the City of Perth,

PETITION TO THE CITY OF PERTH

Please find attached to this letter a petition to the City of Perth regarding the urgent need for improvements to the common use alleyway adjacent to 142 Murray Street, Perth.

I understand that the alleyway is privately owned by multiple landowners, and that this circumstance effectively discourages expenditure by owners due to equity concerns. Unfortunately, because the alleyway is a dead end and lacks any means of surveillance it attracts antisocial behaviour by non-residents. This behaviour includes public urination and illegal drug taking, and has the effect of making the alleyway unsanitary and unsafe. This behaviour also affects nearby pedestrians and business owners on Murray Street due to the presence of a bad smell and the attraction of drug addicts and dealers.

I, and the signatories to this petition, respectfully request that the City of Perth undertake improvements to the alleyway to discourage this antisocial behaviour.

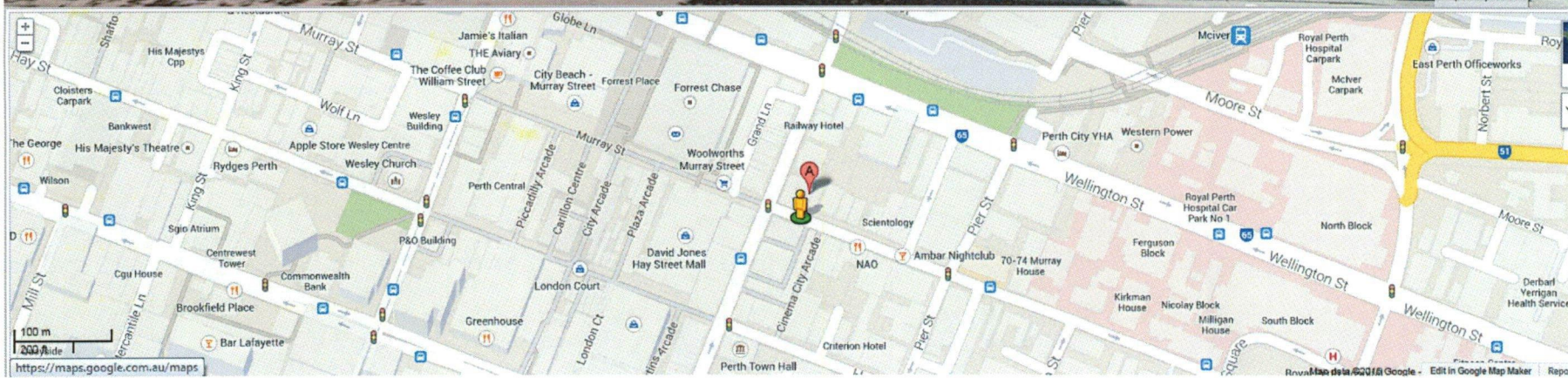
I may be contacted as required using the details above.

Yours sincerely,



Louise Murray

cc. Cecilia Firth, Councillors' Resource Officer



Google Map and image showing location of alleyway to which petition refers
10 February 2015



PETITION TO THE CITY OF PERTH

To the Lord Mayor and Councillors of the City of Perth,

We, the undersigned, do respectfully request that the Council undertake improvements to the common use alleyway adjacent to 142 Murray Street, Perth to discourage antisocial behaviour and public urination.

Correspondence in respect of this petition may be addressed to – Louise Murray, 174 Daglish Street, Wembley WA 6014

DATE	FULL NAME	ADDRESS	AGREE (✓) DISAGREE (✕) NO OPINION (?)	SIGNATURE
12/12/14	Louise Murray	174 Daglish St, Wembley 6014	✓	
12/12/14	Fano Kori	19 Kilmaine Rd Ridgewood 6050	✓	
12/12/14	Muhammad Patel	23 Sugarwood Drive Thornlie 6108	✓	
12/12/14	Nadja Paruch	33 Clifton St Maddening 6109	✓	
12/12/14	Sandra Kallis	233 Leachwood Rd Perth	✓	
12/12/14	[Name]	[Address]		
18/12/14	Keane Jeakings	146 St Kilda Rd 6103	✓	
18/12/14	Saffat Al-Jawadi	40 Evelyn St Carlisle 6101	✓	
07/01/15	LEE JAMES	31 Victory Rd - EAST PERTH	✓	
08.01.15	JAMIE DONALD	79 CELESTEST ALKINGS	✓	
09.01.15	WILLIAM HIGGINS	5 HARPER TERRACE SOUTH PERTH	✓	
09.01.15	Yifei Li	1 Bruce Street Nedlands	✓	
17/1/15	JAMES DINGLE	14E HUBERT ST	✓	
17/1/15	Kayke O'Hare	2 ORD STREET Nedlands	✓	
12/1/14	Jan Williams	1215 Wilding St doubleview	✓	



PETITION TO THE CITY OF PERTH

To the Lord Mayor and Councillors of the City of Perth,

We, the undersigned, do respectfully request that the Council undertake improvements to the common use alleyway adjacent to 142 Murray Street, Perth to discourage antisocial behaviour and public urination.

Correspondence in respect of this petition may be addressed to – Louise Murray, 174 Dalglish Street, Wembley WA 6014

DATE	FULL NAME	ADDRESS	AGREE (✓) DISAGREE (✕) NO OPINION (?)	SIGNATURE
12/01/2015	Tommasini Simone	389 Bondell Street	✓	[Signature]
12/01/2015	Sami Radzowski	45 Macado Crescent Wanneroo	✓	[Signature]
12/1/15	Linda Foster	7/128 Guildford Rd, Maylands	✓	[Signature]
12/1/15	Azlan	38/15 Hay St, East Perth	✓	[Signature]
12/1/15	WIAAT F.	TRICE ST FRENCHTIE	✓	[Signature]
14-1-15	JADE WILLIAMSON	100 DUKEST SCARBOROUGH	✓	[Signature]
14/1/15	M PIROMACU	129 ST LEONARDS AVE WEST LEEDERVILLE	✓	[Signature]
14/1/15	Joan Pope	8 Ancona Link Landsdale	✓	[Signature]
14/1/15	Sharon George	80 Promontory Parade Ballajura	✓	[Signature]
14/1/15	IN SHEEN	107 CEDRIC ST STIRLING	✓	[Signature]
15/1/15	ELWEN SZE	10 Rostino Avenue	✓	[Signature]
15/1/15	JOHN VA	3/83 Wyalcott St	✓	[Signature]
15/1/14	JARON. I	0164/143 Adelaide Tce East Perth	✓	[Signature]
16/1/14	Gary Briggs	7 Lake Manger Drive West Leederville	✓	[Signature]
16/1/14	JOHN WHELAN	117 SUSSEX ST EAST VICTORIA PARK	✓	[Signature]



PETITION TO THE CITY OF PERTH

To the Lord Mayor and Councillors of the City of Perth,

We, the undersigned, do respectfully request that the Council undertake improvements to the common use alleyway adjacent to 142 Murray Street, Perth to discourage antisocial behaviour and public urination.

Correspondence in respect of this petition may be addressed to – Louise Murray, 174 Dalglish Street, Wembley WA 6014

DATE	FULL NAME	ADDRESS	AGREE (✓) DISAGREE (X) NO OPINION (?)	SIGNATURE
20/01/15	B. O'Rourke	6/1 Henry Lawson Walk E. Perth	✓	[Signature]
20/1/15	B. Mandell	36 Kearyal st apt 6010	✓	[Signature]
20/1/15	S. Altamimi	9/6 Roche Campt Bull Creek	✓	[Signature]
20/1/15	S. Wai	4 Windsor Street 6106	✓	[Signature]
21/1/15	Brodie Wilkes	27 Fifth Av. Mt Lawley 6030	✓	[Signature]
21/1/15	Josh Singh	5 The Pines Grove, Jarra Park 6164	✓	[Signature]
21/1/15	Daniel Gilanc	12 Darby Street Bayswater	✓	[Signature]
21/1/15	Azlan Saffi	3/15 Hay st, East Perth 6004	✓	[Signature]
21/1/15	OLIVIA ACTON	45 maradu crt Wanneroo 6065	✓	[Signature]
21/1/15	GANN HARRISON	4/219 Bulker Rd Stirling	✓	[Signature]
22/1/15	Kirra Ruffon	431 Maradu crt Wanneroo	✓	[Signature]
24/01/15	MIGUEL NARAIDOO	2/39 FOURTH AVE MOUNT LAWLEY 6050	✓	[Signature]
24/1/15	Georgie Alvarez	16 Frost Blvd Para Warf	✓	[Signature]
24/1/15	Cedric Nefert	30 Mount Street West Perth	✓	[Signature]
28/1/14	Marcus Gayard	700 Monument St, Mos. Park	✓	[Signature]
29/1/14	JOEL YOUNG	42 KAVINALA RD NEDLANDS	✓	[Signature]

COP Imaged Record - 11/02/2015



PETITION TO THE CITY OF PERTH

To the Lord Mayor and Councillors of the City of Perth,

We, the undersigned, do respectfully request that the Council undertake improvements to the common use alleyway adjacent to 142 Murray Street, Perth to discourage antisocial behaviour and public urination.

Correspondence in respect of this petition may be addressed to – Louise Murray, 174 Dalglish Street, Wembley WA 6014

DATE	FULL NAME	ADDRESS	AGREE (✓) DISAGREE (✕) NO OPINION (?)	SIGNATURE
29/01/15	Brian Smith	47 Osmaston Rd, Carine.	✓	<i>Brian Smith</i>
29/1/15	ADRIAN GILBERT	30 JONES ST SPERDING.	✓	<i>Adrian Gilbert</i>
2/1/15	NICHOLAS BROWN	44 ST GEORGE'S TCE PERTH	✓	<i>Nicholas Brown</i>
3/1/15	Terry Creegan	3 Weelara RD, City Beach	✓	<i>Terry Creegan</i>
3/1/15	Christian Alvarez	20 WILTON Mews Canning Vale	✓	<i>Christian Alvarez</i>
2/2/15	Red Beagle	HARCOURT ST. Bessendenham	✓	<i>Red Beagle</i>
02.02.15	Terry Creegan	3 Weelara Road	✓	<i>Terry Creegan</i>
02.02.15	Matthew Simpson	35 SIMPER ST Wembley 6014	✓	<i>Matthew Simpson</i>
3/2/15	Craig Borichich	25 Money Street, Perth.	✓	<i>Craig Borichich</i>
3/2/15	MADIS O'BRIEN	15 RING MONEY WEST TOWN	✓	<i>Madis O'Brien</i>
4.2.15	Terry Creegan	3 Weelara RD	✓	<i>Terry Creegan</i>
4.2.15	Luke Anderson	3 Manor Pl, Kenwick	✓	<i>Luke Anderson</i>
4.2.15	William Leung	24B Cedric Street, Stirling.	✓	<i>William Leung</i>
4/2/15	Kenneth	39a Somerset street, East Perth	✓	<i>Kenneth</i>
4/2/15	Anna Greenaway	145 adelaide terrace	✓	<i>Anna Greenaway</i>

