



CITY of PERTH

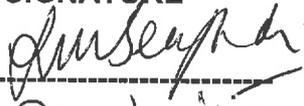
# COUNCIL MINUTES

3 NOVEMBER 2015

THESE MINUTES ARE HEREBY CERTIFIED AS  
CONFIRMED

PRESIDING MEMBER'S

SIGNATURE



DATE: \_\_\_\_\_

24 Nov '15

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Minutes of the **Ordinary Meeting** of the Council of the City of Perth held in the Council Chamber, Ninth Floor, Council House, 27 St Georges Terrace, Perth, on **Tuesday, 3 November 2015.**

**Presiding:** The Rt Hon Lord Mayor, Ms Lisa-M. Scaffidi

**Councillors Present:** Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

**In Attendance:**

<b>Gary Stevenson PSM</b>	-	<b>Chief Executive Officer</b>
<b>Paul Crosetta</b>	-	<b>Director Construction and Maintenance</b>
<b>Martin Mileham</b>	-	<b>Director Planning and Development</b>
<b>Michael Carter</b>	-	<b>Director Economic Development and Activation</b>
<b>Robert Mianich</b>	-	<b>Director Corporate Services</b>
<b>Margaret Smith</b>	-	<b>Manager Approval Services</b>
<b>Mark Ridgwell</b>	-	<b>Manager Governance</b>
<b>Natasha Smart</b>	-	<b>Governance Co-ordinator</b>
<b>Paul Anastas</b>	-	<b>Personal Aide to the Lord Mayor</b>

**Observers:**

14 members of the public.  
2 members of the press.  
4 members of the staff.

**471/15 PRAYER**

The Lord Mayor took the Chair and the prayer was read by the Chief Executive Officer.

**472/15 DECLARATION OF OPENING**

**6.17 pm** The Lord Mayor declared the meeting open.

**473/15 APOLOGIES**

Nil

**474/15 QUESTION TIME FOR THE PUBLIC**

The Chief Executive Officer advised that following questions were taken on notice at the Council meeting held 13 October 2015 and that further clarification on these matters is provided as follows:

1. Question received from Vanessa Mounsey of 14 Glyde Street East Perth and relates to Whipper Snapper Distillery (TRIM 188701/15).

<b>Question:</b>	Can Council please confirm if an event planned in October at Whipper Snapper Distillery, advertised on the internet at \$50 a head with three musical acts be managed by the City of Perth (and which Lisa Scaffidi is scheduled to attend), in relation to noise emanating from the venue potentially?
<b>Response:</b>	<b>The City did not receive any formal notification from Whipper Snapper with regards to the advertised events. Approval has been issued subject to compliance with conditions of planning approval. The City must be notified 5 days prior to the event and noise monitoring is conducted at the time.</b>

2. Question received from Richard Aguilera of 2 Boans Lane, East Perth and relates to functions/liquor licences (TRIM 188698/15).

<b>Question:</b>	Whipper Snapper have not been granted liquors licence due to the venue not being compliant, eg. sound proofing and emergency exits, etc. How can they now be able to use someone else's liquor licence and the venue is not compliant?
<b>Response:</b>	<b>Whipper Snapper currently has been granted a Producers' licence that authorises the sale of liquor that is produced by the licensee. Various catering companies that service events at the premises can operate under a Special Facility (catering) licence. A caterer can serve liquor at a venue where they have agreed to provide the catering to people in attendance. The liquor can be served with or without food.</b>  <b>The Liquor Licensing Act 1998, is administered by the Department of Racing, Gaming and Liquor. (RGL )The City does not have jurisdiction in enforcing this Act.</b>

3. Question received from Shane Foley of 14 Glyde Street, East Perth and relates to Whipper Snapper Distillery noise issues in regards to proposed ongoing functions (TRIM 188705/15).

<b>Question:</b>	Noise regulations deem that noise cannot be heard outside a premises after 7.00pm but noise with the potential to disrupt a resident's 'quiet' can be broadcast/played at a function from noon till 7.00pm without recourse. How can this be permitted when it will
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	profoundly affect residents and their right to 'quiet enjoyment'?
<b>Response:</b>	<p><b>The <i>Environmental Protection (Noise) Regulations 1997</i> stipulate an assigned level that must be complied during and after business hours (Mon-Sat typically from 7am-7pm) outside those hours the assigned level drops after 7pm and again at 10pm. Day time noise level limits are higher and the background/ambient day time levels are also higher therefore it is anticipated that the potential for noise concern would be when the ambient noise levels start to drop, therefore after 7pm. To determine if the assigned level is in breach an Authorised Environmental Health Officer must carry out a legal noise measurement at the complainant address.</b></p> <p><b>Notwithstanding, the venue is required to comply with the <i>Environmental Protection (Noise) Regulations 1997</i> at all times. There is no provision in the <i>Environmental Protection (Noise) Regulations 1997</i> that stipulate “ no noise can be heard outside a premises after 7pm”. Noise can be heard after 7pm as long as it complied with the assigned levels.</b></p>

4. Question received from Dolores Aguilera of 2 Boans Lane, East Perth and relates to Whipper Snapper Distillery(TRIM 188706/15).

<b>Question:</b>	Will the owner be held responsible for the actions of those he hires his venue out to?
<b>Response:</b>	<b>From a noise perspective the owner is ultimately responsible for the operation of the venue. The owner would need to demonstrate via their operational Noise Management Plan, how they propose to manage the use of the venue which covers a range of potential noise impacts.</b>

5. Question received from Mr Mitchell Haselby of 804 Hay Street, Perth and relates to the City of Perth's partnership with the LEAP Foundation (TRIM 188696/15).

<b>Question:</b>	What are the tangible benefits derived by the City of Perth's 'organisational partnership' with the LEAP Foundation in Los Angeles? How much money in total has been contributed to LEAP by the City in the last ten years?
<b>Response:</b>	<p><b>The City of Perth has no direct partnership with the LEAP Foundation.</b></p> <p><b>Through an annual cash sponsorship of \$3,000 (ex GST) provided to Mercedes College there is an indirect connection. In the past, approximately \$1,000 of these funds goes directly to two student awards presented at the</b></p>

	<p><b>College’s annual awards presentation, with the remaining funds contributed to the College’s costs associated with its student leadership program. The College’s student leadership program includes the LEAP Programme, Prefect Leadership Formation, The Amanda Young Foundation and Halogen Leadership Program and Mercy Formation Programs.</b></p>
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The Chief Executive Officer advised that the following questions were submitted at the Council meeting held on 03 November 2015.

6. Questions received from Mr Brendon Foley of Level 19, 1 William Street Perth and relate to Agenda Item 1 (Minute Item 483/15) titled ‘317 (Lot 100) Murray Street, Perth – Use of The Basement Level as a Live Music Venue (‘Entertainment’ – Nightclub)’ (TRIM 201281/15).

<b>Question:</b>	<p>Has the Lord Mayor and Councillors read the submission dated 3 November 2015 from Lavan Legal made on behalf of Hub Land Data Pty Ltd, the owner and licensee of the Holiday Inn Perth City Centre situated at 778 Hay Street, Perth (directly opposite the proposed nightclub)?</p> <p>If yes, will the Council consider the recommendations contained therein? If no, will the Council consider the submission along with the recommendations contained therein now, before it determines item 1?</p>
<b>Response:</b>	<p><b>The Chief Executive officer advised that all Elected Members have been provided with a copy of the correspondence that was received late this afternoon and will have regard to same.</b></p>

7. Questions received from Mr Oliver Peterson of 68/148 Adelaide Terrace, Perth and relate to the Corruption and Crime Commissions investigation in regards to Lord Mayor Scaffidi (TRIM 201282/15). The Lord Mayor’s responses are detailed as follows:

<b>Question:</b>	<p>The Corruption and Crime Commission’s finding show the Lord Mayor contravened the Council’s own Code of Conduct. What action does the Council intend to take?</p>
<b>Response:</b>	<p><b>The answer to that is, as you may be aware Mr Peterson, this is a matter currently before the Department of Local Government as is appropriate. And while before the Department of Local Government, I have made it very clear that I will respect that process.</b></p>
<b>Question:</b>	<p>The Lord Mayor was aware that the Corruption and Crime Commission was investigating her. Did she consider not standing for re-election</p>

	given the prospect of an adverse finding?
<b>Response:</b>	<b>The answer is the referral of this matter was made public in initial media reports and it was therefore a matter of public knowledge.</b>
<b>Question:</b>	Did the Lord Mayor know that a finding was likely during the City of Perth campaign?
<b>Response:</b>	<b>At all times this was appropriately a matter for the CCC.</b>
<b>Question:</b>	What does the Council intend to do about the damage to the City of Perth's reputation as a consequence of CCC findings?
<b>Response:</b>	<b>I have already acknowledged the errors that I have made and vowed to ensure the people of Perth can have full confidence in myself and the Council of the City of Perth. I have been humbled by the support I received from my fellow Councillors and the citizens who elected me with a strong majority. I am confident as a united team we will ensure the people of Perth have full confidence in the decisions that we will continue to make for the City of Perth.</b>
<b>Question:</b>	Would the Council consider nominating an alternative Lord Mayor while Ms Scaffidi's investigation by the Local Government Department is being conducted?
<b>Response:</b>	<b>There is a process being followed as is outlined by the Department of Local Government</b>
<b>Question:</b>	Does Council fully support all sections of the Local Government Act concerning disclosure and prohibited gifts?
<b>Response:</b>	<b>The Lord Mayor responded that the answer is 'yes'.</b>
<b>Question:</b>	Does the Lord Mayor know of any other act or omission that is not so far being disclosed to the Council?
<b>Response:</b>	<b>As previously advised, I am respecting the process that is currently with the Department of Local Government</b>

## **475/15 MEMBERS ON LEAVE OF ABSENCE AND APPLICATIONS FOR LEAVE OF ABSENCE**

The following leave of absence requests were received:

- Cr Green for Council meetings to be held 24 November 2015 and 15 December 2015; and
- Cr Linnios for the period 6 November to 9 November 2015, inclusive.

*Moved by Cr Davidson, seconded by Cr Chen*

*That the following requests for leave of absence be approved:*

- 1. Cr Green for Council meetings to be held 24 November 2015 and 15 December 2015; and*
- 2. Cr Limnios for the period 6 November to 9 November 2015, inclusive.*

*The motion was put and carried*

The votes were recorded as follows:

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

**Against:** Nil

#### **476/15 CONFIRMATION OF MINUTES**

The minutes of the Ordinary Meeting of the Council held on 13 October 2015 were submitted for consideration.

*Moved by Cr Davidson, seconded by Cr Yong*

*That the minutes of the Ordinary Meeting of the Council held on 13 October 2015, be confirmed as a true and correct record.*

*The motion was put and carried*

The votes were recorded as follows:

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

**Against:** Nil

**477/15 ANNOUNCEMENTS BY THE LORD MAYOR**

The Lord Mayor advised that the City of Perth and its partner, Access Housing, have received a High Commendation as part of the Australasian Housing Institute National Awards held at the Perth Convention and Exhibition Centre on 28 October 2015. The High Commendation was in the category 'Demonstrating Excellence in Social Housing' for the City's Penny Lane Apartments, which provides environmentally sustainable housing for key workers on low to moderate incomes. There were eight award categories contested from all states and territories, as well as New Zealand. The Lord Mayor congratulated all winners for the excellent leadership being shown around Australia and New Zealand in progressing the housing agenda.

The Lord Mayor advised that a lot of questions had been received early on for this project and that the City of Perth has shown that it has undertaken and lead the way nationally with an affordable housing project that is yet to be copied by any other local government authority. The Council and the City of Perth is very proud, and justifiably so, on the success of the 48 one and two bedroom apartments' project in Goderich Street – which had previously been an at-grade carpark.

**478/15 DISCLOSURE OF MEMBERS' INTERESTS**

Nil

**479/15 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

Nil

**480/15 CORRESPONDENCE**

The Chief Executive officer advised that correspondence had been received from Mr Craig Wallace of Lavan Legal in relation to Agenda Item 1 (Minute Item 483/15) titled '317 (Lot 100) Murray Street, Perth - Use Of The Basement Level As A Live Music Venue ('Entertainment' - Nightclub)'. A copy of the correspondence had been distributed to all Elected Members (TRIM 195060/15).

**481/15 PETITIONS**

Nil

**482/15 MATTERS FOR WHICH THE MEETING MAY BE CLOSED**

The Chief Executive Officer advised that in accordance with Section 5.23(2)(a) of the *Local Government Act 1995*, the meeting will be required to be closed to the public prior to discussion of the following:

<b>Item and Schedule No.</b>	<b>Item Title</b>	<b>Reason</b>
Item No. 489/15 and Schedule No. 9	Item No. 489/15 - Appointment of Senior Employee – Manager Co-Ordination And Design	5.23(2)(e)(iii)

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

<b>Schedule No.</b>	<b>Item No. and Title</b>	<b>Reason</b>
Schedule No. 16	Item No. 491/15 – Tender 28-15/16: Supreme Court Gardens Upgrade Works – Construction	Section 5.23(2)(e)(ii)
Schedule No. 18	Item No. 492/15 – Tender 003-15/16 Lift Upgrade, Council House	Section 5.23(2)(e)(ii)

Confidential reports and schedules were distributed to Elected Members under separate cover.

**483/15 317 (LOT 100) MURRAY STREET, PERTH – USE OF THE BASEMENT LEVEL AS A LIVE MUSIC VENUE ('ENTERTAINMENT' - NIGHTCLUB)**

**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 was 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 597m<sup>2</sup>. 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:

- the low level openable awning windows to the basement level along Wolf Lane being bricked in for sound attenuation purposes, using dark coloured bricks whilst retaining the existing security bars for continuity with the rest of the façade. Window frames and glass will be retained with the bricking occurring to the inside of the window frames;
- replacement of the existing glazed door along Wolf Lane with double wood panel, acoustically sealed doors to match the style of the original 'Pierucci' doors on Murray Street. Glazing above the doors will be removed and bricked in for sound attenuation purposes; and



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.

***Moved by Cr Adamos, seconded by Cr McEvoy***

***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;***

- 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.**

**MOTION TO AMEND**

*Moved by Cr Davidson, seconded by Cr Harley*

*That part 3 of the Recommendation be removed and parts 4 to 8 be re-numbered accordingly.*

*The motion to amend was put and carried*

The votes were recorded as follows:

For: The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

Against: Nil

**PRIMARY MOTION AS AMENDED**

*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 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;**
- 4. deliveries to the premises being restricted to the hours of 9am and 9pm Mondays through to Saturdays;**
- 5. 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;**
- 6. 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:**
  - 6.1 monitor and control noise emissions;**
  - 6.2 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;**
  - 6.3 manage the security and safety of the venue and the immediate locality;**
  - 6.4 manage deliveries to the premises in accordance with condition 4;**
  - 6.5 manage the noise associated with set up and clean up, including disposal of empty bottles in accordance with condition 3;**
  - 6.6 implement a procedure for handling and resolving any complaints made in relation to the operation of the venue; and**
- 7. 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.**

**The primary motion as amended was put and carried**

The votes were recorded as follows:

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

**Against:** Nil

**Reason:** The Council considered that it is appropriate and sufficient that the hours of operation are not to be determined by the City of Perth but will be defined by the Department of Racing, Gaming and Liquor WA.

**484/15 201 (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”**

**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 was 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 6,894m<sup>2</sup> 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:

<b>Lower Ground Level</b>	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.
<b>Ground Floor Level</b>	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.
<b>First and Second Level</b>	Two two-bedroom apartments and nine one-bedroom apartments on each floor.
<b>Third Level</b>	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.

***Moved by Cr Yong, seconded by Cr McEvoy***

***That Council advises the 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;***
- 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;***

***(Cont'd)***

- 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;***
- 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,***

**(Cont'd)**

- 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;**
  - 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.**

***The motion was put and carried***

**The votes were recorded as follows:**

**For: The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong**

**Against: Nil**

**485/15 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’)**

**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 <u>not</u> 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 was 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 its 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:

<b>Residential</b>	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.
<b>Commercial</b>	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.
<b>Vehicle Parking</b>	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.
<b>Communal Facilities</b>	A landscaped terrace with pool, decking, gymnasium, 'club house' and barbecue facilities will be provided on level 7.
<b>Other Facilities</b>	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:**

<b>Legislation</b>	Metropolitan Redevelopment Authority Act 2011 Metropolitan Redevelopment Authority’s Central Perth Redevelopment Scheme
<b>Policy</b>	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 facilities, 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.

***Moved by Cr Adamos, seconded by Cr McEvoy***

***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;***

***(Cont'd)***

- 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;*
- 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;*

**(Cont'd)**

- 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.**
- 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;**

**(Cont'd)**

- 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;*
- 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 .*

(Cont'd)

- 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;*
- 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.*

***The motion was put and carried***

**The votes were recorded as follows:**

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

**Against:** Nil

**486/15 151 (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**

**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 was 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 provider 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.

*Moved by Cr McEvoy, seconded by Cr Yong*

*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 an 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;*
- 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;*

*(Cont'd)*

- 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;**

**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;**

**(Cont'd)**

***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.***

**MOTION TO AMEND**

***Moved by Cr Davidson, seconded by Cr Harley***

***That parts 1 to 15 be renumbered 1.1 to 1.15 and a new part 2 be added as follows:***

***“2. the City’s preferred design is the simplicity of the Skyline proposal.”***

***The motion to amend was put and carried***

The votes were recorded as follows:

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green Harley, Limnios, McEvoy and Yong

**Against:** Nil

**PRIMARY MOTION AS AMENDED**

***That Council advises the Department of Parks and Wildlife that:***

- 1. it recommends approval for the two proposed helipad facilities located on the Swan River adjacent to Lot 641 Riverside Drive, Perth subject to:***
  - 1.1 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;***

***(Cont’d)***

- 1.2 *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;*
- 1.3 *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;*
- 1.4 *all flight paths being planned to minimise noise impacts on sensitive uses;*
- 1.5 *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;*
- 1.6 *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;*
- 1.7 *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;*
- 1.8 *any proposed signs for the helipad being the subject of a separate application for approval;*
- 1.9 *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;*

(Cont'd)

- 1.10 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;**
- 1.11 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;**
- 1.12 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;**

**Conditions specific to the application by the Skyline Aviation Group:**

- 1.13 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;**
- 1.14 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:**

- 1.15 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;**

- 2. the City's preferred design is the simplicity of the Skyline proposal.**

**The primary motion as amended motion was put and carried**

The votes were recorded as follows:

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

**Against:** Nil

**Reason:** The Council wished to convey its view to the Department of Parks and Wildlife knowing that only one design will be approved.

## **487/15 REVIEW OF TRAFFIC MANAGEMENT IN THE ROAD RESERVE POLICY**

### **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 was 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:**

<b>Legislation</b>	Regulation 297 of the Road Traffic Code 2000
<b>Integrated Planning and Reporting Framework Implications</b>	<b>Strategic Community Plan</b> 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.

***Moved by Cr Adamos, seconded by Cr Limnios***

***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.***

***The motion was put and carried***

The votes were recorded as follows:

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

**Against:** Nil

## **488/15 PRESIDING PERSON FOR THE CITIZENSHIP CEREMONY ON 9 NOVEMBER 2015**

### **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 was 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

**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.

**OFFICER RECOMMENDATION:**

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.

**Cr Davidson nominated Cr McEvoy.**

**Cr McEvoy accepted the nomination.**

***Moved by Cr Limnios, seconded by Cr Yong***

***That in accordance with Section 5.35 of the Local Government Act 1995, the Council appoint Cr McEvoy 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.***

***The motion was put and carried***

**The votes were recorded as follows:**

**For:       The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong**

**Against: Nil**

**489/15 APPOINTMENT OF SENIOR EMPLOYEE – MANAGER  
CO-ORDINATION AND DESIGN**

**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 is confidential as it relates to a matter affecting an employee.**

***Moved by Cr Davidson, seconded by Cr Chen***

***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.***

***The motion was put and carried***

**The votes were recorded as follows:**

**For: The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong**

**Against: Nil**

**490/15 OCTOBER BUDGET REVIEW – FORECAST OF THE  
OPERATING AND CAPITAL BUDGET FOR THE YEAR  
ENDING 30 JUNE 2016**

**BACKGROUND:**

FILE REFERENCE: P1030134  
REPORTING UNIT: Finance  
RESPONSIBLE DIRECTORATE: Corporate Services  
DATE: 27 October 2015



**DETAILS:**

The net income of the City will increase by \$854,186 to \$17.8 million. Revenue is projected to fall by (\$2.9 million) following the reduction in parking revenue of (\$2.4 million). Expenditure reduces by \$3.8 million. However, if depreciation is excluded, there is an increase in operating expenses of (\$410,651).

**Revenue (by Nature and Type)**

- Rates have been forecast to reduce by (\$186,000). The interim rates outlook is more favourable but there are a number of appeals against valuations outstanding.
- Grants and contributions have increased by \$890,000 with additions due to a Grant from the Metropolitan Redevelopment Authority (MRA) of \$620,000 for the Supreme Court Gardens upgrade and additional Federal Roads to Recovery Grants declared after the budget adoption.
- Rubbish collection fees are now budgeted to increase by \$481,000 following the strategy adopted in the budget and revised pricing. The introduction of additional services to include co-mingled recycling and extra 660 litre bins has the objective of competing effectively with the commercial sector to reverse the recent erosion of the City's customer base.
- Parking fees have been projected to reduce by (\$2.4 million). The budget estimates which were based on more optimistic revenue assumptions following a review of the pricing structure which have been eroded by lower patronage due to the slowing economic conditions and the ongoing construction activity in the City causing some disruption to traffic flows. The continuing increases in the Parking Levy leading to parking fee increases have also impacted on patronage.
- It is noted that the City has traditionally been insulated from the material impact of these factors, particularly price increases, because it has been the price leader in off-street car parking and has been able to point to more secure parking with its network of CCTV cameras. Competitors in some areas near the City's car parks have now reduced fees to well below Commercial Parking charges.
- The revised budget forecasts assume that the City will implement measures to address the reduction in patronage across the City's car parks.
- Fines and costs have been adjusted down by (\$985,000) due to a number of vacant parking information officer positions and also affected by the lower level of parking revenue.
- Community Services have not materially adjusted their revenue budget with a \$30,000 reduction arising from increased Child Care revenue of \$39,000, offset by reduced estimates of (\$69,000) for the Community and Rest Centres.

- Investment income projections reduce by (\$321,000) or 6%. This adjustment has come about by taking into account a more prudent view of the overall returns on investments as lower term deposit rates continue and lower revenues.
- Other revenue has also reduced overall by (\$417,000). Planning fees are running below budget as are Building Registration and Licensing totalling (\$454,000). Increased revenue from parks and gardens and hire of facilities of \$151,000 and Affordable Housing \$130,000 are offset by declines elsewhere. Perth City Library declines (\$77,000), Undercover Car Parks (\$65,000), Parking Leased Properties (\$24,000), Advertising Revenue and Discounts (\$131,000), plus a range of smaller variances.

### **Operating Expenditure (by Nature and Type)**

- Employee costs have remained unchanged. The impact of additional employees arising from the restructure to the New City of Perth has been negated by removal of a vacancy allowance at the time the budget was prepared and \$800,000 entitlement costs accrued into the 30 June 2015 financial statements.
- Materials and Contracts are projected to increase by (\$746,000). (\$1,619,000) arises from an increase in external contractors including increased in administration areas such as Information Services (\$330,000), Planning and Development Directorate (\$116,000) and Approvals (127,000), with other main areas being operational including Commercial Parking (\$246,000), Parking Technical Services (\$135,000), undercover car parks (79,000) and Security Services (\$86,000). Some significant reductions have been forecast in Rental and Outgoings \$739,000, Property Maintenance \$409,000, other Security Services, such as the Perth City Library and open air car parks \$161,000, and other Professional Fees \$140,000.
- Utilities increase by (\$189,000) due to uptake of additional power costs (\$142,000), including Council House.
- Insurance is close to budget.
- Amortisation and depreciation is an area of substantial reduction over the budget mainly as a result of the budget calculations incorrectly understating the average useful life of infrastructure assets which resulted in higher depreciation estimates than actually occurred. In addition, because of systems limitations, depreciation can only be calculated from the month they are entered onto the system against budget estimates which were based on the assets' date of being capitalised. Increases are forecast in other asset classes including Fixed Plant (\$352,000) and Buildings (\$137,000) as new projects are expected to be completed.

- Interest expenses have been reduced by estimated capitalisation of loan interest for the Perth City Library and will continue until the project is completed.
- Expense provisions have not changed.
- Other expenditure is in line with the annual budget.
- The loss on disposal of assets has been aligned to the actual loss for the first three months.
- The distribution from the City's share of sales of land at Tamala Park has not changed.

### **Operating Expenditure (by Directorate and Unit)**

In this breakdown the accompanying schedule in the comments column explains the reason for increases and decreases in the forecast.

In brief the following additional comments are applicable:

- Executive Support included a vacancy pool established during the annual budget process to accommodate future requirements arising during the restructure of the organisation to the New City of Perth. The pool has been distributed among the directorates and business units to meet authorised recruitment.
- Corporate Services have increased expenditure by (\$207,000). Employee costs have increased with some temporary additional staff and the impact of contractors in temporary roles. An allowance of (\$55,000) for employee costs associated with the restructure has also been included.
- Community and Commercial Services have increased their forecast by (\$1,610,000) with additional staff mainly in Community Amenity and Safety, Community Facilities, Commercial Parking, Perth City Library and an allowance for restructure costs of (\$83,000). Additional external contractors are also required for Customer Service and Commercial Parking, with some reductions in security and maintenance expenses. Commercial Parking increased their budget by (\$839,000) in spite of revenue falling by (\$2.4 million). Additional rental and outgoings were incurred as a result of anticipated delays to the completion of the new Perth Library.
- Construction and Maintenance marginally reduced expenditure by \$211,000. Street Presentation and Maintenance have the highest increase of (\$513,000) being increased employee costs and materials. Parks reduction is mainly due to lower depreciation of \$402,000 against increases in printing, consultancy and utilities. The other main contribution to the overall reduction was in Properties where maintenance expenditure declines by \$414,000. Forecasts for the other

units largely balance each other out in their changes to employee costs and contractor expenditure.

- Planning and Development increased its budget by (\$915,000) mainly due to changes in employee expenditure, where reductions in Coordination and Design and Strategic Planning are taken up in the new Transport unit, the Directorate Office and expansion of Environment and Public Health.
- Economic Development and Activation is a new directorate with a budget increase of (\$1,524,000). The directorate comprises a new Directorate Office and the Economic Development and Marketing units. Increases occur mainly in employee costs including a (\$222,000) allowance for restructure costs, with more minor increases in travel, donations and subscriptions.
- Depreciation of infrastructure assets is reduced by \$5.1 million following a correction to the estimates of 'average useful life' used in the budget calculations.

### **Capital Expenditure**

- The capital expenditure budget increased by a net \$4.2 million taking the revised capital budget to \$71,954,135. This figure comprises two projects previously approved by Council for additional funding prior to the October Budget Review amounting to \$420,000 and the net increases to capital projects identified in the review. These were for the upgrades to the Citiplace switchboard and replacement of City Station Concourse Air Conditioning.
- Ongoing projects requiring additional funds amounting to \$6.1 million are detailed in Schedule 12. The major projects include Perth City Library and Plaza, Council House Office Reconfigurations, Stormwater Drain Investigation and Streetscape Enhancement – Wellington Street Stage 2A (King to William Streets). Two of the projects reflect expenditure brought forward in regards to future plans, being the Wellington Street Stage 2A and Concert Hall Fire Equipment Audit work. Also in the schedule are new projects which amount to \$222,000.
- Projects releasing surplus funds amount to \$2.1 million. The bulk of this relates to the deferral of spending \$1.0 million in respect of the 2 Way Murray Street (Elder to Thomas Streets) project. This project is subject to further deliberation for possible work to be included in March 2016 Budget Review and it is unlikely that any significant expenditure will be incurred in the current financial year. Certain other projects have released funds to be transferred to other projects requiring more funds or will not commence until a future period. Additionally, there are a number of projects that have been completed or are advanced to the stage where savings are identified.
- Ongoing projects requesting the reallocation of funds for capital projects within a unit are detailed in Schedule 12 such as in Information Services and Commercial Parking. Where savings have been identified or projects cancelled,

funds have been applied to projects over budget or new projects that have arisen. These reallocations are not material.

### **Non-Current Annual Leave**

Where employees of the City have significant annual leave accrued, the portion over six weeks has been classified as a non-current liability. This liability will be backed by the employee entitlement reserve.

### **Revised Rate Setting Budget Statement**

This statement details the impact on the closing funds of the changes above. There is a net reduction of (\$6,158,910) in closing funds. These have been impacted by the increased operating expenditure of (\$410,000) (excluding depreciation) and the decrease in operating revenue of (\$3.7 million) to give an increase in the operating deficit of (\$3.9 million) - not including the change in depreciation. Additionally there are changes to capital expenditure and funding. Transfers to and from reserves reflect the changes to capital spending.

### **FINANCIAL IMPLICATIONS:**

All figures quoted in this report are exclusive of GST.

The budget review does not change the overall position of the City materially because the operating deficit and increase in capital expenditure has been offset by capital funding. It is however of concern that parking revenue has reduced.

### **COMMENTS:**

The reduction in parking revenue is the main item to note of this budget review. A focus on restoring the revenue is important and it is recognised that action has to be taken to protect this vital revenue source. The increase in operating expense, if the adjustment to depreciation is segregated, is disappointing especially as, at 30 September, the City was \$2.8 million underspent on operating expense, not including depreciation. Although an element of this underspend reflects timing differences, permanent savings have been made.

Capital spending has been increased and appropriate funding adjustments made.

The City remains in a strong financial position.

*Moved by Cr Davidson, seconded by Cr Chen*

*That Council:*

- 1. in accordance with Regulation 33A(3) of the Local Government (Financial Management) Regulations 1996 approves BY AN ABSOLUTE MAJORITY:**
  - 1.1 the October Budget Review 2015/16 as detailed in Schedules 10, 11, 12 and 13 noting the impact of reduced revenue and increased operating expenses excluding depreciation;**
  - 1.2 capital expenditure for work on projects as listed in Schedule 12 as “Ongoing Projects Requiring Additional Funds” (\$6,137,357) and “New Projects Requiring Funding” (\$222,000) respectively that will be partly funded out of the overall savings of \$2,139,411 in “Ongoing Projects with Surplus Funds Available” as detailed in Schedule 12;**
- 2. notes that:**
  - 2.1 the budgeted operating surplus has increased by \$854,186 to \$17,797,268;**
  - 2.2 savings of \$2,139,411 on capital projects reduces funding required from reserves of \$1,000,000, and an additional \$206,000 proceeds from sale of assets;**
  - 2.3 the net cash surplus in accordance with the revised Budget Rate Setting Statement has been reduced by (\$6,158,910) and this will be carried in the Accumulated Surplus;**
- 3. approves:**
  - 3.1 the change in the specific purpose of the Employee Entitlements Reserve – established to fund the non-current entitlements for long service leave - to also include the non-current Annual Leave entitlements; and**
  - 3.2 the transfer of the amount of \$838,090 representing the non-current portion of Annual leave entitlements at 1 July 2015 to this reserve.**

*The motion was put and carried by an absolute majority*

The votes were recorded as follows:

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

**Against:** Nil

## **491/15 TENDER 28-15/16: SUPREME COURT GARDENS UPGRADE WORKS – CONSTRUCTION**

### **BACKGROUND:**

FILE REFERENCE:	P1031855
REPORTING UNIT:	Coordination and Design
RESPONSIBLE DIRECTORATE:	City Planning and Development Directorate
DATE:	21 October 2015
MAP / SCHEDULE:	Schedule 14 - Supreme Court Gardens Upgrade Plan Schedule 15 - Comparative Price Schedule Confidential Schedule 16 - Tender Evaluation Matrix

**This item was distributed as a late item by the Chief Executive Officer on 30 October 2015.**

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 29 October 2015.

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

As part of the overall development of Elizabeth Quay, the State Government committed to funding upgrading works to Supreme Court Gardens to ensure that various public events could continue to be accommodated on the Foreshore. This undertaking was formalised in the Perth Esplanade Reserve and Associated Land Agreement 2012.

Discussions between the Metropolitan Redevelopment Authority (MRA) and the City resulted in an agreed approach whereby the City, in liaison with the MRA, will deliver the upgrade of the Supreme Court Gardens within a budget of \$3.1 million, funded by the State Government.

At its meeting of **9 December 2014** Council received a report containing the final design concept for the Supreme Court Gardens Upgrade and the MRA's advice that no further funds would be committed for the upgrade works. The final concept was approved and the detailed documentation for tender was progressed accordingly.

External and internal stakeholder consultation continued during the documentation phase. As MRA and City's reviews determined the final design was not to a satisfactory standard, the final detailed design has consequently been refined to accommodate funding constraints and agreed key design principles (Schedule 14).

The overall aim of the current tender package is to respect the historic and cultural value of the place, and build on the original design intent of providing a robust place for public recreation within the city, including:

- Installation of a meandering pathway network and formal garden entrances;
- Universal access and Crime Prevention through Environmental Design (CPTED) compliance to public toilet outdoor area;
- Services, stormwater drainage and irrigation improvements;
- Electrical infrastructures and public lighting upgrade;
- Memorials and heritage elements renovation including settings improvement;
- Demolition of existing maintenance sheds and setting up new Parks depot;
- Turf installation including soil testing and improvement;
- Garden bed rationalisation, planting and maintenance (*Paradise Garden* style);
- Tree removal, transplanting, pruning planting and maintenance; and
- Wi-Fi conduits installation.

The public toilet refurbishment works have been removed from this tender and will be completed under a separate contract.

**LEGISLATION / STRATEGIC PLAN / POLICY:**

**Legislation**

Part 4 of the *Local Government Act 1995*

**Integrated Planning  
and Reporting  
Framework  
Implications**

**Corporate Business Plan**

Council Four Year Priorities: Major Strategic Investments.

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

Council Four Year Priorities: Living in Perth.

S9 Promote and facilitate CBD living.

**Strategic Community Plan**

Council Four Year Priorities: Community Outcome

Major Strategic Investments

The planning and integration of major infrastructures and developments to maximise their net benefit and minimise risk and future costs to the City.

Living in Perth

The City is a place where a diverse range of people choose to live for a unique sustainable urban lifestyle and access to government and private services.

**Policy**

Policy No and Name: 9.7 - Purchasing

**DETAILS:**

A public invitation to tender for the Supreme Court Gardens Upgrade Works was advertised on 5 September 2015, and 12 contractors attended the non-mandatory site briefing meeting held on 10 September 2015.

At the close of tender on 1 October 2015, 6 submissions were received with lump sum prices (excluding GST) from the following companies:

<b>Tender Submission</b>	<b>Tender Lump Sum Price (Exc. GST)</b>
BCL Building Civil and Landscapes Pty Ltd	\$2,497,109.69
Civcon Civil & Project Management Pty Ltd	\$2,585,476.00
Le Grove Landscaping	\$2,979,866.33
Ertech Pty Ltd	\$3,045,346.00
ADD Business Group	\$3,076,813.83
CPD Group Pty Ltd	\$3,189,784.00

Schedule 15 shows a detailed comparative price schedule of the six tenderers.

**Qualitative Criteria and Ranking**

All the submitted tenders were deemed conforming tenders and then assessed and scored against the following qualitative criteria:

- Relevant experience and history of practise;
- Project appreciation and methodology of work;
- Qualifications of individual personnel and management;
- Resources capability and ability to meet the City's timeframe.

**Ertech Pty Ltd**

Ertech's proposal demonstrated a clear understanding of the extent of the works involved and ability to work to the City's programme. Their construction methodology included a detailed staging plan along with a comprehensive matrix indicating their ability to meet the project milestones. Ertech have previous experience working with the City of Perth having completed the Harold Boas Gardens Lakes' refurbishment and Langley Park earthworks.

**BCL Building Civil and Landscapes Pty Ltd**

BCL's proposal also demonstrated a clear understanding of the extent of the works involved and ability to work to the City's programme. BCL's comprehensive construction methodology confirmed that crucial milestones would be addressed as per the scope of works. BCL have experience working in heritage listed areas and

have completed several major sporting oval projects for various local government authorities. They also provide in-house arboricultural and landscape services.

### **Civcon Civil & Project Management Pty Ltd**

Civcon's proposal also demonstrated an understanding of the extent of the works involved. Civcon submitted an accelerated 18-weeks construction programme however their nominated management and personnel have no qualifications and experience in the type of landscape, arboriculture and irrigation works required for this project.

### **CPD Group Pty Ltd**

CPD's proposal demonstrated an understanding of the extent of the works involved and ability to work within a constrained environment. Their construction methodology confirmed that while crucial milestones would be addressed as per City's scope of works and programme, nominated staff lacked relevant experience for a project of this scale and complexity.

### **Le Grove Landscaping**

Le Grove's proposal demonstrated a clear understanding of the extent of the works involved and ability to work to the City's programme. Their comprehensive construction methodology confirmed that crucial milestones would be addressed as per the City's scope of works. Their arboricultural and landscape experience, however, was limited to small, less complex projects.

### **ADD Business Group**

ADD's experience, history of practise, personnel qualifications and management skills were not provided in their tender submission. Their submission revealed several deficiencies including a lack of appreciation of the extent of the works and site constraints.

Following the assessments of tenders against the qualitative selection criteria, the tenders were then ranked as follows:

<b>Tender Ranking</b>	<b>Tenderer</b>
1	Ertech Pty Ltd
2	BCL Building Civil and Landscapes Pty Ltd
3	Civcon Civil & Project Management Pty Ltd
4	CPD Group Pty Ltd
5	Le Grove Landscaping
6	ADD Business Group

### **Value for Money Assessment**

Prior to tendering the Supreme Court Gardens Upgrade, the project consultant team provided a cost estimate for the works. Schedule 15 shows a comparative price

schedule of the six tenderers against the City's pre-tender Opinion of Probable Cost (OPC).

**Ertech** has **ranked first** against qualitative criteria however the submitted lump sum price was considered too high, therefore not offering value for money.

**BCL** has **ranked second** against the qualitative criteria and submitted the **lowest lump sum price** amongst the 6 tenders. BCL also offered in-house landscape, arboriculture and irrigation expertise required for the project scale and complexity, therefore it offered best value for money.

### **Lump Sum Price & Provisional Sum Items**

When the value for money assessment was finalised, the Tender Evaluation Panel concluded that the 6 tendered lump sum prices exceeded the project budget for the upgrade works.

The lump sum breakdown was reassessed and advice sought from the consultant team for cost savings. The following unforeseen works will not be undertaken by main contractor:

- indigenous construction monitoring (provisional item 4);
- supply and installation of transformer (provisional item 57);
- supply and installation of site main switchboard (provisional item 58);
- internal refit to two City of Perth Parks sheds (provisional item 130); and
- supply and installation of switchboard DB3 (item 59).

With regard to provisional item 4, the indigenous monitoring scope and procedures will be dependent on the findings (if any) during construction, and will be undertaken under City's construction administration scope.

The item 59 is not a provisional sum however the works cannot be undertaken as a result of item 57 and 58 deletion from the scope of works. Nonetheless, the decision will not impact the intended outcome for the Supreme Court Gardens upgrade.

The referred works to be removed from the tender scope of works with the allocated provisional sums to be reduced from tender lump sum prices.

Accordingly, the table below shows the original tender lump sum price and the adjusted lump sum price of the 6 tenderers:

<b>Tender Submission</b>	<b>Tender Lump Sum Price (Exc. GST)</b>	<b>Lump Sum Price Excluding Prov. Sums (Exc. GST)</b>
BCL Building Civil and Landscapes Pty Ltd	\$2,497,109.69	<b>\$2,239,990.44</b>
Civcon Civil & Project Management Pty Ltd	\$2,585,476.00	\$2,322,148.00

<b>Tender Submission</b>	<b>Tender Lump Sum Price (Exc. GST)</b>	<b>Lump Sum Price Excluding Prov. Sums (Exc. GST)</b>
Le Grove Landscaping	\$2,979,866.33	\$2,725,996.33
Ertech Pty Ltd	\$3,045,346.00	\$2,764,676.00
ADD Business Group	\$3,076,813.83	\$2,797,156.63
CPD Group Pty Ltd	\$3,189,784.00	\$2,907,915.00

Schedule 15 shows a comparative price schedule with lump sum prices and excluded provisional sum items and removed items detailed.

**FINANCIAL IMPLICATIONS:**

The following financial table is for the 2015/16 financial year:

ACCOUNT NO:	CW1564
BUDGET ITEM:	Parks & Places - Supreme Court Gardens Upgrade
BUDGET PAGE NUMBER:	2
BUDGETED AMOUNT:	<b>\$ 2,618,158.16</b>
AMOUNT SPENT TO DATE:	\$ 123,534.52
PROPOSED COSTS:	\$ 2,239,990.44 (tender 28-15/16)
OTHER ANTICIPATED COSTS:	\$ 133,000.00
BALANCE:	\$ 121,633.20
ANNUAL MAINTENANCE:	52 weeks maintenance included in lump sum price

All figures quoted in this report are exclusive of GST.

**COMMENTS:**

Based on the qualitative ranking and assessment of tendered prices, the Tender Evaluation Panel determined that **BCL Building Civil and Landscapes Pty Ltd** submission offered the best value for money.

Acceptance of this tender represents a significant milestone in commencing the upgrade works associated with the Perth Esplanade Reserve and Associated Land Agreement 2012.

Works are scheduled to commence in Supreme Court Gardens in late November 2015. Stakeholder communication including site signage will be organised well in advance of works occurring; and archaeological monitoring will be undertaken during construction.

**OFFICER RECOMMENDATION**

That Council:

1. accepts the most suitable tender, being that submitted by BCL Building Civil and Landscapes Pty Ltd, for the Supreme Court Gardens Upgrade Works (Tender 28-15/16), at a lump sum price of \$2,239,990.44 (excluding GST);
2. notes that:
  - 2.1 commencement on site is anticipated to be the end of November 2015 with a construction period of 5 months;
  - 2.2 the scope of works is fully coordinated with other contiguous works to be undertaken by the City and others;
  - 2.3 appropriate signage and communication about this significant State Government funded project will continue to be undertaken with stakeholders prior to works commencing on site.

***MOTION TO REFER BACK TO COMMITTEE***

***Moved by Cr McEvoy, seconded by Cr Limnios***

***That Council refer consideration of the report titled "Tender 28-15/16: Supreme Court Gardens Upgrade Works – Construction", back to the Works and Urban Development Committee.***

***The motion to refer back to Committee was put and carried***

**The votes were recorded as follows:**

**For: The Lord Mayor, Crs Adamos, Chen, Davidson, Green, Limnios, McEvoy and Yong**

**Against: Cr Harley**

**492/15 TENDER 003-15/16 – LIFT UPGRADE, COUNCIL HOUSE**

**BACKGROUND:**

FILE REFERENCE: P1031643  
REPORTING UNIT: Properties  
RESPONSIBLE DIRECTORATE: Construction and Maintenance  
DATE: 1 October 2015

MAP / SCHEDULE: Schedule 17 – Whole of life costing  
Confidential Schedule 18 – Evaluation Matrix

**This item was distributed as a late item by the Chief Executive Officer on 30 October 2015.**

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 29 October 2015.

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

**Meeting Note:**

The Finance and Administration Committee at its special meeting held on Thursday, 29 October 2015 agreed to include the following rationale points in relation the Council House lift upgrade:

- Identified a high number of lift breakdowns with the current system.
- Lift outages are getting longer due to obsolescence of parts.
- Control system is no longer supported due to its age.
- Non-compliance of existing provision.
- The new system will provide more energy savings for the City.
- Guaranteed to extend useful life by 25-30 years.
- Upgrade will improve overall safety.

The lifts at Council House were last upgraded when Council House underwent a major refurbishment in 1998. They are now causing reliability issues due to frequent break downs. Replacement parts have become increasingly difficult to source due to the age of the lifts, resulting in longer down times and increasing service costs for call-outs.

An invitation seeking tenders to undertake a major upgrade of the lifts at Council House was advertised in The West Australian on Saturday, 4 July 2015.

**LEGISLATION / STRATEGIC PLAN / POLICY:**

**Legislation** Section 3.57 of the *Local Government Act 1995*  
Part 4 of the *Local Government (Functions and General) Regulations 1996*

**Integrated Planning and Reporting Framework Implications** **Corporate Business Plan**  
Council Four Year Priorities: Capable and Responsive Organisation  
A capable, flexible and sustainable organisation with a strong and effective governance system to provide leadership as a capital city and deliver efficient and effective community centred services.

**Policy**

Policy No and Name: 9.7 – Purchasing Policy

**DETAILS:**

Eleven sets of tender documents were collected or downloaded during the tender period and a non-mandatory site briefing was conducted on Tuesday, 14 July 2015.

The tender closed at 2.00pm on Thursday, 13 August 2015 and three submissions were received as follows:

<b>Tenderer</b>	<b>Lump Sum (excluding GST)</b>
Kone Elevators Pty Ltd	\$2,435,869.00
Schindler Lifts Australia	\$2,008,900.00
City Lifts	\$1,826,700.00

All three tenderers attended the non-mandatory site briefing.

**Assessment Criteria**

Tenders were assessed against the following criteria:

- Appreciation / Methodology of the works
- Program of works
- Equipment proposed with expected energy savings
- Experience – key personnel and similar works
- Quality assurance

The tender evaluation matrix and costings table is attached as Confidential Schedule 18.

**Appreciation / Methodology of the works**

Schindler Lifts Australia scored the highest in this criterion as they provided a detailed response and demonstrated a good understanding of the works required. Kone Elevators Pty Ltd scored second, followed by City Lifts.

**Program of works**

Schindler Lifts Australia scored the highest in this criterion by providing a detailed program of works with a Gantt chart outlining the proposed works. City Lifts provided a program snap shot and subsequently scored second highest in the criterion. Kone Elevators Pty Ltd did not address the criterion sufficiently and subsequently received the lowest score

**Equipment proposed with expected energy savings**

Schindler Lifts Australia scored the highest in this criterion as they provided a comprehensive description of the equipment proposed with an estimated energy saving of 28.25% across the four lifts. Kone Elevators proposed a 30% energy saving, however did not provide any detail of the proposed equipment. City Lifts did not sufficiently address this criterion and received the lowest score as a result.

**Experience – Key personnel and similar works**

The submission provided by Schindler Lifts Australia provided a satisfactory address of the criterion whilst both Kone Elevators Pty Ltd and City Lifts provided limited information and did not rate highly.

**Quality assurance**

Schindler Lifts Australia and Kone Elevators provided confirmation of an ISO 9001 Certification and scored first and second respectively. City Lifts did not provide any information for this criterion and scored the lowest.

**FINANCIAL IMPLICATIONS:**

ACCOUNT NO:	CW 1681
BUDGET ITEM:	Other Property and Services – Unclassified – Upgrade lift and equipment controls in Council House
BUDGET PAGE NUMBER:	19
BUDGETED AMOUNT:	\$ 1,400,000.00
AMOUNT SPENT TO DATE:	\$ 23,922.00
PROPOSED COST:	\$ 2,008,900.00
CONTINGENCY:	\$ 42,000.00
BALANCE:	\$ 1,376,079.00

ANNUAL MAINTENANCE: \$ 52,887.40  
ESTIMATED WHOLE OF LIFE COST: \$ 1,421,105.00  
All figures quoted in this report are excluding GST.

The additional funding of \$650,000.00 (excluding GST) can be accommodated from the Asset Enhancement Reserve.

**COMMENTS:**

Schindler ranked the highest in the tender assessment process as they have demonstrated a good understanding of the project requirements, as well as providing a suitable, modern product for installation.

The lift consultant supports the appointment of Schindler Lifts Australia as they have a proven history of installing similar products in Perth with a strong record of reliability and safety management. Schindler Lifts Australia has a Quality Management System

that has been certified to ISO 9001:2008 since 1997 and an AS4801 Certified Environment Health and Safety (EH&S) Management System.

By using Schindler Lifts Australia for the upgrade of the lifts at Council House the City of Perth will ensure that all Duty of Care requirements to enable compliance with the Australian Standard AS1735 Lift Code and Occupational Safety and Health Regulations are undertaken

A full upgrade of the lifts at Council House will provide a more reliable/efficient lift system with reduced running costs. A 5 year fully comprehensive maintenance agreement will reduce maintenance costs and a new lift system will enable smoother quieter lift performance with more accurate and consistent floor levelling, this will result in less chance of break downs and reduce the incidence of passenger trappings. Overall safety risks to passengers and maintenance staff will be reduced as well as providing a further 25-30 years of service

Further benefits include:

- Machines that are fully supported technically as the existing Machines are old technology and no longer supported.
- A new control system will provide a more efficient lift service and reduce the delays faced by staff and members of the public who are accessing the lifts.
- Maintenance/unlocking devices provided at each landing, in line with current Lift Code requirements to ensure ease of passenger release in the event of lift failures.

The provision of facilities for persons with disabilities in each lift car to meet all the requirements for compliance with equal access requirements. It is recommended that the tender submitted by Schindler Lifts Australia be accepted for the lift upgrade at Council House at a cost of \$2,008,900.00 exclusive of GST.

The tender called for submissions to include an optional price for the reconfiguration of lift number four to operate as a stretcher compliant lift, that would involve extensive modifications to the existing lift shaft. The viability cannot be confirmed until further structural assessments are undertaken as part of the construction contract. Should this conversion not be viable, it will represent a saving in the region of \$178,000 excluding GST.

***Moved by Cr Limnios, seconded by Cr Davidson***

***That Council:***

- 1. accepts the most suitable tender, being that submitted by Schindler Lifts Australia, to replace the four lifts at Council House, at a total cost of \$2,008,900.00 (excluding GST); and***

***(Cont'd)***

- 2. *approves by an ABSOLUTE MAJORITY the additional funding of \$650,000.00 excluding GST to fund the remaining amounts from the Asset Enhancement Reserve.***

***The motion was put and carried by an absolute majority***

The votes were recorded as follows:

**For:** The Lord Mayor, Crs Adamos, Chen, Davidson, Green Harley, Limnios, McEvoy and Yong

**Against:** Nil

**493/15 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**494/15 URGENT BUSINESS**

Nil

**495/15 CLOSE OF MEETING**

**6.51pm** The Lord Mayor declared the meeting closed.

**SCHEDULES  
FOR THE MINUTES OF THE  
COUNCIL MEETING  
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)**



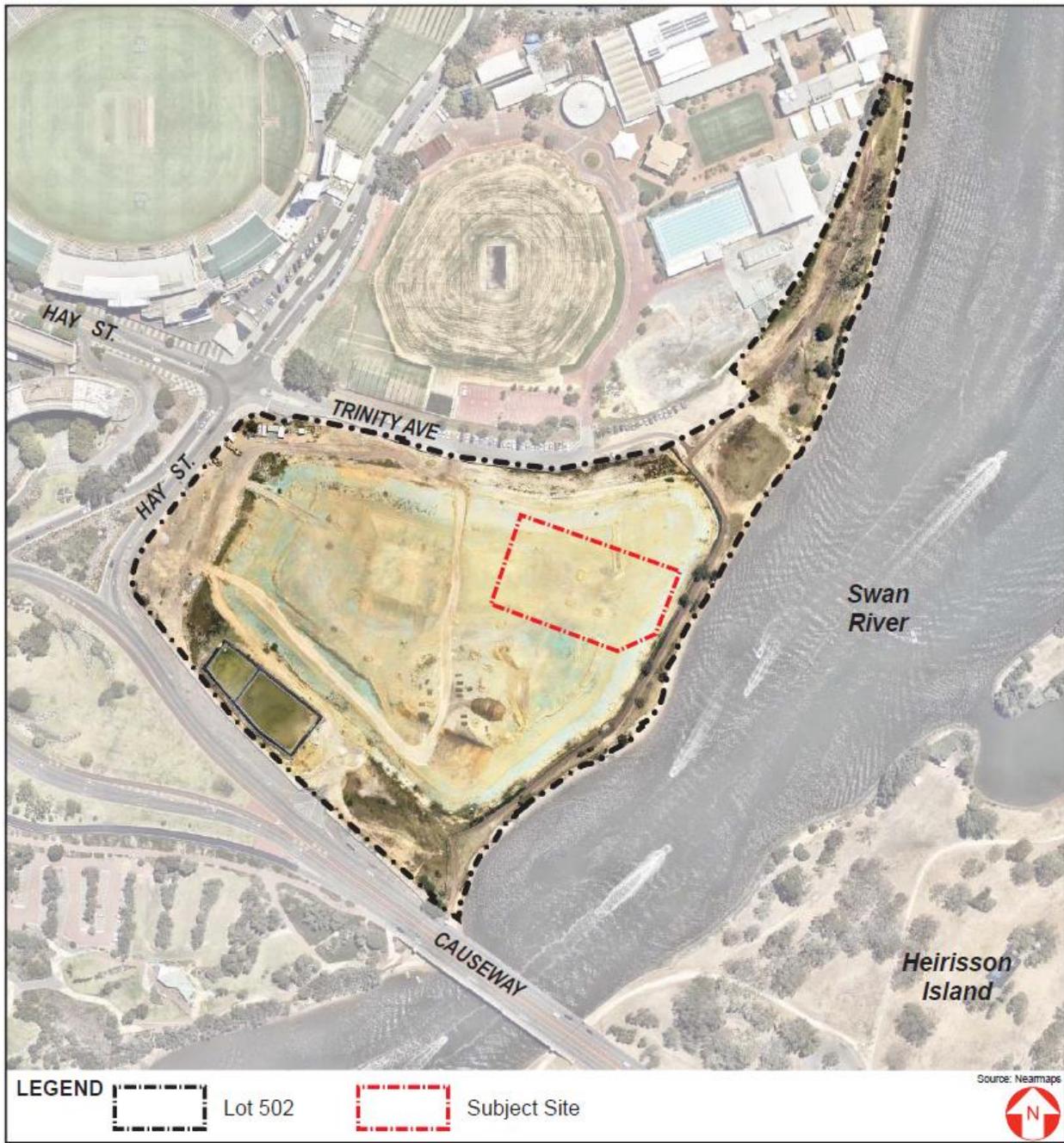
**2015/5357; 201 MOUNTS BAY ROAD, CRAWLEY (PERSPECTIVES)**



**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)**

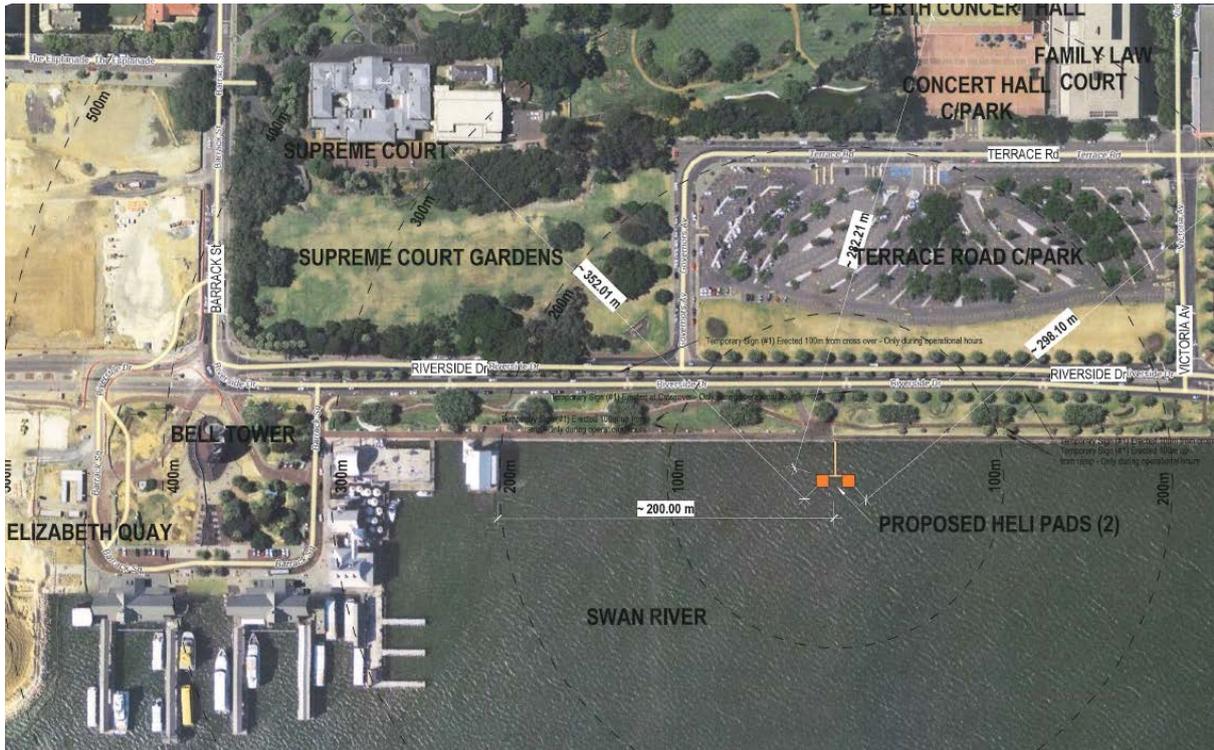


**2015/5386; SITE G, 3 (LOT 502) TRINITY AVENUE, EAST PERTH (PERSPECTIVES)**



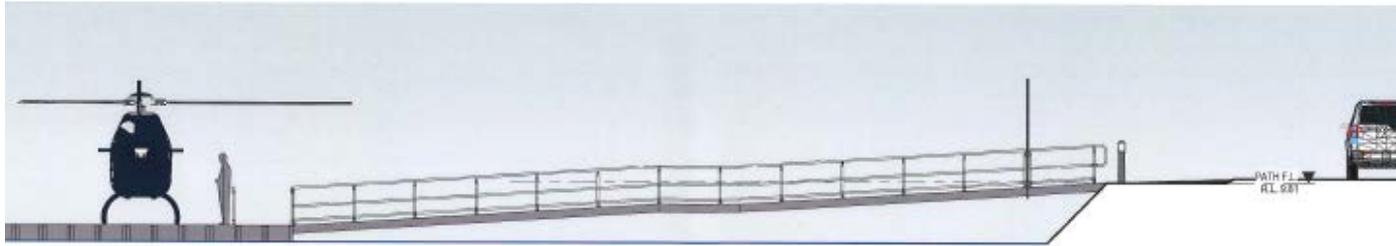
**2015/5386; SITE G, 3 (LOT 502) TRINITY AVENUE, EAST PERTH (PERSPECTIVES)**

SCHEDULE 5

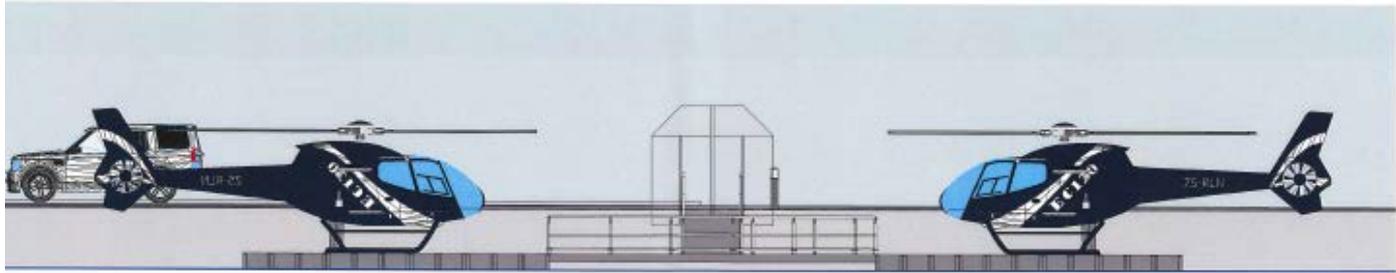


**2015/5429 - 151 (LOT 641) RIVERSIDE DRIVE, PERTH AND SWAN RIVER,  
PERTH - SKYLINE AVIATION GROUP / HELIWEST GROUP**

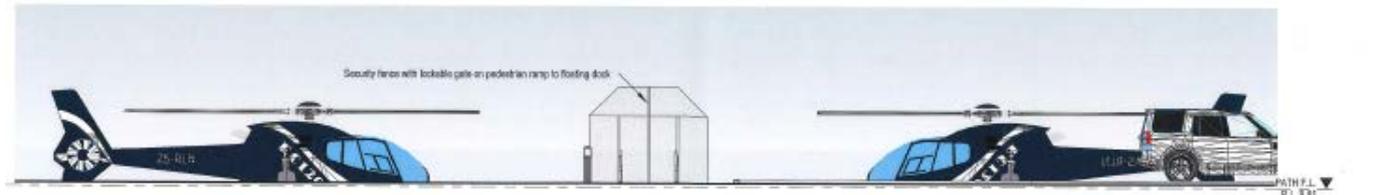
SCHEDULE 6



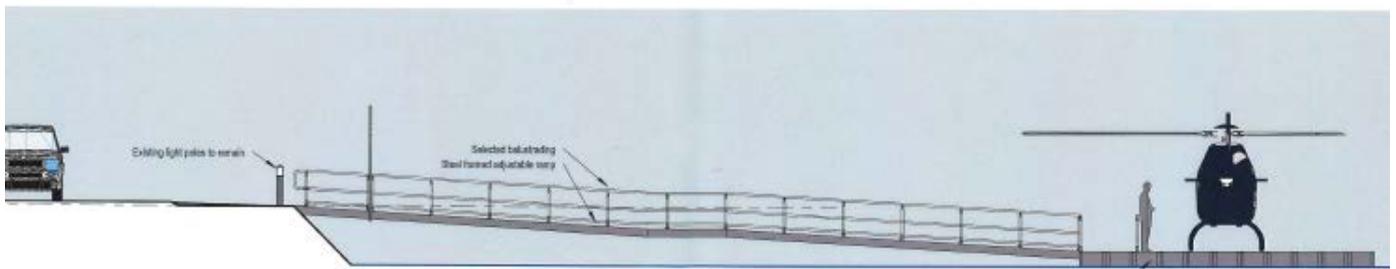
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SOUTH  
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NORTH  
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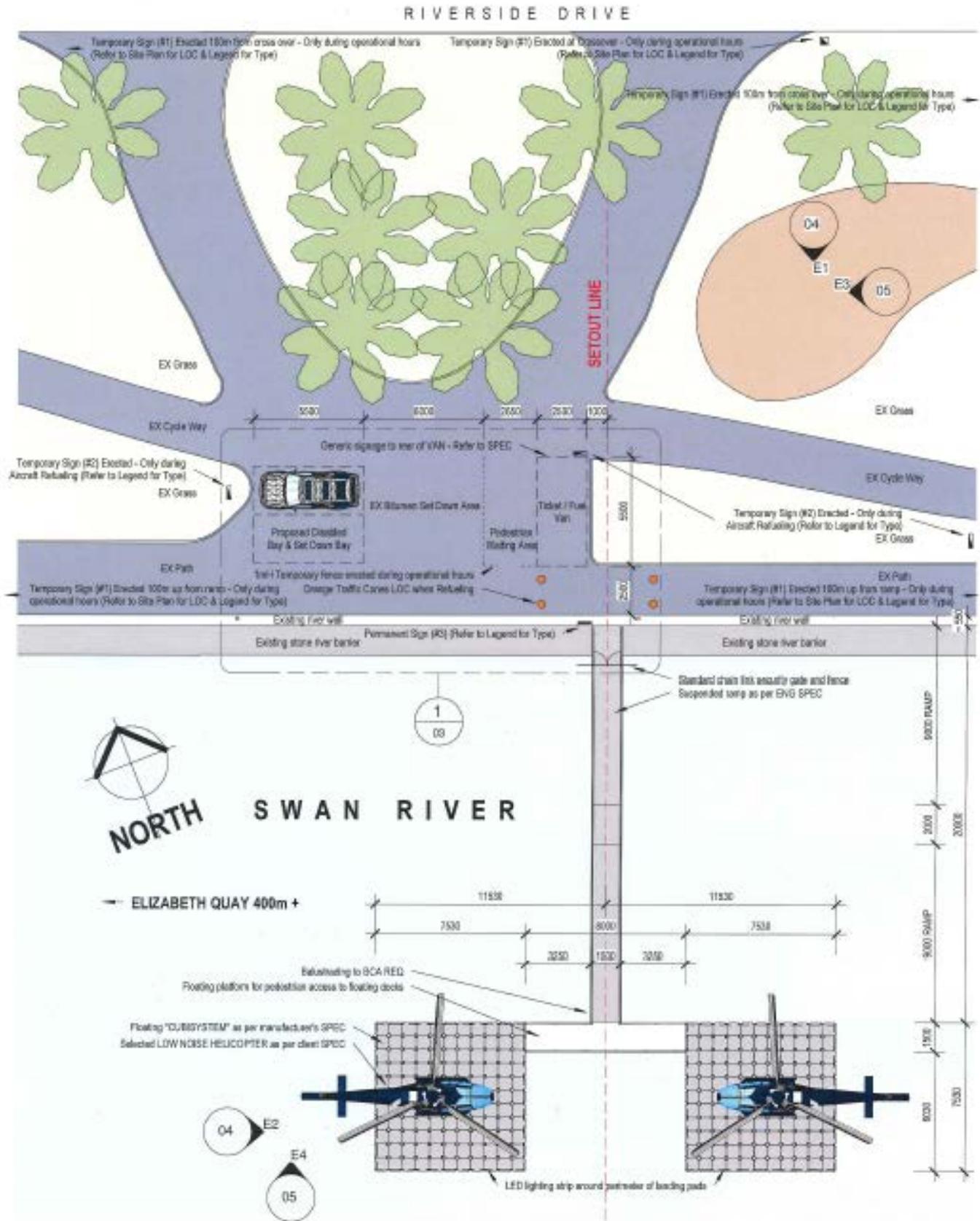


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2015/5429 - 151 (LOT 641) RIVERSIDE DRIVE, PERTH AND SWAN RIVER,  
PERTH - SKYLINE AVIATION GROUP – SCHEDULE X



**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**





**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.

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## CP 22.3 Traffic Management within the Road Reserve

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- 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:
  - a) The person preparing the TMP is Advanced Worksite Traffic Management (AWTM) accredited;
  - b) The person reviewing the TMP is Worksite Traffic Management (WTM) or AWTM accredited OR has an equivalent level of knowledge and experience;
  - c) 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.

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## CP 22.3 Traffic Management within the Road Reserve

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### 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
<b>Weekend</b> 1 Lane closure		3 Business days	A	-	-	Yes	Possible*
<b>Weekdays</b> 1 Lane closure	Yes	3 Business days	A or B**	Possible*	-	Yes	Possible*
<b>Weekend</b> 2 Lane Closure or road closure	Yes	2 weeks	B	Yes	-	Yes	Yes
<b>Weekday</b> 2 Lane Closure or road closure	Yes	4 weeks	C	Yes	Yes	Yes	Yes
<b>Weekday</b> 2 Lane Closure or road closure requiring signal work	Yes	2 months	C	Yes	Yes	Yes	Yes
<b>Extended Road Closure</b> 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

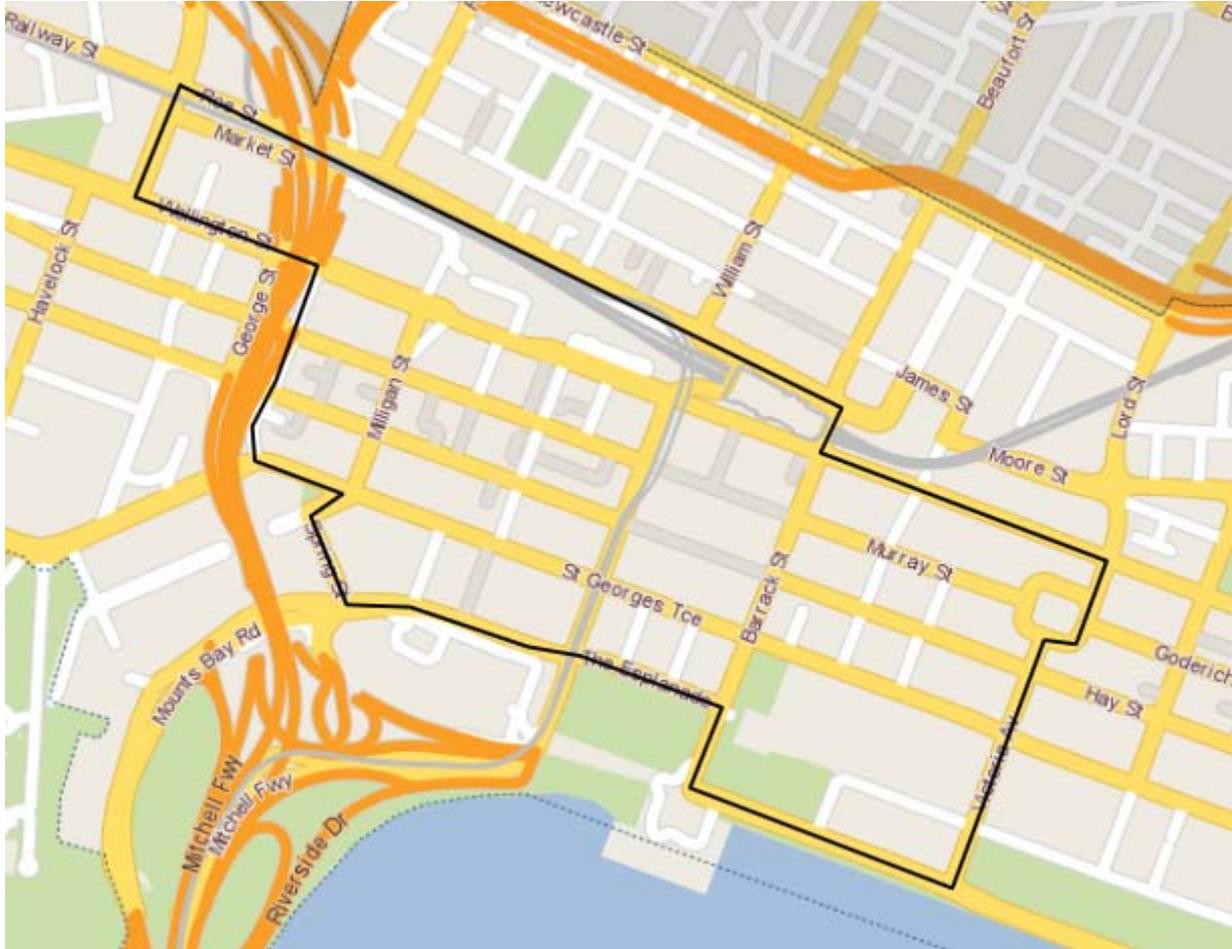
2 x 15sec or 30sec adverts in each Breakfast and Afternoon Drive Programs for the 3 days prior to the closure on Mix 94.5, 92.9, Nova 93.7, 96fm, 990am, 6PR, 6IX and 720am.

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

FOR THE COUNCIL MEETING

3 NOVEMBER 2015

DISTRIBUTED TO ELECTED MEMBERS UNDER  
SEPARATE COVER

## SCHEDULE 10

**2015/16 BUDGET**  
**OCTOBER 2015 OPERATING BUDGET REVIEW by NATURE and TYPE**

<b>Operating Revenue</b>	<b>Original Budget</b> (\$)	<b>Proposed Revised Budget</b> (\$)	<b>Budget Adjustment Fav/(UnFav)</b> (\$)
6100 - Rates	82,692,367	82,506,025	(186,342)
6220 - Recurrent Grants	1,508,499	1,483,539	(24,960)
6210 - Grants & Contributions	6,842,450	7,757,850	915,400
6300 - Contributions & Donations	452,347	474,671	22,323
6510 - Rubbish Collection Fees	7,158,186	7,638,983	480,797
6520 - Rental & Hire Charges	5,100,956	5,208,233	107,277
6530 - Licence & Registration Fees	2,528,287	2,101,794	(426,493)
6540 - Parking Fees	78,153,380	75,778,365	(2,375,015)
6550 - Fines & Costs	10,443,348	9,458,652	(984,696)
6560 - Community Service Fees	1,677,044	1,646,654	(30,390)
6600 - Interest Earned	5,157,319	4,835,983	(321,337)
6900 - Other Revenue	2,881,390	2,760,896	(120,494)
<b>Total Operating Revenue</b>	<b>204,595,574</b>	<b>201,651,645</b>	<b>(2,943,930)</b>
<b>Operating Expenditure</b>	<b>Current Budget</b> (\$)	<b>Proposed Revised Budget</b> (\$)	<b>Budget Adjustment Fav/(UnFav)</b> (\$)
7100 - Employee Costs	71,944,068	71,944,068	-
7200 - Material Costs	52,838,709	53,584,555	(745,845)
7300 - Utilities	3,069,080	3,258,341	(189,261)
7400 - Insurance Expenditure	1,166,259	1,113,454	52,805
7510 - Amortisation	34,211,101	30,002,334	4,208,766
7600 - Interest Expense	1,836,750	1,156,345	680,405
7700 - Loss on Disposal of Assets	1,558,253	1,769,865	(211,612)
7800 - Expense Provisions	962,345	962,345	-
7900 - Other Expenditure	24,707,761	24,704,904	2,857
Employee cost recovery - Capital Works	(2,808,502)	(2,808,502)	-
<b>Total Operating Expenditure</b>	<b>189,485,825</b>	<b>185,687,710</b>	<b>3,798,115</b>
Distribution from TPRC	1,833,333	1,833,333	-
<b>Change in Net Assets resulting from Operations - Gain/(Reduction)</b>	<b>16,943,083</b>	<b>17,797,268</b>	<b>854,186</b>

**CITY of PERTH**  
**OCTOBER REVIEW** by Directorate and Unit

	Year to Date Sep 2015		Full Year			Variance Forecast to Revised Budget	Variance	Comments
	Rev Budget \$	Actual \$	Original Budget \$	Revised Budget \$	October Forecast Budget \$			
<b>REVENUE</b>								
Rates	\$ 80,565,810	\$ 80,379,468	\$ 82,692,367	\$ 82,692,367	\$ 82,506,025	-\$ 186,342	0%	Slower interim rates than expected
Grants & Subsidies	\$ 1,559,451	\$ 273,075	\$ 8,350,949	\$ 8,350,949	\$ 9,241,389	\$ 890,440	11%	Stirling Garden upgrade \$620k; Roads to Recovery \$300k
Rubbish Collection Fees	\$ 7,050,541	\$ 7,531,338	\$ 7,158,186	\$ 7,158,186	\$ 7,638,983	\$ 480,797	7%	Additional uptake of co-mingled re-cycling and transition from 240L to 660L bins
Parking Fees	\$ 19,981,459	\$ 18,848,275	\$ 78,153,380	\$ 78,153,380	\$ 75,778,365	-\$ 2,375,015	-3%	Lower patronage & estimates of re-pricing than expected; available bays affected through construction activity
Fines & Costs	\$ 2,811,440	\$ 2,368,156	\$ 10,443,348	\$ 10,443,348	\$ 9,458,652	-\$ 984,696	-9%	Staff vacancies affecting infringement processing lower parking revenue
Community Service Fees	\$ 455,566	\$ 407,084	\$ 1,677,044	\$ 1,677,044	\$ 1,646,654	-\$ 30,390	-2%	Child Care \$39k offset by Community Ctr (\$69k)
Interest Earned	\$ 1,565,849	\$ 1,244,513	\$ 5,157,319	\$ 5,157,319	\$ 4,835,983	-\$ 321,337	-6%	Continuing lower interest rates & balanced funds returns
Other Revenue	\$ 3,240,921	\$ 3,035,978	\$ 10,962,981	\$ 10,962,981	\$ 10,545,594	-\$ 417,387	-4%	Reduced Planning & Building Control (\$454k)
<b>Total</b>	<b>\$ 117,231,036</b>	<b>\$ 114,087,887</b>	<b>\$ 204,595,574</b>	<b>\$ 204,595,574</b>	<b>\$ 201,651,645</b>	<b>-\$ 2,943,929</b>	<b>-1%</b>	
<b>EXPENDITURE</b> by Directorate & Unit								
<b>CEO</b>								
Executive Support	\$ 1,441,281	\$ 597,131	\$ 5,691,038	\$ 5,691,038	\$ 2,351,276	-\$ 3,339,762	-59%	Restructure costs accrued in prev year (\$800k); distribution of vacancy pool (\$2.4 m)
Communication and Engagement	\$ 289,046	\$ 292,342	\$ -	\$ 1,247,026	\$ 1,580,899	\$ 333,873	27%	Increase in employee costs \$342k
<b>Total</b>	<b>\$ 1,730,327</b>	<b>\$ 889,473</b>	<b>\$ 5,691,038</b>	<b>\$ 6,938,064</b>	<b>\$ 3,932,175</b>	<b>-\$ 3,005,889</b>	<b>-43%</b>	
<b>Corporate Services Directorate</b>								
Director of Corporate Services	\$ 150,211	\$ 143,247	\$ 619,714	\$ 619,714	\$ 675,122	\$ 55,408	9%	Reallocated vacancy pool \$55k
Governance	\$ 405,115	\$ 441,954	\$ 1,671,678	\$ 1,671,678	\$ 1,795,357	\$ 123,679	7%	Inc in employee costs \$55k, net inc in materials and contracts expenditure \$69k
Finance	\$ 1,114,889	\$ 1,124,419	\$ 3,416,959	\$ 4,291,219	\$ 4,250,103	-\$ 41,116	-1%	Reduction in employee costs (\$95k), net inc in materials and contracts expenditure \$42k
Human Resources	\$ 602,981	\$ 535,576	\$ 2,292,300	\$ 2,398,801	\$ 2,322,912	-\$ 75,889	-3%	Increase in employee costs \$188k, reduction in external contractors (\$88k) prof fees (\$11k)
Data and Information	\$ -	\$ -	\$ -	\$ -	\$ 79,853	\$ 79,853		
Information Technology	\$ 2,128,973	\$ 1,831,751	\$ 8,506,482	\$ 8,506,482	\$ 8,571,466	\$ 64,984	1%	Restructure costs
<b>Total</b>	<b>\$ 4,402,168</b>	<b>\$ 4,076,945</b>	<b>\$ 16,507,133</b>	<b>\$ 17,487,894</b>	<b>\$ 17,694,814</b>	<b>\$ 206,920</b>	<b>1%</b>	Increase in employee costs \$135k & contractors \$330k, reduction in depreciation (\$340k), Prof Fees (31k)
<b>Community and Commercial Services Directorate</b>								
Director of Community and Commercial Services	\$ 133,307	\$ 153,323	\$ 529,333	\$ 529,333	\$ 763,294	\$ 233,961	44%	Increase in employee costs \$228k, (including \$83k from reallocated vacancy pool)
Customer Service	\$ 170,428	\$ 180,163	\$ 657,543	\$ 657,543	\$ 729,411	\$ 71,867	11%	Increase in contract labour \$72k
Community Facilities	\$ 2,058,296	\$ 1,855,244	\$ 8,941,085	\$ 8,941,085	\$ 9,293,918	\$ 352,833	4%	Increase in employee costs \$372k
Parking Services	\$ 1,723,513	\$ 1,658,302	\$ 6,982,336	\$ 6,906,607	\$ 6,940,005	\$ 33,398	0%	Increase in employee costs \$148k, reduction in prosecution fees (159k)
Library	\$ 1,321,727	\$ 944,276	\$ 4,481,365	\$ 4,481,365	\$ 4,146,608	-\$ 334,757	-7%	Increase in employee costs \$181k reduction in Interest Expense (535k)
Community Amenity and Safety	\$ 927,428	\$ 1,082,954	\$ 3,757,525	\$ 3,795,388	\$ 4,209,128	\$ 413,739	11%	Increase in employee costs \$242k, equip maint \$50k, external contractors \$86
Commercial Parking	\$ 9,461,322	\$ 9,479,166	\$ 37,090,598	\$ 37,066,081	\$ 37,905,315	\$ 839,234	2%	Increase in employee costs \$209k, external contractors \$246k, depreciation \$632k, reduction in security (\$100k), property management (\$54k)
<b>Total</b>	<b>\$ 15,796,020</b>	<b>\$ 15,353,427</b>	<b>\$ 62,439,785</b>	<b>\$ 62,377,403</b>	<b>\$ 63,987,678</b>	<b>\$ 1,610,275</b>	<b>3%</b>	
<b>Construction and Maintenance Directorate</b>								
Director of Construction and Maintenance	\$ 178,615	\$ 150,943	\$ 710,423	\$ 710,423	\$ 646,219	-\$ 64,204	-9%	Decrease in employee costs \$63k (net of \$111k reallocated vacancy pool)
Contracts and Asset Management Services	\$ -	\$ 721	\$ 6,497,631	\$ -	\$ 721	-\$ 721		
Parks	\$ 1,941,955	\$ 1,907,084	\$ 8,040,965	\$ 8,035,230	\$ 7,887,938	-\$ 147,292	-2%	Increase in printing \$100k, consultancy \$90k, utilities \$39k, reduction in depreciation (402k)
Street Presentation and Maintenance	\$ 1,987,391	\$ 1,727,635	\$ 9,944,758	\$ 9,122,943	\$ 9,636,291	\$ 513,348	6%	Increase in employee costs \$168k, materials & contracts \$339k
Construction	\$ -	\$ -	\$ -	\$ -	\$ 96,204	\$ 96,204		
Waste and Cleansing	\$ 2,474,092	\$ 2,242,942	\$ 9,780,405	\$ 9,770,809	\$ 9,493,078	-\$ 277,731	-3%	Restructure costs
Properties	\$ 3,063,411	\$ 3,580,352	\$ 12,387,582	\$ 12,387,582	\$ 11,991,587	-\$ 395,995	-3%	Decrease in property maintenance \$414k
Plant and Equipment	\$ 1,606,143	\$ 1,618,027	\$ 823,426	\$ 7,201,958	\$ 7,267,761	\$ 65,803	1%	Increase in employee expenses \$280k, decrease in depreciation (\$211k)
<b>Total</b>	<b>\$ 11,251,606</b>	<b>\$ 11,226,261</b>	<b>\$ 48,185,189</b>	<b>\$ 47,228,945</b>	<b>\$ 47,018,356</b>	<b>-\$ 210,589</b>	<b>0%</b>	
<b>Planning and Development Directorate</b>								
Director of Planning and Development	\$ 552,003	\$ 424,359	\$ 1,677,485	\$ 1,677,485	\$ 2,101,107	\$ 423,622	25%	Increase in employee expenses \$330k, (including \$83k reallocated vacancy pool) external contract labour \$116k
Strategic Planning	\$ 852,346	\$ 507,254	\$ 3,231,380	\$ 3,380,081	\$ 2,729,898	-\$ 650,182	-19%	Decrease in employee expenses \$458k, consultancy \$80k
Development Approvals	\$ 800,224	\$ 708,413	\$ 3,121,837	\$ 3,121,837	\$ 3,111,118	-\$ 10,719	0%	
Coordination and Design	\$ 898,541	\$ 685,587	\$ 4,944,118	\$ 3,580,856	\$ 3,038,542	-\$ 542,315	-15%	Decrease in employee expenses \$575k
Transport	\$ 298,546	\$ 301,364	\$ -	\$ 1,214,561	\$ 1,870,915	\$ 656,354	54%	Increase in employee expenses \$577k, consultancy \$74k
Environment and Public Health	\$ 445,616	\$ 445,244	\$ 1,783,070	\$ 1,820,935	\$ 2,859,218	\$ 1,038,283	57%	Increase in employee expenses \$1,003k
<b>Total</b>	<b>\$ 3,847,276</b>	<b>\$ 3,072,221</b>	<b>\$ 14,757,890</b>	<b>\$ 14,795,754</b>	<b>\$ 15,710,798</b>	<b>\$ 915,044</b>	<b>6%</b>	
<b>Economic Development and Activation Directorate</b>								
Director of Economic Development and Activation	\$ -	\$ 37	\$ -	\$ -	\$ 653,544	\$ 653,544		
Economic Development	\$ 598,702	\$ 401,906	\$ 2,465,027	\$ 2,465,027	\$ 2,803,849	\$ 338,822	14%	Increase in employee expenses \$252k, Travel \$37k, Donations \$40k, Subscriptions \$35k
Arts, Culture and Heritage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Business Support and Sponsorship	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
International Engagement	\$ -	\$ -	\$ -	\$ -	\$ 425,891	\$ 425,891		
Marketing and Events	\$ 2,834,178	\$ 2,930,424	\$ 14,361,683	\$ 13,114,656	\$ 13,220,435	\$ 105,779	1%	Restructure costs
<b>Total</b>	<b>\$ 3,432,880</b>	<b>\$ 3,332,367</b>	<b>\$ 16,826,710</b>	<b>\$ 15,579,684</b>	<b>\$ 17,103,720</b>	<b>\$ 1,524,036</b>	<b>10%</b>	Increase in employee expenses \$97k
Depreciation - Buildings	\$ 1,683,628	\$ 1,737,511	\$ 6,734,511	\$ 6,734,511	\$ 6,768,590	\$ 34,079	1%	
Depreciation - Infrastructure	\$ 4,898,455	\$ 3,647,379	\$ 19,593,818	\$ 19,593,818	\$ 14,510,215	-\$ 5,083,603	-26%	Change in assessment of infrastructure asset useful life. Budget based on average across all classes
<b>Total</b>	<b>\$ 6,582,082</b>	<b>\$ 5,384,890</b>	<b>\$ 26,328,329</b>	<b>\$ 26,328,329</b>	<b>\$ 21,278,805</b>	<b>-\$ 5,049,524</b>	<b>-19%</b>	
<b>TOTAL EXPENDITURE</b>	<b>\$ 47,042,359</b>	<b>\$ 43,335,585</b>	<b>\$ 190,736,074</b>	<b>\$ 190,736,074</b>	<b>\$ 186,726,347</b>	<b>-\$ 4,009,727</b>	<b>-2%</b>	
Employee costs capitalised	-\$ 510,881	-\$ 510,881	-\$ 2,808,502	-\$ 2,808,502	-\$ 2,808,502	\$ 0	0%	
(Gain) / Loss on Sale of Assets	\$ 389,563	\$ 211,612	\$ 1,558,253	\$ 1,558,253	\$ 1,769,865	\$ 211,612	14%	
Distribution re: Development Land Tamala Park	\$ -	\$ -	-\$ 1,833,333	-\$ 1,833,333	-\$ 1,833,333	\$ -	0%	
<b>NET INCOME/(EXPENDITURE)</b>	<b>\$ 70,309,995</b>	<b>\$ 71,051,571</b>	<b>\$ 16,943,083</b>	<b>\$ 16,943,082</b>	<b>\$ 17,797,268</b>	<b>\$ 854,186</b>	<b>5%</b>	

Capital Works Project Budget Review Update as at 23-Oct-15									
Ongoing Projects with Surplus Funds Available									
Project Identity			Current Financial Year			Project Status			
Account Number	Unit	Project Name	Forecast Expenditure - Current Year	Revised Budget	Budget Variance	Overall Project Status	Schedule	Budget	Budget Review Comments
1838	Arts, Culture & Heritage	Council House   Lighthouse - Create New Council House Lighting Displays	12,500	20,000	7,500	✔	✔	✔	All artists have met with lighting programmer Sean McKernan and programming has commenced. Exhibition of first work by Suzanne Blake on track for delivery 5 October - 18 October.
1822	Commercial Parking	Parking Equipment and Systems   Fibre Installation - Internal Car Park	150,000	200,000	50,000	○	○	○	Installation of Fibre commenced in Pier Street and requirement analysis complete for Roe Street Car Park. Requirements commenced for CitiPlace Car park. Transferred \$50K to CW578, proposed cost for Roe Street on Fibre shall not be used.
1787	Co-ordination & Design	Streetscape   Treasury Footpath	1,823,347	1,983,347	160,000	⚠	⚠	⚠	Projects proceeding with Built due to complete within programmed target - 30/9/2015
1800	Co-ordination & Design	Parks & Places   Minor Civil Works and Accessibility Improvements	90,000	100,000	9,999	✔	✔	✔	Design for first stage of project in progress, mainly concerning the upgrades for pram ramps and accessibility in Ord St, West Perth.
1857	Information Services	Services   HR "On Boarding" Project		60,000	60,000	✔	✔	✔	•Project plan including a strategy plan and implementation steps being worked on. •Council report being prepared to roll Time and Attendance project and budget into this project (Next council meeting November) •Funds transferred to CW 1602 due to the change in scope agreed by the Steering Group
1858	Information Services	Hardware   Records Scanning Equipment	10,000	19,000	8,999	✘	✔	✘	Quotes sourced. Costs come in around \$10k. HR have provided no confirmation they wish to proceed with acquiring a scanner for their work area, so agreed during Oct budget review to release remaining capital funds.
1630	Parks	Infrastructure   Park Furniture Upgrade Citywide	2,384	8,481	6,097	✔	✔	✔	\$6,097 to be transferred to CW1868 as project has now been capitalised.
1865	Parks	Infrastructure   Citywide Street Tree Grates, Fences and Surrounds	14,500	20,000	5,499	✔	✔	✔	Forecast less than the approved budget, surplus funds are not required for this project.
1867	Parks	East Perth   MYO Park - Paving at rest area	5,280	35,000	29,720	✔	✔	✔	Forecast less than the approved budget, surplus funds are not required for this project.
1870	Parks	Infrastructure   Upgrade park furniture Upgrade - Totterdell Park	40,836	60,000	19,164	✔	✔	✔	Forecast less than the approved budget, surplus funds are not required for this project.
1443	Properties	Council House   Replace Chillers	800	897	97	✔	✔	✔	Project completed & 12months defects inspection conducted. Awaiting final invoices to close out project. Remaining funds not required.
1651	Properties	Depot   Spray Booth Refurbishment	78,685	120,000	41,315	✔	✔	✔	Practical completion 2/9/15 and closed out. Surplus funds \$41,315 given up in Oct review.
1879	Properties	Forrest Place   Replace Lift and Escalators		40,000	39,999	✘	✘	✘	The \$1.14m for escalator replacement at Forrest Place can be deleted as this is already covered in the larger project.
1736	Street Presentation & Maintenance	Road 14-15   Prowse Street - Thomas St to Colin St	55,843	75,320	19,477	✔	✔	✔	Construction complete. Invoices awaited.
1889	Street Presentation & Maintenance	Drainage 15-16   Thomas Street - Rheola St to Kings Park Rd CW 1889	205,000	500,000	295,000	✔	✔	✔	• Tender out on 15.07.2015 and closed on 30.07.2015. • Tender awarded to Interflow (relining work) after approval from CEO on 23 Aug 2015. • Rheola section will be replaced by internal work force. • Scheduled to start on 5 Oct. 15 • Budget revised from \$500K to \$205K
1921	Street Presentation & Maintenance	Road 15-16   Wellington Street (EB) - Lord St to Hill St		89,045	89,045	✔	✔	✔	Project rescheduled and rebudgeted to FY 2017-18 in ten year plan. Funding was applied under MRRG for 2015-16 which was unsuccessful.
1945	Street Presentation & Maintenance	Footpath 15-16   Medians - Malcolm Street - Harvest Tce	20,000	41,500	21,500	✔	✔	✔	Child Account - works to occur prior to road resurfacing. Decrease in budget as a result of a reduction in the required scope of works. Excess funds to be returned to Parent Account CW1900.
1946	Street Presentation & Maintenance	Footpath 15-16   Medians - Royal Street - Fielder St to Brook St	10,000	21,000	11,000	✔	✔	✔	Child Account - works to occur prior to road resurfacing. Decrease in budget as a result of a reduction in the required scope of works. Excess funds to be returned to Parent Account CW1900.
1949	Street Presentation & Maintenance	Footpath 15-16   Medians - Sutherland Street - Plaistowe Mews to Freeway	20,000	30,000	10,000	✔	✔	✔	Child Account - works to occur prior to road resurfacing. Decrease in budget as a result of a reduction in the required scope of works. Excess funds to be returned to Parent Account CW1900.
0179	Transport	Movement   Bike Plan Implementation	345,000	600,000	255,000	⚠	✔	⚠	Project implementation on target; • Harvest Terrace stage one complete. Stage two - draft brief being developed to investigate preferred route alignment. • Barrack St cycle lanes in progress. Detailed design complete and sent to MRWA for approval. • Murray St cycle lanes concept design underway.
1637	Transport	Movement   2-Way Murray Street (Elder - Thomas)	754,063	1,754,063	1,000,000	✘	✘	✔	•Reduced bud \$1M to use in 16/17. However, may be required in March Review 2016. Schedule variance is red as resources were reassigned to other projects in 2014. Sufficient resources are now in place.
<b>Total Surplus Funds</b>			<b>3,638,238</b>	<b>5,777,653</b>	<b>2,139,411</b>				

# Capital Works Project Budget Review Update as at 23-Oct-15

## Ongoing Projects Requiring Additional Funds

Account Number	Project Identity		Current Financial Year			Project Status			Budget Review Comments
	Unit	Project Name	Forecast Expenditure - Current Year	Revised Budget	Budget Variance	Overall Project Status	Schedule	Budget	
0578	Commercial Parking	CCTV and Access Control Systems   Replacement Program	71,843	21,843	(50,000)	✓	✓	✓	Outstanding issues with Install with Aspect under negotiation. Commissioning pending at State Library and Cultural Centre project. Works commence at His Majesty Car Park for upgrade, 08/05/2015. Transferred \$50K from CW1822 would like to proceed with one supplier completing the task
0463	Community Amenity & Safety	CCTV   Associated Equipment	60,000	48,110	(11,890)	✓	✓	✓	There have been no requests from internal units for additional cameras to date.
1643	Co-ordination & Design	East End Enhancement   Hay Street (Barrack to Pier Street)	594,032	514,032	(80,000)	⚠	⚠	⚠	Budget Increase adjustment required for the October Review of \$80K for Captain Stirling and PTA Bus stop. Recommencement of works 9/11/2015. New scope includes installation of Cpt Stirling Statue. North side has achieved practical completion.
1646	Co-ordination & Design	CW 1646 - Wellington Street   Stage 2A -   KS1 to KS2 Extension	943,000	793,000	(150,000)	✓	✓	✓	\$150k is required to facilitate the installation of MFP on intersection of William and Wellington st intersection and to facilitate design work. Funds will come out of the 2016/17 Stage 2b budget.
1801	Co-ordination & Design	Streetscape   Wellington Street Stage 2b (King to William)	250,000	50,000	(200,000)	✓	✓	✓	\$200K is requested from next years budget. Northern footpath documentation 80%complete. Southern footpath about 60% complete. Due to MRA and CBA projects, start was delayed. Lighting Design in progress
1602	Information Services	Software   HR Time Attendance and Scheduling System Identification and Recommendation	444,971	250,000	(194,971)	✗	✓	✓	•\$60,000 transferred from CW 1857. Plus additional funds of \$134.971. Project scope has changed as a result of the review.
1866	Parks	Irrigation   Claisebrook - Install controller, switchboard and conducting	103,000	80,000	(22,999)	✓	✓	✓	Seeking additional funds due to unforeseen costs from underestimating the extent of the works
1868	Parks	Infrastructure   New Park Furniture - City Wide	50,000	25,000	(25,000)	✗	✓	✗	Additional \$25k required to complete project due to urgent works required on Langley Park access crossover road. Accelerated decline in useful life occurred during recent events. Transfer \$6,097 from CW1630 and an additional \$18,903 required to complete project (\$25k in total)
0373	Plant & Equipment	Fleet, Plant and Equipment   Unclassified Fleet Purchases	380,000	330,000	(50,000)	✓	✓	✓	4x Large Sedans, 6x Small Sedans 1x Large Sedan delivered
0125	Properties	Library   New Perth City Library	13,186,214	10,186,214	(3,000,000)	✗	✗	✗	External glazing and granite façade near complete, outer ring beam installation progressing. FFE procurement commenced. Internal fit out well advanced. EOT claims have been reported as major financial risk. New project forecast identifies budget shortfall and additional budget requirements
0594	Properties	Library   Public Plaza Project	1,364,259	364,259	(1,000,000)	✗	✗	✗	Main construction elements of the Plaza are complete. Cathedral Avenue handed back. Final landscaping, fit out and finishes progressing. New project forecast identifies budget shortfall and additional budget requirements
1558	Properties	Wellington St Car Park   Retaining Wall and Drainage Upgrade	185,650	135,650	(49,999)	⚠	⚠	✓	Full tender drawings will be completed by the Consultant by week ending 31 July 2015 Add \$50K to accommodate consultant cost estimate.
1650	Properties	Depot   Resurface Hardstand Area	236,449	136,449	(99,999)	✓	✓	✓	Consultant/superintendent appointed 6/10/15 Add \$100K to accom increased scope.
1675	Properties	Council House   Lift Motor Room Economy Cycle System	40,000	30,000	(10,000)	✓	✓	✓	Preparing specification for consultant advice. Additional funding \$10K required for consultant fees.
1679	Properties	Council House   Office Reconfigurations	800,000	200,000	(600,000)	✓	✓	✓	Level 2 upgraded - minor works outstanding. Add \$100K req'd for IS component - awaiting Slater & Gordon payment for de-fit works. Add \$500K for another floor refurb
1873	Properties	Concert Hall   Fire Audit Works	300,000	200,000	(100,000)	✓	✓	✓	GHD provided fee estimates for works req'd. Add \$100K to be brought fwd from 16/17 budget to accom works
1881	Properties	Perth Town Hall   Concierge Desk	25,000	20,000	(5,000)	✓	✓	✓	Detailed designs underway. Electrician installing power and data. Add \$5K req'd for power & comms connection
1705	Street Presentation & Maintenance	Drainage 14-15   Mercantile Lane - Mounts Bay Road to St Georges Terrace	80,000	50,000	(30,000)	✓	✓	✓	• \$30,000 additional due to underground services which will increase scope of work.
1897	Street Presentation & Maintenance	Footpath 15-16   Kensington Street - Victory Tce to East Pde - South Side	200,279	180,279	(20,000)	⚠	✓	⚠	Awaiting pit adjustments. Additional funding required due to added works completed on X-overs
1900	Street Presentation & Maintenance	Footpath 15-16   Median and Island Replacement Program	48,000	5,500	(42,500)	✓	✓	✓	Parent Account. Locations identified. \$42,500 shortfall in forecast expenditure to be sourced from child median accounts 1945, 1946 & 1949
1918	Street Presentation & Maintenance	Road 15-16   Royal Street - Fielder St to Brook St	129,805	79,805	(49,999)	✗	✓	✗	Construction not commenced yet. Scope and budget changed for removal of flush kerb demarcating cycle lane.
1922	Street Presentation & Maintenance	Drainage 15-16   Stormwater Investigate and Design 2016-18	445,000	150,000	(295,000)	✓	✓	✓	Investigations in progress. Additional funding required to enable a full and complete investigation of the stormwater drainage system in the vicinity of Newcastle Street, Northbridge
1494	Transport	Movement   2-Way Mounts Bay Road	194,464	144,464	(50,000)	✓	✓	✓	50K Required to finish resurfacing and landscaping. 2 way commenced on Sunday 30 November 2014. Currently raising water corp assets. Asphaltting works fronting BM to William Street will be done once all the tower works are completed. Water Corp works will be completed 18/9/2015

**Sub-Total Additional Funds**      **20,131,966**      **13,994,605**      **(6,137,357)**

# Capital Works Project Budget Review Update as at 23-Oct-15

## New Projects Requiring Funds

Project Identity			Current Financial Year			Project Status			
Account Number	Unit	Project Name	Forecast Expenditure - Current Year	Revised Budget	Budget Variance	Overall Project Status	Schedule	Budget	Budget Review Comments
CDU1	Planning & Development Office	Streetscapes   Mount Street / Cliff Street	10,000		(10,000)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Request a \$10K initial budget for preliminaries for this project
FIN1	Information Services	Software   Hansen Upgrade patch 8.3v1501	100,000		(100,000)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Hansen Training to be upgraded 23/10/2015
PPM1	Properties	Council House   Replace Office Chairs	112,000		(112,000)	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Budget moved from operating to capital works
<b>Sub-Total New Funds</b>			<b>222,000</b>	<b>0</b>	<b>(222,000)</b>				

## SCHEDULE 13

## CITY OF PERTH

## REVISED BUDGET RATE SETTING STATEMENT for the year ending 30 June 2016

	Adopted Budget 2015/16 \$	Actual YTD 30-Sep-15 \$	October Revised Budget 2015/16 \$	Revised Budget Variance 2015/16 \$
<b>Proceeds from Operating Activities</b>				
<b>Operating Revenue</b>				
<i>Nature of Income</i>				
Parking Fees	78,153,380	18,848,275	75,778,365	(2,375,015)
Fines and Costs	10,443,348	2,368,156	9,458,652	(984,696)
Investment Income and Interest	5,157,319	1,244,513	4,835,983	(321,336)
Community Service Fees	1,677,044	407,084	1,646,654	(30,390)
Rubbish Collection	7,158,185	7,531,338	7,638,983	480,798
Rentals and Hire Charges	5,100,956	1,281,736	5,208,233	107,277
Recurrent Grants	1,508,499	127,475	1,483,539	(24,960)
Contributions, Donations and Reimbursements	452,347	128,985	474,671	22,324
Other Income	5,409,678	1,625,255	4,862,691	(546,987)
	<b>115,060,756</b>	<b>33,562,817</b>	<b>111,387,770</b>	<b>(3,672,986)</b>
<b>Less: Operating Expenditure</b>				
<i>Nature of Expenditure</i>				
Employee Costs	69,135,566	15,948,734	69,135,566	(0)
Materials and Contracts	52,838,709	11,097,831	53,584,555	(745,846)
Utilities	3,069,080	727,022	3,258,341	(189,261)
Depreciation and Amortisation	34,211,101	7,620,044	30,002,334	4,208,767
Insurance Expenditure	1,836,750	337,974	1,113,454	723,296
Interest Expenses	1,166,259	293,229	1,156,345	9,914
Expense Provisions	962,345	243,169	962,345	-
Loss on Disposal of Assets	1,558,253	207,956	1,769,865	(211,612)
Other Expenditure	24,707,761	6,557,642	24,704,904	2,857
	<b>189,485,824</b>	<b>43,033,601</b>	<b>185,687,710</b>	<b>3,798,114</b>
Add back Depreciation	(34,211,101)	(7,620,044)	(30,002,334)	(4,208,767)
(Loss) / Profit on Disposals	(1,558,253)	(207,956)	(1,769,865)	211,612
	<b>153,716,470</b>	<b>35,205,601</b>	<b>153,915,511</b>	<b>(199,041)</b>
<b>Net Surplus/(Deficit) from Operations</b>	<b>(38,655,714)</b>	<b>(1,642,784)</b>	<b>(42,527,741)</b>	<b>(3,872,027)</b>
<b>Investing Activities</b>				
Capital Expenditure	(59,612,596)	(10,784,613)	(69,049,135)	(9,436,539)
Repayment of Borrowings	(6,441,707)	(2,019,550)	(6,441,707)	-
Transfers to Reserves	(28,095,017)	(386,273)	(28,095,017)	-
	<b>(94,149,320)</b>	<b>(13,190,436)</b>	<b>(103,585,859)</b>	<b>(9,436,539)</b>
<b>Financing Activities</b>				
Transfer from Reserves	31,752,812	19,596,577	30,752,812	(1,000,000)
Carry Forwards	13,979,765	3,419,435	21,681,358	7,701,593
Proceeds from Disposal of Assets	1,523,000	590,224	1,729,345	206,345
Distribution from TPRC	1,833,333	-	1,833,333	-
Capital Grants	6,842,450	145,600	7,757,850	915,400
	<b>55,931,360</b>	<b>23,751,836</b>	<b>63,754,698</b>	<b>7,823,338</b>
<b>Add: Opening Funds</b>	<b>1,123,643</b>	<b>636,302</b>	<b>636,302</b>	<b>(487,341)</b>
<b>Net Surplus/(Deficit) before Rates</b>	<b>(75,750,031)</b>	<b>9,554,919</b>	<b>(81,722,600)</b>	<b>(5,972,569)</b>
<b>Amount Sourced from Rates</b>	<b>82,692,367</b>	<b>80,565,810</b>	<b>82,506,025</b>	<b>(186,342)</b>
<b>Balance of Closing Funds on Hand</b>	<b>6,942,336</b>	<b>89,934,387</b>	<b>783,426</b>	<b>(6,158,910)</b>

<b>Net Cash on Hand</b>				
Cash On Hand	4,109,637	13,147,564	5,321,032	1,211,395
Money Market Investments	105,930,238	138,359,259	106,330,600	400,362
Overdraft	-	-	-	-
<b>Funds on Hand</b>	<b>110,039,875</b>	<b>151,506,823</b>	<b>111,651,632</b>	<b>1,611,757</b>
<b>Analysis of Funds on Hand</b>				
Reserves	85,600,968	65,642,399	86,669,717	1,068,749
Provisions	11,475,729	11,749,822	11,525,004	49,275
Carry forwards	-	18,261,923	-	-
Restricted Grants not yet utilised	-	-	122,250	122,250
General Funds	12,963,178	55,852,679	13,334,661	371,483
<b>Funds on Hand</b>	<b>110,039,875</b>	<b>151,506,823</b>	<b>111,651,632</b>	<b>1,611,757</b>

**REVISED CURRENT POSITION for the year ending 30 June 2016**

	<b>Adopted Budget 2015/16 \$</b>	<b>Actual YTD 30-Sep-15 \$</b>	<b>October Revised Budget 2015/16 \$</b>	<b>Revised Budget Variance 2015/16 \$</b>
<b>Current Assets</b>				
Cash and Cash Equivalents	4,109,637	13,147,564	5,321,032	1,211,395
Deposits and Prepayments	1,539,537	15,121,742	1,783,674	244,137
Money Market Investments - Municipal Funds	20,329,270	72,716,860	19,660,883	(668,387)
Money Market Investments - Restricted Funds	85,600,968	65,642,399	86,669,717	1,068,749
Trade and Other Receivables	11,535,833	34,016,123	10,243,590	(1,292,243)
Work in Progress	1,352,457	88,124	793,062	(559,395)
Inventories	1,385,321	1,053,432	2,072,928	687,607
<b>Total Current Assets</b>	<b>125,853,023</b>	<b>201,786,244</b>	<b>126,544,885</b>	<b>691,862</b>
<b>Current Liabilities</b>				
Trade and Other Payables	21,833,990	34,337,386	27,342,738	5,508,748
Employee Entitlements	10,750,892	11,053,769	11,525,004	774,112
Provisions	724,837	696,053	224,001	(500,836)
Borrowings	6,771,075	5,449,802	6,771,075	-
<b>Total Current Liabilities</b>	<b>40,080,794</b>	<b>51,537,010</b>	<b>45,862,818</b>	<b>5,782,024</b>
<b>Working Capital Position Brought Forward</b>	<b>85,772,229</b>	<b>150,249,234</b>	<b>80,682,067</b>	<b>(5,090,162)</b>
Deduct Restricted Cash Holdings	(85,600,968)	(65,642,399)	(86,669,717)	(1,068,749)
Deduct Restricted Capital Grants	-	(122,250)	-	-
Add Current Borrowings	6,771,075	5,449,802	6,771,075	-
<b>Current Funds Position Brought Forward</b>	<b>6,942,337</b>	<b>89,934,387</b>	<b>783,426</b>	<b>(6,158,910)</b>



**LEGEND**

- 1 Sir J.J. Talbot Hobbs Memorial - provide physical and visual access for pedestrians
- 2 Heritage Piers
- 3 Commemorative Lions Sundial
- 4 International Order of Good Templars War Memorial - Protect and integrate into design
- 5 Heritage Wall Retained
- Heritage Trees
- Non - Heritage Trees
- Turf
- Paving
- Garden Beds
- Refurbished toilet block
- Extent of works

REV	DATE	REVISION DETAILS	DWN	APP

THIS DWG & DESIGN IS SUBJECT TO COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. CONTRACTORS TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. REPORT ALL DISCREPANCIES TO PROJECT MANAGER PRIOR TO CONSTRUCTION. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS.

**PROJECT LEAD**  
 LANDSCAPE ARCHITECT:  
**ecoscape**  
 9 Stirling Hwy,  
 North Fremantle WA 6159  
 ph: (08) 9430 8955  
 web: www.ecoscape.com.au

**PROJECT TEAM**  
 HERITAGE ARCHITECT: GRIFFITHS ARCHITECTS  
 ARCHAEOLOGIST: ARCHAEO-AUS  
 CIVIL ENGINEER: WAVE INTERNATIONAL  
 ELECTRICAL ENGINEER: WAVE INTERNATIONAL  
 IRRIGATION DESIGNER: CADSULT  
 QUANTITY SURVEYOR: WILDE AND WOOLARD



SRI RANJAN - PRINCIPAL ENG.  
 COORDINATION & DESIGN  
 AMANDA MANOLINI - A-MANAGER,  
 COORDINATION & DESIGN

DESIGNED	DRAWN
TRAFFIC ENG.	DATE
PROJECT ENG.	01/10/2015
SENIOR ENG.	SCALE
CO-ORD SYS.	1:500
MGA 50 / AHD	

DRAWING STATUS  
 ISSUED FOR TENDER

RKS FILE No. P1029653 CAD REF: SCG - Heritage Plan - 290915.dwg



**SUPREME COURT GARDEN**  
 UPGRADE  
 RIVERSIDE DRIVE  
 GENERAL PLAN  
 SHEET 00 of 35

PROJECT No. **15005** DISPLN DWG TYPE SHEET No. REV.  
**L - GL - 00** **00**

FOLDER: C:\Users\dhocal\ish\_6601

**Evaluation Panel  
Assessment of Tenders, Expressions of Interest and Formal Quotations**

**COMPARATIVE PRICE SCHEDULE OF SUBMISSIONS RECEIVED**

*Note: One panel member should be allocated the task of completing this Schedule. (Not normally be required for an EOI.)*

**Tender Number: 28 – 15/16**

**Lump Sum Cost**

	Submission 1	Submission 2	Submission 3	Submission 4	Submission 5	Submission 6
<b>Name:</b>	<b>CIVCON Civil &amp; Project Management</b>	<b>CPD Group</b>	<b>ERTECH</b>	<b>BCL Building Civil and Landscapes</b>	<b>ADD Business Group</b>	<b>Le Grove Landscaping</b>
<b>Lump Sum (Exc. GST)</b>	\$2,585,476.00	\$3,189,784.00	\$3,045,346.00	\$2,497,109.69	\$3,076,813.83	\$2,979,866.33
<b>Provisional Sum &amp; 59 (Exc. GST)</b>	-\$263,328.00	-\$281,869.00	-\$280,670.00	-\$257,119.25	-\$279,657.20	-\$253,870.00
<b>Total Lump Sum (Exc. GST)</b>	<b>\$2,322,148.00</b>	<b>\$2,907,915.00</b>	<b>\$2,764,676.00</b>	<b>\$2,239,990.44</b>	<b>\$2,797,156.63</b>	<b>\$2,725,996.33</b>
<b>Total Lump Sum (Inc. GST)</b>	<b>\$2,554,362.80</b>	<b>\$3,198,706.50</b>	<b>\$3,041,143.60</b>	<b>\$2,463,989.48</b>	<b>\$3,076,872.29</b>	<b>\$2,998,595.96</b>
<b>Settlement Discount ... % within ... days</b>						

For further detail please see attached Comparative Price Lump Sum Breakdown – Schedule A and Comparative Breakdown Matrix attached

Signature 





All evaluation panel members must sign off this sheet Name: RITA SOUDO

Name: ALAN DOLPHIN

Name: CHANGEEKA JAYAKODY

RS/ Date 14/10/2015

CITY OF PERTH

Tender No.: 28 - 15/16

Tender Title: PARKS AND RESERVES - TENDERING - Supreme Court Gardens Upgrade Works - Construction

REF	DESCRIPTION	CITY OF PERTH				TENDERER			
		OPC	CIVCON	CPD GROUP	ERTECH	BCL	ADD	LE GROVE	
1	Preliminaries	\$ 376,180.00	\$ 318,555.00	\$ 380,000.00	\$ 415,747.00	\$ 203,380.00	\$ 343,462.40	\$ 372,976.60	
2	Demolition Works	\$ 205,494.00	\$ 197,389.00	\$ 448,563.00	\$ 190,584.00	\$ 255,773.25	\$ 227,750.68	\$ 480,580.70	
3	Earthwork and Grading	\$ 536,600.00	\$ 500,071.00	\$ 635,280.00	\$ 559,619.00	\$ 527,631.00	\$ 956,088.00	\$ 548,782.01	
4	Services Upgrades	\$ 55,613.00	\$ 41,155.00	\$ 75,000.00	\$ 25,762.00	\$ 46,269.99	\$ 66,394.00	\$ 46,740.46	
5	Drainage Treatments	\$ 99,870.00	\$ 104,064.00	\$ 207,410.00	\$ 177,820.00	\$ 92,870.79	\$ 115,317.40	\$ 207,410.99	
6	Electrical and Lighting	\$ 386,560.00	\$ 347,728.00	\$ 351,699.00	\$ 410,968.00	\$ 313,568.27	\$ 319,247.75	\$ 312,043.10	
7	Footpath, Paving and Kerb	\$ 303,440.00	\$ 332,784.00	\$ 343,320.00	\$ 473,893.00	\$ 388,773.73	\$ 384,594.59	\$ 330,069.91	
8	Furniture and Heritage Works	\$ 76,400.00	\$ 57,084.00	\$ 111,968.00	\$ 165,160.00	\$ 90,495.44	\$ 44,691.35	\$ 72,246.20	
9	Landscape Works	\$ 290,744.00	\$ 401,067.00	\$ 386,638.00	\$ 397,717.00	\$ 341,480.64	\$ 357,145.46	\$ 400,745.96	
10	Irrigation Works	\$ 123,885.00	\$ 160,194.00	\$ 118,416.00	\$ 124,930.00	\$ 124,748.96	\$ 161,733.00	\$ 120,180.40	
11	Upgrade to PARKS Depot	\$ 136,243.00	\$ 125,385.00	\$ 131,490.00	\$ 103,146.00	\$ 112,117.64	\$ 100,389.20	\$ 88,089.00	
	<b>TENDER LUMP SUM (EXC. GST)</b>	<b>\$ 2,591,029.00</b>	<b>\$ 2,585,476.00</b>	<b>\$ 3,189,784.00</b>	<b>\$ 3,045,346.00</b>	<b>\$ 2,497,109.69</b>	<b>\$ 3,076,813.83</b>	<b>\$ 2,979,866.33</b>	
4	Item - Provisional Sum	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	
57	Item - Provisional Sum	\$ 110,000.00	\$ 110,000.00	\$ 110,000.00	\$ 110,000.00	\$ 110,000.00	\$ 110,000.00	\$ 110,000.00	
58	Item - Provisional Sum	\$ 45,000.00	\$ 45,000.00	\$ 45,000.00	\$ 45,000.00	\$ 45,000.00	\$ 45,000.00	\$ 45,000.00	
59	Item (*)	\$ 35,000.00	\$ 18,328.00	\$ 36,869.00	\$ 35,670.00	\$ 12,119.25	\$ 34,657.20	\$ 8,870.00	
130	Item - Provisional Sum	\$ 65,000.00	\$ 65,000.00	\$ 65,000.00	\$ 65,000.00	\$ 65,000.00	\$ 65,000.00	\$ 65,000.00	
	<b>LUMP SUM TOTAL (EXC. GST)</b>	<b>\$ 2,311,029.00</b>	<b>\$ 2,322,148.00</b>	<b>\$ 2,907,915.00</b>	<b>\$ 2,764,676.00</b>	<b>\$ 2,239,990.44</b>	<b>\$ 2,797,156.63</b>	<b>\$ 2,725,996.33</b>	
	GST	\$ 231,102.90	\$ 232,214.80	\$ 290,791.50	\$ 276,467.60	\$ 223,999.04	\$ 279,715.66	\$ 272,599.63	
	<b>LUMP SUM TOTAL (INCL. GST)</b>	<b>\$ 2,542,131.90</b>	<b>\$ 2,554,362.80</b>	<b>\$ 3,198,706.50</b>	<b>\$ 3,041,143.60</b>	<b>\$ 2,463,989.48</b>	<b>\$ 3,076,872.29</b>	<b>\$ 2,998,595.96</b>	
	<b>COMPARATIVE LUMP SUM TENDERER &amp; COP OPC</b>	<b>\$ -</b>	<b>\$ 5,553.00</b>	<b>\$ 598,755.00</b>	<b>\$ 454,317.00</b>	<b>\$ 93,919.31</b>	<b>\$ 485,784.83</b>	<b>\$ 388,837.33</b>	
		<b>0.0%</b>	<b>-0.2%</b>	<b>23.1%</b>	<b>17.5%</b>	<b>-3.6%</b>	<b>18.7%</b>	<b>15.0%</b>	

Name RITA SOUDO

Signature

Name ALAN DOLPHIN

Signature

Name CHANGEEKA JAYAKODY

Signature

RS 14/10/2015

CONFIDENTIAL SCHEDULE 16  
CONFIDENTIAL ITEM 491/15 – TENDER 28-15/16:  
SUPREME COURT GARDENS UPGRADE WORKS –  
CONSTRUCTION

FOR THE COUNCIL MEETING

3 NOVEMBER 2015

DISTRIBUTED TO ELECTED MEMBERS UNDER  
SEPARATE COVER

**Estimated Whole of Life Cost - Lift Upgrade, Council House**

	Unit	Rate	Amount
<u>Project Costs</u>			
Installation Cost			\$ 2,008,900.00
Consultancy / Superintendent			\$ 27,478.00
Administration (months)	18	\$ 150.00	\$ 2,700.00
			<u>\$ 2,039,078.00</u>
Useful Life (years)	20		
<u>Annual Maintenance over useful life</u>			
<u>*based on average CPI of 3%</u>			
			<u>\$ 1,421,104.24</u> (see calculation)
<u>Other Replacement Costs over useful life</u>			
Meters			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			<u>\$ -</u>
<b>TOTAL</b>			<u>\$ 3,460,182.24</u>

**Annual Maintenance Calculation**

Cost	\$ 52,887.40
Avg CPI	3.00%
Years	5
1	\$ 52,887.40
2	\$ 54,474.02
3	\$ 56,108.24
4	\$ 57,791.49
5	\$ 59,525.23
6	\$ 61,310.99
7	\$ 63,150.32
8	\$ 65,044.83
9	\$ 66,996.18
10	\$ 69,006.06
11	\$ 71,076.24
12	\$ 73,208.53
13	\$ 75,404.79
14	\$ 77,666.93
15	\$ 79,996.94
16	\$ 82,396.85
17	\$ 84,868.75
18	\$ 87,414.81
19	\$ 90,037.26
20	\$ 92,738.38
	<u>\$ 1,421,104.24</u>

CONFIDENTIAL SCHEDULE 18  
CONFIDENTIAL ITEM 492/15 – TENDER 003-15/16 – LIFT  
UPGRADE, COUNCIL HOUSE

FOR THE COUNCIL MEETING

3 NOVEMBER 2015

DISTRIBUTED TO ELECTED MEMBERS UNDER  
SEPARATE COVER