



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, 3 November 2015 at 6.00pm.**

Yours faithfully

GARY STEVENSON PSM
CHIEF EXECUTIVE OFFICER

28 October 2015

VISION STATEMENT

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



BUSINESS

1. Prayer
2. Declaration of Opening
3. Apologies
4. Question Time for the Public.
5. Members on Leave of Absence and Applications for Leave of Absence

Cr Green (for meetings to be held on 24 November 2015 and 15 December 2015)

6. Confirmation of Minutes:
Ordinary Council – 13 October 2015
7. Announcements by the Lord Mayor
8. Disclosure of Members' Interests
9. Questions by Members of which due notice has been given
10. Correspondence
11. Petitions
12. Matters for which the Meeting may be Closed

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

Item No.	Item Title	Reason
Item No. 7 and Schedule 9	Appointment of Senior Employee - Manager Co-ordination and Design	Section 5.23(2)(a)

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

INFORMATION FOR THE PUBLIC ATTENDING COUNCIL MEETINGS

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

Question Time for the Public

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

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EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

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

BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

ALERT ALARM

beep beep beep

All Wardens to respond.

Other staff and visitors should remain where they are.



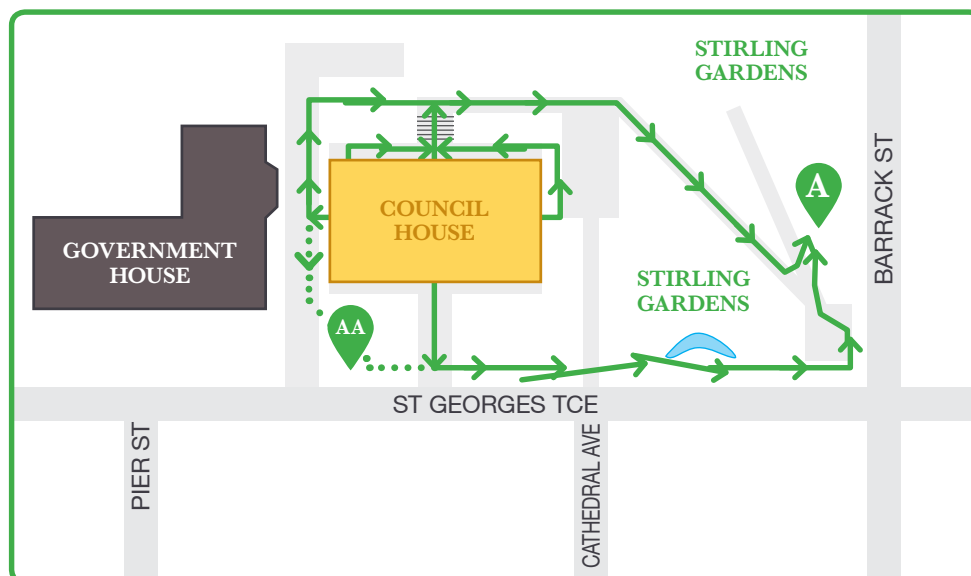
EVACUATION ALARM/PROCEDURES

whoop whoop whoop

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

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

EVACUATION ASSEMBLY AREA



Assembly Area

Alternate Assembly Area

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ITEM NO: 1

317 (LOT 100) MURRAY STREET, PERTH – USE OF THE BASEMENT LEVEL AS A LIVE MUSIC VENUE ('ENTERTAINMENT' - NIGHTCLUB)

OFFICER RECOMMENDATION: (APPROVAL)

That, in accordance with the provision of the City Planning Scheme No. 2 and the Metropolitan Region Scheme, the Council approves the application to use the basement level as a live music night club venue ('Entertainment' use) at 317 (Lot 100) Murray Street, Perth as detailed on the Metropolitan Region Scheme Form One dated 29 June 2015 and as shown on the plans received on 13 October 2015 subject to:

- 1. the recommendations contained in the Environmental Noise Assessment dated 4 September 2015 and the additional correspondence dated 17 September 2015 by Lloyd George Acoustics regarding the specific works to the premises and noise management practices, being implemented in full by the licensee on an on-going basis to the City's satisfaction;*
- 2. the entertainment at the venue being restricted to predominantly live music performances with all other entertainment being restricted to background noise levels over which normal conversations can occur with a revised Environmental Noise Assessment being submitted to the City for approval should there be any proposal to change to playing mainly recorded music, incorporating specified levels for C-weighted noise emissions as determined by the City to minimise the impact of any low frequency noise emissions on adjacent and nearby residents and hotel guests;*
- 3. the opening hours of the nightclub venue being restricted to 6pm until 5am Wednesdays through to Saturdays and public holidays with any additional hours or days being subject to a separate application for planning approval;*

(Cont'd)

4. ***the disposal of waste, particularly bottles and glass, being restricted to between the hours of 9am and 9pm with a Waste Management Plan identifying a permanent internal storage and wash down facility for bins and including a waste collection strategy, being submitted for approval by the City prior to applying for a building permit;***
5. ***deliveries to the premises being restricted to the hours of 9am and 9pm Mondays through to Saturdays;***
6. ***any new signage which is not exempt from development approval under the City's Signs Policy 4.6 being subject to a separate application for approval;***
7. ***a management plan for the nightclub being submitted and approved prior to the commencement of the use with the approved plan being implemented by the licensee to the satisfaction of the City, with the plan detailing how it is proposed to:***
 - 7.1 ***monitor and control noise emissions;***
 - 7.2 ***monitor and control patron behaviour including the control of queuing patrons and a procedure for assisting to move on patrons from the vicinity of the venue once they depart the nightclub;***
 - 7.3 ***manage the security and safety of the venue and the immediate locality;***
 - 7.4 ***manage deliveries to the premises in accordance with condition 4;***
 - 7.5 ***manage the noise associated with set up and clean up, including disposal of empty bottles in accordance with condition 3;***
 - 7.6 ***implement a procedure for handling and resolving any complaints made in relation to the operation of the venue; and***
8. ***any external piped, ducted and wired services being designed and located so as to minimise any visual and noise impact and being screened from view from the street or right of way, with details being submitted for approval by the City prior to applying for a building permit.***

BACKGROUND:

SUBURB/LOCATION: 317 (Lot 100) Murray Street, Perth
FILE REFERENCE: 2015/5272
REPORTING UNIT: Development Approvals
DATE: 15 October 2015
MAP / SCHEDULE: Schedule 1 - Map - 86-90 Barrack Street, Perth
3D MODEL PRESENTATION: N/A

LANDOWNER: Mr PJ Coward and Corporate Communications
(WA) Pty Ltd

APPLICANT: Australian Theatrical Promotions Pty Ltd
ZONING: (MRS Zone) Central City Area
(City Planning Scheme Precinct) Citiplace Precinct
5
(City Planning Scheme Use Area) City Centre

APPROXIMATE COST: \$450,000

This Item has been submitted directly to Council for consideration as it is considered time critical.

SITE HISTORY:

The subject site is located on the southern side of Murray Street on the corner of Wolf Lane with a total site area of 597m². The building was constructed in 1910 however, does not have any formal heritage listings under the City's Register of Places of Cultural Heritage Significance or the State Heritage Office's Register of Heritage Places. The building has been altered over its lifespan and currently accommodates a number of retail and hospitality outlets on the ground floor and offices on the first floor. The basement is currently unoccupied with a small portion used for storage for the Cheeky Sparrow small bar located on the ground floor.

DETAILS:

The application seeks approval to use the basement level of the building at 317 Murray Street, Perth, which is currently used for storage purposes, as a live music venue ("Entertainment" use) to be called the 'Sewing Room'. The applicant has advised that their intention is to apply for a Night Club Licence under the Liquor Control Act. Initially the venue will open from Wednesday to Saturday within the permitted trading hours of 6pm to 5am the following day. The venue will offer pre-sold tickets for live performances. It is proposed that the venue could accommodate up to 320 patrons.

The venue will be accessed from Wolf Lane. Existing openings will be modified to comply with current ventilation, acoustic, disabled access and fire escape requirements, noting the building is already fully sprinkler protected. Most original features will be retained with any new works being light-weight and easily removable. The associated minor external works to accommodate the night club use include the following:

City Planning Scheme No. 2 (CPS2), which is a preferred ('P') use in the City Centre area of the Citiplace Precinct (P5). Pursuant to Clause 44 of the CPS2:

"Where, in a precinct, a use group category is classified as a preferred use then, in considering an application involving a use from that category in that precinct, the Council –

- (a) cannot refuse the application by reference to the proposal to begin or continue the preferred use; and*
- (b) may impose whatever conditions it considers appropriate in granting approval."*

The proposed live music venue will provide activity and interest to the locality during and after normal business hours and is consistent with the Statement of Intent of the Citiplace Precinct.

COMMENTS:

Consultation

The proposal was advertised to the surrounding property owners seeking comments on the proposed use. The City received two submissions objecting to the proposal; one from the owners of 324-332 Murray Street, Perth and one from the Holiday Inn at 778 Hay Street, Perth. The main concerns raised in the submissions are summarised below:

- anti-social behaviour by the nightclub patrons, including illicit substance abuse, excessive alcohol consumption, violence and property damage, impacting on the safety and amenity of occupants of the nearby buildings;
- there are already five liquor outlets in the area including three liquor licences on Wolf Lane. The additional nightclub venue will further undermine and impact on the amenity of surrounding land uses (such as the Holiday Inn);
- the concentration of licensed venues will render Wolf Lane less attractive to retailers. The character of the area is predominately a retail area and not identified in any strategic planning document as a small bar or entertainment precinct or hub;
- the potential noise amenity impacts on guests staying at the Holiday Inn hotel including the noise generated from within the premises, patrons arriving and existing the venue, patrons queuing outside the venue and deliveries and waste disposal; and
- If the application is approved, conditions should be imposed restricting the hours of operation and requiring the submission of a noise management plan.

Noise

The City's challenge is to manage the impacts of entertainment noise in the city to protect the amenity of the residents, hotel guests and the businesses in the area in a manner that will not comprise on the viability of the entertainment uses. One of the major concerns raised by the neighbouring property owners is the impact of noise, not only the noise which is generated internally within the venue but also externally through its operation and movement of patrons late at night.

In order to address the issues in relation to noise and its impact on local amenity the applicant has provided an Environmental Noise Assessment. The Environmental Noise Assessment report demonstrates that the building fit-out can successfully attenuate noise to meet the requirements of the Environmental Protection (Noise) Regulations 1997. In response to the specific concerns raised by the Holiday Inn, the noise assessment report demonstrates that even at the worst-case predicted noise level of 29 dB the music would not be audible from inside the Holiday Inn hotel. The proposed noise attenuation measures such as the bricking in of the basement level windows, the installation of solid acoustically sealed doors and acoustically treated walls will achieve the level of sound proofing required to comply with the regulations

The applicant has also advised that management measures will also be implemented to minimise any adverse amenity impacts on the neighbouring property owners in terms of noise. On busy nights, for example, the security personnel will be responsible for ensuring the entrance and exit doors are kept closed as much as is practicable. Unlike a typical night club, the live music venue will offer pre-sold tickets for performances to reduce the likelihood of significant queuing. Where queuing does occur the applicant proposes to utilise the laneway between Wolf Lane and Murray Street.

As the venue will mainly be limited to live music, the impact of bass (C-weighted) noise will not be a significant issue. The applicant has advised that when playing in-house music, preference will be given to using low-powered speakers. Any approval however should be conditioned to ensure that specified levels for C-weighted noise emissions can be achieved to minimise the impact of any low frequency noise emissions on adjacent and nearby residents should the type of entertainment change over time.

A management plan should be required as a condition of any approval that specifically deals with containment and monitoring of noise emissions.

Hours of Operation

A night club or 'Entertainment' use is a preferred ('P') use in the City Centre use area of the Citiplace Precinct and the Noise Management Plan reasonably demonstrates that the venue can comply with the Environmental Protection (Noise) Regulations 1997. In accordance with the Liquor Control Act, the permitted trading hours for a nightclub are 6pm until 5am Monday to Saturday and 8pm until 12am (midnight) on Sundays. The applicant has indicated that live music venue will initially open from

Wednesday through to Saturday however has not indicated the specified opening hours.

The Council does have discretion to vary the opening hours outside of the hours specified under the Liquor Control Act. It is recommended that the hours and days of operation be initially restricted from 6pm until 5am Wednesdays through to Saturdays (as indicated by the applicant) with any further opening times requiring a separate application for approval by the City.

Antisocial Behaviour, Security and Disruption

Some concerns have been raised by the neighbouring property owners regarding the potential for anti-social behaviour associated with the night club use including illicit substance abuse, excess alcohol consumption, violence and property damage. The submissions suggest that the subject site is not suitable for a night club and would be better placed in an existing entertainment precinct such as Northbridge.

An 'Entertainment' use which can include small bars, taverns and night clubs is identified as a preferred ('P') use in the City Centre use area of the Citiplace Precinct 5 under CPS2. There are also several small bars already located in the Wolf Lane precinct and the night club use would be compatible with the existing character of the laneway at night. As the venue will be located within the basement level of the building it is considered that the use will not detract from the retail character of the locality.

In response to the concerns raised during the advertising period regarding the management of the venue, the applicant has provided a preliminary operational/management plan including a procedure for handling complaints associated with the venue. Any approval however should be conditioned to require the submission of a detailed management plan outlining how it is proposed to manage security and safety at the venue, patron behaviour including the control of queuing patrons and assisting to move on patrons once they depart the night club as well as the procedures for handling and resolving complaints made in relation to the operation of the venue.

Servicing

The plans propose a bin storage and deliveries area at the rear of the development which can be accessed via Wolf Lane. Any approval should be conditioned to include restrictions regarding the delivery of goods and the timing of refuse disposal, particularly of glass and bottles which can have significant noise impacts on the surrounding properties. These activities could be reasonably restricted by conditions of approval to the hours of 9am to 9pm on Mondays to Saturdays. A detailed waste management plan should be required as a condition of any approval to confirm a permanent storage and wash down facility for the bins and to address the waste disposal and collection arrangements.

External Alterations

The original application included the removal of the existing glazing and the bricking in of the low level window openings to the basement level and the installation of a roller shutter door to the southern elevation. In order to protect the heritage character of the building the applicant has revised the plans (received 13 October 2015) to ensure that the existing window glazing and frames are left in place with the bricking occurring to the inside of the window frames. A high quality wooden tilt up garage door is also proposed to replace the roller shutter door to the southern elevation. These revisions are considered to be acceptable and are more in keeping with the heritage character of the building.

Conclusion

It is considered that the proposed night club ('Entertainment') use is compatible with the existing night life character of the Wolf Lane precinct and will not have any adverse impact on the retail character of the area during the day. The Environmental Noise Assessment report submitted with the application demonstrates that noise associated with the venue can be successfully attenuated to comply with the Environmental Health (Noise) Regulations 1997 and will not result in any undue adverse amenity impacts on the neighbouring property owners. Any approval should be conditioned to require a noise management and operational plan for the venue as well as a waste management strategy.

Based on the above it is recommended that the application for the use of the basement level for a live music night club venue ('Entertainment') should be approved subject to appropriate conditions as outlined in the report.

ITEM NO: 2

201 (LOT 2885) MOUNTS BAY ROAD, CRAWLEY – PROPOSED FIVE LEVEL MIXED-USE DEVELOPMENT CONTAINING 33 MULTIPLE DWELLINGS, STUDENT FACILITIES AND 39 CAR PARKING BAYS – “FORREST HALL”

OFFICER RECOMMENDATION:

**(ADVICE TO WESTERN
AUSTRALIAN PLANNING
COMMISSION)**

That the application for the proposed five level mixed use development containing 33 multiple dwellings, student facilities and 39 car parking bays at 201 (Lot 2885) Mounts Bay Road, Crawley as detailed on the Metropolitan Region Scheme Form One dated 1 September 2015, and as shown on the plans received on 4 September 2015, be referred to the Western Australian Planning Commission for determination under the Metropolitan Region Scheme with a recommendation of approval subject to:

- 1. the quality of materials and lighting not being diminished in further design and development with details of any modifications being submitted to the City prior to applying for a building permit;*
- 2. the proposed courtyard walls abutting Mounts Bay Road being reduced to a maximum height of 2 metres above the shared path level;*
- 3. further consideration be given to the sense of arrival when approaching the development through the car park, with attention being given to the materials and to equitable access to the pedestrian entry;*
- 4. further detail being provided to ensure that the roof design and finishes make a positive contribution to wider vistas, particularly when viewed from surrounding multi-storey developments;*

(Cont'd)

5. ***air conditioner condensers not being located on residential balconies where they affect the use of the balcony or can be viewed from Mounts Bay Road or adjoining properties or buildings and any proposed external building plant, lift overruns, piping, ducting, water tanks, transformers, and fire booster cabinets shall be located so as to minimise any visual and noise impact on the adjacent properties or buildings and being screened from public view including any such plant or services located within the vehicle entrance of the development;***
6. ***the dimensions of all car parking bays, the vehicle entrance, aisle widths and circulation areas complying with the Australian Standard AS2890.1;***
7. ***the landscaping adjacent to the courtyard walls adjacent to Mounts Bay Road being designed to reduce the perceived impact of the height of the walls and to contribute to the pedestrian environment by incorporating and/or retaining canopy trees, with a detailed landscaping and reticulation plan being prepared in consultation with the City and to the Commission's satisfaction, with the landscaping being installed prior to the occupation of the building and thereafter maintained to a high standard;***
8. ***a maximum of 33 residential car bays and six tenant car bays being provided within the development, with these bays being for the exclusive use of the occupants, staff and guests of the development and not being leased or otherwise reserved for use by tenants or occupants of other buildings or sites;***
9. ***a minimum of one bicycle bay per dwelling being provided onsite, with details of the design and location of these facilities being submitted and approved prior to the submission of an application for the relevant building permit;***
10. ***a Parking Management Plan, identifying ACROD and other Special Purpose bays and bicycle parking facilities, and outlining the management strategies proposed for the on-site parking, being submitted and approved prior to the submission of an application for the relevant building permit;***

(Cont'd)

11. **adequate access to the Department of Parks and Wildlife reserves and Water Corporation facilities being maintained, both during and after construction of the proposed development to the specifications of the City and satisfaction of the Western Australian Planning Commission;**
12. **the ground level, side walls and ceiling to vehicle entrances and exits up to the entry doors/gates being finished to the same quality of the building elevation / lobby area;**
13. **the recommendations contained in the Acoustic Report prepared on July 2015 by Herring Storer Acoustics, regarding the window construction and other noise management measures, being implemented in full prior to the commencement of the approved use,**
14. **a Waste Management Plan, identifying a permanent storage and wash down facility for bins for both recyclables and general waste and including a waste disposal/collection strategy demonstrating how these facilities will be serviced, being prepared in consultation with the City prior to applying for a building permit and being to the Commission's satisfaction;**
15. **details of on-site stormwater disposal/management being to the City's specifications and being submitted to the City prior to applying for a building permit;**
16. **the proposed levels of the pedestrian pathways leading to the entrances to the building being designed to match the current levels of the adjacent footpaths;**
17. **the paving and landscaping depicted outside the boundaries of the subject property not being part of this approval;**
18. **a construction management plan for the proposal being prepared in consultation with the City prior to applying for a building permit, detailing how it is proposed to manage:**
 - 18.1 **the delivery of materials and equipment to the site;**

(Cont'd)

- 18.2** *the storage of materials and equipment on the site;*
- 18.3** *the parking arrangements for the contractors and subcontractors;*
- 18.4** *any dewatering of the site; and*
- 18.5** *other matters likely to impact on the surrounding properties and adjacent Parks and Recreation Reserve.*

BACKGROUND:

SUBURB/LOCATION:	201 Mounts Bay Road, Crawley
FILE REFERENCE:	2015/5357
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	14 October 2015
MAP / SCHEDULE:	Schedule 2 - Map and coloured perspectives for 201 Mounts Bay Road, Crawley
3D MODEL PRESENTATION:	A 3D Model for this application will be available.
LANDOWNER:	The University of Western Australia
APPLICANT:	The University of Western Australia
ZONING:	(MRS Zone) Public Purposes (University) (City Planning Scheme Precinct) Matilda Bay Precinct 9
APPROXIMATE COST:	\$17.25 million

This Item has been submitted directly to Council for consideration as it is considered time critical.

SITE HISTORY:

The development site is located on the northern portion of a 6,894m² lot located at the corner of Hackett Drive and Mounts Bay Road, Crawley, adjacent to the University of Western Australia (UWA). The site is currently being used for parking (UWA Carpark 23) which has 270 car parking bays which operate on a paid metered system from 9am to 5pm Monday to Friday and is free for use to the general public outside these hours. This carpark is also utilised for parking by the adjacent Perth Dinghy Club, Cygnet Hall Boatshed and the UWA Boat club on the weekends and early mornings.

DETAILS:

The Forrest Research Foundation at The University of Western Australia (UWA) was established in 2014 following a donation by Andrew and Nicola Forrest, through the

Minderoo Foundation Trust. Their donation is to assist Western Australia in becoming a world-class centre of research and innovation through attracting the next generation of outstanding intellects to the State, to pursue either doctoral studies or a postdoctoral fellowship. This includes funds to build the proposed 'Forrest Hall' development.

The application proposes the construction of a five level mixed-use building containing 33 multiple dwellings for student accommodation comprised of nine two-bedroom apartments and 24 one-bedroom apartments. The development will also have facilities including a student lounge, multi-purpose room and library and resource room. Common facilities will be provided on the ground floor including a covered terrace and garden, lobby and kitchen and there will be Master and Master's Assistant offices.

There will be 33 residential car parking bays and six commercial tenant car parking bays provided within an undercroft to be used in conjunction with the university and accommodation uses. Parking for 15 bicycles has been located in the undercroft car park with an additional five visitor bicycle parking bays located in close proximity to the front entrance. No new access points are proposed to Hackett Drive or Mounts Bay Road with the development utilising the existing crossover from Hackett Drive at the southern end of the existing car park.

Details of the proposed development are as follows:

Lower Ground Level	Two one-bedroom and two two-bedroom apartments, a laundrette, storerooms, bin store, plant and 15 bicycle parking bays. 39 car parking bays comprised of 33 residential bays and 6 commercial tenant parking bays/visitor bays accessed via a porte cochere.
Ground Floor Level	Main entrance, lobby, University uses including a student lounge, multipurpose room, library and resource room, office and common bathroom facilities. Four one-bedroom apartments and one two-bedroom apartment. Two disabled car parking bays accessed via the ground level car park adjacent. A terrace area and entry plaza.
First and Second Level	Two two-bedroom apartments and nine one-bedroom apartments on each floor.
Third Level	Two two-bedroom apartments and hydraulic plant.

The proposal will be a prominent development however the proposal will maintain existing important views of Winthrop Tower from both Mounts Bay Road and the Swan River. The proposed development also respects the existing views towards the river from the adjacent University colleges along Mounts Bay Road.

The proposal will be constructed from sandstone in keeping with the traditional use of sandstone for University buildings on the campus. The building materials meet the material palette in accordance with the Campus Plan 2010 prepared by UWA. To the northwest the apartments will be screened from the traffic on Mounts Bay Road through the use of permeable masonry and green walls. The landscaping will utilise a

combination of exposed aggregate paving, granite benches, decorative gravels and native ornamental trees.

The application proposes to retain 115 car parking bays on the site for use by the University, the general public, and the Perth Dinghy Club, Cygnet Hall Boatshed and the UWA Boat club.

Currently, users of the Perth Dinghy Club, Cygnet Hall Boatshed and the UWA Boat club access the Department of Parks and Wildlife (DPaW) reserve whereon their facilities are located through the University carpark. The applicant has advised that there is no current plan to alter this situation and boat shed users can continue to access the reserve and enjoy parking at the University, albeit with a reduced car park area due to the construction of Forrest Hall in the northeast corner of the existing car park.

The transport assessment submitted as part of the application state that access to the Department of Parks and Wildlife Reserve will remain unchanged via the existing access at Hackett Drive. The access is currently adequate to accommodate the standard vehicles with trailers with an adequate turning circle compliant with the Australian Standards.

LEGISLATION / POLICY:

Legislation *Planning and Development Act 2005;*
 Metropolitan Region Scheme;
 City Planning Scheme No 2;
 Swan and Canning Rivers Management Act 2006.

COMPLIANCE WITH PLANNING SCHEME:

The proposed development is located within a Metropolitan Region Scheme Reserve for Public Purposes - University and as such is not zoned under the City Planning Scheme No. 2 (CPS2) and therefore the CPS2 provisions are not relevant to the site. It is however desirable to consider the CPS2 Statement of Intent for the Matilda Bay Precinct (P9) and also the relevant policies guiding design, parking and residential development. The City is to provide comment to the Western Australian Planning Commission (WAPC) who will ultimately determine the proposal under the Metropolitan Region Scheme (MRS).

Land Use

The use of the site for student accommodation and facilities is consistent with the purpose for which the land is reserved under the MRS ('University'). Furthermore, the intent of the Matilda Bay Precinct is for the land to accommodate a variety of uses located within defined areas, including associated university housing.

The UWA has high demand for student accommodation and the State Government, through 'Directions 2031' has identified this locality as being a 'specialised activity

centre' where further concentrations of dwellings are supported. The proposed development is to house specifically post-graduate students pursuing either doctoral studies or a postdoctoral fellowship and hence accommodates quite moderate student numbers, but will go some way to address the University's accommodation needs while minimising any impact on the adjacent landscaped foreshore reserve.

It is considered that the proposed land use is complementary to the main University campus and nearby colleges and as such can be supported.

Development Requirements

As previously mentioned the requirements of the City Planning Scheme No. 2 are not applicable to the application, however due regard to fundamental planning and design principles should be applied when making a recommendation to the WAPC.

COMMENTS:

Design Advisory Committee:

At its meeting held on 8 October 2015, the Design Advisory Committee considered the design of "Forrest Hall" and advised that it:

- 1. is of the opinion that the proposal is a well resolved and interesting building that has an appropriate bulk and scale for its location and that the design is sympathetic to the language of the University of Western Australia campus development;*
- 2. considers that the courtyard wall height to Mounts Bay Road should be reviewed, with particular attention to the adjacent landscaping, ensuring it reduces the perceived impact of the wall; contributes to the pedestrian environment and incorporates canopy trees;*
- 3. requests that further consideration be given to the sense of arrival when approaching the development through the car park, with attention being given to the materials and to equitable access to the pedestrian entry;*
- 4. notes that the roof forms the fifth elevation of the building that can be viewed from high rise developments nearby and that further detail be provided to ensure that the roof design and finishes should make a positive contribution to wider vistas."*

The applicant has provided the following responses to DAC's comments:

"considers that the courtyard wall height to Mounts Bay Road should be reviewed, with particular attention to the adjacent landscaping, ensuring it reduces the perceived impact of the wall; contributes to the pedestrian environment and incorporates canopy trees"

The current design solution has been developed through an extensive process of approvals by UWA. Throughout the design phase enormous consideration has been given to issues of traffic noise, privacy, security and the visual link back to St. George's College. It is considered that the landscape zone which is currently indicated in the design is the most suitable and appropriate design solution for the building.

“requests that further consideration be given to the sense of arrival when approaching the development through the car park, with attention being given to the materials and to equitable access to the pedestrian entry”

At the DAC meeting the issue of the material transition to the base of the steps to the river and equity of access to the pedestrian areas was raised as a concern and as discussed will be addressed in landscape design along with the sense of arrival within the project site. The approach through the existing car park is currently outside the scope and budget of the Forrest Hall project.

“notes that the roof forms the fifth elevation of the building that can be viewed from high rise developments nearby and that further detail be provided to ensure that the roof design and finishes should make a positive contribution to wider vistas.”

Kerry Hill Architects are currently working on the design and specification of the roof finish through the design development process. It is currently envisaged that the roofs will be made up of a series of simple profile metal decks and box gutters. The intention is to provide the best possible outcome for the roofs within the current budget estimate.

Building Design

As noted by the DAC, the building design is considered to be well resolved and interesting, with a great deal of consideration having been given to the building's location and context. This has resulted in the building being of an appropriate height and scale for its setting, using sympathetic materials and landscaping treatments, and it has attempted to be respectful of views to and from the river.

The courtyard walls fronting Mounts Bay Road are proposed to be 3 to 3.4 metres in height to screen the proposed courtyards to the lower ground floor units. Whilst the walls protect these courtyards from traffic noise from Mounts Bay Road the walls are adjacent to a principal shared path that links the University to the city and are considered to be too tall, presenting a solid non-active interface to the path and Mounts Bay Road with very limited opportunity for informal surveillance into or out of the development. It is considered that any approval granted should be conditioned requiring the design of the proposed walls to be reviewed to address any negative design impact the walls may have on the pedestrian environment, as recommended by the DAC.

The proposed accommodation will be self-contained with appropriate kitchen, bathroom and study facilities. The accommodation provides limited balcony space for the individual units, however, a large common room on the ground floor and common outdoor terrace are provided. It is noted that other recently constructed student

accommodation in this locality has no provision of balconies, with students encouraged to utilise common outdoor areas to enhance their interactions with fellow students.

It is considered the conditions recommended to be imposed on any approval granted are sufficient to address the concerns raised by the DAC.

Access to adjacent facilities

It is considered important to ensure that the development of the site does not jeopardise the existing access arrangements for the Perth Dinghy Club, Cygnet Hall Boatshed and the UWA Boatclub. Ultimately access arrangements will be determined by the WAPC through appropriate lease arrangements and/or easements being incorporated over the subject property to access the DPaW leased land and reserves. It is recommended a condition be imposed on any approval to ensure adequate access to these facilities is maintained, both during and after construction of the proposed 'Forrest Hall'.

Bicycle Parking

Whilst it is noted that the provision of bike parking complies with the City's Policy 5.3 Bicycle Parking and End of Journey Facilities it is considered that due to the development being primarily for student accommodation and is located adjacent to the cycle network, the provision of secure bike parking for every apartment should be considered. It is recommended that a condition be imposed on any approval granted requiring as such.

Conclusion

The UWA has the opportunity to develop facilities through the Forrest Research Foundation for a world-class centre of research and innovation. The proposed site has been identified as being the most suitable parcel of University owned land to accommodate the new facility to accommodate and support post-graduate students pursuing either doctoral studies or a postdoctoral fellowship. The proposed development is considered to be an appropriate design solution for this prominent site and its use is consistent with the purpose of the reserve applicable to the site and with the CPS2 Statement of Intent for the Matilda Bay Precinct. Therefore, subject to minor design refinements and additional detailing, the proposed development can be referred to the WAPC with a recommendation of conditional approval.

ITEM NO: 3

3 (LOT 502) TRINITY AVENUE, EAST PERTH – 32 LEVEL MIXED USE DEVELOPMENT CONTAINING 269 MULTIPLE DWELLINGS, SIX COMMERCIAL TENANCIES AND 382 CAR PARKING BAYS (WATERBANK PRECINCT ‘SITE G’)

OFFICER RECOMMENDATION:

(ADVICE TO METROPOLITAN REDEVELOPMENT AUTHORITY)

That Council advises the Metropolitan Redevelopment Authority that it:

- 1. supports in principle the proposed 32 level mixed use development containing 269 multiple dwellings, six commercial tenancies and 382 car parking bays on ‘Site G’ of the Waterbank Precinct at 3 (Lot 502) Trinity Avenue, East Perth subject to the following design revisions and considerations:***
 - 1.1 the height of the podium being reduced to align with the objectives and requirements of the Waterbank Precinct Design Guidelines with particular attention to the recession of the upper southern podium levels to reduce the potential adverse impact of the development on the adjacent public open space and beach areas;***
 - 1.2 the setbacks of the tower above the podium being increased to align with the Waterbank Precinct Design Guidelines to assist in maintaining the Hay Street view axis (including sky views) and to reduce the perceived bulk and scale of the development within the future ‘Waterbank Square’ public space located to the north of the site;***
 - 1.3 any review of the podium and tower design should include the provision of appropriate 3D modelling to demonstrate the extent of the overshadowing and other impacts on the adjoining public areas;***

(Cont’d)

- 1.4 the design of the western façade being revised to achieve greater street level activation and to provide for greater articulation at the upper levels noting that this façade will be the focus of the Hay Street vista;**
- 1.5 the provision of public toilets and shower and change facilities within the southern portion of the development at the ground floor level in accordance with Section 5.2.6 of the Waterbank Precinct Design Guidelines with management and maintenance arrangements to be subject to separate negotiations between the developer, Metropolitan Redevelopment Authority and the City;**
- 1.6 the number of resident and visitor car parking bays being reduced to achieve compliance with the maximum car parking bays prescribed by the Waterbank Precinct Design Guidelines;**
- 1.7 the proposed residential apartments at the ground floor level being amended to appropriate commercial tenancies in accordance with the provisions of the Waterbank Precinct Design Guidelines;**
- 1.8 the potential for the ground floor residential tenancies (if retained noting the above condition) to be designed as 'convertible' or 'adaptable' floors in terms of floor to floor height to allow for future commercial use, should the demand for commercial floor space within the development increase into the future;**
- 1.9 corridors within the residential tower element being provided with access to natural light and ventilation in accordance with the provisions of the Waterbank Precinct Design Guidelines; and**
- 1.10 a minimum setback of 15 metres to the high water mark of the Swan River being provided in accordance with the provisions of the Waterbank Precinct Design Guidelines.**

(Cont'd)

2. ***recommends that, should an approval be granted by the Metropolitan Redevelopment Authority for the proposed 32 level mixed use development on 'Site G' of the Waterbank Precinct at 3 (Lot 502) Trinity Avenue, East Perth without further design refinement, the approval be subject to the following conditions:***
 - 2.1 ***final details and a sample board of the high quality and durable materials, colours and finishes for the proposed building being prepared in consultation with the City and being submitted to the Metropolitan Redevelopment Authority for approval prior to applying for a building permit;***
 - 2.2 ***all development and works shown outside of the Lot boundaries including vehicle crossover/s, footpaths and alfresco areas, not forming part of this approval and being the subject of separate applications for approval and lease/licence arrangements where relevant;***
 - 2.3 ***air conditioner condensers and any proposed external building plant, lift overruns, piping, ducting, water tanks, transformers, and fire booster cabinets shall be located so as to minimise any visual and noise impact on the future occupants of adjacent properties and being screened from public view, including any such plant or services located within the vehicle entrance of the development, with details of the location and screening of such plant and services being submitted and approved by the Metropolitan Redevelopment Authority prior to applying for a building permit;***
 - 2.4 ***on-site stormwater disposal/management being to the City's specifications with details being submitted to the Metropolitan Redevelopment Authority for approval prior to applying for a building permit;***
 - 2.5 ***a maximum of six commercial tenant car parking bays provided on site being for the exclusive use of the tenants or occupants of the commercial tenancies within the development and not being leased or otherwise reserved for use of the tenants or occupants of other buildings or sites;***

(Cont'd)

- 2.6 all on-site residential car bays being for the exclusive use of the residents of the development and their visitors;**
- 2.7 the dimensions of all car parking bays, aisle widths and circulation areas complying with the Australian Standard AS2890.1, ensuring that vehicles can enter and exit the building in forward gear;**
- 2.8 a minimum of one residential store being provided for each residential dwelling with each store achieving a minimum internal dimension of 1.5 square metres and minimum area of 4 square metres;**
- 2.9 a detailed landscaping and reticulation plan being submitted and approved prior to the submission of an application for the relevant building permit, with the approved landscaping being installed prior to the occupation of the building and thereafter maintained to a high standard;**
- 2.10 the recommendations contained in the Acoustic Report prepared by Herring Storer Acoustics on 12 February 2015 regarding the noise amelioration construction specifications and other noise management measures, being implemented in full to the satisfaction of the Metropolitan Redevelopment Authority and in consultation with the City with a detailed acoustic report demonstrating how the development will comply with the 'satisfactory' criteria of AS/NZS 2107:2000 and the Environmental Protection (Noise) Regulations 1997 being submitted and approved by the Metropolitan Redevelopment Authority, in consultation with the City, prior to applying for the relevant building permit .**
- 2.11 the recommendations contained in the Cundall Desktop Wind Analysis report dated 26 May 2015 being incorporated into the detailed design with a final Wind Impact Report, together with details of the measures being introduced to mitigate any adverse wind impacts, being submitted and approved by the Metropolitan Redevelopment Authority, in consultation with the City, prior to applying for the relevant building permit;**

(Cont'd)

2.12 the recommendations contained in the Jacobs Crime Prevention through Environmental Design report dated 26 May 2015 being incorporated into the detailed design with the mitigation measures outlined in Appendix B of the report being implemented in full (where practical) to the satisfaction of the Metropolitan Redevelopment Authority and in consultation with the City;

2.13 the Waste Management Plan being updated to comply with the City's draft Waste Services Guidelines for New Development 2015 and the WALGA Multiple Dwellings Waste Management Plan Guidelines, including the commercial and residential waste volume calculations as well as the loading and weekly servicing arrangements;

2.14 the ground floor commercial tenancies being restricted to 'retail', 'dining' and 'entertainment' uses with any other land uses requiring a separate application for approval; and

2.15 a construction management plan for the proposal being submitted for approval prior to applying for a building permit, detailing how it is proposed to manage:

- a) the delivery of materials and equipment to the site;**
- b) the storage of materials and equipment on the site;**
- c) the parking arrangements for the contractors and subcontractors;**
- d) any dewatering of the site; and**
- e) any other matters likely to impact on the surrounding properties.**

BACKGROUND:

SUBURB/LOCATION:	3 (Lot 502) Trinity Avenue, East Perth
FILE REFERENCE:	DA 2015/5386
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	26 October 2015
MAP / SCHEDULE:	Schedule 3 - Location map for 3 Trinity Avenue, East Perth ('Site G') Schedule 4 - Coloured perspectives for 3 Trinity Avenue, East Perth ('Site G')

3D MODEL PRESENTATION: A 3D Model for this application will not be available

LANDOWNER: Metropolitan Redevelopment Authority

APPLICANT: Lend Lease (Waterbank) Pty Ltd

ZONING: (MRS Zone) Redevelopment Scheme/Act Area
(City Planning Scheme Precinct) Langley (P12) and
East Perth (P15)
(City Planning Scheme Use Area) N/A

APPROXIMATE COST: \$110 million

This Item has been submitted directly to Council for consideration as it is considered time critical.

SITE HISTORY:

The four hectare 'Waterbank Precinct' (the precinct) situated on the eastern edge of the city is bound by Trinity College to the north, the Swan River to the east, the Causeway interchange to the south and the Western Australian Police site to the west. The Precinct forms part of the Metropolitan Redevelopment Authority's (MRA) greater Riverside Project Area.

Council at its meeting held on **11 August 2015** considered the first stage of subdivision of the Waterbank Precinct and resolved to advise the MRA of it's in principle support subject to conditions and the submission of additional details and information. The Minister for Planning (on the advice of the MRA) has yet to determine the subdivision application.

DETAILS:

A development application for a new residential, retail and dining building for 'Site G' of the Waterbank Precinct has been referred to the City for comment by the MRA. The application is the first private realm development for the Precinct received by the MRA.

The development application proposes a podium element (seven storeys) with one tower above of 25 storeys, comprising of predominately residential apartments with dining and retail uses at the ground floor level.

A summary of the main features of the proposed development are as follows:

Residential	A total of 269 residential dwellings will be provided at the podium and tower levels. The development will comprise of a mixture of dwelling types including 60 one-bedroom apartments, 159 two-bedroom apartments, 45 three-bedroom apartments, three two-bedroom townhouses and two three-bedroom townhouses. A storeroom will be provided for each of the residential apartments.
Commercial	Six commercial tenancies for retail or food and beverage

	uses will be provided at the ground floor level along the northern, eastern and southern frontages of the site.
Vehicle Parking	506 car parking bays will be provided at the ground floor level and levels 1 to 6. The car parking levels will be sleeved behind the commercial tenancies and townhouse dwellings at the ground floor level and screening, landscaping and apartments to the podium levels above.
Communal Facilities	A landscaped terrace with pool, decking, gymnasium, 'club house' and barbecue facilities will be provided on level 7.
Other Facilities	Mail room, three residential lobbies, end of trip facilities, bicycle storage (90 residential and 8 commercial bays) at the ground floor level. Building service facilities including substations, switch rooms, fan rooms, fire tank and pump rooms, stormwater tanks and pumps, bin storage and wash down areas, fire booster and control rooms will also be provided at the ground floor level.

With respect to the physical design of the proposal the applicant advises that the architecture of Building G is *“intended to be elegantly iconic in its form and unique in the context of its relationship with the built environment that adjoins it. To reinforce its exclusive nature at all scales of its experience, it is important that the materials palette of which it is composed reinforces its special qualities.”*

The applicant further advises that: *“the proposal has a clear definition of podium, tower and street. The play between the ribbons of concrete and glass around the continuous balconies create a pleasing vertical rhythm up the building. The choice of high quality, contemporary materials and high performance glazing defines the development as a high quality residential development. The proposed materials palette is well detailed, light weight including pre-finished composite metal panels, and glass.”*

LEGISLATION / POLICY:

Legislation	Metropolitan Redevelopment Authority Act 2011 Metropolitan Redevelopment Authority's Central Perth Redevelopment Scheme
Policy	Metropolitan Redevelopment Authority 's Riverside Master Plan 2008 Waterbank Precinct Design Guidelines 2015

COMPLIANCE WITH PLANNING FRAMEWORK:

Land Use and Development Standards

Under the provisions of the Metropolitan Redevelopment Authority Act 2011, the MRA is responsible for planning and development control within the Central Perth Redevelopment Area (CPRA). The Riverside project area, which includes the

Waterbank Precinct, is subject to the provisions of the MRA's Central Perth Redevelopment Scheme (CPRS). The general land use intent of the CPRS is to create diverse mixed land use urban environments, including creating high quality spaces for people through an activated and interesting public realm. Retail, Residential, Residential and Dining and Entertainment land uses are preferred uses within the Waterbank Precinct, whilst Culture and Creative Industry, Commercial and Community land uses are contemplated uses within the Precinct.

The form and function of development within the Precinct is guided by the MRA's associated Waterbank Precinct Design Guidelines, with the latest iteration of the Guidelines being adopted by the MRA on 4 May 2015. The Guidelines aim to facilitate a new mixed use precinct for Perth which provides a richness of architecture and diversity of uses that respond to the character of the Swan River and associated landscape. The vision of the Waterbank Precinct under the Guidelines is to:

“Create a prime visitor destination with a lively blend of entertainment, cultural, commercial, retail and residential uses within a Waterbank precinct of international standard.”

The specific statement of development intent for Site G within the Guidelines is as follows:

“The building on Site G will provide high levels of activation to both the central open space and beach to the south and the square to the north through Dining and Entertainment and/or Retail Uses which include high levels of visual permeability and access at ground level.”

“The podium and tower will be of a high architectural quality commensurate with its role as a termination point of one of Perth's main east-west spines.”

“The design of the tower element in Site G is to be of outstanding quality befitting its landmark function and prominent location.”

The Central Perth Development Policies set out development approval requirements and performance standards for the development of land in the CPRA. The policies relevant to this development include Green Building Design, Sound and Vibration Attenuation, Providing Public Art, Signage, Affordable and Diverse Housing and Adaptable Housing.

COMMENTS:

Land Use

The land uses proposed are generally in accordance with the preferred land uses stipulated in the CPRS and Design Guidelines. However a variation is proposed being the proposed residential townhouse dwellings located on the ground floor on the south western portion of the development. Whilst it is noted that full activation of the ground floor frontage for the entirety of the development may not be commercially viable, the presence of residential uses at the ground floor level is not supported.

There is potential for the proposed adjacent public realm area to be perceived as 'privatised' due to the presence of residential uses along the south western frontage. This is contrary to the intent of the Design Guidelines and does not provide an ideal interface with the adjacent central public open space area.

At a minimum, opportunity exists for the proposed ground floor residential dwellings to be designed and designated as 'convertible/adaptable floor spaces' whereby they can be initially occupied as a residential dwelling and then potentially used (with minor modifications) as a commercial use at an appropriate time when demand exists. The design for flexibility and adaptability for different ground floor uses over time is considered to be an appropriate outcome to reduce the potential for streets intended to be active, to be 'dormant'. It is therefore recommended that any viable design responses to prevent this occurring should be investigated and applied as appropriate.

Building Height

The development includes variations to the both the podium and tower height controls contained within the Design Guidelines. With seven storeys being proposed for the podium and a total development height of 32 storeys in lieu of the prescribed maximum six storey podium and 32 storey total development height. The variations have been justified on the basis that the podium height is 23 metres which is under the prescribed 24 metre maximum and the slender form of the tower results in the impact of the two additional stories being minimal.

In its previous considerations of the Design Guidelines, most recently at its **18 November 2014** meeting, Council has repeatedly sought a reduction in the permitted bulk and scale of Site G given its orientation (on the northern side) and proximity in relation to the central public open space area. Therefore it is considered appropriate that the height and form of the podium element in particular be revised to reduce its bulk, scale and overshadowing impact on the adjacent public realm. As a minimum, it is recommended that the upper components of the podium on the southern elevation be setback appropriately and recede to a satisfactory level in order to provide adequate solar access to the central public open space area.

The impact of the proposed additional height to the tower element is considered to be less of a concern than the podium height however a reduced podium height should result in the overall height achieving compliance with the Design Guidelines.

Setbacks and Building Envelope

The development is generally compliant with respect to the setback requirements of the Design Guidelines with the exception of the northern and eastern setbacks of the tower element. A 1.6 metre setback to the northern boundary and a 3.4 metre setback are proposed in lieu of the respective 4.5 metre and 6 metre setback requirements. The variations are sought on the basis of the repositioned tower element providing a *'strong structural element that punctuates the view corridor that is Hay Street to mark the termination point of the eastern end of the City'*.

It is considered that whilst the positioning of the tower provides for a more functional and useable podium roof space, the setbacks prescribed by the Design Guidelines should be adhered to. Additional setbacks at the upper level will help in maintaining the Hay Street view axis (including sky views) and reduce the perceived bulk and scale of the development within the future 'Waterbank Square' public space located to the north of the site.

A variation is also sought to the minimum 15 metre setback requirement between the built form and the high water mark of the Swan River. The development proposes a minimum setback of 13.2 metres and a maximum setback of 21 metres, which results in a setback average in excess of the minimum 15 metre requirement. Whilst the difference in the orientation of the development site and the high water mark is acknowledged, it is considered appropriate for the design of the development to be modified to achieve compliance in this regard. The additional setback of 1.8 metres will ensure that the potential for the south eastern portion of the development to create a 'pinch point' between the development and the adjacent public boardwalk area is minimised. This public space alongside the river is considered to be critical in achieving an acceptable balance between public and private space and encouraging public movement along the foreshore.

Building Design

The design of the building is generally in keeping with the Design Guidelines however there are concerns in relation to the design of the western façade of the podium and internal configuration of the tower element.

The western façade at street level only achieves an activation level of 22% which is well below the 50% minimum prescribed by the Design Guidelines for secondary streets. The upper levels of the western façade are not required to be sleeved given it is adjacent to a secondary street. However it is considered that further activation of the ground level and refinement of upper levels are required to provide for an improved overall western podium elevation to the development. This is considered critical given this would be the primary vista for pedestrians and vehicles travelling east towards the site along the future Hay Street extension.

With regards to the tower element, it is noted that no access to natural light and ventilation for the internal corridor spaces has been provided which is contrary to Section 3.1.1 of the Design Guidelines. The justification provided by the applicant relates to the amenity of the dwelling units being prioritised over that of the passageways which are only transient spaces. Whilst the intent is acknowledged, the City considers that communal spaces and improvements to an apartments 'sense of arrival' are important design factors. Therefore it is recommended that the provision for access to natural light and ventilation be explored as part of any design refinement for the development.

The associated Crime Prevention through Environmental Design (CPTED) report submitted by the applicant in support of the development confirms that consistent and good practice CPTED principles have been incorporated into the design of the building. However the report also provides recommendation in relation to aspects of the design which could be improved at the detailed design phase. It is recommended

a relevant condition relating to these additional measures be included in any approval.

Car Parking

The Design Guidelines require the provision of residential car parking at a maximum rate of 1.2 car parking bays per dwelling which equates to a maximum of 323 parking bays for the 269 dwellings proposed. Residential visitor bays are also required to be provided on site at a rate of 0.1 bays per dwelling being 27 bays for the subject development. Commercial car parking is to be provided in accordance with the provisions of the Department of Transport's Perth Parking Policy which allows for a maximum of 922 bays across the Precinct as a whole.

The development is compliant with respect to commercial vehicle parking as only six tenant bays are proposed. However the applicant is seeking variations with regards to residential parking provision. A total of 376 residential tenant car parking bays and no on-site residential visitor bays are proposed which results in an over provision of 53 tenant bays and under provision of the full 21 bay visitor bay requirement. The applicant proposes to utilise future adjacent on-street car parking bays to cater for visitors to the site.

With regards to residential car parking over-supply, the applicant has based the variation on the development forming part of a Precinct wide approach to residential car parking. In particular, the development will accommodate additional car parking which will service future residential development sites within the Precinct. The benefit being that there will be reductions in the podium car parking requirement for future residential developments within the Precinct, allowing for greater design flexibility.

Whilst a reduction in future development podium heights and car parking provision is supported, the lack of effective implementation and management mechanisms remain a concern. In addition, the practicality of future residents parking within a separate building from their place of residence is also a key issue. For these reasons it is recommended that the proposed car parking provision be revised to comply with the Design Guidelines.

Public Amenities

The design intent for Site G within the Waterbank Precinct Design Guidelines states:

"public toilets and shower facilities shall also be located along the southern edge to complement the beach area and public open spaces."

It is noted that the proposed development does not make any provision for the above. The requirement for the provision of public toilets and shower facilities in close proximity to the future beach and public open space areas was considered and reaffirmed by Council in its consideration of the revised Guidelines at its meeting held **18 November 2014**.

It is therefore recommended that the design of the development at the ground floor level be amended to incorporate the provision of public toilets and shower facilities.

This would not only achieve compliance with the Guidelines but adhere to the MRA's and City's commitment to the provision of quality civic infrastructure planning. The management of the facility can be secured through a separate community title, similar to other MRA projects (Elizabeth Quay, Perth City Link) and precedents within the City (car parks, cultural centre, Forrest Place etc). Separate negotiations between the developer, the MRA and the City would confirm the future management and maintenance arrangements for the facilities.

Waste Management

The proposed development will provide four separate bin storage areas to allow for separate collection of residential and commercial waste. Waste servicing needs to be further clarified via an updated Waste Management Plan given the tower general waste generation and bin quantities do not currently align and further clarification regarding the quantity of bin is required. Particularly as based on the current calculations, bin quantities and service frequency, the collection method would only cater for one third of the general waste generated from the tower. A relevant condition in this regard should be included in any approval.

Noise

The development will be located in a mixed-use precinct incorporating retail, dining and entertainment uses at the ground floor level. To avoid conflict between these activities and residents of the proposed development, the building will need to be designed to ameliorate these noise impacts.

The applicant advised that the proposed development will be designed to ensure compliance with the MRA's requirements, the Environmental Protection (Noise) Regulations 1997 and the National Construction Code. In accordance with the MRA's Sound and Vibration Attenuation Policy, a further Acoustic Report will be submitted at the working drawings stage addressing all of the relevant considerations. Any approval should include a condition requiring that the building be constructed and certified to comply with the requirements.

Conclusion

The first major building development of the Waterbank Precinct represents a significant milestone in the progression of the proposed urban waterfront project from vision to reality.

Whilst the proposed development is generally consistent with the MRA's associated guiding documents, fundamental issues including ground floor residential uses, lack of public amenity facilitates, building height and design concerns have been identified. It is therefore recommended that the MRA be advised of the issues identified within this report, with the matters to be addressed by way of conditions on any development approval or subject to further details being provided to the City's satisfaction prior to any approval being issued by the MRA.

ITEM NO: 4

151 (LOTS 641 AND 301) RIVERSIDE DRIVE, RESERVES 13012 AND 48325 AND THE SWAN RIVER, PERTH – TWO DEVELOPMENT APPLICATIONS PROPOSING FLOATING HELIPADS AND A PEDESTRIAN ACCESS RAMP INCLUDING ASSOCIATED FACILITIES AND PARKING

OFFICER RECOMMENDATION: (ADVICE TO DEPARTMENT OF PARKS AND WILDLIFE)

That Council advises the Department of Parks and Wildlife that it recommends approval for the two proposed helipad facilities located on the Swan River adjacent to Lot 641 Riverside Drive, Perth subject to:-

- 1. the approval being valid for twenty-four months from the date of commencement of the use of the helipad, after which all flights are to cease and the floating helipads and associated structures are to be removed and the site to be reinstated to the satisfaction of the City, unless prior approval is obtained from the relevant planning authority for an extension of the approval period;*
- 2. the environmental impacts of the helicopter operations, including the impacts of noise and refuelling, being monitored and a complaints register being maintained by the relevant planning authority over the two year trial period, with this information being made available to the City in the event an application is subsequently made for and extension of the time of the relevant approval or for a permanent helipad facility in this location;*
- 3. no refuelling being undertaken at the helipad unless the relevant authority is satisfied that adequate safeguards will be in place to prevent and manage fuel spills in this location and to protect the safety of the public in the immediate vicinity;*
- 4. all flight paths being planned to minimise noise impacts on sensitive uses;*

(Cont'd)

5. ***the helipad being made available for use by multiple operators with priority being given to emergency services with a Management Plan of the multipurpose use and availability being approved by the planning authority;***
6. ***the operating hours being restricted to 7am to 7pm Monday to Saturday, and 10am to 7pm Sunday and public holidays and a maximum of 30 flights per day, other than in respect to emergency use of the facility, unless otherwise approved by the planning authority in consultation with the City;***
7. ***a maximum of two helipads being developed at the subject location with the helipads being located a minimum of 20 metres and a maximum of 45 metres from the river wall and with a maximum width of 45 meters along the river wall, with the gangway access being designed to satisfy disability access and safety requirements;***
8. ***any proposed signs for the helipad being the subject of a separate application for approval;***
9. ***the applicant entering into a lease arrangement with the City and/or Crown for any use of the reserve/Lot 641 associated with the helipad;***
10. ***no parking being provided on the reserve/Lot 641 associated with the helipad facility, with any request or proposal for parking alongside Riverside Drive being subject to a separate application for approval by the City;***
11. ***the applicant submitting a passenger management plan that includes, but is not limited to, passenger access to toilet facilities; location of ticketing and waiting areas and passenger shelter;***
12. ***any works required to the river wall including any fixing or attachments to the river wall being to the City's satisfaction, with all works and maintenance being undertaken at the cost of the applicant/operator to the satisfaction of the relevant authority and in consultation with the City;***

(Cont'd)

Conditions specific to the application by the Skyline Aviation Group:

- 13. final details of the proposed vehicle drop-off zone and associated works to service the helipad including the provision of a transportable ticket office refuelling facility and including any removal and replacement of landscaping being submitted for approval by the City, with all works and maintenance being undertaken to the City's satisfaction at the cost of the applicant/operator;**
- 14. all mobile facilities including the ticketing booth and servicing vehicle being removed from the site outside of the approved operating hours;**

Conditions specific to the application by the Heliwest Group:

- 15. the floating kiosk structure being redesigned to be sympathetic to its location and to have minimal impact on the amenity of the locality, with final details of the design and materials of the structure being prepared in consultation with the City and being submitted for approval by the relevant authority prior to the commencement of any works on site.**

BACKGROUND:

SUBURB/LOCATION:	151 Riverside Drive, Perth and Swan River, Perth
FILE REFERENCE:	DA-2015/5429
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	26 October 2015
MAP / SCHEDULE:	Schedule 5 Map of location Schedule 6- Drawings/photo montage of Skyline Aviation Group Proposed Helipads and of Heliwest Group Proposed Helipad
3D MODEL PRESENTATION:	N/A
LANDOWNER:	City of Perth and the Crown
APPLICANT:	1) Skyline Aviation Group 2) Heliwest Group
ZONING:	(MRS Zone) Parks and Recreation Reserve, Waterways Reserve (City Planning Scheme Precinct) P8 Foreshore (City Planning Scheme Use Area) No Use Area Applicable
APPROXIMATE COST:	\$19,000 – Skyline Aviation Group \$750,000 – Heliwest Group

This Item has been submitted directly to Council for consideration as it is considered time critical.

SITE HISTORY:

The sites are comprised of an area within the Swan River and a portion of the adjacent foreshore that is reserved for Parks and Recreation use and accommodates pedestrian and cycle paths and a vehicle turnaround area. The site was identified as a preferred location for a helipad in a study undertaken by GHD consultants for the Department of Planning and the City in 2006 to identify a permanent helipad location in the Perth Central City Area.

The report recommended a river structure along the Riverside Drive foreshore, located as close as practicable to Barrack Square, as the preferred option. Such a location was considered to provide the best balance between operational and safety requirements, impact on residential and commercial areas, future developments and environmental constraints. It also provided maximum flexibility for flight operations and the highest degree of safety and security to passengers, crews and other users of the area. Additionally the site reflects a low noise impact on residential and commercial areas and offers reasonably close proximity to public transport services and parking facilities.

At its meeting held on **7 April 2015**, Council resolved to advise the Swan River Trust that it recommended conditional approval of an application by Skyline Aviation for the construction and management of a helipad consisting of two pads of 7.5m x 7.5m. The helipad was proposed to be serviced by a mobile ticketing and refuelling van to be parked alongside the existing vehicular turning area on the riverbank on Lot 641. The van was to carry fuel, maintenance and emergency equipment, ticketing and promotional material. The existing turning bay was to be used a pick-up and drop-off point for passengers. The recommended conditions included restricting the operation hours and maximum flights per day; the approval being for a trial period of 24 months to gauge the impact of the helicopter operations with the environmental impacts being monitored including a complaints register for consideration on any new approval after the 24 month trial period; a lease arrangement with the City for the land being concluded; refuelling and passenger management. The Council advised that it did not support the establishment of multiple separate helipads in this, or in nearby location(s) and recommended that any approval or lease issued by the Swan River Trust should incorporate measures that enable the proposed helipad to be utilised by additional operators.

Responding to the above and multiple parties expressing interest in constructing and managing a helipad facility on the Swan River, the Swan River Trust did not make a final recommendation on the above application by the Skyline Aviation Group and instigated an Expression of Interest process resulting in two applications being submitted to the Swan River Trust proposing a helipad.

DETAILS:

The Department of Parks and Wildlife (Rivers and Estuaries Division) now incorporating the former Swan River Trust has referred two applications to the Council for comment proposing to locate floating platforms (helipads) on the Swan River, approximately 200m east of the Western Australian Rowing Club and opposite the Terrace Road car park. The applicants are the Skyline Aviation Group and the Heliwest Group.

The process followed by the Department of Parks and Wildlife is to refer the applications for comment to relevant government and other agencies and then prepare a draft report and recommendation for consideration by the Swan River Trust Board. If supported in principle, the draft report and recommendations are then advertised for public comment and referred to affected parties and agencies for final comment, after which a final report is presented to the Minister for determination.

The two applications are very similar in principle and differ only in regard to scale and land based facilities. Both applications have confirmed that all helicopter flight paths will conform to existing routes and follow established aviation procedures in the Perth airspace. The applicants have advised that helicopter movements will also be scheduled to coordinate with Transperth ferry services. Both applicants advise that the floating platforms are designed and have been selected principally to minimise any environmental impact on the River and surrounds. Both operators currently conduct helicopter scenic tours and charters from various locations.

Application 1 - Skyline Aviation Group

The Skyline Aviation Group proposal is for two floating pads of 7.5m x 7.5m, occupying a total area within the river of 24 metres by 8 metres, which will be anchored to the shore. The helipads will be constructed from a modular 'Cubisystem' product that can be tailored and adapted to specific needs with a low profile and low impact construction techniques. Their proposal is similar to the one previously considered by the Council at its meeting held on **7 April 2015**, but has been modified to address some of the matters contained in the Council's recommendation to the Swan River Trust. This includes a 20 metre long gangway to connect the pads to the shore for pedestrian access, to which access will be restricted by a gate attached to the gangway. This aspect of the design is flexible and can be adjusted to any point between 7.5m and 20m from the river wall as determined by any final approval.

The helipad is proposed to be serviced by a mobile ticketing and refuelling van to be parked alongside the existing vehicular turning area on Lot 641. The vehicles will carry fuel, maintenance and emergency equipment, ticketing and promotional material. From the existing crossovers from Riverside Drive it is proposed to use the vehicular turning bay as a pick-up and drop-off point for passengers, providing two car parking bays and a customer waiting area and temporary signage.

The Skyline Aviation Group proposal does not propose exclusive use of the helipads with the facility also being open to other pre-approved helicopter operators during agreed operating hours. The helipads are intended to cater for scenic flights, arrivals and departures for charters and emergency services noting that 'the dual helipad

design caters for a wide range of emergency services needs and also maximises opportunity for fast emergency service access. Other helicopter uses such as aerial photography or surveying will only be permitted in extenuating circumstances.

The proposed operating hours will be 7am to 7pm, Monday to Saturday and 10am to 7pm on Sundays. The facility will be limited to 30 landings per day for all commercial operations, although it is anticipated that most days there will be a maximum of 10 flights per day, with a maximum of five passengers per flight. Helicopters will not be stationed at the proposed helipads outside normal operating hours.

Application 2 - Heliwest Group

The Heliwest Group proposal is for three floating pads, 18m x 18m occupying an area within the river of 65 metres by 18 metres. The helipads will be constructed using high density polyethylene pontoons used for floating jetty structures capped with marine grade aluminium. The pads are to be linked to the shore via a ramp of between 7 and 14 metres (shown on various drawings) which accommodate a permanent kiosk and customer waiting area. The kiosk will be clad in Colorbond in a colour that will enhance the aesthetic of the locality. Four parking bays are proposed from the existing crossovers from Riverside Drive.

The Heliwest Group advise it is seeking exclusive licence rights to be the sole scenic flight provide permitted to operate from this Perth City helipad which according to them '*ensures that the service is commercially viable as well as minimising noise and area of high activity.*' Nevertheless, the three helipads are intended for use as Helipad 1- Heliwest Group, Helipad 2 – Tourism Helipad and Helipad 3 - Short term parking 2 hours and emergency services. The proposed operating hours will be from 8.30am to 6pm Monday to Friday and 9.30am to 5pm on weekends and public holidays (however in summer months it is advised that flights will operate until last light). Heliwest anticipates that there will be an average of 6.5 flights per day with an average of 2.7 passengers per flight, but this is subject to significant seasonal variance. Some night operations may be permitted with the prior approval of Heliwest, restricted to "First Responders or immediate operational needs". Helicopters will not be stationed at the proposed helipads outside normal operating hours.

Helicopter flight paths will conform to existing routes and follow established aviation procedures in the Perth airspace. The applicants have advised that helicopter movements will also be scheduled to coordinate with Transperth ferry services.

LEGISLATION / POLICY:

Legislation

Planning and Development Act 2005;
Metropolitan Region Scheme;
City Planning Scheme No 2;
Swan and Canning Rivers Management Act 2006.

COMPLIANCE WITH PLANNING SCHEME:

Land Use and Development Requirements

Due to the proposal being located within Parks and Recreation and Waterways Reserves under the Metropolitan Region Scheme (MRS), the standards and requirements of the City's Planning Scheme No 2 (CPS2) do not apply to the site. In the case of regional reserves, the use and development of the reserve should conform to the purpose of the reserve.

Notwithstanding the above, the objectives of CPS2 and in particular the relevant Precinct Statement of Intent should be given consideration when providing a recommendation on the helipad proposals. The provision of a helipad within the City will assist in meeting the following general objectives of the CPS2 by:

- reinforcing the role of Perth as the capital of Western Australia and the administrative, financial and political centre of the State; and
- catering for the diversity of demands, interest and lifestyles by facilitating and encouraging the provision of a wide range of choice in leisure, visitor attractions, transport and access opportunities.

Any approval granted for the proposal will need to ensure that the development and use:-

- is carried out in an efficient and environmentally responsible manner which respects the natural environment due to the potential for petrol or other products entering the river; and
- delivers a high level of amenity within the public realm by minimising adverse wind impacts due to the potential for the reserve to be impacted by wind generated by the helicopters;

The subject property is located within the Foreshore Precinct (P8) under the City Planning Scheme No. 2. The intent of the precinct is to be augmented as a dramatic setting for the city as well as an area of intensive interest for public recreation. The precinct statement of intent states that a wide range of leisure and active recreational activities, both on land and water, will be encouraged where they do not conflict with passive recreation, and landscape and environmental requirements. Whilst there will be an increase in noise that will impact on the use and enjoyment of the reserve it is considered that there will be sufficient break in between flights that this would be considered acceptable for the trial period and can be re-assessed after the conclusion of the trial.

The foreshore is also identified in the Statement of Intent as being unique due to its central city location and role as a water gateway to the city centre. This will be reinforced by the provision of further transport options accessing the water gateway.

The Swan River is intimately linked to the city's image with the view of the city and river the principal image of the city that most people have. Additionally, development of the foreshore area should maintain views of the city from the river and Riverside Drive. It is considered that the proposed helicopter pads will not have a detrimental

view of the city from the river and visa-verse. The CPS2 also states that the use of the water for intensive motor powered leisure craft will be discouraged in favour of manual and wind propelled craft. The intent of this statement relates primarily to water based vessels rather than air transport and is not considered to be relevant in this assessment.

COMMENTS:

Location

Although there are distinct differences between the two applications, the locational aspects and potential impacts of the proposed helicopter operations are similar and can be addressed simultaneously.

Although a helipad does not conform to the purpose of either a Parks and Recreation Reserve or a Waterways Reserve under the MRS, as stated above the proposed location for both applications was identified as a preferred location for a helipad location in the Central City Area in the report undertaken for the City and the Department for Planning by GHD consultants in 2006. The location is considered to provide a balance between operational and safety requirements, impacts on existing and future residential and commercial areas, and environmental constraints. The site has a comparatively low noise impact on nearby existing residential and commercial areas and offers reasonably close proximity to public transport services and parking facilities. . It is noted that the Elizabeth Quay development has been undertaken since the 2006 report was completed. Any future consultation should include the Supreme Court, Family Court and the Perth Concert Hall in particular, as their operations could be significantly impacted by helicopter noise

The potential noise and water spray from the helicopter down-draft could be detrimental to the use of the dual use and pedestrian paths and the amenity of the Parks and Recreation reserve within the vicinity of the helipads. It is understood that the helicopters to be used will have a downwash effect approximately 20 meters from the centre of the helicopters. Furthermore the proximity to the foreshore could have safety implications in the unlikely event of a catastrophe. As previously recommended by the Council, a condition should be imposed on the approval of either application requiring a minimum distance of 20 metres from the helipad landing area to the river wall to address any amenity or safety impact the proposal may have on users of the adjacent land. The total distance the proposed helipad would project from the shore would be approximately between 27.5m and 38m metres from the shoreline which would still be closer to the shoreline than the total distance the WA Rowing Club at 171 Riverside Drive projects (approximately 43 metres) and as such would not impede on boating channels.

Helipad Facilities

The size and number of floating pads and the facilities to service the helipads are the distinguishing difference between the applications. The design and number of pads should be finally determined by the applicant in terms of operational requirements and by the minimum standards and design requirements of Civil Aviation and the

Australian Standards. However, it is considered that a maximum of two floating helipads should be developed in this location, noting that both applicants estimate the number of landings/take-offs per day to be in the order of 6.5 to 10. The larger scale of the development proposed by the Heliwest Group is to cater for both current and future demand, however, if approved for only a two year trial period as previously recommended by the Council, the development of two pads should be sufficient with the option of a future review to determine if an additional pad is required/appropriate at this site (subject to a separate application for approval). This would reduce the size of the Heliwest facility from 65 by 18 metres to 43.5 by 18 metres, with the Skyline Aviation Group being retained at 24 by 8 metres, (excluding the ramp link to the shore). Therefore it is considered that the development of either facility be limited to the provision of two helipads located within an area a minimum of 20 meters from the shoreline and a maximum extent of 45 meters along the shoreline.

As the visual amenity of the area could be diminished if a number of helipads or similar commercial uses are established along the foreshore, a condition is recommended to be imposed requiring either helipad facility not to be limited for the sole use of one operator but made available to other passenger helicopter operators, incorporating appropriate measures to ensure equitable arrangements in this regard. Furthermore as accepted and proposed by both applicants, emergency use shall retain priority use of the facilities.

The Heliwest Group application includes the construction of a ticket and information kiosk and passenger waiting area built out over the water (also a floating structure) connected to the gangway. No refuelling services are proposed. The Skyline Aviation Group propose servicing the Helipad from a mobile kiosk for ticketing, passenger meeting point and refuelling, which will be parked on the adjacent Lot during operating hours. While the Skyline mobile kiosk will be less visually obtrusive in terms of views to the river and will be removed from the site at night time, the parking configuration could cause difficulties for the Rowing Club members delivering boats on extended trailers. Similarly the passenger parking arrangements on the foreshore proposed by Heliwest would need to be reviewed and should be short term only.

It is not considered appropriate for the existing vehicle turning bay to be used as drop off points for passengers due to the risk it poses to pedestrians using the foreshore reserve and dual use pedestrian and cycle path. Furthermore, it is considered that the parking of vehicles on the reserve should be restricted so as not to obstruct river views from Riverside Drive and the city. As such it is recommended that a condition be imposed on either application stating that the no parking bay is to be provided adjacent to the helipad facility and the use of the crossover from Riverside Drive as a pick-up and drop off point may only occur without the prior approval of the City. The use of the land to service the helipad facilities should also be the subject of separate lease arrangements with the City.

It is considered that refuelling should not be permitted in this location unless the Department of Parks and Wildlife is satisfied that the refuelling mechanisms are adequately controlled.

Acoustic Issues

One of the main concerns in relation to the helipad is the impact of the noise generated by the helicopters, not only on users of the foreshore reserve and passers-by, but also on nearby sensitive premises along Terrace Road and even on events at adjoining reserves including Langley Park, Supreme Court Gardens, Barrack Square and Elizabeth Quay, also noting the recently approved hotels and apartments at Barrack Square and Elizabeth Quay. An Environmental Noise Assessment report was provided by the Skyline Aviation Group, whilst the Heliwest Group also included acoustic considerations in the application material. At present, no specific legislation controlling helicopter noise exists in Western Australia. As part of the City's previous study into the provision of a Helipad, the City used Australian Standard 2363 – 1999, "Acoustics – Measurement of noise from helicopter operations" and the Noise Control Manual (Guidelines), NSW State Pollution Control Commission, for reference and applied a further reduction of 5 decibels to reflect the "quieter" Western Australian conditions.

The Skyline Aviation Group used the above as a basis for their assessment, however did not apply any additional 5 decibel reduction as the City had applied in the previous study. Notwithstanding this, the predicted contours contained in the report suggests that the noise from the helicopter will comply with the recommended maximum noise levels, and in most cases the average noise level required under the NSW Noise Control Manual guidelines.

The assessment is based on the assumption of a specific helicopter and maximum number of flights being 30 per day; however the acoustic report doesn't specify operating days or times. Given this, it is recommended that restrictions in operating times and days be consistent with those previously recommended in the 2006 report undertaken for the City being 7am to 7pm Monday to Saturday, and 10am to 7pm Sunday and public holidays. This was accepted by the Skyline Aviation Group and will encompass the times of operation propose by the Heliwest Group excluding that they want the ability to use the helipad for emergency and immediate operational needs. It is considered that the aforesaid times should be conditional however allowing for emergency use during any time.

Considering the above it is nevertheless considered that all flight paths should be planned to minimise the impact on sensitive uses and this could be addressed as a condition of any approval. Furthermore, as previously recommended by the Council any approval should initially be for a trial period of 24 months to gauge the impact of the helicopter operations with the environmental impacts being monitored including a complaints register for consideration on any new approval after the 24 month trial period.

Conclusion

Subject to the conditions discussed, it is considered that both proposals for a helipad in the Swan River, approximately 200m east of the Western Australian Rowing Club, is considered to be compatible with the surrounding developments and uses and could have many positive outcomes for the city. It is noted that the Department of Parks and Wildlife will be advertising the proposed developments for public comment

prior to either of the proposals being determined by the Minister. As there are two applications being presented for the Council's consideration, a preference for one over the other is not being sought. As to which application will be finally approved will be determined by the Minister taking into consideration more than just planning matters. On planning grounds it is considered that both applications can be supported in this location, although each subject to a different set of conditions reflecting the differences in the applications.

ITEM NO: 5

REVIEW OF TRAFFIC MANAGEMENT IN THE ROAD RESERVE POLICY

OFFICER RECOMMENDATION: (APPROVAL)

That Council:

- 1. endorses the review of policy on traffic management at roadworks within the City of Perth; and***
- 2. adopts revised Council Policy 22.3 "Traffic Management within the Road Reserve" as detailed in Schedule 7.***

BACKGROUND:

FILE REFERENCE: P1027991
REPORTING UNIT: Transport
RESPONSIBLE DIRECTORATE: Planning and Development
DATE: 14 September 2015
MAP / SCHEDULE: Schedule 7 - Policy 22.3 Traffic Management within the Road Reserve

This Item has been submitted directly to Council for consideration as it is considered time critical.

At its meeting held **24 April 2012**, Council approved policy relating to traffic management within the road reserve within the City of Perth. This policy (22.3 Traffic Management within the Road Reserve) was formulated to provide a clear and consistent method of approving an implementing traffic management for works and events within the road reserve, reducing the potential for injury or damage resulting from such works.

The following items have influenced the requirement for a review of the policy:

- The City of Perth has undergone internal reorganisation that has changed Unit responsibilities.
- Main Roads Western Australia has introduced a registration scheme for those companies undertaking roadworks on State Roads.
- Advance notice requirements and advertising for Obstruction Permits has been clarified.
- The policy requires inclusion of procedures during the Christmas period.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	Regulation 297 of the Road Traffic Code 2000
Integrated Planning and Reporting Framework Implications	Strategic Community Plan Council Four Year Priorities: Capable and Responsive organisation S19 Improve the customer focus of the organisation

Policy

Policy No and Name: 22.3 – Traffic Management within the Road Reserve

DETAILS:

Road works and events can create potential hazards that can give rise to injury or damage resulting in loss, litigation or prosecution if reasonable care is not taken to protect both road users and road workers. Policy 22.3 was adopted by Council to mitigate the risks associated with such roadworks and events.

The State Road Traffic Management Company Registration Scheme comes into effect on 30 September 2015 following a period of registration by companies since 1 April 2015. From 30 September 2016 companies that have not achieved full registration will not be permitted to work on State Roads. The introduction of this scheme by Main Roads Western Australia follows a period where concerns regarding quality of roadworks and accreditation of workers undertaking traffic management had increased. City of Perth officers liaise with Main Roads Western Australia and the utility companies regarding timing and quality of roadworks within the City. It is considered appropriate that in order to maximise the quality of roadworks in the City, the Registration Scheme should be adopted.

The City receives a number of applications for obstruction permits which require some advance notification. A table of requirements has been developed to assist applicants, and also make it clear to higher level agencies that commission major works.

The policy identifies a requirement for an operational check to be conducted by the City's officers for "complex traffic management". It is envisaged that such a check shall be undertaken by an officer within the Activity Approvals Unit.

FINANCIAL IMPLICATIONS:

There are resource implications within the Activity Approvals Unit resulting from this report. These resource implications will be dealt with as part of a review of the Unit.

COMMENTS:

Policy 22.3 has been useful in clarifying the City's requirements for traffic management at roadworks. However, supplementary information has frequently been necessary to be provided. The purpose of some of the amendments to the Policy is to provide some additional clarity.

In 2014, the City adjusted its requirements for roadworks during the Christmas period to allow some works to take place where it was not likely to impact on the Christmas shopping trade. This approach has been incorporated into the policy.

The quality of roadworks is frequently of concern and the City's officers spend time reminding proponents of the Code of Practice and requesting changes to or closing down of works which cause hazards to users or unnecessary congestion. It is considered that by only permitting traffic management companies that are registered with Main roads Western Australia, the quality of roadworks in the City should improve.

ITEM NO: 6

PRESIDING PERSON FOR THE CITIZENSHIP CEREMONY ON 9 NOVEMBER 2015

OFFICER RECOMMENDATION: (CONSIDERATION)

That in accordance with Section 5.35 of the Local Government Act 1995, the Council gives consideration to a Councillor being appointed as Acting Lord Mayor for the specific purpose of presiding at the Citizenship Ceremony to be held on Monday, 9 November 2015, in the absence of the Lord Mayor and Deputy Lord Mayor.

BACKGROUND:

FILE REFERENCE: P1000571-10
REPORTING UNIT: Marketing & Events
RESPONSIBLE DIRECTORATE: Economic Development & Activation
DATE: 27 October 2015
MAP / SCHEDULE: Schedule 8 - Instrument of Authorisation from DIBP 2015

This Item has been submitted directly to Council for consideration as it is considered time critical.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications	Strategic Community Plan Council Four Year Priorities: Capable and Responsive Organisation S19 Improve customer focus of the organisation
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Policy

Policy No and Name: 10.12 – Provision of Hospitality

DETAILS:

The City of Perth conducts approximately seven Citizenship Ceremonies each year for residents becoming Australian Citizens within the City of Perth district boundary.

The next citizenship ceremony is scheduled to be held on Monday, 9 November 2015 and the Lord Mayor and Deputy Lord Mayor have become unavailable to attend and perform the duty of presiding person at the Ceremony.

There are three legal requirements which must be followed at each Ceremony.

1. The presiding person must be authorised by the Australian Government Minister responsible for Citizenship matters.
2. The presiding person must read Schedule 1 of The Australian Citizenship Regulations 2007 (preamble for citizenship ceremonies) to candidates.
3. Most people 16 years of age and over applying for citizenship by conferral must make the pledge of commitment as a citizen of the Commonwealth of Australia (the pledge) before the presiding person.

Under Section 27 of the *Australian Citizenship Act 2007*, the Minister authorises prescribed people to officiate at citizenship ceremonies. For Western Australia, these include the Lord Mayor, Deputy Lord Mayor and Chief Executive Officer.

Section 5.35 of the Local Government Act, provides that:

5.35. Who acts if no mayor, president or deputy

- (1) *If the circumstances mentioned in section 5.34(a) or (b) apply and —*
- (a) *the office of deputy mayor or deputy president is vacant;*
 - or*
 - (b) *the deputy mayor or deputy president is not available or is unable or unwilling to perform the functions of mayor or president,*

and the mayor or president or deputy will not be able to perform the functions of the mayor or president for a time known to the council, then the council may appoint a councillor to perform during that time the functions of mayor or president, as the case requires.

The Lord Mayor has nominated Cr McEvoy to attend the Citizenship Ceremony as presiding person on her behalf and the availability of Cr McEvoy has been confirmed.

FINANCIAL IMPLICATIONS:

There are no financial implications related to this report.

CONFIDENTIAL ITEM NO: 7

APPOINTMENT OF SENIOR EMPLOYEE - MANAGER CO-ORDINATION AND DESIGN

OFFICER RECOMMENDATION: (APPROVAL)

That Council in accordance with Section 5.37(2) of the Local Government Act 1995, accepts the Chief Executive Officer's recommendation to appoint the preferred candidate to the position of Manager Co-ordination and Design for a period of five years.

BACKGROUND:

FILE REFERENCE: P1017379-4#01
REPORTING UNIT: Human Resources
RESPONSIBLE DIRECTOR: Martin Mileham, Director Planning and Development
Robert Mianich, Director Corporate Services
DATE: 28 October 2015
MAP / SCHEDULE: Confidential Schedule 9 – Curriculum Vitae of Candidate

In accordance with Section 5.23(2)(a) of the *Local Government Act 1995*, this item will be dealt with behind closed doors at the Council meeting to be held on 3 November 2015 as it relates to a matter affecting an employee.

SCHEDULES
FOR THE COUNCIL
MEETING
TO BE HELD ON
3 NOVEMBER 2015



2015/5272; 317 MURRAY STREET, PERTH



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



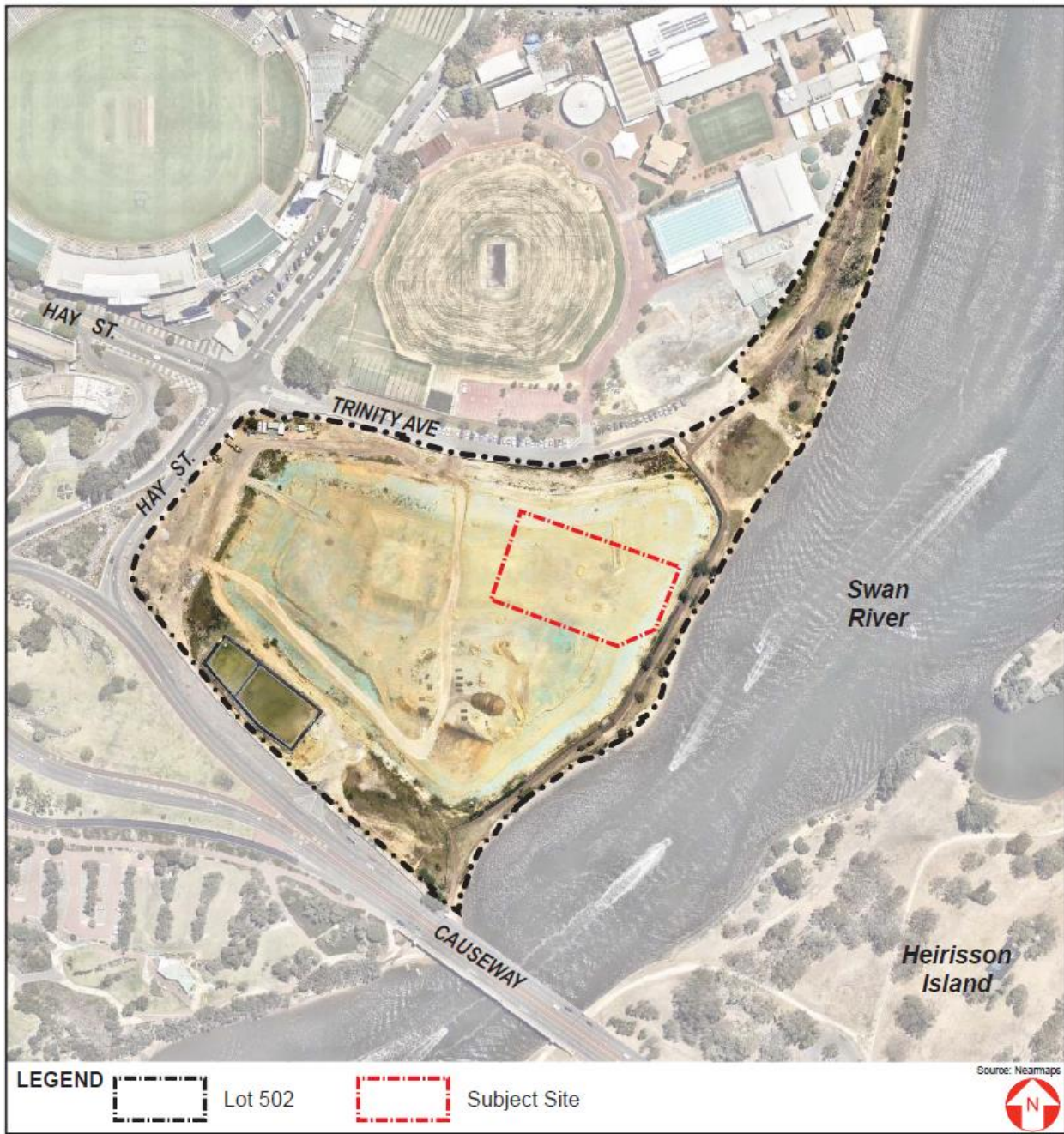
2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)



2015/5386; SITE G, 3 (LOT 502) TRINITY AVENUE, EAST PERTH



2015/5386; SITE G, 3 (LOT 502) TRINITY AVENUE, EAST PERTH (PERSPECTIVES)



2015/5386; SITE G, 3 (LOT 502) TRINITY AVENUE, EAST PERTH (PERSPECTIVES)

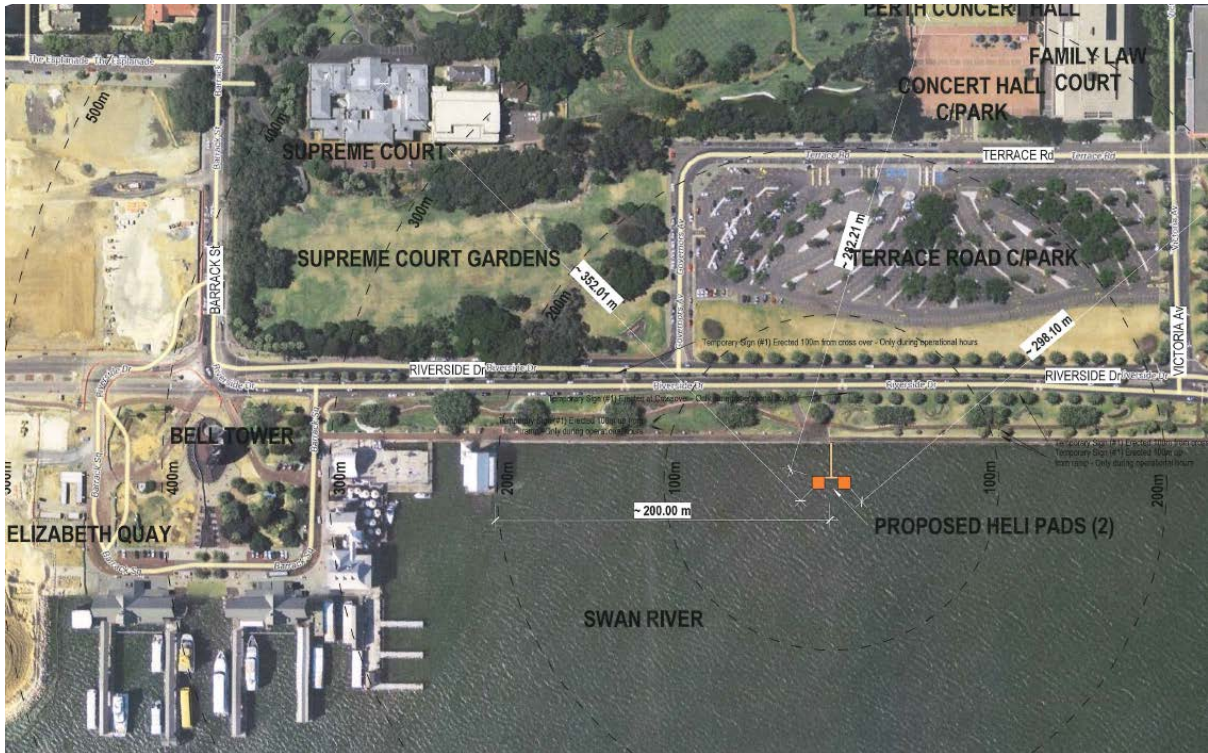


2015/5386; SITE G, 3 (LOT 502) TRINITY AVENUE, EAST PERTH (PERSPECTIVES)



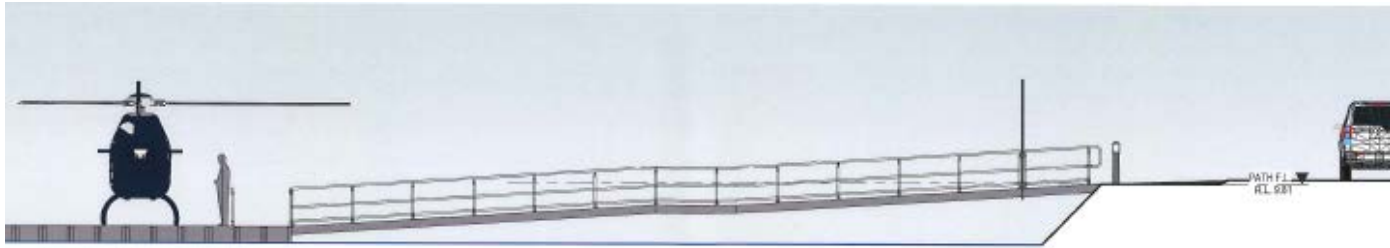
2015/5386; SITE G, 3 (LOT 502) TRINITY AVENUE, EAST PERTH (PERSPECTIVES)

SCHEDULE 5

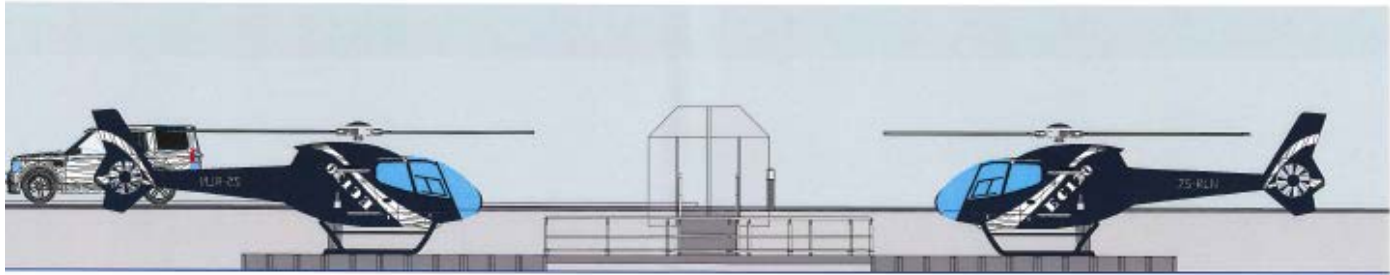


**2015/5429 - 151 (LOT 641) RIVERSIDE DRIVE, PERTH AND SWAN RIVER,
PERTH - SKYLINE AVIATION GROUP / HELIWEST GROUP**

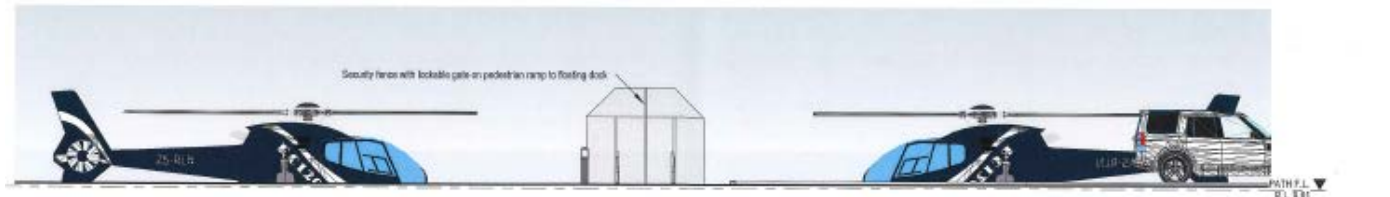
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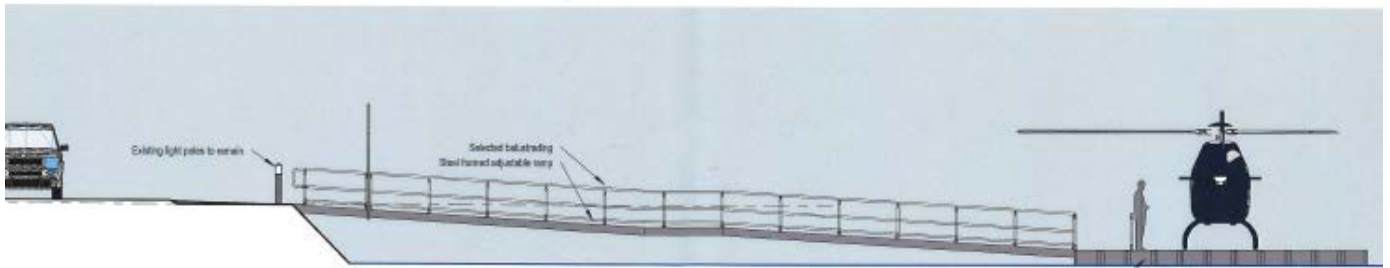
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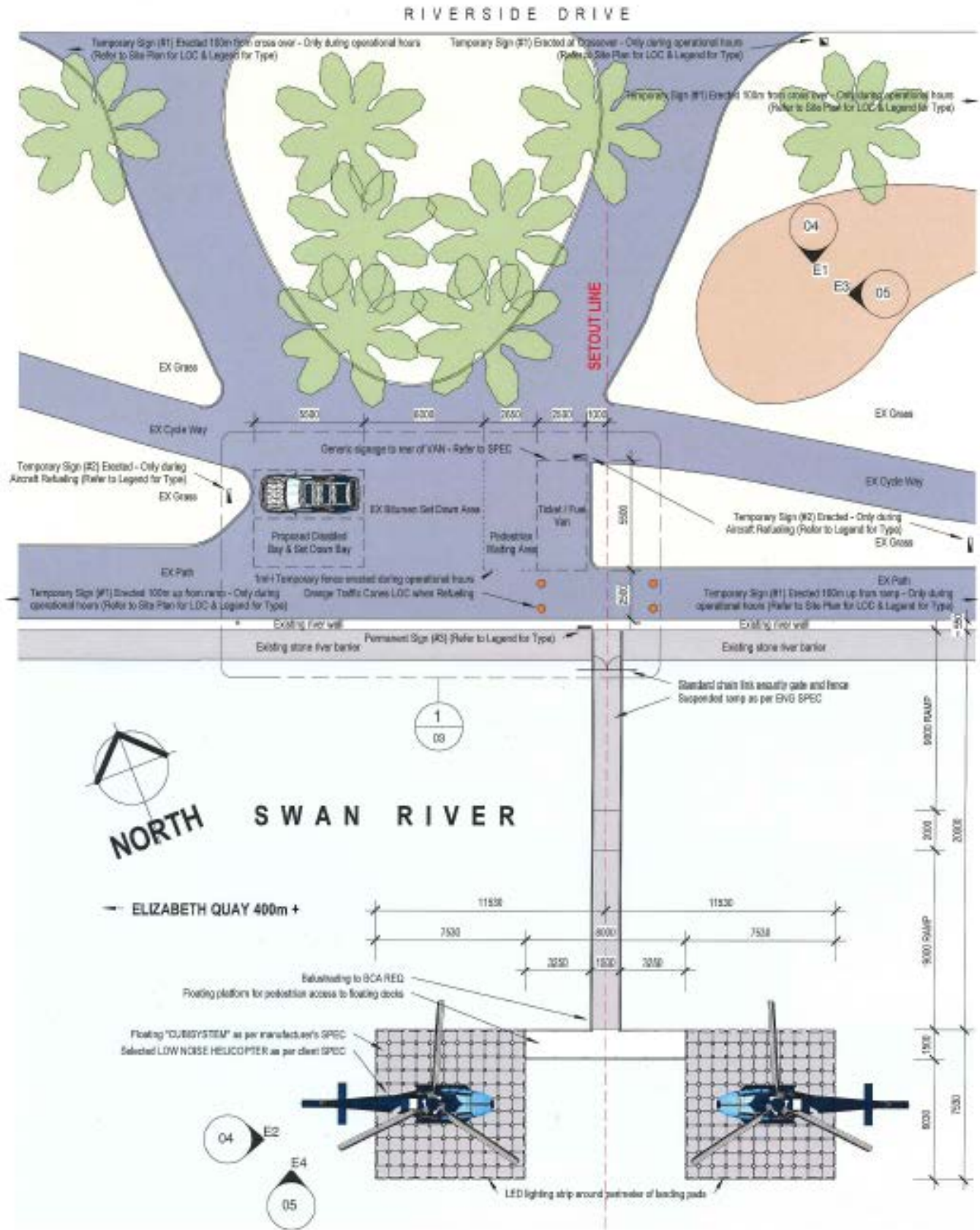


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**2015/5429 - 151 (LOT 641) RIVERSIDE DRIVE, PERTH AND SWAN RIVER,
PERTH - SKYLINE AVIATION GROUP – SCHEDULE X**



**2015/5429 - 151 (LOT 641) RIVERSIDE DRIVE, PERTH AND SWAN RIVER,
PERTH - SKYLINE AVIATION GROUP – SCHEDULE X**



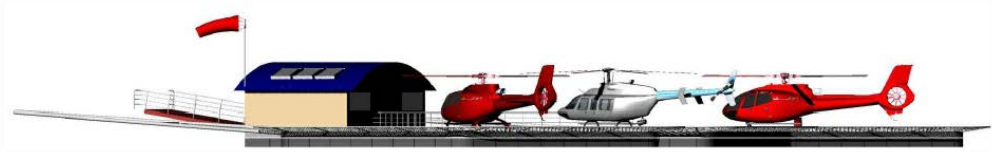
2015/5429 - 151 (LOT 641) RIVERSIDE DRIVE, PERTH AND SWAN RIVER, PERTH - SKYLINE AVIATION GROUP – SCHEDULE X



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



**2015/5429 - 151 (LOT 641) RIVERSIDE DRIVE, PERTH AND SWAN RIVER,
PERTH - HELIWEST GROUP- SCHEDULE XX**



**2015/5429 - 151 (LOT 641) RIVERSIDE DRIVE, PERTH AND SWAN RIVER,
PERTH - HELIWEST GROUP- SCHEDULE XX**

CP 22.3 Traffic Management within the Road Reserve

POLICY OBJECTIVE

To develop a process for the City to ensure that all works or events within the city on roads comply with appropriate standards, ensure the safety of all road users and road workers and minimise the disruption and inconvenience to all road users.

POLICY STATEMENT

1. SUBMISSIONS

- 1.1 Submissions for obstruction permits for traffic management for works or events on roads within the City of Perth shall be either refused or approved at an administrative level without referral to the Council, unless otherwise directed by the Chief Executive Officer.
- 1.2 Traffic management plans (TMPs) involving “complex traffic arrangements” (as defined in the Relevant Code of Practice) shall require review and endorsement by a Road Traffic Manager (RTM).
- 1.3 Traffic management plans involving “complex traffic arrangements” (as defined in the Relevant Code of Practice) shall require the preparation and implementation of a Communications Plan to the satisfaction of the Manager Activity Approvals.

2. APPROVALS

- 2.1 In approving obstruction permits for traffic management for road works or an event, the administration must ensure that that the Relevant Code of Practice is complied with.
- 2.2 All applications will be submitted to and reviewed by the Manager Activity Approvals. Traffic management involving ‘complex’ traffic arrangements will also be referred to the Manager Transport for comment.
- 2.3 All applications to obstruct the road reserve requiring the implementation of traffic management may require the following approval periods:
 - a) Minor obstructions, unlikely to impact on traffic flow – 3 working days;
 - b) Works/events likely to cause congestion – 14 days;
 - c) Major works/events requiring complex traffic management – 30 days.

CP 22.3 Traffic Management within the Road Reserve

- 2.4 In accordance with Section 3.50 of the *Local Government Act 1995*, any closure of a road, or partial closure of a road, for a period of four weeks or greater, will require a public notice period and consideration of any submissions prior to any approval being issued. Obstruction Permit advance notice and advertising requirements are provided at Annex A.
- 2.5 Only Officers with the requisite delegated authority as detailed within the City's Register of Delegated Authority may approve the closure of roads in order to facilitate works or events.
- 2.6 Nothing in this policy prevents a submission for traffic management for works or events on roads being referred to the Council for determination where the Chief Executive Officer believes such referral is appropriate or desirable.

3. COMPLIANCE

- 3.1 Traffic management plans involving “complex traffic arrangements” (as defined in the Relevant Code of Practice) shall be subject to an operational check by representatives of the City of Perth as soon as practically possible following implementation. Remedial action to ensure the safety of site workers and/or road reserve users will be communicated to the proponents of the works as soon as possible.

4. ACCREDITATION

- 4.1 All companies engaged in traffic management on City of Perth roads must have current registration in the State Road Traffic Management Company Registration Scheme administered by Main Roads Western Australia.
- 4.2 Personnel accreditations for traffic management at roadworks are required as follows:
- The person preparing the TMP is Advanced Worksite Traffic Management (AWTM) accredited;
 - The person reviewing the TMP is Worksite Traffic Management (WTM) or AWTM accredited OR has an equivalent level of knowledge and experience;
 - The person supervising / managing the implementation of the TMP is accredited with Basic Worksite Traffic Management (BWTM).

5. CHRISTMAS ROADWORKS

- 5.1 Roadworks within the Central Business District may be restricted for a period on the approach to and following Christmas.

CP 22.3 Traffic Management within the Road Reserve

5.2 Restricted Streets

- a) The following roads are defined as “Restricted Streets”:
All roads within an area bounded by Roe Street, Barrack Street Bridge, Wellington Street, Lord Street, Victoria Avenue, Riverside Drive, Barrack Street, The Esplanade, Mounts Bay Road, Spring Street, St Georges Terrace, Elder Street, Wellington Street, Sutherland Street (see Annex B).

5.3 Restricted Period

- a) The ‘Restricted Period’ shall commence from the third Monday of November to the third Monday of January.
- b) Obstruction permits for works within the ‘Restricted Period’ that are likely to cause congestion for road users, including pedestrians, shall not be approved within “Restricted Streets’ unless they are considered to be essential infrastructure and unavoidable.

6. DEFINITIONS

Relevant Code of Practice means *The Traffic Management for Works on Roads* and *Traffic Management for Events Codes of Practice* based on AS1742.3 and are the accepted requirements for managing traffic at work sites and during events.

CP 22.3 Traffic Management within the Road Reserve

Annex A

Road & Footpath Obstruction Permits Application and Advance Notice Requirements

The following requirements were developed for major infrastructure projects within the city. Some of the requirements may be reduced for works in low volumes roads.

Application Requirements			Advance Notice Requirements				
Closure Type	Prior Consultation req'd with APS	Time req'd to assess (after approved TMP & Comms plan submitted)	Advert Type (See Below)	Newspaper / Web	Radio	Written advice	Advance Signage VMBs and/or Static
Weekend 1 Lane closure		3 Business days	A	-	-	Yes	Possible*
Weekdays 1 Lane closure	Yes	3 Business days	A or B**	Possible*	-	Yes	Possible*
Weekend 2 Lane Closure or road closure	Yes	2 weeks	B	Yes	-	Yes	Yes
Weekday 2 Lane Closure or road closure	Yes	4 weeks	C	Yes	Yes	Yes	Yes
Weekday 2 Lane Closure or road closure requiring signal work	Yes	2 months	C	Yes	Yes	Yes	Yes
Extended Road Closure for a period greater than 4 weeks	Yes	2 months	D & C***	Yes	Yes	Yes	Yes

Note: A parking lane is considered as 1 Lane

* Depends on impact on motorist and adjacent properties.

** Depends on traffic volumes.

*** These road closures require a public consultation prior to being submitted to Council for consideration.

CP 22.3 Traffic Management within the Road Reserve

Advance Notice Advertising Requirements

Type	Newspaper	Radio	MR Traffic Reports	Written Advice	Web	VMBs / Static
A	-	-	-	24 hrs notice to affected properties	-	-
B	2 Column in Display Section, 1 day prior	-	-	7 days notice to affected properties	7 days notice	7 days notice
C	3 Column in Display Section, 2 may be req'd (days TBA)	AM & PM for prior 3 days (see note below)	Daily (during the works)	14 days notice to affected properties & stakeholders including transport and emergency authorities	14 days notice	14 days notice
D Public Consultation	3 Column in Display Section			14 days notice to affected properties & stakeholders including transport and emergency authorities	14 days notice	Possible

Notes:

The City will require adequate time to review any communications. Please make provision for any changes prior to going to press. The City will not issue permits until it is satisfied with the communication design/message.

Radio

2 x 15sec or 30sec adverts in each Breakfast and Afternoon Drive Programs for the 3 days prior to the closure on Mix 94.5, 92.9, Nova 93.7, 96fm, 990am, 6PR, 6IX and 720am.

Web

Various Websites, Twitter & Facebook

CP 22.3 Traffic Management within the Road Reserve

Annex B





Commonwealth of Australia

Australian Citizenship Act 2007

INSTRUMENT OF AUTHORISATION 2015

(Subsection 27(5))

I, *PETER DUTTON*, Minister for Immigration and Border Protection, acting under subsection 27(5) of the *Australian Citizenship Act 2007* (the Act):

1. REVOKE Instrument number IMMI 11/079 (F2011L02759), signed on 12 December 2011; and
2. AUTHORISE:
 - a) a class of persons; or
 - b) a person;holding, or occupying, or performing the duties of, a position specified in the Schedule to this Instrument, to receive a pledge of commitment.

This Instrument, IMMI 15/064, commences on the day after registration on the Federal Register of Legislative Instruments.

Dated: 17 August 2015

Peter Dutton
HON. PETER DUTTON MP
Minister for Immigration and Border Protection

SCHEDULE

Persons or classes of persons authorised to receive a pledge of commitment under subsection 27(5) of the Act:

1. Governor-General of the Commonwealth of Australia.
2. All Members of the House of Representatives of the Parliament of the Commonwealth of Australia.
3. All Members of the Senate of the Parliament of the Commonwealth of Australia.
4. An entrusted person of the Department of Immigration and Border Protection, as defined in section 3 of the Act, who is located in a State or Territory Office, or Regional Office, excluding Headquarters:
 - (a) an Australian citizen;
 - (b) performing duties under, or for the purposes of, the *Australian Citizenship Act 2007*; and
 - (c) holding, or occupying, or performing the duties of, a position classified as:
 - (i) Senior Executive Service, Band Three, Two or One;
 - (ii) Executive Level Two or Executive Level One (EL2 or EL1); or
 - (iii) Australian Public Service, Levels Six, Five or Four (APS6, APS5 or APS4).
5. An entrusted person of the Department of Immigration and Border Protection, as defined in section 3 of the Act, who is located at Headquarters:
 - (a) is an Australian citizen;
 - (b) is the holder of, or is performing the duties of, a position classified as:
 - (i) Secretary;
 - (ii) Senior Executive Service, Band Three (SES B3);
 - (iii) Senior Executive Service, Band Two (SES B2), Visa and Citizenship Management Division, Visa and Citizenship Services;
 - (iv) Senior Executive Service, Band One (SES B1), Permanent Visa and Citizenship Programme Branch; or
 - (v) Permanent Visa and Citizenship Programme Branch:
 - A. Citizenship Operations Section:
 - a. Executive Level Two (EL2); or
 - B. Citizenship Programme Management Section:
 - a. Executive Level Two (EL2); or

- C. Stakeholder Engagement and Citizenship Ceremonies Section:
 - a. Executive Level Two (EL2); or
 - b. Executive Level One (EL1); or
 - D. Citizenship Delivery Section:
 - a. Executive Level Two (EL2).
6. An entrusted person of the Department of Immigration and Border Protection, as defined in section 3 of the Act, who is in an Australian Immigration and Border Protection Office Overseas or an Australian Diplomatic Mission:
- (a) an Australian citizen; and
 - (b) the holder of, or is performing the duties of, one of the following positions within the Department of Immigration and Border Protection:
 - (i) Senior Executive Service, Band Three, Two or One;
 - (ii) Executive Level Two or Executive Level One (EL2 or EL1); or
 - (iii) Australian Public Service, Levels Six (APS6).
7. A person who is an Australian citizen, and who is holding, or occupying, or performing the duties of any of the following offices at an Australian Diplomatic Mission:
- (a) Australian Diplomatic, Consular and Trade Representative;
 - (b) High Commissioner;
 - (c) Deputy High Commissioner;
 - (d) Ambassador;
 - (e) Consul General;
 - (f) Chargé d'Affaires;
 - (g) Chargé d'Affaires ad interim;
 - (h) Consul, at a post at which he or she is the Senior Australian Diplomatic Representative; or
 - (i) Trade Commissioner at a post where there is no representative from the Australian Government Department of Foreign Affairs and Trade or from the Australian Government Department of Immigration and Border Protection.
8. A person who is an Australian citizen, and who is holding, or occupying, or performing the duties of any of the following offices:
- (a) In the Australian Capital Territory:
 - (i) Members of the Australian Capital Territory Legislative Assembly; or
 - (ii) Director, Australian Capital Territory Office of Multicultural Affairs.

- (b) In New South Wales:
 - (i) Governor of New South Wales;
 - (ii) Lord Mayor of a City;
 - (iii) Mayor of a local government council;
 - (iv) Deputy Mayor, or Deputy Lord Mayor of a local government council;
 - (v) General Manager or CEO of a local government council; or
 - (vi) Administrator of a local government council in cases where a local government council has been placed under administration.

- (c) In the Northern Territory:
 - (i) Administrator of the Northern Territory;
 - (ii) Lord Mayor of a City;
 - (iii) Principal member of a local government council;
 - (iv) Deputy principal member of a local government council;
 - (v) Chief Executive Officer of a local government council;
 - (vi) Chair, Nhulunbuy Town Board;
 - (vii) Customs Officer, resident on Groote Eylandt; or
 - (viii) Sub-Collector of Customs, Groote Eylandt.

- (d) In Queensland:
 - (i) Governor of Queensland;
 - (ii) Lord Mayor of a City;
 - (iii) Mayor of a local government;
 - (iv) Deputy Mayor of a local government;
 - (v) Chief Executive Officer of a local government;
 - (vi) Councillor, Brisbane City Council;
 - (vii) Administrator of a local government in cases where a local government has been placed in administration;
 - (viii) Councillor, Torres Strait Island Regional Council;
 - (ix) Chair, Weipa Town Authority
 - (x) Deputy Chair, Weipa Town Authority; or
 - (xi) Superintendent, Weipa Town Authority.

- (e) In South Australia:
 - (i) Governor of South Australia;
 - (ii) Lord Mayor of a City;
 - (iii) Deputy Lord Mayor of a City;
 - (iv) Mayor or Chairperson of a local government council;
 - (v) Deputy Mayor or Deputy Chairperson of a local government council;
 - (vi) Administrator of a Municipality, or local government council in cases where a Municipality or local government council has been placed in administration;
 - (vii) Chief Executive of a local government council;
 - (viii) Secretary, Woomera Board; or
 - (ix) President, Andamooka Progress and Opal Miners Association.

- (f) In Tasmania:
 - (i) Governor of Tasmania;
 - (ii) Lord Mayor of a City;
 - (iii) Deputy Lord Mayor of a City;
 - (iv) Mayor of a local government council;
 - (v) Deputy Mayor of a local government council;
 - (vi) General Manager of a local government council; or
 - (vii) Administrator of a local government council in cases where a local government council has been placed in administration.

- (g) In Victoria:
 - (i) Governor of Victoria;
 - (ii) Lord Mayor of a City;
 - (iii) Mayor of a local government council;
 - (iv) Deputy Mayor of a local government council;
 - (v) Chief Executive Officer of a local government council;
 - (vi) General Manager of a local government council;
 - (vii) Governor-in-Council appointed Administrator of a local government council;
 - (viii) Councillor, Robinvale Ward, Swan Hill, Rural City Council; or
 - (ix) Administrator of a local government council in cases where a local government council has been placed in administration.

- (h) In Western Australia:
 - (i) Governor of Western Australia;
 - (ii) Lord Mayor of a City;
 - (iii) Mayor of a City, Municipality or Town;
 - (iv) Deputy Mayor or Deputy President of a City, Municipality, Shire or Town;
 - (v) Chief Executive Officer of a City, Municipality, Shire or Town;

- (vi) President of Shire Council;
 - (vii) Chairman of Commissioners in cases where a local government council has been placed under administration;
 - (viii) Administrator of a local government council in cases where a local government council has been placed under administration;
 - (ix) Councillor, Coastal Ward, Shire of Coorow;
 - (x) Councillor, Shire of East Pilbara;
 - (xi) Councillor, Shire of Moora;
 - (xii) Councillor, Leinster Ward, Shire of Leonora;
 - (xiii) Councillor, Town of Fitzroy Crossing, Shire of Derby/West Kimberley;
 - (xiv) Councillor, Town of Kununurra, Shire of Wyndham/East Kimberley;
 - (xv) Councillor, Shire of Ashburton; or
- (i) In Australian External Territories:
- (i) Station Leader, Australian Antarctic Base, Casey;
 - (ii) Station Leader, Australian Antarctic Base, Davis;
 - (iii) Station Leader, Australian Antarctic Base, Mawson;
 - (iv) President, Shire of Christmas Island;
 - (v) President, Shire of Cocos (Keeling) Islands;
 - (vi) Chief Executive Officer, Shire of Cocos (Keeling) Islands;
 - (vii) Administrator, Norfolk Island; or
 - (viii) Vice Chairman, Lord Howe Island Board.

CONFIDENTIAL SCHEDULE 9
CONFIDENTIAL ITEM 7 – APPOINTMENT OF SENIOR
EMPLOYEE - MANAGER CO-ORDINATION AND DESIGN

FOR THE COUNCIL MEETING

3 NOVEMBER 2015

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