



CITY of PERTH

COUNCIL MINUTES

15 MARCH 2016

THESE MINUTES ARE HEREBY CERTIFIED AS
CONFIRMED

PRESIDING MEMBER'S

SIGNATURE



DATE: 5 April 2016

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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, 15 March 2016.**

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

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

In Attendance:

Martin Mileham	-	Chief Executive Officer
Robert Mianich	-	Director Corporate Services
Paul Crosetta	-	Director Construction and Maintenance
Rebecca Moore	-	Director Community and Commercial Services
Robert Farley	-	Acting Director City Planning and Development
Garry Dunne	-	Acting Director Economic Development and Activation
Margaret Smith	-	Manager Development Approvals
Mark Ridgwell	-	Manager Governance
Paul Anastas	-	Personal Aide to the Lord Mayor
Cathryn Clayton	-	Governance Electoral Officer

Observers:

Five members of the public.
Two members of the press.
Four members of the staff.

61/16 PRAYER

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

62/16 DECLARATION OF OPENING

6.02pm The Lord Mayor declared the meeting open.

63/16 APOLOGIES

Nil

64/16 QUESTION TIME FOR THE PUBLIC

Nil

**65/16 MEMBERS ON LEAVE OF ABSENCE AND APPLICATIONS
FOR LEAVE OF ABSENCE**

Cr Yong requested leave of absence for the period 29 March 2016 to 15 April 2016, inclusive.

Moved by Cr Harley, seconded by Cr Davidson

That the request for leave of absence from Cr Yong for the period 29 March 2016 to 15 April 2016 inclusive, be approved.

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

66/16 CONFIRMATION OF MINUTES

The minutes of the Ordinary Meeting of the Council held on 23 February 2016 were submitted for consideration.

Moved by Cr Davidson, seconded by Cr Harley

That the minutes of the Ordinary Meeting of the Council held on 23 February 2016, 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

67/16 ANNOUNCEMENTS BY THE LORD MAYOR

The Lord Mayor welcomed the representative of the Property Council of Australia, Mr Michael Barr, who was in attendance.

68/16 DISCLOSURE OF MEMBERS' INTERESTS

The following Members disclosed an interest:

Member Officer	Minute No.	Item Title.	Nature / Extent of Interest
Cr Harley	73/16	Item 1 - 37a-37c (Lot 51) Mount Street, West Perth – Proposed Addition of Two Shade Sail Structures to the Penthouse Roof Deck of an Approved 8-Level Residential Development	Proximity – Cr Harley lives opposite the proposed approval.
The Lord Mayor	80/16	Item 8 - The Little Ferry Company – Dedicated Berthing Access at Claisebrook Cove, East Perth	Proximity – Lord Mayor Scaffidi owns property in the vicinity of Claisebrook Cove, East Perth.
Cr Adamos	77/16	Item 5 - Design Options for Community Consultation – No. 75 (Lot 70) Haig Park Circle, East Perth	Proximity – Cr Adamos owns a business in the vicinity of Haig Park Circle, East Perth
Cr Adamos	80/16	Item 8 - The Little Ferry Company – Dedicated Berthing Access at Claisebrook Cove, East Perth	Proximity – Cr Adamos owns property in the vicinity of Claisebrook Cove, East Perth.

69/16 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

70/16 CORRESPONDENCE

Nil

71/16 PETITIONS

Nil

72/16 MATTERS FOR WHICH THE MEETING MAY BE CLOSED

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

Item No.	Item Title	Reason
Confidential Item 88/16 and Confidential Schedule 29	City of Perth Library & Plaza Project Authorisation	s.5.23(2)(e)

In addition, Schedule 24 associated with Items 85/16 is CONFIDENTIAL in accordance with Sections 5.23(2)(f)(i) of the *Local Government Act 1995*.

Therefore, should a Member wish to discuss the content of Schedules relevant to this Item, it was recommended that Council resolve to close the meeting to members of the public before discussion of the Item.

6.05pm Cr Harley previously disclosed a Proximity Interest in Item 73/16 (detailed at Item 68/16) and departed the meeting.

PLANNING COMMITTEE REPORTS

73/16 37A-37C (LOT 51) MOUNT STREET, WEST PERTH – PROPOSED ADDITION OF TWO SHADE SAIL STRUCTURES TO THE PENTHOUSE ROOF DECK OF AN APPROVED 8-LEVEL RESIDENTIAL DEVELOPMENT

BACKGROUND:

SUBURB/LOCATION:	37A-37C (Lot 51) Mount Street, West Perth
FILE REFERENCE:	2016/5541
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	2 February 2016
MAP / SCHEDULE:	Schedule 1 – Map and Coloured Perspectives for 37A-37C Mount Street, West Perth
LANDOWNER:	Camilla West Pty Ltd
APPLICANT:	Baltinas Architecture
ZONING:	(MRS Zone) Central City Area Zone (City Planning Scheme Precinct) West Perth Precinct 10 (City Planning Scheme Use Area) Residential – R160
APPROXIMATE COST:	\$100,000

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 8 March 2016.

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

SITE HISTORY:

The subject site is an L-shaped lot located on the southern side of Mount Street, with a total site area of 894m². The site contains a two storey dwelling which has been approved for demolition. The building was constructed in 1915 however it does not have any listing on the State Register of Heritage Places or on the City's Register of Places of Cultural Heritage Significance. The applicant has provided photographs of the building for the City's archival records.

At its meeting held on **1 September 2015**, Council approved an 8-level residential development containing 21 multiple dwellings and 32 car parking bays at the subject

of the roof top amenity deck. The approved development had a height of 19 metres which complied with the City's Mount Street Design Policy but exceeded the height limits under the Parliament House Precinct Policy. The steel structures will result in an increase in height of the building by 1.8 metres (total height of 20.8 metres or 39.2 metres AHD).

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

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

COMMENTS:

Consultation

As the amended application proposes minor variations to the maximum height limit specified under the CPS2 Mount Street Design Policy the application was advertised to the owners of the surrounding properties for a period of 14 days, closing on 19 February 2016. These include the owners of the properties directly adjacent at 35, 39 and 41-43 Mount Street, opposite at 36, 40 and 42 Mount Street and to the rear at 112 Mounts Bay Road (Mounts Bay Waters).

One submission was received during the advertising period from an owner at the adjacent Halo development at 35 Mount Street, objecting to the proposed steel shade structures on the following grounds:

- use of steel which may result in undue glare to the neighbouring residential apartments;
- the steel shade structures will not be in keeping with the façade of the street; and
- impacts in terms of loss of views, loss of light and disturbances to the surrounding residences.

The above concerns will be addressed in the following sections of the planning report.

Design, Materials and Presentation to the Street

The proposed canopy structures will be designed with an aluminium frame and a retractable fabric shade sail. The applicant has advised that the framework will be finished in a powder coated dark grey colour with a retractable canvas roof structure similar to a sail shade, both of which are non-reflective. Therefore it is considered that the proposed materials will not have any adverse amenity impacts in terms of glare to the neighbouring residential apartments. Based on the specifications provided by the applicant, the canopy structures are considered to be of a high quality design and will be well setback from the street, with no detrimental impact on the character and appearance of the approved building façade or the streetscape. Final details of the high quality and durable materials, finishes and colours should be required as a condition of any planning approval.

Building Height

The proposed new steel canopy structures will partially increase the height of the building by 1.8 metres to a total height of 20.8 metres or 39.2 metres AHD. The City's Mount Street Design Policy stipulates a maximum height limit of 19 metres in this location. The proposed development is also located in the Parliament House Precinct whereby a maximum height limit of 34.46 metres AHD applies. The application has therefore been referred to the WAPC for determination under the Metropolitan Region Scheme, as required under the Parliament House Precinct Policy, noting that the approved development already exceeds the maximum height limit prescribed under this policy.

The proposed additional height will be limited to a small portion of the roof space above the outdoor dining areas. The revised height will be consistent with the height of the adjacent buildings along Mount Street including the Halo apartments which have been approved with shade structures on the roof deck with an overall height of 20.6 metres. The structures will be of a high quality, light weight and open design and will be well setback from the street. The open design of the structures will allow for visual permeability and will not result in any overshadowing impacts to the neighbouring property owners. The canopy structures are considered to be of an acceptable design, location and scale and will not result in any adverse amenity impacts to the neighbouring residences.

Conclusion

The proposed minor amendment to the existing development approval for the installation of two new steel canopy shade sail structures to the roof top is considered to be of an acceptable design, scale and quality and will not result in any detrimental amenity impacts. Based on the above it is recommended that the application should be approved subject to a condition relating to the final design and materials, as discussed above.

Moved by Cr McEvoy, seconded by Cr Green

That:

- 1. in accordance with the provisions of the City Planning Scheme No. 2, the Council APPROVES BY AN ABSOLUTE MAJORITY the application for the proposed addition of two shade sail structures to the penthouse roof deck of an approved 8-level residential development containing 21 multiple dwellings and 32 car parking bays at 37A-37C (Lot 51) Mount Street, West Perth as detailed on the Metropolitan Region Scheme Form One dated 16 May 2015, and as shown on the plans received on 18 January 2016 subject to:**
 - 1.1 final details of the design and high quality and durable materials, colours and finishes for the shade structures being submitted and approved by the City prior to applying for a building permit; and**
- 2. the application be referred to the Western Australian Planning Commission for determination under the Metropolitan Region Scheme – Clause 32 Area, for a further minor variation to the maximum building height prescribed under the Parliament House Precinct Policy.**

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, Limnios, McEvoy and Yong

Against: Nil

6.06pm Cr Harley returned to the meeting.

74/16 DRAFT TRANSPORT STRATEGY

BACKGROUND:

FILE REFERENCE:	P1030804
REPORTING UNIT:	Transport
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	29 February 2016
MAP / SCHEDULE:	Schedule 2 – Draft Transport Strategy Schedule 3 –Transport Strategy Background Report

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 8 March 2016.

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

The City of Perth (the City) has developed a Draft Transport Strategy (Schedule 2), as per the Corporate Business Plan's "*Getting around Perth*" objective. Inputs to the Draft Strategy include;

- A comprehensive initial community engagement phase in April/May 2015;
- A Public Transport Accessibility Study;
- A Walkability Study;
- Close collaboration with internal City of Perth work streams involved in transport, planning, urban design and car parking management; and
- Close collaboration with external agencies involved in Perth's transport planning portfolio.

Two briefings with Elected Members have been held to inform and guide the development of the Draft Transport Strategy, held in September 2015 and February 2016.

A Background Report (Schedule 3) accompanies the Draft Strategy, providing an explanation of data, research and context that underpins it. This includes an overview of the initial community engagement phase, as well as reference to the ideas and concepts set out in the Public Transport Accessibility Study and the Walkability Study. These two studies will be made available to the public alongside the Draft Transport Strategy during the public engagement phase.

LEGISLATION / STRATEGIC PLAN / POLICY:

**Integrated Planning
and Reporting
Framework
Implications**

Strategic Community Plan

Council Four Year Priorities: Community Outcome

Getting Around Perth

S3 Proactive planning for an integrated transport system, including light rail, that meets community needs and makes the sustainable choice the easy choice.

DETAILS:

The Draft Transport Strategy builds on transport planning analysis and policy work that the City has been involved with in recent years. It establishes the Council's transport priorities and organises them into Focus Areas (6 in total) and Objectives (20 in total). Together, these articulate the relative areas of importance for the Council's action and advocacy relating to how the transport network functions, is planned, and is managed.

The Draft Strategy will be released for public comment following its consideration by Council. A community engagement phase of 6 weeks will involve online and offline opportunities for people to access information relating to the Draft Strategy (via the Engage Perth website), liaison with staff involved with the project and contribute ideas and comments for consideration as the Strategy is finalised. This engagement period will commence in March 2016.

Following this engagement period, the Transport Unit will incorporate the feedback into a Final Transport Strategy and seek to bring this to Council in June 2016.

FINANCIAL IMPLICATIONS:

The full costs of the actions proposed within the Transport Strategy will be highlighted and reported to Council upon completion of the final Strategy, in June 2016.

COMMENTS:

The Draft Transport Strategy has been developed to guide the City of Perth's decision making and advocacy relating to the long term development of the city's transport systems. It builds on the vision established in the Strategic Community Plan: Vision 2029; "*Perth is renowned as an accessible city*". To achieve this, the Draft Strategy has been structured around six Focus Areas each of which contains an aspiration statement, as highlighted below.

Focus Area	Aspiration
1. Integrated Planning	The City of Perth develops as a vibrant, diverse city made up of places for people to work, live, meet and explore. Our planning of the city's transport systems is coordinated in a way that acknowledges the interdependencies of various modes, stakeholders and government agencies. A logical, legible network of transport options caters for Perth's growing needs in sustainable and efficient ways.
2. A Walkable City	Walking within the City of Perth will be easy, safe and convenient. Pedestrian access throughout our street and public realm networks will be prioritised so as to ensure that walking is the preferred way of getting around the central city area and areas of the City that are growing in activity.
3. A Cycling City	The City of Perth will continue to invest in cycling, so as to create a network of paths and streets where people of all ages feel comfortable cycling. This will be a fundamental component of enabling people's transport behaviour to be healthier, more efficient and more sustainable.
4. Next Generation Public Transport	Seamless travel by public transport is characteristic of daily life in the City of Perth, not just for trips to work but for most trips irrespective of the time of day. We recognise that a highly functioning public transport system is critical to the economic, social and environmental well-being of Perth. Elevating Perth's public transport with a 'next generation' package of improvements will ensure that the City and Metropolitan Perth's growth can continue in sustainable and productive ways.
5. Progressive Traffic & Parking Management	The City of Perth is a place where cars can be used for the niche tasks to which they are suited, but are not a pre-requisite to citizenship, or access to and within the City. We do not adopt an 'anti-car' approach, but rather manage traffic and car parking in a way that recognises the role of cars in the wider transport equation, and reflects the negative externalities of excessive car use.
6. Innovative Knowledge & Data	The City of Perth becomes a centre of excellence in our management of data and our urban research program. We collaborate with other cities to advance our understanding of shared issues and explore common opportunities. Our data systems are integrated, and we are open in how we share data and knowledge with the community and our stakeholders.

Together these Focus Areas seek to progress sustainable and efficient accessibility to and within the City. Supporting each Focus Area is an explanation of the case for action as well as multiple Objectives which articulate how the City will achieve progress in each area.

The actions that the City will progress are included within the Implementation Plan. This demonstrates the partners the City will work with to achieve each action, an indication of when each action will be progressed and likely cost (if known).

Development of the Draft Transport Strategy has been undertaken in close collaboration with relevant internal City of Perth work areas, as well as relevant State Government transport portfolio agencies. This collaboration will continue and expand as the City works towards a final Transport Strategy in June 2016.

Moved by Cr McEvoy, seconded by Cr Yong

That Council:

- 1. endorses the Draft Transport Strategy for public comment; and***
- 2. approves a six week public engagement phase to capture feedback on the Draft Transport Strategy from the community, stakeholders and partners in the transport and planning sectors.***

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

75/16 ADOPTION OF ENVIRONMENT STRATEGY**BACKGROUND:**

FILE REFERENCE:	P1013010-6
REPORTING UNIT:	Environment and Public Health
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	1 February 2016
MAP / SCHEDULE:	Schedule 4 – Environment Strategy

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 8 March 2016.

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

At its meeting held on **5 August 2014**, Council approved Policy 8.5 – Towards an Energy Resilient City and endorsed the Towards an Energy Resilient City Strategic Directions Paper. This Paper outlined the City of Perth's (the City) strategic direction to work with stakeholders to reduce greenhouse gas emissions and develop energy resilience across central Perth.

At its meeting held on **17 March 2015**, Council approved Policy 8.0 – Environment Policy. Policy 8.0 stands as a component of the City's updated Strategic Environmental Framework. It incorporates the intentions of Policy 8.5 – Towards an Energy Resilient City Policy and the Strategic Directions Paper and brings together the City's other environmental priorities.

A briefing to Council occurred on 19 May 2015. The briefing discussed the City's progress towards finalising the updated Strategic Environmental Framework (refer Table 1); including the proposed focus areas and objectives of the draft Environment Strategy.

At its meeting held on **21 July 2015**, the Council approved that the draft Environment Strategy be available for public comment for a six-week period.

A further briefing to Council occurred on 2 February 2016. The briefing discussed the edited version of the draft Environment Strategy and presented the overarching actions identified in the Environment Implementation Plan 2016 – 2020.

Table 1: Strategic Environment Framework

Component	Document	Description
1	Environment Policy	The policy was adopted on 17 March 2015 and provides the overarching mandate for the inclusion of environmental considerations into work practices and activities.

Component	Document	Description
2	Environment Strategy	The Environment Strategy will identify the strategic focus areas and objectives that will provide the greatest benefit to the environment, city and the community over the next 15 years.
3	Implementation Plan	The implementation plan will be developed after community consultation on the Strategy and will outline the actions the City will undertake over the next four years to achieve the objectives of the policy and the Strategic Community Plan, Vision 2029+.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation Section 1.3 of the *Local Government Act 1995*

Integrated Planning and Reporting Framework Implications **Strategic Community Plan**
Council Four Year Priorities: Community Outcome
S11 – Increase community awareness of environmentally sustainable ways of living
S16 – Increase accessibility to green networks in the city
S18 – Strengthen the capacity of the organisation

Policy
Policy No and Name: 8.0 – Environment Policy
 8.5 – Towards an Energy Resilient City

DETAILS:

Environment Strategy

A six-week consultation period for the draft Environment Strategy began on the 21 July 2015. In that time, external stakeholders received letters of invitation to comment on the document. The City received seventeen formal responses from state agencies, non-government organisations, and associations. Areas for improvement included the need to revise some operational and community targets and to align with best practise regarding energy, waste, and water management.

The Engage Perth website offered an online forum for the community and City employees to provide ideas and comments regarding the draft Environment Strategy and Implementation Plan. The website provided the City with a further 77 submissions for consideration.

Comments and submissions provided to the City were largely congratulatory and praised the City for a positive and proactive approach to environmental management. The positive feedback coupled with a number of suggested changes consistently aligned to a number of key themes (refer Table 2). Many formal submissions reflected the importance of local government in managing the environment and were overall supportive of the strategic objectives presented to them.

Internal consultation consisted of fortnightly and monthly project group meetings, monthly steering group meetings, and respective consultation with business unit officers and managers.

Table 2: Consistent themes evident across multiple submissions during the public comment period

Draft Version	Edited Version	Reason for change
The City of Perth engages with 10,000-community members p.a. on environmental awareness.	The City of Perth engages with 50,000-community members p.a. on environmental awareness.	Internal consultation provided sufficient evidence that social media alone would surpass the draft target by more than double.
The City of Perth reduces scheme water use by 15%	The City of Perth reduces scheme water use by 25%	A recommendation by Water Corporation was to increase our target by a further 10% given our efforts in the Waterwise Council program.
Residential water use falls below 85kL per person per year	Residential water use falls below 78kL per person per year	A recommendation by Water Corporation was to revise our draft target to 78kL to demonstrate best practise.
Air, land, and water quality is protected and natural areas are enhanced	Air, land, biodiversity, and water quality is protected and natural areas are enhanced	Department of Parks and Wildlife, WALGA, and Australian Institute of Landscape Architects (AILA) all recommended biodiversity be mentioned in strategic objective 3.
No acknowledgement to traditional custodians	Added page acknowledging traditional custodians	Community suggestion recommended that an acknowledgement of Aboriginal culture and heritage be included. This aligns with S16 of the Strategic Community's Plan Vision 2029+.
Water Wise City focus area	Water Sensitive City focus area	Department of Parks and Wildlife, WALGA, and AILA mention that a waterwise city is no longer best practise. The term waterwise relates only to water efficiency (specifically Water Corporation) and not to the holistic management opportunities of water within the city.
There was a perception that the draft Strategy did not equitably represent the value of public transport and active transport i.e. walking or cycling	The Strategy gives public transport equal emphasis as part of an integrated transport network.	Department of Transport, Public Transport Authority, and Main Roads WA collectively expressed the need for greater emphasis of public transport as an option to reduce car dependence within the city.

Draft Version	Edited Version	Reason for change
There was a perception that the draft Strategy gave little consideration to community health concerns in relation to climate change adaptation	A new dot point was added under objective 5: Address risks to community and assets from seasonal hazards heightened by climate change	WALGA, AILA, and Landcorp recommended strengthening the health implications of climate change particularly in regards to urban heat.
Where applicable, waste should be mentioned as a resource rather than simply as waste	Changes have been made, where applicable, to refer to waste as a resource	WALGA, AILA, Landcorp, and Department of Environment Regulation recommended that there be greater emphasis of waste as resource.

Stakeholders received a response electronically to thank those who provided comment to the draft Strategy. All stakeholders will receive an electronic copy of the final Strategy, and those who provided comment will receive an attached formal letter of appreciation.

Environment Implementation Plan

The Strategy outlines five focus areas and identifies eleven strategic objectives. An Implementation Plan underpinning the Strategy has been developed. The Implementation Plan outlines operational initiatives the City will deliver over the next four years, many of which include collaboration with external stakeholders. Actions in the Implementation Plan will inform the development of the 2016/17 Corporate Business Plan.

FINANCIAL IMPLICATIONS:

The cost associated with delivering the commitments within the Strategy and subsequently the Implementation Plan are estimates against the City’s future financial projections and alignment with the strategic direction set in the Strategic Community Plan Vision 2029+. In some cases, project costing is yet to be determined. This allows specific projects and actions to be proposed when funding is either available or the action becomes a priority of the City. All projects and costs in the Implementation Plan are subject to the City’s budget decisions.

COMMENTS:

This report proposes that Council adopts the Environment Strategy in Schedule 4.

Moved by Cr McEvoy, seconded by Cr Adamos

That Council adopts the Environment Strategy, as detailed in Schedule 4.

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

76/16 100 (LOTS 101 AND 305) PLAIN STREET, EAST PERTH – 23 LEVEL MIXED USE DEVELOPMENT CONTAINING 165 MULTIPLE DWELLINGS, 136 SHORT STAY APARTMENTS, TEN COMMERCIAL TENANCIES AND 250 CAR PARKING BAYS

BACKGROUND:

SUBURB/LOCATION:	100 (Lots 101 and 305) Plain Street, East Perth
FILE REFERENCE:	2016/5546
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	2 February 2016
MAP / SCHEDULE:	Schedule 5 – Location map and coloured perspectives for 100 Plain Street, East Perth
LANDOWNER:	Metropolitan Redevelopment Authority
APPLICANT:	Lot 101 Hay Street East Perth Pty Ltd C/- Rowe Group
ZONING:	(MRS Zone) Redevelopment Scheme/Act Area (City Planning Scheme Precinct) East Perth (P15) (City Planning Scheme Use Area) N/A
APPROXIMATE COST:	\$74 million

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 8 March 2016.

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

SITE HISTORY:

The subject site is 12,210m² in area and falls within the 'Queens Precinct' situated in the area bounded by Plain Street, Hay Street, Erskine Link and Adelaide Terrace. The Precinct forms part of the Metropolitan Redevelopment Authority's (MRA) greater Riverside Project Area.

The subject site, also referred to as the former Chemistry Centre or Chemlabs site, is on the assessment list for inclusion on the State Register of Heritage Places. The site was developed over a number of phases between 1942 and 1984. The primary function of the former Chemistry Centre included the assessment of the various resources relating to agriculture and mining as well as the testing and processing of forensic evidence for the police.

The site ceased to operate as a Chemistry Centre in 2009 when a new facility was opened at Curtin University.

On the 28 August 2014 the Metropolitan Redevelopment Authority approved the demolition of the existing Chemistry Labs, car park, access reconfiguration and site service infrastructure work at the site.

DETAILS:

A development application for a new 23 level mixed use development containing 165 multiple dwellings, 136 short stay apartments, ten commercial tenancies and 250 car parking bays at 100 Plain Street, East Perth has been referred to the City for comment by the MRA.

The development application proposes a podium element (five storeys) with two towers above, one of nine storeys and one of 23 storeys, comprising of predominately residential and short stay apartments with dining and retail uses at the ground floor level.

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

Permanent Residential	A total of 165 residential dwellings will be provided within the eastern tower. The development will comprise of a mixture of dwelling types including 30 one-bedroom apartments, 120 two-bedroom apartments and 15 three-bedroom apartments. A storeroom will be provided for each of the residential apartments which will be located on the corresponding floor.
Transient Residential	A total of 136 short stay apartments will be provided in the podium and within the western and eastern towers. The short stay apartments will be comprised of 56 studio, 72 one bedroom, 5 two bedroom and 3 three bedroom apartments.

Commercial	A supermarket is proposed at be located within the existing heritage building to the Hay and Plain Street intersection. Four office tenancies will be provided on the mezzanine level which will be accessed via the lift lobby servicing the larger tower (which also services the permanent and transient residential uses). Dining and retail uses will be provided to ground floor tenancies and a food and beverage outlet to the western entrances.
Vehicle Parking	250 car bays comprised of 20 commercial tenant parking bays, 182 permanent residential bays, 28 transient residential bays, 16 visitor bays and 4 ACROD bays. The parking will be accessed via crossovers to Plain Street and de Vlamingh Avenue and will be comprised of five levels at and above ground level. The car parking levels will be sleeved behind the commercial tenancies and transient residential dwellings to the north, east and west and partially open to the south which is proposed to be treated with creeper planting.
Communal Facilities	Pool, gym, dining, meeting and functions rooms are proposed to be located on level one. These facilities will also be able to be utilised by the transient and permanent residential apartments within the complex. A communal garden, terrace garden and infinity garden is proposed to be located on level four of the development.
Other Facilities	A mail room, one permanent residential lobby and two transient residential lobbies will be provided at the ground floor level. Bicycle storage, end of trip facilities and an internal office lobby is proposed to be provided to the mezzanine level. Building service facilities including substations, switch rooms, fire tank and pump rooms, bin storage and wash down areas, fire booster and control rooms will also be provided at the ground floor level.

LEGISLATION / POLICY:

Legislation

Metropolitan Redevelopment Authority Act 2011
Metropolitan Redevelopment Authority's Central Perth Redevelopment Scheme

Policy

Riverside Master Plan Review 2008
Chemlabs Design Guidelines 2010
Perth Parking Policy 2014

COMPLIANCE WITH PLANNING SCHEME:**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 Queens 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 a vital community hub for residents and workers, as well as attracting visitors to the area. A range of densities and built form will provide new opportunities for permanent living and commercial development. Permanent and transient residential development in this and other precincts will facilitate a critical mass of people for revitalisation of the Project Area. The Precinct will be a mixed land use Precinct comprising of residential, commercial, retail and dining uses. Community and civic facilities that support the community hub will also be contemplated for the Precinct.

Comprehensive design guidelines have been prepared and adopted by the MRA for the subject Chemlabs site. These guidelines replace the Queens Design Guidelines (2005) and will be used as the primary criteria for assessing any applications on the site. The main intent for the Chemlabs site is to incorporate new development that will realise the critical mass of residential population and land use mix necessary to activate the public realm in the locality including residential apartments, retail uses, a local supermarket, commercial opportunities and the completion of 'Eat Street' along De Vlamingh Avenue. Further, the site is intended to incorporate sustainability targets that will set a benchmark for future development in Riverside.

The development of Chemlabs will be guided by the following key elements:

- Reinforce the individual character of Hay Street, De Vlamingh Avenue, Adelaide Terrace and Plain Street through an appropriate built form design and landscape architecture response;
- Provide an active interface to all street frontages;
- Provide a "Main Street" environment along De Vlamingh Avenue with a focus on eating, shopping and general retail as well as a meeting place for local residents;
- Provide a small local supermarket to service the wider Riverside Project Area and a more broader regional catchment (i.e. CBD workers leaving the city);
- Optimise residential development yield whilst addressing the height constraints;
- Minimise the impact of car parking on the pedestrian experience; and
- Promote the use of sustainable modes of transport and a healthy way of living through active engagement with the urban environment.

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, Heritage Places, 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. The proposed supermarket is not located in the preferred location under the guidelines which fronts onto De Vlamingh Avenue. It is considered the proposed location of the supermarket within the 'Materials Science Building' heritage listed building to the intersection of Hay and Plain Streets is acceptable from a streetscape perspective given the lack of openings within the building meaning the 'back of house' to the supermarket is not required to be sleeved by other retail uses.

The proposed development falls short on the specified target floor area for retail, dining, entertainment and commercial floor area identified under the MRA guidelines however, it is considered that this can be supported given the development does provide sufficient retail, dining and entertainment uses at the ground floor level and noting the current level of demand for new office space within the City.

Setbacks and Building Envelope

The proposed height of the development is proposed to be substantially in excess of the allowances under the MRA guidelines with the maximum height of the main tower being 23 storeys in height in lieu of 6 storeys and 16 storeys under the guidelines. The secondary smaller tower also exceeds the maximum building heights under the guidelines with a maximum height of 4 to 6 storeys required and seven levels proposed. The intent of the height limitations is to provide an attractive and activated area at street level through the incorporation of a podium structure to provide a human scaled environment, provide a graduation of heights with taller building elements located towards Adelaide Terrace and grading down towards Hay street (Queens Gardens) and to minimise overshadowing of adjacent streets and public spaces.

Whilst the development does propose substantial variations to the building height the main bulk of the building is located away from Hay Street to the south which will reduce the impact of the building height on the Hay Street streetscape and does provide for an active podium level of a human scale. Additionally the proposed development will not overshadow the surrounding streets or public plaza areas and is considered acceptable. The surrounding buildings range from 13 storeys in height to the north, 7 storey in height to the east and 18 storeys in height to the north-east with the Development Assessment Panels recently approving a 34 level mixed use development to the south side of Adelaide Terrace opposite the site.

The site forms part of the eastern gateway to the city which is an important entry point to residents and workers, and is often the first image that tourists and visitors gain of the City. For this reason a landmark development which reflects this significance is warranted and to achieve this, buildings of greater height than envisaged under the Riverside Design Guidelines would be appropriate with lower buildings possibly being a lost opportunity.

The development is generally compliant with respect to the setback requirements of the Design Guidelines with the exception of the Plain Street and De Vlamingh Avenue setbacks. A three storey podium is required to be provided to Plain Street with a 3 metre balcony depth being provided above this height to a maximum height of 6 storeys. The proposed setback 'podium' levels are compliant however due to the reduced 1m to 3.8 metre setback to the upper levels there is no clear podium provided to this frontage. However, the tower is relatively low scale and it is not considered the reduced setbacks will have a detrimental impact on the streetscape or markedly increase the perceived bulk of the building and can be supported.

The MRA guidelines require a three storey podium to be provided to De Vlamingh Avenue with a 5 metre setback and then a 3 metre balcony depth being provided above this height. The proposed development will provide a nil setback to level 5 with a 2.8 metre setback being provided above this height. It is also proposed that the building will encroach into the required 5 metre setback and subsequent 3m balcony depth to a minimum setback of 2.8 to 4.9 meters. The reduced setbacks to the tall tower element to De Vlamingh Ave will increase the perceived bulk and impact of the building on the streetscape. Therefore, it is considered that the design should be revised to provide a greater setback to the tower element from the street to reduce the building bulk and to create a greater distinction between the podium and tower elements with an increase in the views to the sky.

Building Design

The Design Guidelines require development to take into consideration the provisions outlined within the City's Safer Design Policy and the Western Australian Planning Commission's ('WAPC') Designing Out Crime publication. The applicant has advised that the design of the proposed Chemlabs development has taken into consideration the relevant requirements outlined within each document through the provision of the lighting, balconies, extensive use of visually permeable materials, easily accessible active ground floor uses and an active short stay hotel lobby and 24 hour supermarket. It is considered that the proposed elements adequately address the policy requirements.

Plot Ratio

The development is proposing a maximum plot ratio on the site of 5.6:1.0 in lieu of the maximum 4.0:1.0 permitted under the design guidelines. The applicant has not provided any justification to why the development warrants the additional plot ratio area or what applicable bonuses they are proposing to achieve the additional plot ratio under, if any. The MRA's Central Perth Redevelopment Scheme allows for a maximum 40% plot ratio bonus to be awarded on the site comprised of a maximum 20% Heritage bonus and 20% for maintaining or creating a community asset. Given the development proposes the retention of the proposed Minerals House building which is listed on the State Heritage Register it is considered the application warrants the awarding of a 20% bonus for heritage purposes. The application however, does not propose to retain or relocate a major community asset listed in the MRA's Community Asset Register or create a new Community Asset on the site. Further justification is required demonstrating a Community Asset has been provided or how

the development meets plot ratio bonus requirements with a maximum 20% bonus (being a maximum plot ratio of 4.6:1.0) over the entire site prior to the application being supported by the City.

Residential Design

The MRA's Affordable and Diverse Housing requires at least 20% of dwellings to be studio or single bedroom dwellings with a maximum provision of 40%. The policy also dictates that the average floor area of all studio and single bedroom dwellings is to be not more than 45m² and at least 10% of dwellings are to be three or more bedroom dwellings and have a maximum floor area of 110m² each.

The applicant states that the development proposes to provide a variety in dwelling size and type, however, the development does not fully conform with the minimum percentage of one and three bedroom dwellings outlined in the policy with the provision of 18% one bedroom dwellings and 9% three bedroom dwellings in lieu of the required 20% and 10% minimums. The development also proposes minor variations to the maximum floor area of both the one bedroom dwellings (being 55m²) and the three bedrooms dwellings (123m²).

The MRA design guidelines also impose a minimum of 15% of dwellings to comply with Australian Standard AS4299 – Adaptable Housing. The development is seeking a variation of 10% adaptable housing to be provided. MRA's Affordable and Diverse Housing policy requires the development to provide a minimum of 12% of dwellings as affordable housing for either social housing or affordable owner occupier housing. The applicant has not provided any details on the minimum number of affordable units to be provided and as such it is recommended a condition of approval be imposed on any approval granted requiring these minimum requirements to be complied with.

Only three of the eleven units on the each permeant residential level comply with the relevant minimum balcony sizes and none of the units comply with the minimum dimension requirements of the MRA's guidelines. The applicant's has justified the variations by stating that the private open space areas will be functional and secure for residents and guests of the proposed development. Whilst this is considered beneficial it is still recommended that the balcony sizes and dimensions comply with the minimum requirements outlined in the MRA guidelines.

Heritage

The MRA guidelines outline specific criteria to provide for the adaptive reuse and redevelopment of the Materials Science Building at the corner of Plain and Hay Streets that demonstrates a built form outcome that complements and largely retains the key heritage fabric of the Materials Science Building, while facilitating the activation of those streets through new built form opportunities.

The proposed transformation of the site with a significant injection of new residential and retail facilities is generally in accord with conservation policies and design guidelines and considered a compatible adaptive re-use of the place. The podium

level structures immediately adjacent to the Materials Science Building have a horizontal emphasis that responds to the proportions and massing of the existing building and feature fabric and detailing that is visually distinct.

The chimney of the Materials Science Building is a prominent feature contributing to the landmark presence and the aesthetic qualities of the place. The development plans show the new podium block is setback only 0.72 metres from the chimney at levels 2 and 3 which is considered to compromise the landmark qualities of the chimney. It is recommended that an additional setback is provided between the podium block and the chimney prior to the application being approved.

The design proposal introduces new retail facilities to the east and south of the Materials Science Building in buildings that directly abut the culturally significant building. Along Hay Street the new form is visually distinct and set back from the Materials Science Building to be clearly identifiable as new work and maintain view lines to the Materials Science Building as recommended in the Conservation Plan.

The adaptive reuse of the Materials Science Building to accommodate a café and retail liquor outlet with an adjoining supermarket requires modification of the existing interior structure and spaces. It is proposed that partition walls at the eastern end of the building will be removed and new enclosures created to physically separate the two new facilities. The proposal to construct a roof deck and pool will also likely impact on the exposed steel roof trusses of the Materials Science Building and may require their relocation at a lower level to accommodate the facilities directly overhead and within the height of the parapet walls. These internal modifications will reduce the authenticity of the fabric and appreciation of the double-height volume of the space and the design should be reviewed to ensure that this will be retained.

Details of any signage proposed to be incorporated into the heritage building should be low impact and should respect the heritage character of the building. It is recommended a Heritage Interpretation Plan and Archival Record should be required prior to any works occurring onsite given that the application proposes significant redevelopment.

Traffic

The proposed drop off zone (porte cochere) is not supported as the applicant has not demonstrated any need for this facility and given that there will be 28 short stay parking bays provided within the building carpark. Furthermore the porte cochere is considered to have a detrimental impact on the streetscape due to potential loss of trees in the location as well as on pedestrian amenity.

The scale of the proposed crossovers to both Plain Street and De Vlamingh Avenue are considered by the City to be excessive with the crossovers to Plain Street and De Vlamingh Avenue proposed to be 7.4 metres and 10.2 metres respectively. The City's crossover requirements are a minimum width of 3m (per crossover) and a maximum width of 7.2m for a double crossover. It is considered the proposed crossover widths will have a detrimental impact on the streetscapes and pedestrian

amenity and as such should be reviewed to be minimised taking into consideration the City's crossover requirements.

It is unclear from the proposed plans or the Traffic Impact Assessment how cyclists will access the proposed end of trip facilities and what clear route they will take. This will need to be addressed to ensure that cyclist safety is not compromised.

The traffic impact assessment provided with the application does not provide any testing for the impact the development will have on traffic on Plain Street. The assessment does however recommend that consideration be given to providing entry only from Plain Street. The City has safety concerns in relation to this crossover and recommends that should be restricted left turn in or left turn out to Plain Street.

Issues cited in the City's review of the Traffic Impact Assessment include the:

- impact of development on the local road network being significantly more than stated;
- review of risk of crashes at the entry/exit due as data is not reflective of the risk;
- the need for revision of cycle times used in the traffic signal assessment; and
- lack of details of the impact the development will have on the road network if restricted to an entry only on Plain Street, or exit with a left turn only onto Plain Street.

It is considered a revised assessment should be provided by the applicant addressing the above stated issues to accurately assess the impact the proposal will have on traffic within the area.

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 198 parking bays for the 165 dwellings proposed. Residential visitor bays are also required to be provided on site at a minimum rate of 0.1 bays per dwelling being 17 bays for the subject development.

The development is compliant with respect to the maximum number of residential bays however the applicant is seeking a minor variation with regard to the resident visitor parking. A total of 16 resident visitor bays are proposed which results in an under provision of 1 visitor bay. The applicant has based the variation to the resident visitor car parking due to the proximity to the red CAT bus route which provides a rapid transit service to the City and a large public car parking area is located approximately 150m north of the subject site providing additional car parking facilities for visitors to the proposed development. As visitor parking is not required in other central city precincts under the City's planning control it is considered the one visitor bay shortfall is acceptable.

Parking for the hotel and commercial tenancies is required to comply with the maximum tenant parking requirements specified under the Perth Parking Policy,

which allows for a maximum of 93 commercial tenant bays on the site. The development complies with the maximum permissible bays outlined under the Perth Parking Policy.

The development proposes to provide all parking above ground level. The proposed parking level will be partially ventilated to the southern façade which will be visible from within the site and whilst the site is not fully developed from Adelaide Terrace. The development plans have indicated that this car park will be screened by the provision of creeper plants to the façade and a two metre easement being provided abutting the facade to allow for ventilation to be maintained.

The applicant has not provided a southern elevation and the City has concerns in relation to how well the plants will screen the car park and has concerns regarding the maintenance and longevity of the plants on a southern facade where there is little access to direct sunlight. Further details of the treatment of this façade are required to be provided prior to the application being determined to ensure the development will not have a detrimental impact on the area.

Waste Management

The waste management plan provided as part of the application is inadequate as it does not provide the information required in terms of the City's requirements in relation to bin room sizes and service vehicles access and parking. Further details should be required as a condition of 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.

No details have been provided by the applicant demonstrating compliance with 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.

Environmental Sensitive Design

The MRA guidelines require all buildings to comply with Development Policy on Green Building Design, to achieve a minimum Tier Two (5 star Green Star) development across the site. The applicant has provided a report indicating the development is capable of compliance with the 5 Star Green Star rating.

Conclusion

Whilst the proposed development is generally consistent with the MRA's associated guiding documents, fundamental issues including building height and setbacks to De Vlamingh Avenue, unit and balcony sizes and heritage issues have been identified. It is therefore recommended that the MRA be advised of the issues, 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 McEvoy, seconded by Cr Adamos

That Council advises the Metropolitan Redevelopment Authority that it:

- 1. supports in principle the proposed 23 level mixed use development containing 165 multiple dwellings, 136 short stay apartments, ten commercial tenancies and 250 car parking bays at 100 (Lot 101 and 305) Plain Street, East Perth subject to the following design revisions and considerations:***
 - 1.1 the setbacks of the tower above the podium abutting De Vlamingh Avenue being increased to align with the Chemlabs Precinct Design Guidelines to assist in maintaining the De Valmingh Avenue view axis (including sky views) and to reduce the perceived bulk and scale of the development from De Vlamingh Avenue;***
 - 1.2 further justification being provided by the applicant to demonstrate how the development complies with the 20% bonus plot ratio being sought for maintaining or creating a community asset, and to illustrate compliance with a maximum 4.8:1.0 plot ratio over the entire site;***
 - 1.3 the number of 'Adaptable Units' being increased to comply with the requirements of the Metropolitan Redevelopment Authority's Central Perth design Policy 10 – Adaptable Housing;***
 - 1.4 the number of 'Affordable Units' being increased to comply with the requirements of the Metropolitan Redevelopment Authority's Central Perth Design Policy 9 – Affordable and Diverse Housing;***

(Cont'd)

- 1.5 *the development being revised to provide the relevant minimum balcony size and dimension requirements of the Chemlabs Design Guidelines;*
- 1.6 *the development being revised to provide a further physical separation to the chimney of the Materials Science Building which is considered to compromise the landmark qualities of the chimney;*
- 1.7 *the design of the development being reviewed to ensure the authenticity of the fabric (specifically exposed steel roof trusses) and appreciation of the double-height volume of the space within the Materials Science Building will be retained in any approved adaptive reuse of the building;*
- 1.8 *removal of the proposed drop off zone due to its detrimental impact on the streetscape, including loss and limitation of street trees;*
- 1.9 *the scale of the proposed crossovers to both Plain Street and De Vlamingh Avenue being reduced to minimise the crossover impact on the streetscape and pedestrian amenity and safety;*
- 1.10 *the number of commercial car parking bays being reduced to achieve compliance with the maximum car parking bays prescribed by the Chemlabs Design Guidelines;*
- 1.11 *further details being provided of the partially ventilated car park to the southern façade and further details of the treatment of the remainder of the southern façade prior to the application being determined to ensure the development is of a high quality;*
- 1.12 *a revised waste management plan is to be provided in consultation with the City to satisfy the City's waste management guidelines;*
- 1.13 *the development being modified to ensure sufficient vertical clearance for the ramps between the ground floor level and the mezzanine level to allow access for waste collection vehicles;*

(Cont'd)

- 1.14 an acoustic report being submitted by the applicant demonstrating compliance with the Metropolitan Redevelopment Authority's Central Perth Design Policy 3 – Sound and Vibration Attenuation Policy, the Environmental Protection (Noise) Regulations 1997;**
- 1.15 a revised Transport Impact Assessment being provided by the applicant in consultation with the City and Main Roads WA, addressing the following:**
- a) the impact of the development on the local road network being significantly more than stated;**
 - b) a review of the risk of crashes at the entry/exit as the data is not reflective of the risk;**
 - c) a revision of cycle times used in the traffic signal assessment;**
 - d) details of the impact the development will have on the road network if restricted to an entry only on Plain Street, or exit with a left turn only onto Plain Street;**
- 2. recommends that, should approval be granted by the Metropolitan Redevelopment Authority for the 23 level mixed use development containing 165 multiple dwellings, 136 short stay apartments, ten commercial tenancies and 250 car parking bays at 100 (Lot 101 and 305) Plain Street, 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, the proposed drop off zone, footpaths and alfresco areas, not forming part of this approval and being subject to separate applications for approval and lease/licence arrangements where relevant;**

(Cont'd)

- 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 in consultation with the City prior to applying for a building permit;*
- 2.4** *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;*
- 2.5** *a detailed landscaping and reticulation plan being submitted and approved by the Metropolitan Redevelopment Authority prior to applying for a building permit, with the approved landscaping being installed prior to the occupation of the building and thereafter maintained to a high standard;*
- 2.6** *on-site stormwater disposal/management being to the City's specifications with details being submitted to the Metropolitan Redevelopment Authority for approval in consultation with the City prior to applying for a building permit;*
- 2.7** *a maximum of 48 commercial tenant car parking bays provided on site being for the exclusive use of the tenants or occupants of the commercial tenancies or staff and/or guests of the special residential apartments within the development and not being leased or otherwise reserved for use of the tenants or occupants of other buildings or sites;*
- 2.8** *a minimum of 182 residential car bays and a minimum of 16 residential visitor car bays being provided on site, with a minimum of one residential car bay being allocated to each multiple dwelling and with all on-site residential car bays being for the exclusive use of the residents of the development or their visitors;*

(Cont'd)

- 2.9 the dimensions of all car parking and commercial vehicle facilities including bays, aisle widths, wheel stops, column locations, ramps, head room clearance and circulation areas, complying with AS 2890.1:2004 and AS 2890.2-2002 with a report prepared by a qualified engineer being submitted by the applicant and approved by the Metropolitan Redevelopment Authority prior to applying for a building permit;**
- 2.10 the proposed levels of the pedestrian and vehicle entrances to the building being designed to match the current levels of the immediately adjacent footpaths, to the City's satisfaction with details being submitted and approved by the Metropolitan Redevelopment Authority in consultation with the City prior to applying for a building permit;**
- 2.11 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 a building permit;**
- 2.12 a revised Waste Management Plan being submitted by the applicant and approved by the Metropolitan Redevelopment Authority in consultation with the City prior to applying for a building permit;**
- 2.13 the proposed Plain Street and De Vlamingh Avenue crossovers being reduced in width in consultation with the City and restricted to a left turn exit only onto Plain Street;**
- 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;**
- 2.15 a street corner truncation of 8.5m (6m x 6m) being provided at the intersection of Hay Street and De Vlamingh Avenue at the owner's cost;**
- 2.16 a 2m x 2m sightline being provided at the crossovers. All sightlines shall be maintained clear of obstructions above a height of 0.75m;**

(Cont'd)

- 2.17 the proposed crossover location being finalised in consultation with the Public Transport Authority and the City to ensure its location will not cause conflict with the existing bus stop or its infrastructure, with the final details of the crossover location being approved by the Metropolitan Redevelopment Authority prior to applying for a building permit;**
- 2.18 a standard archival record being provided that includes a record of the heritage place prior to works commencing. In the event that fabric of earlier period is uncovered, a suitable approach for its retention or interpretation is to be prepared in consultation with the State Heritage Office and being submitted and approved by the Metropolitan Redevelopment Authority prior to applying for a building permit;**
- 2.19 an Interpretation Plan, prepared by a heritage interpretation professional in consultation with the State Heritage Office, to provide for the extensive, meaningful and long-term interpretation of the Material Science Building being submitted by the applicant and approved by the Metropolitan Redevelopment Authority prior to applying for a building permit;**
- 2.20 a construction management plan for the proposal being submitted by the applicant and approved by the City 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;**
 - e) any other matters likely to impact on the surrounding properties; and**

(Cont'd)

- 3. *advises the applicant that in regards to condition 2.6, the City's preferred option is full stormwater discharge into the City's Hay Street stormwater drainage system in accordance with the City of Perth's Connection Guidelines.***

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

6.15pm Cr Adamos previously disclosed a Proximity Interest in Item 77/16 (detailed at Item 68/16) and departed the meeting.

**77/16 DESIGN OPTIONS FOR COMMUNITY CONSULTATION –
NO. 75 (LOT 70) HAIG PARK CIRCLE, EAST PERTH**

BACKGROUND:

FILE REFERENCE:	P1030607
REPORTING UNIT:	Strategic Planning
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	28 January 2016
MAP / SCHEDULE:	Schedule 6 – Site Plan Schedule 7 – Design Options A, B, C Schedule 8 – Public Consultation Boundary

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 8 March 2016.

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

Site Description and Context

No. 75 (Lot 70) Haig Park Circle, East Perth (the site) has an area of 2,233m² and is bound by Plain Street to the west, Haig Park Circle to the south and east, and two mixed use buildings on Royal Street to the north. A pedestrian access way (PAW) extends along a portion of the southern boundary of the site leading from Haig Park Circle to Plain Street. Refer to Schedule 6 – Site Plan.

The site was developed by the (former) East Perth Redevelopment Authority (EPRA) as an at-grade car park to service the retail and commercial uses in the immediate locality and is privately owned. The car park has access from Sovereign Close and Haig Park Circle and currently contains 50 car bays.

A 1.5 metre gradient affects the site with the land sloping down in a north-west direction towards Royal and Plain Streets resulting in the site being situated below Haig Park Circle. A low limestone retaining wall and a narrow landscaping strip, as well as a Western Power substation (46m²) are situated on the site's southern boundary.

A number of pedestrian and vehicular access easements exist over the site benefiting adjoining Lot 71 (corner of Royal Street and Plain Street).

The site is situated within a mixed use area, with residential uses generally being focussed to the south and commercial and retail uses being focussed on Royal Street. Surrounding buildings vary from two to six storeys in height with most residential buildings in close proximity to the site being predominately between two and four storeys (with the top portion of the building envelopes typically designed at 45 degrees to the vertical) with street setbacks ranging from nil to 3 metres.

The lots immediately to the north of the site contain a two storey commercial/retail building (Lot 71) and a three storey retail/residential building (Lot 72) with parking provided for in basements.

Development to the west of the site (on the other side of Plain Street) accommodates a six storey City of Perth (the City) public car park with retail at the street level.

Within the broader East Perth area (along East Parade and within the area east of Wellington Square), there have been a number of recent approvals for residential developments varying in height from 6 to 12 storeys.

Existing Planning Provisions

The site is included in Precinct EP1: Claisebrook Inlet under Local Planning Scheme No. 26 (LPS No. 26) where land use permissibilities and maximum plot ratio are as follows:

	EP 1: Claisebrook Inlet
Land Use Permissibility	
Preferred	Commercial Retail Permanent Residential 1 Transient Residential Community
Contemplated	Culture and Creative Industry Dining and Entertainment

	EP 1: Claisebrook Inlet
Maximum Plot Ratio	1.0:1 however may be increased to 2.0:1 provided that in any development having a plot ratio in excess of 1.0, not less than 50% of the excess relevant floor area shall be dedicated to residential use.

The South Cove Design Guidelines which apply to the site identify its use as a carpark. In providing guidance for the development of adjoining Lots 71 and 72, the Design Guidelines state that the car park on the site is, and will remain, a public parking facility intended to service the retail and commercial uses in this area.

The preferred uses however identified for Precinct EP1: Claisebrook Inlet under LPS No. 26 take precedence over the South Cove Design Guidelines relating to land use, so the site is not restricted to car parking.

The Design Guidelines lack guidance for the site in terms of built form outcomes.

Restrictive Covenant

A restrictive covenant on the title of Lot 70, registered to EPRA, now the Metropolitan Redevelopment Authority (MRA), restricts the use of the site to car parking.

As a restrictive covenant does not form part of the planning framework, development consent can be granted to permit a use which is contrary with the terms of the restrictive covenant. Any development however in contravention of the restrictive covenant could be grounds for civil action (currently by the MRA).

At its meeting held on **11 March 2014**, Council agreed to accept management of the restrictive covenant from the MRA. This has yet to occur as the landowner has yet to consent to this. A change of land ownership occurred on the 28 April 2015 and it is understood that the MRA will be liaising with the new landowner shortly in relation to this.

Previous Development Applications

The site has been subject to two development applications.

At its meeting held on **31 October 2006**, Council approved a three storey office building with two car parking levels containing 45 tenant car parking bays and 49 short stay public car parking bays. The proposed development had a plot ratio of 1.11:1.

On the 28 November 2013, despite the City's Administration and Design Advisory Committee supporting amended plans, the City's Local Development Assessment Panel (LDAP) refused a 5 storey mixed use development on the grounds that "*the proposed development does not respect the scale, form and character of the local area and that of the surrounding buildings*". The proposed development had a plot ratio of 1.5:1 and a nil setback to Haig Park Circle.

A total of 411 submissions were received in relation to the development proposal. Key community concerns related to:

- **Community expectations** – the retention of the existing at-grade public car park aligns with the restrictive covenant and planning objectives;
- **Various parking issues** – lack of visitor parking, increase in traffic congestion;
- **Building and urban design** – concerned about the scale and massing of the development as well as setback to Haig Park Circle; and
- **Amenity issues** – concerned about the reduced feeling of openness, decline in property values due to blocked views, increased noise and diminished privacy.

Normalised Redevelopment Area Planning Amendments

At its meeting held on **10 December 2013**, Council resolved to adopt the Normalised Redevelopment Authority planning amendments which were subsequently gazetted on the 17 March 2015.

Under these amendments, Lot 70 along with the two other lots to the north (Lots 71 and 72) were transferred from the Precinct EP 2: Constitution Street to Precinct EP1: Claisebrook Inlet. The planning rationale for this was:

"These lots accommodate commercial and retail land uses, and together with the lots on the northern side of Royal Street, fall within the South Cove Design Guidelines Area 20. As the lots have similar development requirements, it is proposed they be in one precinct."

This resulted in changes to land use permissibility as well as the maximum plot ratio of the site.

Council in considering the amendments, also considered a submission requesting that the Lot 70 be reclassified to 'Scheme Public Purposes (Car Park)'. The report to Council noted in respect to this:

"Reserved land is generally in public ownership. Any reservation of land in a scheme or amendment gives rise to injurious affection compensation under the Planning and Development Act 2005. Lot 70 is in private ownership and any proposed reclassification of the land would need to be discussed with the current landowner and consideration given to compensation by Council."

The request was not supported, however, highlighted the absence of planning guidance for Lot 70 which resulted in Council also resolving for officers to investigate the development of specific design guidelines for No. 75 (Lot 70) Haig Park Circle, East Perth, for incorporation into the East Perth Design Guidelines Area 20 – South Cove.

Design Guidelines/Options

In response to Council's resolution of the **10 December 2013**, the Administration prepared a number of design options for the site. These were presented to the Elected Members at a briefing session on the 30 June 2015 where it was requested that the Administration investigate further design options.

Further design options along with a proposed approach for engaging the community were presented to the Elected Members at a briefing session on the 23 February 2016.

Landowner Consultation

The City's Administration met with the current landowner of the site in December 2015 at their request to discuss their intentions for the site. At this meeting the City's Administration provided the landowner with the history of the site. No discussions have been held with the landowner with respect to the Design Options presented in this report.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
City of Perth – Local Planning Scheme No. 26 (EP1 – Claisebrook Inlet)

Integrated Planning and Reporting Framework Implications

Strategic Community Plan

Council Four Year Priorities: Community Outcome
Major Strategic Investments
S1 Ensure that major developments effectively integrate into the city with minimal disruption and risk.

Council Four Year Priorities: Community Outcome
Perth as a Capital City
S5 Increased place activation and use of under-utilised space

Policy

Policy No and Name: Claisebrook
East Perth – Area 20 South Cove Design Guidelines

DETAILS:

Three Design Options have been developed for the site. All options utilise the maximise plot ratio (2.0:1) currently allocated to the site under LPS No. 26 which equates to a plot ratio floorspace of 4,453m² or a dwelling yield of approximately 60 dwellings.

Under all of the Design Options:

- the development is proposed to be largely residential in use with commercial tenancies allowed for along Plain Street;
- residential and tenant parking is proposed to be located in the basement of the development with access from Sovereign Close to minimise any increase in traffic on Haig Park Circle; and
- the vehicular and pedestrian access easements over the site benefiting adjoining Lot 71 are accommodated

Option A

This option considers building development on the western portion of the site only with the eastern portion of the site being developed as a public space to enhance the amenity along Haig Park Circle. The public space also provides pedestrian access to Sovereign Close.

The proposed building is comprised of a 3 storey podium and 14 storey tower element adjacent to Plain Street. The podium is setback 2 metres and the tower element is setback a further 2 metres (a total of 4 metres) from Haig Park Circle. The eastern extent of the tower footprint aligns with the angle of Haig Park Circle as it heads south away from the site.

From August through to April (9 months), the tower element would overshadow approximately 6 adjoining properties in the middle of the day for four months (August/September and March/April).

Refer to Schedule 7 for further details.

Option B

This option considers building development on both the western and eastern portions of the site with a central public space area which breaks up the building mass and enhances the amenity along Haig Park Circle. Like Option A, the public space also provides for pedestrian access to Sovereign Close.

The proposed building on the western portion of the site is comprised of a 3 storey podium and an 8 tower storey element adjacent to Plain Street. Like Option A, the podium is setback 2 metres and the tower element is setback a further 2 metres (a total of 4 metres) from Haig Park Circle. The eastern extent of the tower footprint also aligns with the angle of Haig Park Circle as it heads south away from the site.

The proposed building on the eastern portion of the site is generally 4 storeys in height with a 2 storey element over the existing sub station. This building conceals the backs of the buildings on Royal Street and is setback either 2 metres or 11 metres from Haig Park Circle.

From August through to April (9 months), the tower element would overshadow approximately 3 adjoining properties in the middle of the day for two months (August/April).

Refer to Schedule 7 for further details.

Option C (Preferred)

Like Option B, this option considers development on both the western portion and eastern portions of the site with a central public space which breaks up the building mass and enhances the amenity along Haig Park Circle. Like the other Options, the public space also provides for pedestrian access to Sovereign Close.

The proposed building on the western portion of the site is comprised of a 3 storey podium with a 9 storey tower element adjacent to Plain Street. The tower has a reduced footprint compared to that under Option B which lessens the building bulk and allows for a greater setback from Haig Park Circle in parts. The podium is setback 2 metres and the tower element is setback either a further 2 metres (a total of 4 metres) or 9 metres (a total of 11 metres) from Haig Park Circle.

Like Option B, the proposed building on the eastern portion of the site is generally 4 storeys in height with a 2 storey element over the existing sub station. This building conceals the backs of the buildings on Haig Park Circle and is setback either 2 metres or 11 metres from Haig Park Circle.

From August through to April (9 months), the tower element would overshadow approximately 3 adjoining properties in the middle of the day for two months (August/April).

Refer to Schedule 7 for further details.

It should be noted that the Design Options have been detailed to given them a sense of realism and in this regard may not necessarily reflect any actual development on the site. The key design principles of the preferred design option are intended to be identified and incorporated into LPS No. 26 and/or Design Guidelines which will provide the community with sufficient certainty of any development outcomes but also provide any future developers with a level of flexibility in terms of design.

Preliminary Community Consultation

Given the previous levels of community interest in the site, preliminary community consultation is proposed on the three Design Options as follows.

- Letters, information brochures and structured feedback forms will be sent to the owners of surrounding properties as highlighted in Schedule 8 outlining the Design Options and seeking their feedback on the key design principles of each;

- A public notice will be placed in the local newspaper and information will be provided on the City's website welcoming feedback from the general public on the Design Options.
- Surrounding landowners and the general public will also be invited to attend an information session to provide them with an opportunity to ask staff questions and to see the 3D digital model of the Design Options.

Feedback is intended to be sought over a 21 day period consistent with that required for planning policy amendments.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CL 16201000
BUDGET ITEM:	Community Amenities – 7.06 Town Planning & Regional Development – Other Town Planning
BUDGET PAGE NUMBER:	8
BUDGETED AMOUNT:	\$ 1,154,199 (this component is \$52,099)
AMOUNT SPENT TO DATE:	\$ 586,821 (this component is \$28,309)
PROPOSED COST:	\$ 2,400
BALANCE:	\$ 2,400
ANNUAL MAINTENANCE:	\$ 0
ESTIMATED WHOLE OF LIFE COST:	\$ 564,978

All figures quoted in this report are exclusive of GST.

Preliminary community consultation is expected to cost \$2400 in addition to staff time.

COMMENTS:

Highest and Best Land Use

The current use of the site as an at-grade public car park is not considered to be the highest and best use of the site from an urban planning perspective given its inner city location.

It is considered contrary to both the State Government and the City's planning objectives which seek to promote:

- development of a sufficient intensity within the city to reflect its capital city status whilst recognising the individual character and needs of the specific localities within the city;
- higher density development around higher density near activity centres and public transport nodes; and
- public transport and other sustainable transport modes over the private vehicle.

The redevelopment of the site for residential uses would assist in meeting the State Government's *draft Central Sub-regional Planning Framework* (May 2015) housing

target for the City of 16,000 additional dwellings for a metropolitan population of 3.5 million. It would also offer a greater range of housing choice within the locality and would assist in increasing the vitality of the area after normal business hours, as well as potentially supporting local businesses.

The need to retain the site for public parking purposes is questioned. The Regal Place public carpark with 234 bays is located opposite the site, the Victoria Garden public car park within 15 bays is located at the end of Royal Street, and 345 on-street public car parking bays exist within the immediate area.

The Council has previously approved and the City's Administration has previously supported the mixed use development of the site.

Should the Council continue to support the redevelopment of site for uses other than car parking, and should the restrictive covenant be transferred from the MRA to the City, the City would need to take steps to remove the restrictive covenant.

Design Options

The three Design Options have been prepared taking into consideration the concerns previously raised by the community and look to enhance the amenity of the residents of Haig Park Circle through the provision of a public space along the Haig Park Circle frontage. Design Option C is currently the City's Administration's preferred option given the additional benefits it is considered to provide.

CONCLUSION

As outlined above, there is currently a disconnect between the preferred uses for the site outlined under LPS No. 26 and the use guidance provided for the site under the South Cove Design Guidelines. The Design Guidelines also lack guidance for the site in terms of built form outcomes. This has resulted in a lack of clarity of development outcomes for both the landowner and surrounding community.

The inclusion of built form guidance for the site in the Design Guidelines will assist in providing clarity in relation to the siting of any development, building heights and setbacks, vehicular access points as well the provision of any public space and pedestrian links.

Feedback is intended to be sought from the community on the key design principles of the three Design Options prepared.

This feedback will be considered by the City's Administration in arriving at a preferred Design Option and preparing the associated amendments to LPS No. 26 and the Design Guidelines for Council's consideration.

It should be noted that further community consultation will be required to be undertaken once any specific changes to LPS No. 26 and the Design Guidelines are drafted.

Moved by Cr Green, seconded by Cr McEvoy

That Council endorses undertaking preliminary community consultation on Design Options A, B, and C for No. 75 (Lot 70) Haig Park Circle, East Perth, as detailed in this report.

The motion was put and carried

The votes were recorded as follows:

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

Against: Nil

6.16pm Cr Adamos returned to the meeting.

78/16 PROPOSED AMENDMENT NO. 35 TO CITY PLANNING SCHEME NO. 2 AND AMENDMENT NO. 2 TO MINOR TOWN PLANNING SCHEMES NO.S 11, 13, 14, 16, 21, 23 AND 24, AND LOCAL PLANNING SCHEME NO. 26 TO ACCORD WITH THE PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEME) REGULATIONS 2015

BACKGROUND:

FILE REFERENCE:	P1032214
REPORTING UNIT:	Strategic Planning
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	12 February 2016
MAP / SCHEDULE:	Schedule 9 – Supplemental Provisions Schedule 10 – CPS2 Scheme Amendment No.35 Report Schedule 11 – Minor Town Planning Schemes No.11, 13, 14, 16, 21, 23 and 24, and Local Planning Scheme No.26 – Scheme Amendment No.2 Reports

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 8 March 2016.

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

The Planning and Development (Local Planning Schemes) Regulations 2015

The '*Planning and Development (Local Planning Schemes) Regulations 2015*' (hereafter referred to as the Regulations) were gazetted on 25 August 2015 and took effect from 19 October 2015. The Regulations replace the Town Planning Regulations 1967 and associated Model Scheme Text.

The Regulations are a major part of the State Government's planning reform agenda. The Regulations affect arrangements for local planning strategies, local planning schemes and scheme amendments.

The Regulations are set out in three sections, being:

1. Local Planning Scheme Regulations (Parts 1 to 9);
2. The Model Provisions for Local Planning Schemes (Schedule 1 of the Regulations); and
3. The Deemed Provisions for Local Planning Schemes (Schedule 2 of the Regulations).

1. Local Planning Scheme Regulations

The Regulations set out how local planning schemes are prepared, amended and reviewed. The key changes include:

- Introduction of standardised and non-variable provisions into all local planning schemes in Western Australia known as the Deemed Provisions. The Deemed Provisions supercede any provisions within the local planning scheme which are inconsistent.
- Introduces changes to the scheme amendment process. The Regulations have introduced risk based amendment processes for basic, standard or complex amendments.

A basic amendment is generally an administrative amendment, which includes the deletion of scheme provisions that have been superseded by the Deemed Provisions.

A standard amendment is where the amendment is generally consistent with the existing planning framework, while a complex amendment is where an amendment is not consistent with a local planning strategy or is of a scale that may have an impact on the locality.

The classification of the amendment influences the public consultation and processing timeframes for the local government and the Western Australian Planning Commission (WAPC) as indicated in the table below.

	Advertising	Local government final consideration period	WAPC timeframe to make a recommendation to the Minister
Basic	Not required	N/A	42 days
Standard	42 days	60 days after advertising finishes	60 days
Complex	60 days	90 days after advertising finishes	90 days

It will be at the discretion of the local government to determine the type of amendment; however, the Regulations provide guidance around this.

2. Model Provisions for Local Planning Schemes

Model Provisions are scheme provisions that are to be included in local planning schemes when preparing a new local planning scheme. There is the ability for a local government to vary from the model provisions where such a variation can be justified under section 257A (3) of the *Planning and Development Act 2005* (Act).

3. Deemed Provisions for Local Planning Schemes

Section 257B of the Act provides the ability for the Deemed Provisions to be enforced as part of each local planning scheme.

The Deemed Provisions generally address administrative matters and have been introduced so that the provisions are consistent across Western Australia. However, they do also include exemptions from the requirement to obtain development approval.

Section 73(2A) of the Act provides for local planning schemes to add Supplemental Provisions that may expand on the Deemed Provisions to deal with special circumstances or contingencies for which adequate provision has not been made in the Deemed Provisions but cannot act to limit them. If there is inconsistency between a local planning scheme and a Deemed Provision, the latter prevails.

The Deemed Provisions include:

- Definitions, most of which are administrative;
- The process for the preparation of local planning policies;
- Standard heritage provisions which includes a general discretion clause;
- The process for the preparation of structure plans which includes the WAPC as the only determining authority;
- Exemptions from the requirement for development approval, which include:

- Development of a region reserve under the Metropolitan Region Scheme (MRS);
 - Permitted 'P' uses (with no works component or where works do not require approval);
 - Any other use specified in a local planning policy or local development plan which does not require development approval;
 - Internal works, excluding properties on the State Heritage Register or buildings on a Heritage List which are identified as having an interior with cultural heritage significance;
 - Single house, ancillary accommodation, outbuildings external fixtures etc. where it complies with the deemed to comply provisions of the Residential Design Codes (R-codes);
 - Demolition of single house, excluding places on the Heritage List, State Heritage Register or located within a Heritage Area;
 - A home office;
 - Temporary works or use which exist for less than 48 hours;
 - Temporary election signage;
 - Other signage as defined by the Scheme unless the sign is to be erected or installed on a heritage place or on land located within a Heritage Area; and
 - Any other development specified in writing (local planning policies) by the local government.
- Provisions to amend or revoke a development approval. The provisions enable minor amendments to an aspect of the development, extensions of the approval timeframe, as well as conditions to be reconsidered.
 - New Application Forms; and
 - New delegation, enforcement and administrative provisions.

Previous Council Resolution

In late 2014 the Department of Planning (DoP) released for public comment the following draft documents:

- 'Planning makes it happen: Phase two discussion paper – *Planning and Development (Local Planning Schemes) Regulations 2014*'; and
- *Planning and Development (Local Planning Schemes) Regulations 2014*.

At its meeting held on **3 February 2015**, Council resolved to advise the DoP with respect to the draft Planning and Development (Local Planning Schemes) Regulations 2014 that it supports Parts 1 to 9 subject to a number of issues being resolved prior to the gazettal of the Regulations.

Furthermore, Council considered that the Deemed Provisions would have an impact on the future built form of the city and the existing operation of the City of Perth City

Planning Scheme No. 2 (CPS2) and therefore the City should be exempt from the Deemed Provisions.

Whilst the City has not been excluded from the Deemed Provisions of the new Regulations 2015, the State Government has addressed a number of the City's initial concerns.

However, there are still a number of significant matters relating to the impact of the Deemed Provisions on the operations of CPS2 which have not been addressed and are discussed further in the report.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	<i>Planning and Development Act 2005</i> City Planning Scheme No. 2 and associated Minor Town Planning Schemes No.11, 13, 14, 16, 21, 23 and 24, and Local Planning Scheme No.26 <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>
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Integrated Planning and Reporting Framework Implications	Strategic Community Plan Council Four Year Priorities: Community Outcome Capable and responsive organisation S18 Strengthen the capacity of the organisation
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DETAILS:

From 19 October 2015, the Deemed Provisions automatically applied to the Minor Town Planning Schemes (MTPS), Local Planning Scheme (LPS), CPS2 as well as documents pursuant to CPS2 such as planning policies and precinct plans. Whilst the Deemed Provisions automatically apply without any action from Council, amendments to CPS2, MTPS and LPS are necessary to delete any inconsistent provisions to ensure the Schemes are not in conflict with the Deemed Provisions.

AMENDMENT NO. 35 TO CPS2

Amendment No 35 to CPS2 proposes to:

- Remove those provisions of CPS2 that have been superseded by the Deemed Provisions;
- Include existing clauses of CPS2 which are not covered in the Deemed Provisions but relate to these, in the Supplemental Provisions of CPS2; and
- Amend the existing provisions of CPS2 to make them consistent with the Deemed Provisions.

The new CPS2 structure will comprise of the following:

- Scheme text – this includes provisions similar to the Model Scheme Text, as well as other provisions;

- Scheme map and other plans outlined in clause 3(1) of CPS2;
- Supplemental Provisions – as outlined above these expand on the Deemed Provisions but cannot limit them; and
- Deemed Provisions.

Superseded CPS2 Provisions

The following clauses or parts of clauses are proposed to be removed from CPS2 as they have been superseded by the Deemed Provisions.

Part 3, Division 2 – Places of Cultural Heritage Significance

Clauses 30(1) – (4) to 33 of CPS2 being the 'Declaration of Places of Cultural Heritage Significance, Declaration of a Conservation Area', 'Register of Places of Cultural Heritage Significance' and 'Heritage Agreements' are to be deleted as they have been replaced with clauses 7 to 13 of the Deemed Provisions.

Clauses 34 and 35 of CPS2 relating to the Transfer of Plot Ratio and Register of Transfer of Plot Ratio remain but will be renumbered to clauses 30 and 31.

Part 4 – Planning Approval

Clauses 36 to 39, 43, 49(1) to 52 and 54 to 55 of CPS2 being 'Need for Planning Approval', 'Exemption from Planning Approval', 'Unauthorised Existing Developments', 'Form of Application', 'Determination of Application – General Provisions', 'Notice of Council Decision', 'Term of Planning Approval', 'Temporary Planning Approval', 'Revoked or Amended Planning Approval', 'Deemed Refusal' and 'Appeals' are to be deleted as they have been replaced with Part 7 of the Deemed Provisions relating to 'Requirements for Development Approval'.

Part 5 – Miscellaneous

Clauses 56(1)-(8), 57(5), 58 and 59 of CPS2 being 'Planning Policies', Precinct Plans and Other Scheme Documents, 'Agreement and Dealings with Land' and 'Delegation' are to be deleted as they have been replaced with Part 2 and clauses 81 to 84 of the Deemed Provisions.

Clause 57A of CPS2 relating to Special Control Areas has been retained (and renumbered to clause 32) in the Scheme text of CPS2.

Part 6 – Enforcement

Clause 63(1) of CPS2 relating to 'Authorised Entry' is to be deleted and replaced with clause 79 of the Deemed Provisions.

Schedules

Schedule 4 – Definitions of CPS2 has been amended to delete those definitions which are now included in the Deemed Provisions.

Schedule 7 – Forms has been amended as the Deemed Provisions contain the new Application for Development Approval Form. It is noted that an applicant will need to submit the MRS Form 1 and the Application for Development Approval (two forms).

Schedule 9 – Special Control Area has been amended to reflect the Deemed Provisions, however, there is no impact to the provisions or operation of the Special Control Areas.

CPS2 Supplemental Provisions

As outlined above, the Act provides for local planning schemes to add Supplemental Provisions that may expand on the Deemed Provisions to deal with special circumstances or contingencies for which adequate provision has not been made in the Deemed Provisions but cannot act to limit them.

Accordingly, a number of the provisions of CPS2 are proposed to be amended and retained as Supplemental Provisions. These provisions relate to the various sections of the Deemed Provisions such as ‘local planning policies’, ‘heritage protection’, ‘procedure for dealing with applications for development approval’, and ‘enforcement and administrative’ and expand on matters not fully addressed in the Deemed Provisions. Please refer to Schedule 9.

Additional Supplemental Provisions are also proposed including:

- clause 5(3) to enable the local government to make a minor amendment to a precinct plan without advertising the amendment;
- clause 8(6) to enable the local government to undertake minor administrative changes to the Heritage List without the need to advertise; and
- clause 9(1A) provides that those Conservation Areas previously included in the CPS2 are Heritage Areas under the heritage provisions of the Deemed Provisions

With the deletion and movement of a number of the Scheme text provisions, those provisions which remain in the Scheme text will need to be renumbered.

Schedule B provides a copy of the Amendment No.35 Report (Please refer Schedule 10).

CPS2 Consistency with Deemed Provisions

The Deemed Provisions include terminology that is not consistent with CPS2 terminology. Therefore to address the inconsistency the following terms in CPS2 have been replaced as the terminology in the Deemed Provisions cannot be amended:

- ‘Council’, ‘City’ and ‘City of Perth’ deleted and replaced with ‘local government’;
- ‘Metropolitan Region Scheme’ with ‘Region Planning Scheme’;
- ‘Residential Design Codes’ with ‘R-Codes’;

- 'planning approval' with 'development approval';
- 'Register of places of cultural heritage significance' with 'Heritage List'; and
- 'conservation area' with 'Heritage Area'.

MINOR TOWN PLANNING SCHEMES AND LOCAL PLANNING SCHEME

Minor amendments are proposed to the MTPS No.11, 13, 14, 16, 21, 23 and 24, and LPS No. 26 Scheme provisions to ensure consistency with the Regulations 2015 including:

- Providing consistent terminology and definitions with the Deemed Provisions;
- Deleting references to clauses superseded by the Deemed Provisions; and
- Cross referencing the Deemed Provisions and proposed Supplemental Provisions of CPS2.

Schedule 11 details the minor changes to the MTPS No.11, 13, 14, 16, 21, 23 and 24, and LPS No. 26 that are subject to these amendments.

FINANCIAL IMPLICATIONS:

The costs the City has incurred to date relating to the introduction of the new Regulations include:

- Consultant Fees – \$ 22,000 (excluding GST). A consultant was engaged by the City's Administration to review the CPS2 and other various planning documents to outline the changes required to these documents in order to accord with the Deemed Provisions.
- Estimated Legal Costs – \$2,000. Legal advice has been sought on the implications of a number of the Deemed Provisions on the operations of CPS2.
- Estimated Gazettal and Public Notice costs – \$ 6,700.

Additionally, there may be future costs estimated to be \$270,000 if contractors are engaged by the City to undertake internal assessments of 167 properties on the Heritage List to determine whether the interiors are of significance. Currently the Regulations allow any internal works to be exempt from requiring a development approval, unless the interiors are noted as having significance. This matter is outlined further in the report. Ongoing discussions with the DoP may be able to resolve this matter if the necessary modifications to clause 61(1)(b) are undertaken as part of its six month review of the Deemed Provisions.

COMMENTS:

The Regulations 2015 require the City to take action to ensure that its City Planning Scheme and associated documents, as well as MTPS, LPS and amendment processes are aligned with this new legislation.

The proposed amendments are basic amendments in accordance with Regulation 34 of the Regulations 2015. The changes are administrative in nature and propose to

delete CPS2 provisions that have been superseded by the Deemed Provisions and ensure that CPS2, the MTPS's and LPS align with the Regulations 2015.

The next steps for a basic amendment requires:

- i) the amendment to be referred to the Environmental Protection Authority to determine whether it needs to be assessed under the Environmental Protection Act or not ;
- ii) the amendment to be forwarded to the WAPC within 21 days of passing of the resolution to prepare the amendment;
- iii) the affixing of the common seal to and endorses the signing of the Amendment documentation;
- iv) forwarding the signed and sealed amendment documentation to the WAPC for its endorsement (42 days) and for the endorsement of the Minister for Planning;
- v) WAPC publishes notice in the Government Gazette; and
- vi) the City advertises approved amendment.

Impacts on the operation of CPS2

A number of key issues have arisen out of the Deemed Provisions that will need further consideration by the DoP including:

ISSUE 1 Permitted ('P') Use Exemption

Clause 61(2)(b) of the Deemed Provisions allows the exemption from development approval of permitted uses in the zone in which the development is located '*where there is no works component; or development approval is not required for the works component of the development*'. The Deemed and Model Scheme Text (MST) Provisions refer to 'permitted' and 'discretionary' land uses, as well as 'zones', while the City's CPS2, MTPS and LPS refers to 'preferred' and 'contemplated' land uses and 'Scheme Use Areas'. The question is whether this clause is applicable to the City as CPS2, MTPS and the LPS do not use this terminology.

Based on preliminary legal advice, it is considered that there is sufficient ambiguity relating to the applicability of the terms 'permitted', 'discretionary' and 'zones' to determine that the application of clause 61(2)(b) does not apply to CPS2.

Clause 61(2)(b) would have significant amenity implications if it was to apply and would require the City to review its land use categories and associated use permissibilities for the following reasons:

- i) broad land use categories such as 'Entertainment' which is a preferred use in certain areas of the city would be exempt from development approval which would remove the ability for Council to place standard conditions relating to noise attenuation, restrictive trading hours etc. on any change of use development application for 'Entertainment'.

- ii) the potential to convert 'Residential' use to 'Special Residential' use which may not comply with CPS2 policies and the State Government's Perth Parking Policy (PPP) (the tenant parking may exceed the PPP parking requirements).

Should an amendment be required to consider changing the use permissibilities of the CPS2, it would be preferable to undertake this as part of a Scheme review (due for completion in approximately 18 months) rather than through a separate standard amendment given the complexities of the city environment.

ISSUE 2 Internal Works Exempt from Development Approval

Clause 61(1)(b) of the Deemed Provisions states that development approval is not required for the *'carrying out of internal building work which does not materially affect the external appearance of the building unless the work is on a building identified as having an interior with cultural heritage significance'*.

It is noted that the State and City are currently working together on developing design excellence standards. However, by removing the requirement for development approval for significant interior modifications of large scale developments, this may potentially compromise good interior design and reduce the internal amenity for the existing or future occupants of the affected buildings.

Further clarification is required from the DoP as to whether the original intent of the provision was to permit major internal refurbishments of existing large scale residential, commercial or mixed use developments.

ISSUE 3 Less flexible and a more complicated Scheme

The DoP has advised that an alternative approach to dealing with the City's concerns expressed for clauses 61(1)(b) and 61(2)(b) is to incorporate additional internal development standards and requirements in CPS2. DoP advised that this would ensure that a use was not permitted unless compliant with those standards and requirements.

Preliminary legal advice suggests that the above approach is contrary to the contemporary model adopted by CPS2 and other local authorities (which is to have requirements and standards located in local planning policies not in the Scheme itself). The current approach provides local governments with the flexibility to amend planning policy requirements and standards through a simpler process which only requires Council approval, rather than the more complex and time consuming process associated with scheme amendments which requires both WAPC and Ministerial Approval. Consequently, introducing additional provisions for some uses into CPS2 would be inconsistent with this approach and would create a less flexible City Planning Scheme.

Additionally, the Deemed Provisions do not explicitly state that development which is exempt from development approval has to comply with the provisions of a City Planning Scheme. As such it is unclear whether development which is exempt from development approval needs to comply with the standards of the City's CPS2 and

documents made pursuant to CPS2. Further legal advice is being sought on this matter.

ISSUE 4 Heritage Properties – Protection of Interiors

Clause 61(1)(b) of the Deemed Provisions may also promote potential adverse planning and heritage outcomes whereby only the facades of buildings of cultural heritage significance on the Heritage List are likely to be retained unless the City identifies that they have significant interiors. This has significant resourcing and financial implications for all local governments. Additionally, it is understood that the City has no legal power of entry to undertake the assessment of interiors of such properties if the owner does not permit access. This matter has been discussed with the DoP who have informally advised that as part of the six month review of the Regulations (which should conclude by April 2016), an approach may be possible where an exemption from development approval for internal work will only be applied to buildings on the Heritage List if the List identifies that the interior is not of heritage significance. This would protect potentially significant building interiors until assessments have been undertaken, and may act as an incentive for property owners to facilitate an interior assessment if they wish to be exempt from development approval.

ISSUE 5 Variations to Local Planning Scheme Provisions for Heritage Purposes

The Deemed Provisions include a discretionary variation clause which enables any site or development requirement of CPS2 to be varied to facilitate the conservation of a heritage place or to preserve heritage values in a heritage area. Generally this is a positive provision as it provides flexibility however; there is no limitation to the variation. The bonus plot ratio provisions in the CPS2 include plot ratio bonuses for residential land uses (up to 20%), special residential land uses (up to 20% or 40%), public facilities and/or heritage (up to 20%) to a maximum of 20% or 50%, depending on the area within the city. The general variation clause would mean discretion to approve plot ratio to encourage the conservation of heritage places in excess of the 20% heritage plot ratio bonus and in excess of the 20% and 50% overall plot ratio bonus. This would undermine the bonus plot ratio provisions within the CPS2 for non-heritage purposes and the maximum plot ratio permitted on any one site.

Ideally the plot ratio limits outlined in the Scheme text of CPS2 should be retained.

ISSUE 6 Exemption (demolition)

Clause 61(1)(e) of the Deemed Provisions states that development approval is not required for the demolition of a single house except where the house is located on a Heritage List /Area or on the State's Register of Heritage Places.

This may have implications for places of potential cultural heritage significance, as it is noteworthy that the City continues to work with the community to identify properties worthy of consideration for inclusion on the Heritage List.

The previous clause 32(1)(b) of CPS2 enabled Council to declare 'an intent' to register as an interim measure to protect places prior to Council's review of these for final declaration. This clause has been superseded by clause 8 of the Deemed Provisions.

Further discussion is required with the DoP to amend the Deemed Provisions to include a mechanism to protect places which have yet to be entered into the Heritage List but are being considered for entry.

Clarification is also required on whether the demolition of a single house converted for office use would also be exempt from development approval.

ISSUE 7 User ability of the City Planning Scheme

The DoP has advised that the clause numbering of the Deemed Provisions cannot be modified for inclusion into CPS2 and that the Supplemental Provisions should sit separate to the Scheme text as a Schedule. There is strong concern that the separation of the Deemed Provisions and Supplemental Provisions from the Scheme text will make it difficult to read and use CPS2. The DoP has suggested that the City develop a combined working copy of the Deemed and Supplemental Provisions for internal use only, however, this would result in two versions of the CPS2 and the potential for inconsistency, and fails to address the fundamental issue of creating easy to navigate regulations for customers.

ISSUE 8 Additional Forms

As part of the Regulations several new forms are required as outlined in clause 86 of the Deemed Provisions including:

- i) Application for Development Approval; and
- ii) Additional Information for Development Approval for Advertisements.

In addition to these, the MRS Form 1 is still required under the Metropolitan Region Scheme (MRS). This means that all applications will require at least two forms and DAP applications or signage applications will require additional forms.

This together with the potential for a more complicated CPS2 appears to be counter intuitive to the primary aim of the planning reforms which was to reduce red tape and simplify the planning process.

ISSUE 9 Single House Exemption

Clause 61(1)(c) of the Deemed Provisions allow single houses to be exempt from development approval in R-Coded areas where the development satisfies the deemed to comply requirements of the R -Codes. The R-Codes only apply in select areas of the city, being a section in Crawley, Terrace Road, Goderich Street and Mount Street. Developments in these areas are guided by specific planning policies, in addition to the R Codes. However, the DoP has advised that as the City's local planning policies cannot be applied.

This was initially considered to be a low risk due to the limited areas subject to the R-Codes and the limited number of single house developments within those four areas of the city. However, with the recent passing of the City of Perth Bill and the new boundary alignment, further consideration is required on the potential impact of the above provision on the additional residential areas (including approximately 221 single dwellings) to be incorporated into the City of Perth on 1 July 2016.

The DoP has advised that it is currently liaising with WALGA to further discuss this aspect of the Regulations, given the issue has been raised by a number of local governments.

MINOR ISSUES

A number of other issues also exist but are considered to pose less risk including:

- Administrative matters – other issues are more administrative in nature such as the need to incorporate a waiver clause into the Deemed Provisions obviating the requirement to advertise where an owner nominates their own property for inclusion onto the Heritage List. This is supported as the City was already planning to amend its CPS2 to implement this.

As outlined above, the City's Administration has discussed the above issues with the DoP who has advised that these matters will be considered as part of its six month review of the Regulations. The review may also include a potential change so that the blanket exemption for clause 61(1)(b) and 2(b) would not apply to development within mixed use zones or Scheme Use Areas, and/ or development in activity centres. This is the City's Administration preferred approach.

These planning scheme amendments need to be progressed ahead of the City of Perth Act taking effect and the additional areas within the City of Subiaco and Nedlands being incorporated into the City to provide clarity around existing planning provisions as soon as possible. Existing planning schemes in the affected areas of the City of Subiaco and City of Nedlands will continue to apply until the City of Perth puts in place planning schemes covering the new areas in its boundaries.

CONCLUSION:

The new Regulations 2015 are part of the State Government's planning reform agenda to stream line the planning process and make all local government more consistent. However, a number of issues have arisen from the application of the Deemed Provisions which adversely affect the operations of CPS2 and in some cases appear to be counter intuitive to the aims of reducing red tape.

The City's Administration has continued to advocate to the DoP seeking amendments to the Deemed Provisions. It is recommended that the DoP consider excluding development within mixed use zones or Scheme Use Areas and/or activity centres from clause 61(1)(b) and 61(2)(b) of the Deemed Provisions as part of its six month review process for the reasons explained in this report. Additionally, for

clause 61(1)(b) of the Deemed Provisions to be amended whereby an exemption from development approval for internal work will only be applied to buildings on the Heritage List if the List identifies that the interior is not of heritage significance.

This amendment is the first set of changes to the City's Planning Schemes. A subsequent report will be brought to Council to address necessary changes to the City's planning policies and precinct plans.

Moved by Cr Green, seconded by Cr Yong

That Council:

- 1. pursuant to section 75 of the Planning and Development Act (the Act) prepares Amendment No. 35 to the City Planning Scheme No. 2 and Amendment No. 2 to Minor Town Planning Schemes No. 11, 13, 14, 16, 21, 23 and 24, and Local Planning Scheme No. 26 as detailed in Schedules 9, 10 and 11;***
- 2. resolves pursuant to Regulation 35(2) of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) resolves that the proposed Amendments (as 1. above), are basic amendments pursuant to Regulation 34 as they:***
 - i) delete provisions that have been superseded by the Deemed Provisions in Schedule 2: Planning and Development (Local Planning Scheme) Regulations 2015;***
 - ii) ensure that City of Perth City Planning Scheme No.2 is consistent with any other Act that applies to the Scheme or the Scheme area;***
 - iii) are an administrative correction;***
- 3. pursuant to section 81 of the Act, refers the Amendments (as 1. above), to the Environmental Protection Authority;***
- 4. pursuant to Regulation 58, provides the Amendments (as 1. above), to the Western Australian Planning Commission for assessment;***
- 5. pursuant to sub-regulation 62(3), authorises the affixing of the common seal to and endorses the signing of the Amendment documentation on or after 15 March 2016, and forwards the documentation to the Western Australian Planning Commission for its endorsement;***

(Cont'd)

6. *pursuant to sub-regulation 63(1) forwards the Amendment documentation for the endorsement of the Minister for Planning pursuant to sub-regulation 63(2);*
7. *advises the Department of Planning that it would welcome the opportunity to further discuss the issues arising from the impacts on the Regulations on the operation of City Planning Scheme No. 2 raised in this report dated 12 February 2016. These discussions will need to be undertaken prior to the six month review of the Planning and Development (Local Planning Scheme) Regulations 2015 being finalised. In particular, Council supports:*
- i) an exemption for development within mixed use zones or Scheme Use Areas and/or development in activity centres from clauses 61(1)(b) and 61(2)(b) of the Deemed Provisions; and*
 - ii) clause 61(1)(b) of the Deemed Provisions being amended whereby an exemption from development approval for internal work will only be applied to buildings on the Heritage List if the List identifies that the interior is not of heritage significance.*

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

FINANCE AND ADMINISTRATION COMMITTEE REPORTS

79/16 FINANCIAL STATEMENTS AND FINANCIAL ACTIVITY STATEMENT FOR THE PERIOD ENDED 31 JANUARY 2016

BACKGROUND:

FILE REFERENCE:	P1014149-25
REPORTING UNIT:	Finance
RESPONSIBLE DIRECTORATE:	Corporate Services
DATE:	17 February 2016
MAP / SCHEDULE:	Schedule 12 – Financial Statements and Financial Activity Statement for the Period Ended 31 January 2016

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 8 March 2016.

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

LEGISLATION / STRATEGIC PLAN / POLICY:

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

DETAILS:

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

FINANCIAL IMPLICATIONS:

There are no direct financial implications arising from this report.

COMMENTS:

The Financial Activity Statement commentary compares the actual results for the seven months to 31 January 2016 with the revised budget approved by Council on **3 November 2015**.

Moved by Cr Davidson, seconded by Cr Harley

That Council approves the Financial Statements and the Financial Activity Statement for the period ended 31 January 2016 as detailed in Schedule 12.

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

6.17pm The Lord Mayor and Cr Adamos previously disclosed a Proximity Interest in Item 80/16 (detailed at Item 68/16) and departed the meeting. The Deputy Lord Mayor, Cr Limnios assumed the Chair.

6.17pm Personal Aide to the Lord Mayor - Mr Anastas departed the meeting.

**80/16 THE LITTLE FERRY COMPANY – DEDICATED BERTHING
ACCESS AT CLAISEBROOK COVE, EAST PERTH**

BACKGROUND:

FILE REFERENCE: P1024168
REPORTING UNIT: Properties
RESPONSIBLE DIRECTORATE: Construction and Maintenance
DATE: 2 February 2016
MAP / SCHEDULE: Schedule 13 – Little Ferry Company Proposal
Schedule 14 – Jetty Licence 1582

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 8 March 2016.

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

At its meeting on **5 August 2009**, Council approved the general conditions of a licence for the private use of boat pens in Claisebrook Cove.

Private use of the jetties was later abandoned and conditions of non-commercial use of the jetties and the provision to allow the public unrestricted use of the jetties were inserted into the licence.

In November 2012, the City of Perth (the City) entered into a Licence Agreement (Schedule 14) with the Department of Transport (DoT) for the management of the Claisebrook Cove Jetties identified as Jetty 1582.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation Section 7 of the *Jetties Act 1926*
Section 3.57 of the *Local Government Act 1995*
Part 7 – Jetties and Bridges – *City of Perth Local Government Property Local Law 2005*

Integrated Planning and Reporting Framework Implications **Strategic Community Plan**
Council Four Year Priorities: Community Outcome
Getting Around Perth
An effective pedestrian friendly movement system integrating transport modes to maintain a high level of accessibility to and within the City

DETAILS:

In December 2015 the Little Ferry Company wrote to the City outlining details of a new ferry service on the Swan River and seeking Council approval for a dedicated berthing site at Claisebrook Cove.

The City holds a licence over the jetty complex which currently prohibits any commercial use of the jetties and provides that the City will allow the general public to have unrestricted access to the jetties at all times.

Recent discussions with the DoT have resulted in the DoT giving in principle support to have both of these clauses removed from the Licence Agreement. This would allow the City to enter into an agreement with the Little Ferry Company for a dedicated berthing site.

Claisebrook Cove jetties are well used during the weekend periods and somewhat less from Monday to Friday. Without a dedicated berthing site, the company is not able to promote the exact landing position or for that matter be able to guarantee that there will be a berth available to them at specified times.

It is proposed that the ferry service will initially operate between Elizabeth Quay, the Old Swan Brewery and Claisebrook Cove, with plans to expand and take in Point Fraser, Perth Stadium, the Riverside Commercial Development and others.

The applicant is also required to apply for the City's consent under Part 7 – Jetties and Bridges of the *City of Perth Local Government Property Local Law 2005*.

The Department of Parks and Wildlife (Swan River Trust) has advised that a sea bed lease is not required for the proposal.

FINANCIAL IMPLICATIONS:

There are no specified charges in the City's budget for the mooring of boats. It is proposed that no fees are charged in the first 12 months of the Licence agreement as it is on a trial basis to ascertain public support of the project and to allow the operator time to evaluate its financial position.

The City currently pays an annual licence fee to the DoT of \$34.94. Should the City decide to impose a mooring fee on the jetty, this fee would rise to \$663 per annum.

COMMENTS:

While the Claisebrook Jetty Complex is well utilised on weekends it is underused during the week. This service would assist in raising the profile of the area and provide a welcome transport option for both the local community and tourists.

The proposal is supported.

6.19pm Personal Aide to the Lord Mayor - Mr Anastas returned to the meeting.

Moved by Cr Chen, seconded by Cr Davidson

That Council:

- 1. agrees to provide a dedicated berthing facility at Claisebrook Cove Jetty to the Little Ferry Company for the purpose of passenger embarkation and disembarkation for a trial period of 12 months, subject to approval by the Department of Transport;*
- 2. authorises the Chief Executive Officer to finalise the terms and conditions of a licence for dedicated berthing at Claisebrook Cove Jetty; and*
- 3. agrees to advertising under Section 3.57 of the Local Government Act 1995 for the disposition of property and in the event that no submissions are received authorises the Chief Executive Officer to enter into a licence with the Little Ferry Company for dedicated berthing at Claisebrook Cove Jetty.*

The motion was put and carried

The votes were recorded as follows:

For: Crs Chen, Davidson, Green, Harley, Limnios, McEvoy and Yong

Against: Nil

6.21pm The Lord Mayor returned to the meeting and resumed the Chair. Cr Adamos returned to the meeting.

**81/16 CREATION OF CROWN RESERVE OVER PIAZZA NANNI –
NORTHBRIDGE**

BACKGROUND:

FILE REFERENCE: P1022452
REPORTING UNIT: Properties
RESPONSIBLE DIRECTORATE: Construction and Maintenance
DATE: 16 February 2016
MAP / SCHEDULE: Schedule 15 – Survey Plan
Schedule 16 – Aerial View

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 8 March 2016.

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

Piazza Nanni was constructed by East Perth Redevelopment Authority (EPRA) in the year 2000. In January 2001 the City of Perth (the City) received advice (TRIM 2140/01) that the piazza was to be vested to the City for care, control and management. The vesting did not occur, however the City has maintained the piazza since that time.

The land is Unallocated Crown Land being Lot 1105 on DP 193440.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation Section 42 of the *Land Administration Act 1997*

Integrated Planning and Reporting Framework Implications **Corporate Business Plan**
Council Four Year Priorities: Major Strategic Investments
S2 Optimise the commercial and community outcomes within the property portfolio
2.1 Develop a Strategy for the management of City of Perth Property that addresses opportunities for growth, de-accession/accession and ownership needs.

Policy

Policy No and name CP 9.15 – Contributed Asset Policy

DETAILS:

MRWA is looking to rationalise tenure and to resolve outstanding issues regarding access to the rear car park to St Brigid's Church and management of the adjoining area known as Piazza Nanni.

The main issue for the church is to have legal access to the car park at the rear of the church. The church currently accesses their car park from Fitzgerald Street through the Piazza. St Brigid's have installed a drop chain security gate at the entry of the car park however formal access from Fitzgerald Street has not been resolved.

Prior to the church accessing from Fitzgerald Street, MRWA provided access to the car park from John Street across MRWA land. That access ceased due to unauthorised parking and anti-social behaviour.

MRWA plans to construct a bus lay down over the land that formerly contained the access from John Street. The church has made it a condition on MRWA that an easement is registered over the Piazza to protect their interest for access to the car park. MRWA have no objections to St Brigid's request.

As the land is Unallocated Crown Land being Lot 1105 on DP 193440, approval is required from the Department of Lands and the City of Perth. The Department of Lands have no objections to the proposal, subject to the City's support and consent.

MRWA is proposing to create a Crown Reserve over the Piazza area with a management order in favour of the City, and create an easement over the area that is utilised by the church.

The northern part of the Piazza land is currently dedicated road and the land beneath forms part of the Graham Farmer Freeway Tunnel. Consequently a road closure to a depth of 0.2 meters pursuant to Section 58 of the *Land Administration Act 1997* is required to create the reserve.

FINANCIAL IMPLICATIONS:

MRWA have advised that they will meet all costs associated with the proposal.

There is \$35,748 allocated for Other Northbridge Reserves in the 2015/16 budget. The budget does not itemise amounts for each individual reserve.

COMMENTS:

Although there are no new benefits to the City in taking on the Management Order over this proposed Reserve, the City has maintained the property since construction in 2000.

The proposal is supported in that it formalises the land tenure and responsibilities over this property.

Moved by Cr Davidson, seconded by Cr Harley

That Council:

- 1. agrees to the creation of and to accept a management order of a Crown Reserve for the purpose of Recreation as shown on Main Roads Plan 1660-003, Schedule 15 and known as Piazza Nanni in Northbridge;*
- 2. agrees to consent to the registration of a Crown Easement on the reserve for the provision of vehicle access, car parking and specialist vehicle access for church ceremonies from time to time in favour of St Brigid's Church;*
- 3. in accordance with Section 58 of the Land Administration Act 1997, agrees to advertise its intention to seek the Minister of Lands approval to close approximately 581 square metres to a depth of 0.2 meters as detailed in Schedule 15 and in the event that no submissions are received allows the Chief Executive Officer to request the Minister of Lands to permanently close the section of road; and*
- 4. notes that all costs pursuant to the closure of the section of road and the creation of the Crown Reserve are to be borne by Main Roads Western Australia (MRWA).*

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

**82/16 FEBRUARY BUDGET REVIEW 2015/16 – FORECAST OF
THE OPERATING AND CAPITAL BUDGET FOR THE YEAR
ENDING 30 JUNE 2016**

BACKGROUND:

FILE REFERENCE:	P1031135
REPORTING UNIT:	Finance
RESPONSIBLE DIRECTORATE:	Corporate Services
DATE:	25 February 2016
MAP / SCHEDULE:	Schedule 17 – Operating Statement by Nature and Type Schedule 18 – Operating Statement by Directorate and Unit 2015/16 Schedule 19 – Capital Works Schedule 20 – Revised Rate Setting Statement

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 8 March 2016.

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

The City of Perth (the City) has conducted a budget review to forecast its results to the end of the financial year and to approve changes to the budget emerging from the review. The February Review is based on the actual results to 31 January 2016.

This review, completed by the Finance Unit, was signed off by the relevant Managers and Directors who are accountable and have taken responsibility for the forecasts.

The budget has the following objectives:

- To project the results to 30 June 2016;
- To identify surplus resources;
- To redeploy resources to new projects and projects that generates scope increments; and
- To allocate surplus funds to reserves where they are identified.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	Section 6.8 of the <i>Local Government Act 1995</i> Regulation 33A of the <i>Local Government (Financial Management) Regulations 1996</i>
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**Integrated Planning
and Reporting
Framework
Implications**

Strategic Community Plan

Council Four Year Priorities: Community Outcome
S18 Strengthen the capacity of the organisation

Policy

Policy No and Name: 9.6 – Budget Variations

DETAILS:

The net income of the City will fall by (\$375,000) to \$7.7 million. Operating revenue is projected to fall by (\$0.9 million) to \$193 million. Capital Grants and Subsidies are expected to reduce by (\$1.3 million). This is mainly due to a reduction in grant income for the Perth Concert Hall as a result of the timing of capital works. Operating expenditure has decreased by (\$0.5 million) to \$185.3 million.

Revenue by Nature and Type

- Rates have been forecast to increase by \$447,000. Interim rates earned to date have been higher than forecast due to the completion of a number of significant buildings including the Old Treasury Building.
- Parking fees have been reduced by (\$280,000). Due to slower economic conditions and the ongoing construction activity in the City. Kerbside parking revenue was reduced by (\$550,000) which was partly offset by higher demand due to an increased number of events at the Convention Centre and Elder Street car parks.

The International Conference and Exhibition on Liquefied Natural Gas (LNG 18) will be held from 11 to 15 April 2016 at the Perth Convention and Exhibition Centre. The exterior Car Parking area will be used by the conference to house catering, function and break out areas. Extensive temporary infrastructure will be put in place which will occupy 223 Car Bays for a period of 55 Days.

Council has agreed that the car bays utilised during this event would be provided for as an in kind contribution from the City. The estimated loss of parking revenue for this event is \$364,000, and has not been accounted for in this budget review process. Therefore it is likely parking revenue could fall below the revised budget taking into account this event but other parking venues may have increased patronage as a result.

- Licence and Registration Fees reduced by (\$217,000), mainly due to planning fees forecasted to be lower by (\$300,000) and partly offset by building licence fees expected to be higher by \$99,000.
- Fines and costs have been adjusted down by (\$83,000) mainly due to fewer projected Health Act fines.

- Community service fees have been reduced by (\$54,000), mainly due to the decreased demand for casual day care services.
- Investment income has been adjusted downwards by (\$281,000) due to the volatility of the Colonial Share Index fund and low interest rates.
- Other revenue is forecast to fall by \$175,000 mainly due to the Lotterywest Christmas Pageant grant funding of \$300,000 being withdrawn subsequent to the cancellation of the event.

Operating Expenditure (by Nature and Type)

- Employee costs remain in line with both the October budget review and the original budget. Year to date employee costs savings have been achieved, however costs associated with the continued implementation of the New City of Perth structure have been accounted for over the remainder of the financial year.
- Materials and contracts were \$854,000 less than previously forecast with major reductions in external contract labour, infrastructure and property maintenance. These savings were partly offset by higher software licencing (i.e. Microsoft) and street tree maintenance.
- Utilities and insurance were both close to budget.
- Depreciation and amortisation is (\$184,000) above the previous.
- Interest expenses are (\$203,000) higher than the revised budget with variances in the loans for the new Perth City Library, the Convention Centre and Elder Street car parks.
- Other expenditure has decreased by \$54,000.

Non-Operating Financing Activities

- Capital Grants have decreased by (\$1.3 million) as a result of the delay in work on the Perth Concert Hall. The City will not be in a position to invoice the State Government for a contribution to the works in this financial year.

Operating Expenditure (by Directorate and Unit)

In this breakdown the accompanying schedule includes a comments column which briefly explains the reason for increases and decreases.

Capital Expenditure

- The capital budget has reduced by a net \$357,300.

- Project savings of \$3.2 million have been identified and released where projects have been reprogrammed or are near complete and savings have been realised.
- A summary of “New Projects Requiring Funds”:

Project	\$000's
CCTV	76
Streetscape – various projects	680
Wellington Square	100
Disaster Recovery	200
Parking Equipment & System	220
Trafalgar Bridge Lighting	350
Narrows Footpaths and Kerbs	60
TOTAL	1,686

- Forecasts have also indicated the need for an additional budget of \$2.9 million to fund scope changes, increased costs or variations to contracts.
- These adjustments to the previously adopted October revised budget bring the total capital expenditure budget to \$68.6 million.
- The funding impact of the change arising from the review is:

Funding Impact	Total \$000's	Municipal \$000's	Reserves \$000's	Grant \$000's
Ongoing Projects with Surplus Funds available	(3,239)	(922)	(1,049)	(1,268)
Ongoing Projects Requiring Additional Funds	1,196	1,196		
New Projects Requiring Funds	1,686	1,686		
Total (Saving)/ Deficit	(357)	1,960	(1,049)	(1,268)

Revised Rate Setting Budget Statement

This statement details the impact on the closing funds of the changes above. There is a net decrease of (\$1,435,629) in closing funds. These have arisen from the savings in operating expenditure of \$695,903 (excluding depreciation and disposals of assets) and a decrease in revenue, other than rates, of (\$1,334,109) resulting in an operating deficit of \$638,206 (excluding the change in depreciation). The amount sourced from rates has increased by \$447,160. Additionally there are changes to capital and funding activities. Transfers to and from reserves reflect changes to capital spending.

FINANCIAL IMPLICATIONS:

The budget review has changed the overall financial position of the City. Operating Income has fallen by (\$0.9 million) and net capital expenditure requirements have been reduced by \$357,000.

COMMENTS:

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 (as amended) approves BY AN ABSOLUTE MAJORITY:***
 - 1.1 the February Budget Review 2015/16 as detailed in Schedules 17, 18, 19 and 20 noting the impact of reduced operating revenue and operating expenditure excluding depreciation;***
 - 1.2 capital expenditure of \$1,196,349 for work on projects as listed in Schedule 19 as "Ongoing Projects Requiring Additional Funds" and \$1,685,821 for "New Projects Requiring Funding" respectively, which will be provided out of the savings of (\$3,239,477) on "Ongoing Projects that have been reprogrammed";***
- 2. notes that:***
 - 2.1 the budgeted net result from operations has decreased by \$375,354;***
 - 2.2 net savings of \$357,307 on capital projects; reduced funding required from reserves of \$1,049,000 and from contributions of \$1,267,985 with additional Municipal funds of \$1,959,678 required; and***
 - 2.3 the net cash surplus in accordance with the revised Budget has been reduced by (\$1,435,629) and this will be carried in the Accumulated Surplus.***

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

83/16 COUNCIL POLICY 9.7 – PURCHASING (REVISED)

BACKGROUND:

FILE REFERENCE: P1005611-1
REPORTING UNIT: Finance
RESPONSIBLE DIRECTORATE: Corporate Services
DATE: 24 February 2016
MAP / SCHEDULE: Schedule 21 – Revised Council Policy 9.7 – Purchasing
Schedule 22 – Current Council Policy 9.7 – Purchasing Policy

The Committee recommendation to the Council for this report was resolved by the Finance and Administration Committee at its meeting held on 8 March 2016.

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

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation Part 4 of the *Local Government (Functions & General) Regulations 1996*

Integrated Planning and Reporting Framework Implications **Strategic Community Plan**
Council Four Year Priorities: Capable and Responsive Organisation
S18 Strengthen the Capacity of the Organisation

Policy

Policy No and Name: 9.7 – Purchasing

At its meeting held on **15 December 2015**, Council adopted a revised Council Policy 9.7 – Purchasing to increase the tender threshold from \$100,000 to \$150,000 to align legislated monetary values and noted that additional amendments would follow in early 2016.

This report recommends those additional amendments for approval.

DETAILS:

Amendments to the Local Government (Functions and General) Regulations 1996 were published in the Government Gazette on 18 September 2015 to be effective from 1 October 2015.

The main amendments to the legislation are:

- A new Division in the Regulations for the introduction of 'Panels of Pre-Qualified Suppliers'.
- Introduction of additional tender exemptions for – Australian Disability Enterprises and Registered Aboriginal Enterprises
- Technical drafting amendments to improve understanding of the Regulations

The Western Australian Local Government Association (WALGA) issued a Model Purchasing Policy in December 2015 to assist local governments in complying with the amended regulations and this model has been used as a reference for the City's policy.

There are a number of areas that have been amended or included to strengthen the Policy and provide guidance which may have been lacking previously.

In summary the changes to the Policy are:

Policy Objective

Additional point to strengthen compliance with the State Records Act 2000.

Policy Statement

Includes additional reference to the City's Statement of Business Ethics adopted by Council **24 November 2015**.

Value for Money

Additional references to highlight 'risk factors', 'compliance levels' safety requirements' and 'sustainable benefits'.

Sustainable Procurement

Additional wording to capture 'positive economic, environmental and social outcomes'.

Purchasing Limits

Increase in the limit for obtaining verbal or 1 written quotation from \$1,000 to \$5,000.

Additional sub-clauses added relating to: 'existing contracts, 'insufficient suppliers', 'term of contracts', 'long term contracts', 'selection criteria', 'contract reviews',

'tendering exemptions', 'sole source of supply' and re-formatting and re-wording of the 'purchasing thresholds' including consideration of the purchasing value.

Purchasing from Legal Service Providers

Additional clause on the purchase of legal services through the WALGA preferred supplier panel.

Panels of Pre-Qualified Suppliers

New clauses relating to establishing and operating panels of pre-qualified suppliers.

FINANCIAL IMPLICATIONS:

There are no direct financial implications with this change in Policy.

All figures quoted in this report are exclusive of GST.

COMMENTS:

The amendments to the policy achieve compliance with the *Local Government (Functions & General) Regulations 1996* published in the Government Gazette on 18 September 2015.

Additional amendments have been made to enhance internal control and governance.

To improve and strengthen accountability reference has been made to the WALGA Model Purchasing Policy and the guidance provided by the City's Audit and Risk Committee in November 2015.

Moved by Cr Davidson, seconded by Cr Green

That Council adopts the revised Council Policy 9.7 – Purchasing, as detailed in Schedule 21.

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

AUDIT AND RISK COMMITTEE REPORTS

84/16 2015 COMPLIANCE AUDIT RETURN

BACKGROUND:

FILE REFERENCE: P1013788-5
REPORTING UNIT: Internal Audit
RESPONSIBLE DIRECTORATE: Corporate Services
DATE: 9 February 2016
MAP / SCHEDULE: Schedule 23 – Completed 2015 Compliance Audit Return

The Committee recommendation to the Council for this report was resolved by the Audit and Risk Committee at its meeting held on 22 February 2016.

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

Western Australian local governments are required to complete a Compliance Audit Return (CAR) annually to the Department of Local Government and Communities (DLGC) in accordance with the requirements of the *Local Government (Audit) Regulations 1996*.

The return is a checklist of a local government's compliance with the requirements of the *Local Government Act 1995* (Act) and its Regulations as approved by the Minister. It focuses on areas considered high risk as determined by the Department of Local Government. The 2015 CAR has an increased the number of questions due to new tendering requirements arising from legislative amendments coming into effect from 1 October 2015. Compliance with legislative requirements as listed under the following sections of the CAR is determined.

- Commercial Enterprises by Local Governments (5 questions);
- Delegation of Power / Duty (13 questions);
- Disclosures of Interest (16 questions);
- Disposal of Property (2 questions);
- Elections (Gift Register) (1 question);
- Finance (14 questions);
- Local Government Employees (5 questions);
- Official Conduct (6 questions); and
- Tenders for providing Goods and Services (25 questions).

This Compliance Audit covers the period 1 January to 31 December 2015. The completed 2015 CAR is required to be:

- Presented for review by the Audit and Risk Committee before being presented for consideration and endorsement by Council;
- Subsequently certified by the Lord Mayor and the Chief Executive Officer; and
- Returned to the DLGC with a copy of the relevant Council minutes by 31 March 2016.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Section 7.13(1)(i) of the *Local Government Act 1995*
Regulations 13, 14, 15 and 16 of the *Local Government (Audit) Regulations 1996*

**Integrated Planning
and Reporting
Framework
Implications**

Corporate Business Plan

Council Four Year Priorities:

Capable and Responsive Organisation

S18 Strengthen the capacity of the 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: 19.1- Enterprise Risk Management

DETAILS:

The Compliance Audit has been undertaken as an internal audit, sourcing evidence of compliance through the City's record keeping systems and where required, through additional information held by respective Units. Each legislative requirement listed on the CAR has been examined either wholly or by sample, dependent on the volume of activity and known risk factors.

This approach has been employed over the past six Compliance Audits and has been successful in achieving a more rigorous assessment of the City's compliance whilst facilitating identification of opportunities for improvement. It is important to note that where a sample has been examined the audit results are based only on that sample.

Whilst the annual Compliance Audit is compulsory, the City benefits through the carrying out of this audit as follows:

- gaining assurance that operations are compliant;
- staff increasing their knowledge and understanding of legislative frameworks and compliance obligations; and
- providing assurance that the City is working to deliver good governance.

This is the second instance whereby the annual Compliance Audit has been completed by Internal Audit. Previously this audit has been undertaken by the Governance Unit. It was considered that due to the Governance Unit managing a number of activities being assessed on the CAR it would be more appropriate if the Compliance Audit was carried out by Internal Audit in order to provide additional independence and objectivity.

The completed 2015 CAR is provided as Schedule 23.

A summary of areas reviewed as part of the 2015 CAR is provided below:

Commercial Enterprises by Local Governments

There were no non-compliances identified during the audit period for this section of the CAR (five questions).

Delegation of Power / Duty

There were no non-compliances identified during the audit period for this section of the CAR (thirteen questions).

Disclosures of Interest

There was one instance of non-compliance identified during the audit period for this section of the CAR (sixteen questions).

The City was found to be non-compliant in regards to the following question:

Question 2: *Were all decisions made under section 5.68(1), and the extent of participation allowed, recorded in the minutes of Council and Committee meetings.*

An elected member who disclosed a proximity interest on a matter discussed at a Committee meeting, was allowed by the Committee to participate and preside over the meeting. However, the disclosing elected member did not disclose the extent of the interest and there is no mention of extent of participation allowed by the Committee.

Corrective Action

This matter has been brought to the attention of and noted by relevant Governance Unit Staff. Internal Audit has been advised by Governance that disclosures of extent of interest are not being made by disclosing Committee members in all instances.

Manager Governance Unit is to provide guidance to Council and Committee members during meetings to ensure that disclosure requirements are being met.

Observations

Question 6: *Was an annual return lodged by all continuing elected members by 31 August 2015.*

One Elected Member is not correctly completing the prescribed Form (Form 3) for completion of the annual return. In this instance the Elected Member is making reference to an “annexure” for the required information. As a result not all information as per Form 3 is being provided or in a clear fashion.

Corrective Action

Manager Governance is to discuss Form 3 completion with the relevant Elected Member.

Question 13: *Where an Elected Member or an employee disclosed an interest in a matter discussed at a Council or committee meeting where there was a reasonable belief that the impartiality of the person having the interest would be adversely affected, was it recorded in the minutes.*

The City was found to be compliant with the legislative requirements contained within the above question; however, one observation was noted as follows:

There were six instances where no further information was provided by Elected Members i.e. the nature of the interest details regarding impartiality interest, therefore, unable to assess whether the impartiality of the person having the interest would be adversely affected or not.

Corrective Action

This matter is currently under review between the Manager Governance and Chief Executive Officer.

Question 16: *Has the CEO kept a register of all notifiable gifts received by Council members and employees.*

The City was found to be compliant with the legislative requirements contained within the above question; however, a review of the Gift Register and the gift information disclosed in writing by Elected Members and employees (Gift Declaration Forms) identified the following:

- One instance of no date for gift received being disclosed by an Elected Member and therefore not recorded within the Gift Register;
- Two cases of no gift amount disclosed (one case involving an Elected Member and another case involving an employee) and therefore not recorded within the Gift Register; and

- Six cases of nature of relationship between the gift giver and the Elected Member not being disclosed by an elected member and therefore not recorded in the Gift Register.

Corrective Action

Relevant Governance Unit staff are considering a process to further educate Elected Members and staff on the disclosure of gifts requirements.

Disposal of Property

There were no non-compliances identified during the audit period for this section of the CAR (two questions).

Elections

There were no non-compliances identified during the audit period for this section of the CAR (one question).

Observation

Question 1: *Did the CEO establish and maintain an electoral gift register and ensure that all 'disclosure of gifts' forms completed by candidates and received by the CEO were placed on the electoral gift register at the time of receipt by the CEO and in a manner that clearly identifies and distinguishes the candidates.*

The City was found to be compliant with the legislative requirements contained within the above one question in this section; however, an observation was noted as follows:

According to the Regulation 30G of the Local Government (Elections) Regulations 1997 disclosure of gifts' forms need to be completed by both candidates and donors, received by the CEO and placed on the electoral gift register. In one instance a disclosure of gift form was not provided from the relevant donor and therefore there are no details of the donor for this gift within the Electoral Gift Register. This matter was identified by the Governance Unit at the time. However no disclosure form was received by the relevant donor.

Finance

There were no non-compliances identified during the audit period for this section of the CAR (fourteen questions).

Observation

Question 10, 11, 12, 13 and 14: *Did the agreement between the local government and its auditor include the objectives, scope, plan, remuneration and expenses of the audit and the method to be used by the local government to communicate with, and supply information to, the auditor.*

The City was found to be compliant with the legislative requirements contained within the above questions in this section; however, an observation was noted as follows:

In accordance with Regulation 7 of the *Local Government (Audit) Regulations 1996* as well as the Agreement/Contract No. 136 09/10 the City's Auditors is to provide the City with an Audit Planning Memorandum detailing the objectives, scope, plan, remuneration/expenses for the auditor and methodology of its annual external financial audit prior to the commencement of each annual audit. The 2015 External Audit Planning Memorandum was provided by the City's auditors, however, a copy was not supplied to the Audit & Risk Committee.

This matter has been brought to the attention of the Manager Finance.

Local Government Employees

There were no non-compliances identified during the audit period for this section of the CAR (five questions).

Official Conduct

There were no non-compliances identified during the audit period for this section of the CAR (six questions).

Tenders for Providing Goods and Services

There were two instances of non-compliance identified during the audit period for this section of the CAR (twenty five questions).

The City was found to be non-compliant in regards to the following questions:

Question 1: *Did the local government invite tenders on all occasions (before entering into contracts for the supply of goods or services) where the consideration under the contract was, or was expected to be, worth more than the consideration stated in Regulation 11(1) of the Local Government (Functions & General) Regulations (Subject to Functions and General Regulation 11(2)).*

Audit identified seven occasions where the procurement values exceeded or were about to exceed the tender threshold (\$100,000 up to December 2015 and \$150,000 thereafter following Council adoption of the revised Purchasing Policy 9.7 to accommodate new threshold as per legislative amendment effective on 1 October

2015) during 2015 as highlighted within memorandums accompanying the monthly Contract Expenditure Reports (memorandum). Relevant suppliers are as follows:

<u>A/C No.</u>	<u>Company</u>	<u>Description of Goods/Services</u>
00982	Chubb Fire Services	Contract 002-10/11 expired on 31/10/14 for testing and maintenance of fire protection systems and equipment at various sites. The January 2015 memorandum states "a new tender process is urgently required" for this service. As at January 2015 expenditure is expected to exceed the tender threshold.
051141	Mark One Visual	Written quotes for various Christmas declarations – supply of decorations and 11 metre tree hire, Forrest Place \$90,358.40 and hire of 4 metre tree for Council House foyer \$3,135 (2014/15 expenditure as at 31/01/2015 \$93,493.40). The January 2015 memorandum states "total expenditure indicates that a tender process should be conducted". No contract has been in place for this service. Expenditure for 2013/14 financial year was \$23,914.50 for this service. As at January 2015 expenditure has exceeded the tender threshold.
03991	GWC Total Management	Cleaning and lock up services – various sites, contract expired 28/02/15. The April 2015 memorandum states "a new tender process is urgently required". Based on past financial years expenditure the tender threshold is expected to be exceeded.
04944	AMCOM Pty Ltd	Provision of information technology co-location space and associated services. The May 2015 memorandum states "Contract expired April 2015". Based on past financial years expenditure the tender threshold is expected to be exceeded.
02943	Apple Pty Ltd	Purchase of iPhones, iPads. The May 2015 memorandum states "Formal arrangement must be considered with Apple". As at 31 May 2015 expenditure since 2012/13 financial year is \$170,179.28 thereby exceeding the tender threshold.
05132	Dimension Data Australia Pty Ltd	Written quotes for the renewal of Checkpoint Enterprise Premium & Checkpoint Enterprise Based Protection IT security product. The November 2015 memorandum states "no sole supplier or other arrangement exists for the current payment". As at 30 November 2015 expenditure since 2012/13 financial year is \$139,007.34 for this service thereby exceeding the tender threshold.

<u>A/C No.</u>	<u>Company</u>	<u>Description of Goods/Services</u>
04833	STATS Specialist Testing and Technical Services Pty Ltd	Written quotes for pavement investigations and related services. The November 2015 memorandum states "total expenditure indicates that a formal process should be undertaken". As at 30 November 2015 expenditure since 2013/14 financial year is \$111,457.21 for the same services thereby exceeding the tender threshold.

Corrective Action

The City has implemented a monthly management expenditure report to assist in monitoring supplier spend which is either approaching or has surpassed the tender threshold. The report is presented to the Executive Leadership Group and Managers on a monthly basis for review and action to reduce compliance breaches.

Seven instances of non-compliance in 2015 is an increase from five identified in the 2014 CAR. The 2015 result suggests that a higher level of scrutiny and proactivity is required in ensuring that tender requirements are being met.

Question 14: *Was each person who submitted an expression of interest, given a notice in writing in accordance with Functions & General Regulation 24.*

It was identified that in regards to Expression of Interest (EOI) No. 010-15/16 that two unsuccessful applicants were not notified of the outcome of the above EOI.

Corrective Action

This matter has been brought to the attention of and noted by the above EOI Project Officer.

FINANCIAL IMPLICATIONS:

There are no financial implications related to this report.

COMMENTS:

The table on the following page provides a comparative summary of the City's levels of compliance as evidenced through the 2014 and 2015 CARs:

Areas of Compliance set out in the annual CAR	Non-compliances Reported		Comparison / Comments
	2014	2015	
Commercial Enterprises by Local Governments	Nil	Nil	Nil
Delegation of Power / Duty	Nil	Nil	Nil

Areas of Compliance set out in the annual CAR	Non-compliances Reported		Comparison / Comments
Disclosure of Interest	1	1	<p>One non-compliance in 2014 refers to lodgement of a primary return after due date.</p> <p>The non-compliance matter in 2015 relates to no mention of extent of a disclosing member's participation allowed by a Committee (refer to question 2 in this section above).</p>
Disposal of Property	Nil	Nil	Nil
Elections	Nil	Nil	Nil
Finance	Nil	Nil	Nil
Local Government Employees	1	Nil	<p>Improved compliance in 2015 due to fulfilling advertising requirements for the employment of four designated senior employees.</p> <p>In 2014 this requirement was not met in relation to advertising for one designated senior employee.</p>
Official Conduct	Nil	Nil	Nil
Tenders for Providing Goods and Services	1	2	<p>A same non-compliance as 2014 regarding not meeting tender requirements. For 2015 this was found to have occurred on 7 occasions compared to 5 instances in 2014 (refer to question 1 in this section above).</p> <p>One new non-compliance in 2015 relates to notification of outcome of an EOI to unsuccessful applicants (refer to question 14 in this section above).</p>
Totals	3	3	

CONCLUSION

Results of the 2015 Compliance Audit show that the City has achieved an overall same level of compliance than 2014.

Moved by Cr Davidson, seconded by Cr Green

That Council:

- 1. notes the audit outcomes and corrective actions detailed in the report titled 2015 Compliance Audit Return for implementation by the Chief Executive Officer;***
- 2. approves the completed 2015 Compliance Audit Return as detailed in Schedule 23 for certification by the Lord Mayor and the Chief Executive Officer in accordance with Regulation 15(2) of the Local Government (Audit) Regulations 1996.***

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

85/16 INTERNAL AUDIT 2015/16 – PROBITY IN TENDERING REVIEW

BACKGROUND:

FILE REFERENCE: P102969-8
REPORTING UNIT: Internal Audit
RESPONSIBLE DIRECTORATE: Corporate Services
DATE: 2 February 2016
MAP / SCHEDULE: Confidential Schedule 24 – Probity in Tendering Review December 2015 – Distributed to Elected Members under Separate Cover

The Committee recommendation to the Council for this report was resolved by the Audit and Risk Committee at its meeting held on 22 February 2016.

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

The City of Perth Internal Audit Plan 2015/16 was approved by Council at its meeting held on **9 June 2015**.

As part of the City's 2015/16 Internal Audit Plan, a Probity in Tendering Review was carried out in November and December 2015. Confidential Schedule 24 details the findings of this review.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

*Local Government (Audit) Amendment Regulations
2013*

**Integrated Planning
and Reporting
Framework
Implications**

Corporate Business Plan

Council Four Year Priorities:

Capable and Responsive Organisation

S18 Strengthen the capacity of the 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: 19.1 – Enterprise Risk Management

DETAILS:

The findings of the review are detailed in the attached Confidential Schedule 24.

FINANCIAL IMPLICATIONS:

There are no financial implications related to this report.

Moved by Cr Davidson, seconded by Cr Green

That Council approves the Probity in Tendering Review as part of the Internal Audit Plan 2015/16 as detailed in Confidential Schedule 24.

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

WORKS AND URBAN DEVELOPMENT COMMITTEE REPORTS

86/16 WELLINGTON STREET ENHANCEMENT – WORKS, STAGE 2B

BACKGROUND:

FILE REFERENCE:	P1028418
REPORTING UNIT:	Construction
RESPONSIBLE DIRECTORATE:	Construction and Maintenance
DATE:	12 February 2016
MAP / SCHEDULE:	Schedule 25 – Extent of works in Wellington Street Schedule 26 – MRA Offer Schedule 27 – Quantity Surveyor Estimate

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 1 March 2016.

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

On 26 June 2008, the City of Perth and the State Government signed the Link Project Implementation Deed that provided the framework for funding and implementing various works associated with lowering the railway, west of the Horseshoe Bridge. A key aspect of this agreement is the City funding enhancement works to Wellington Street, as follows:

- Stage 1 (between Elder and Little Milligan Street)
- Stage 2 (between Little Milligan and William Street)

Stage 1 was completed within budget and six months ahead of schedule. Since June 2012, the City's Project Team has been working closely with the Metropolitan Redevelopment Authority (MRA) and various state government agencies in developing detailed plans for the remainder for Wellington Street, in particular, Stage 2 between Little Milligan Street and William Street.

In order to support future development within the Perth City Link (PCL) project, the MRA is required to undertake major scheme service infrastructure upgrades. The first stage of these infrastructure upgrades along Wellington Street (Stage 2A), between Milligan and King Streets, was completed in December 2014. Major services installed

as part of these works include power, gas, sewer, stormwater drainage and telecommunications.

In June 2014, the Council accepted an offer from the MRA to construct the Phase 1 of Stage 2A – essentially, the granite paved areas on the north side of Wellington Street, representing the interface between the private and public realm. Phase 1 was successfully completed within budget and program. The 51 metre long section of the footpath in front of sites KS1 and KS2 was approved in 2015 and the outcome has been similarly successful.

Scheme service installation works by MRA are required for the remainder of Wellington Street (Stage 2B, between Prince Lane and William Street). The City of Perth is also required to deliver streetscape upgrade works (barring the Yagan Square frontage) along Wellington Street as part of its commitment to the Perth City Link project. Yagan Square frontage is an extension of this project and will be executed by MRA as part of the PCL works, paid for by the City from the Stage 2B budget. The streetscape works are programmed to be undertaken upon completion of each of the MRA's staged scheme service installation works.

The Stage 2B Wellington Street scheme service works were originally programmed to commence late in 2016 following completion of the underground Busport by the Public Transport Authority (PTA). With the introduction of the Wellington Street Entrance Tunnel, opportunities were investigated to advance and align the Stage 2B Western Power infrastructure works to occur concurrently with the tunnel works.

This was based on achieving operational, programming and cost efficiencies, in particular reducing the overall duration of works in Wellington Street to minimise impact on the public.

The City subsequently received from the MRA an estimated price to complete the service installation and granite paving works to the balance of the northern footpath and carriageway of Wellington Street, from Prince Lane to Williams Street intersection. Originally planned to be constructed by the City, this work would not have commenced until mid-financial year (FY) 2016/17. An opportunity now exists to start the works in May 2016.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

Council Four Year Priorities: Major Strategic Investments
S1 Ensure that major developments effectively
integrate into the City with minimal disruption and
risk

DETAILS:

Design Details

Detailed design was completed by City Design Unit (CDU) and Plan E in 2014, with detail documentation being completed this year. The design is based on the

previously approved masterplan with construction details, materials and quality consistent with Stage 1 and 2A Works (from the front of Perth Arena through to Prince Lane, Northern side). The 'palette' of streetscape elements for the Stage 2 works includes:

- new granite kerbing to all footpaths;
- new granite paving on concrete base;
- new 'low speed' bi-directional cycle path;
- new Northern carriageway road surface;
- new street furniture;
- new street tree planting.

All services will be installed simultaneously with those required by the MRA developments. The works form part of a continuous street frontage between the start of the Public Footpath to the kerb, including the Northern carriageway finish and the median as indicated on the attached plan. It is noted that the median island at that section will also be constructed by the MRA, with PTA funding.

Overall Project Sequencing

The sequencing of all works in Wellington Street as part of the Link Agreement indicates that Stage 2B Northern section, east of Prince Lane, is currently programmed to be constructed from May 2016 through to completion during FY2016/17. Despite works commencing this financial year, payment to the MRA is due at the end of the project, in FY2016/17.

Proposed Reprogramming

The potential benefits of bringing this section of the works forward to be included with the MRA scheme services works schedule are considered to include:

1. Traffic Management Perth traffic has readjusted to the works in Wellington Street and it would be advantageous to retain the current systems and expertise to assist with the streetscape works on the north side.

2. Timing Works would be completed on the north side by mid-FY 2016/17. The time taken for project completion is expected to be less, due to the lack of multiple contractors on site simultaneously. This would bring practical completion forward by approximately six months from the current programme.

Start of works to the southern side and median strip in Wellington Street would be expedited.

3. Reduced Costs There are potential reduced costs in the region of \$370,000 in constructing the north side of the works by the MRA which has contractors already mobilised, specifically due to escalation, traffic management, project

management fees and synergies of combined works.

4. Public Safety

Access and egress to Wellington Street and the Bus Port will be secured for pedestrians and cyclists sooner.

5. Risk Mitigation

Construction risks will be carried by MRA as part of their works.

Contractor responsibility, speed of construction and safety are risk to be borne by the City of Perth should MRA and the City of Perth works occur concurrently.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CW1801
BUDGET ITEM:	Wellington Street – Stage 2B: Prince Lane to William Street - Streetscape Enhancement
BUDGET PAGE NUMBER:	17
BUDGETED AMOUNT FY 2015/16:	\$ 250,000
PROPOSED BUDGET AMOUNT FY 2016/17:	\$4,000,000
FY2016/17 - ROLLOVER FROM CW 1113	\$ 100,000
FY2016/17 - ROLLOVER FROM CW 1781	\$ 42,000
FY2016/17 – ROLLOVER FROM CW1646	\$ 189,000
PROPOSED BUDGET AMOUNT FY2017/18:	\$2,000,000
AMOUNT SPENT TO DATE:	\$ 75,365
BALANCE:	\$6,505,635
TOTAL PROPOSED COST:	\$2,660,000 (being MRA's preliminary estimate, plus City of Perth costs)
BALANCE - COP WORKS AND COSTS:	\$3,845,635

The current budget in FY2015/16 (CW 1801) will require a carry forward of unspent capital funding, estimated at \$110,000, into 2016/17.

All figures quoted in this report are exclusive of GST.

Cost Plan for Phase 2B Northern side

The project team has received a preliminary estimate of \$2,560,000 (excluding City of Perth costs) from the MRA (Schedule 26) for construction of Phase 2B Northern side based on the detailed documentation prepared. The City subsequently engaged an independent Quantity Surveyor to prepare a cost estimate (Schedule 27) based on the same documentation in order to assist with assessment of the MRA estimate. This indicated a cost of \$3,022,000, excluding some COP expenses.

The offer from the MRA indicated that the costs to the City are less than first envisioned. Additional costs associated with the City constructing the works late in 2016/17, re-establishing traffic management, contractor re-mobilisation and temporary lighting would be in the order of \$362,000.

Stage 2B (Prince Lane to William Street)

Wellington Street Stage 2B has a total current budget of \$6,250,000 and work is scheduled for FY 2016/17/18. Additionally, \$331,000 relating to savings from the Stage 2A works, will be included in the budget.

COMMENTS:

Under an agreement with the State Government regarding the implementation of the City Link Project, the City of Perth is responsible for specific service and enhancement works to Wellington Street, within a limited program.

The City has an opportunity to implement the balance of the Northern side works to Wellington Street ahead of schedule with reduced risk and substantial cost benefits by accepting the offer from the MRA.

Additionally, this proposal brings benefits of pedestrian and cyclist safety, with less disruption due to traffic management changes in Wellington Street.

Moved by Cr Limnios, seconded by Cr McEvoy

That Council:

- 1. approves to accept an offer and preliminary estimate from the Metropolitan Redevelopment Authority (MRA) to undertake the works representing a new contract between the City of Perth and the MRA to build the granite footpath and associated works on the north side of Wellington Street, between Prince Lane and William Street for \$2,560,000 (excluding GST);***
- 2. authorises the Chief Executive Officer to negotiate and enter into an agreement with the MRA to execute the works above, based on their letter dated 23 December 2015.***

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

**87/16 NORTHBRIDGE PIAZZA – SCREENING WALL
ENHANCEMENT**

BACKGROUND:

FILE REFERENCE: P1020971
REPORTING UNIT: Co-ordination & Design
RESPONSIBLE DIRECTORATE: Planning & Development
DATE: 09 February 2016
MAP / SCHEDULE: Schedule 28 - Illustration & Cost Estimate

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 1 March 2016.

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

As part of the Northbridge Piazza development (2008), a free-standing screening wall to support planting was constructed on the eastern boundary of the site, with the intent:

- to provide a soft edge in a challenging environment;
- to screen the adjacent building until such time as it is redeveloped; and
- to improve the definition and scale of the public square (as the existing building at this edge is of low scale).

A report on the screening wall, its presentation and on-going maintenance practices was provided to Council on the 18 March 2014. It was advised that site conditions, water restrictions and vandalism have limited plant growth in the screen.

On 10 February 2015, the Works and Urban Development Committee requested that options be provided for interventions to enhance the wall.

LEGISLATION / STRATEGIC PLAN / POLICY:

**Integrated Planning
and Reporting
Framework
Implications**

Corporate Business Plan

Council Four Year Priorities:

S16 Increase accessibility to green networks in the city

Strategic Community Plan

Council Four Year Priorities: Healthy and Active in Perth

A city with a well-integrated built and green natural environment in which people and families choose a lifestyle that enhances their physical and mental health and take part in arts, cultural and local community events.

DETAILS:

Existing Site Conditions & Constraints

Plant growth on the Northbridge Piazza screening wall is limited by:

- a westerly aspect exposing the plants to the extreme summer heat and burning of foliage;
- irrigation restrictions of two days per week during summer and a total sprinkler ban in the winter months;
- containers near ground level being subject to regular vandalism; and
- high evaporation rate due to radiant heat of the surrounding hardscape.

The Marketing and Events Unit has fixed shade cloth panels to the screen to facilitate artistic digital projections during seasonal events. It is recommended that this function continue, however it is proposed that the individual panels are replaced with a large single screen which can be installed temporarily for events and removed when not in use.

Noting the above, the following options were explored to enhance the existing wall:

Option 1: Retain current planting but increase soil volume

The Bougainvillea currently growing in containers within the screen wall have generally grown well albeit slowly and still have some way to go before they reach their full growth potential. To promote better growth, the plastic planters contained within the stainless steel planter boxes could be exchanged for slightly larger custom made pots to increase the soil volume available to the plants. Selecting this option accepts that in time the Bougainvillea will grow to cover the screen and no further intervention is required.

Option 2: Vertical Garden

This option proposes a modular vertical garden system be fixed to the existing screen panels without planter boxes.

To provide optimal conditions for success, the vertical garden will be implemented with the following features:

- West Australian / Australian native species suited to full-sun exposure, e.g. *Eremophila glabra*, *Ficinia nodosa*;
- high quality soil media with wetting agents;
- water retention mats;
- an efficient drip irrigation system; and
- specialised maintenance by an experienced contractor, with replacement plants grown off-site ready to replace any failing plants.

In addition, the existing plants in planter boxes will be replaced with another species which will be trained to trail down the mesh box and is expected to provide better overall plant coverage.

While there has been some recent research in to growing vertical gardens locally, the industry technology is in its infancy. Additionally, the barrier imposed by water restrictions is unresolved: the Water Corporation has advised that until all other water-saving techniques have been tested an exemption will not be considered.

This option also requires an ongoing commitment to engage specialised maintenance to ensure its success which needs to be budgeted accordingly.

FINANCIAL IMPLICATIONS:

The vertical garden system will be assembled off site and installed in situ to minimise disruption to local business and events held at the Piazza. The cost estimate includes all materials, plants, soil, framing and labour to install the modular vertical garden system:

Item	Cost
Removal of existing planting and installation of replacement plants	\$6,000
Supply and installation of vertical garden boxes	\$20,000
Delivery and installation including access equipment	\$14,000
Modifications of the existing irrigation system	\$4,000
Contingency and project management	\$16,000
Total	\$60,000

A budget of \$60,000 to implement the vertical garden has been established in the February 2016 review based on identified surplus funds or cancelling an existing project / program.

The Parks Unit have budgets to undertake the ongoing maintenance of the vertical garden.

All figures quoted in this report are exclusive of GST.

COMMENTS:

The city's 'urban forest' is comprised of trees and other vegetation within both the public and private realm such as the Northbridge Piazza screening wall. An intervention of some form is needed to improve the presentation and function of the existing wall.

It is recommended that the vertical garden option be approved and implemented as it presents an opportunity for the City to demonstrate innovation by leading the development of a water-wise vertical garden appropriate for our unique climate.

This research would be a valuable investment, with the knowledge and experience gained promoting and providing leadership in the development of future vertical gardens within the City. It also shows our commitment to green infrastructure and the development of the City's urban forest.

Installation of the vertical garden system is programmed to be completed within 3 weeks, prior to the 30 June 2016, with a focus during the construction period on minimising disruption to pedestrians, businesses and events held at the Piazza.

A communications plan will be developed to ensure that all stakeholders are adequately notified of works and to deal with any specific needs around access requirements during the works.

Moved by Cr Green, seconded by Cr Limnios

That Council:

- 1. approves the installation of a modular vertical garden system to enhance the existing Northbridge Piazza screening wall at a cost of \$60,000 (ex GST); and***
- 2. notes that the installation of the vertical garden is scheduled to be completed by 30 June 2016.***

The motion was put and carried

The votes were recorded as follows:

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

Against: Cr Adamos

Motion to close the meeting to the public

Moved by Cr Davidson, seconded by Cr Adamos

That Council resolves to close the meeting to the public to consider Confidential matters in accordance with Section 5.23(2)(e) of the Local Government Act 1995.

The motion to close the meeting 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

6.31pm The meeting was closed to the public.

OTHER REPORTS

88/16 CITY OF PERTH LIBRARY & PLAZA PROJECT AUTHORISATION

BACKGROUND:

FILE REFERENCE: P1027453
REPORTING UNIT: Construction & Maintenance Directorate
RESPONSIBLE DIRECTORATE: Construction & Maintenance Directorate
DATE: 13 March 2016
MAP / SCHEDULE: Confidential Schedule 29 – Library & Plaza Project
Financial Status Update

This report is submitted direct to Council due to limited time being available to consider the matter.

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

Confidential Item 88/16 is bound in Confidential Minute Book Volume 1 2016.

Moved by Cr Adamos, seconded by Cr Green

That Council authorises the Director Construction and Maintenance to negotiate and execute the finalisation of claims with Doric Contractors Pty Ltd for completion of the City of Perth Library and Plaza works as detailed in the confidential report.

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

Motion to re-open the meeting to the public

Moved by Cr Adamos, seconded by Cr Davidson

That the Council re-opens the meeting to members of the public.

The motion to re-open the meeting 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

6.33pm The meeting was re-opened to the public. The Chief Executive Officer advised the public gallery of the decision made on Item 88/16 as detailed above.

89/16 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

90/16 URGENT BUSINESS

Nil

91/16 CLOSE OF MEETING

6.34pm The Lord Mayor declared the meeting closed.

SCHEDULES
FOR THE COUNCIL
MEETING
HELD ON
15 MARCH 2016



2016/5541: 37A-37C MOUNT STREET, WEST PERTH



2016/5541 – 37A-37C (LOT 51) MOUNT STREET, WEST PERTH



2016/5541 – 37A-37C (LOT 51) MOUNT STREET, WEST PERTH



transport strategy





Overview

- 1.1 Why develop a Transport Strategy?
- 1.2 Structure of the strategy



Background

- 2.1 The City of Perth's role in transport planning and management
- 2.2 The importance of efficient and sustainable transport
- 2.3 Growth in the City of Perth



Our commitment to sustainable accessibility



Focus areas for delivery

- 4.1 Focus Area 1 - Integrated Planning
- 4.2 Focus area 2 - A walkable city
- 4.3 Focus area 3 - A cycling city
- 4.4 Focus area 4 - Next generation public transport
- 4.5 Focus area 5 - Progressive traffic and parking management
- 4.6 Focus area 6 - Innovative knowledge and data



Targets

- 5.1 Journey to work
- 5.2 Other transport statistics



Delivery

- 6.1 Organisational context
- 6.2 The Capital City Act
- 6.3 Implementation plan

1 Introduction

1.1 Why develop a Transport Strategy?

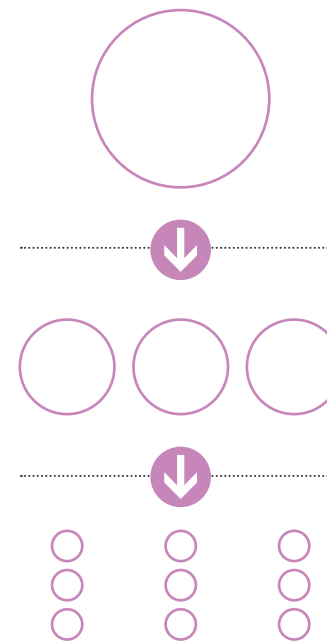
The Transport Strategy follows the structure of other City of Perth 'informing strategies', in establishing Focus Areas, related objectives and some context for the City's role in these fields. A Background Report provides the analysis and thinking that has informed the content of the Strategy.

The Transport Strategy is supported by an implementation plan, which highlights the specific, detailed actions that flow on from the objectives of the Strategy. Whilst the Transport Strategy will be reviewed 5 yearly, the Implementation Plan will be reviewed annually and integrated with the City's business planning activities.

1.2 Structure of the Strategy

The Transport Strategy follows the structure of other City of Perth 'informing strategies', in establishing Focus Areas, related objectives and some context for the City's role in these fields. A Background Report provides the analysis and thinking that has informed the content of the Strategy.

The Transport Strategy is supported by an implementation plan, which highlights the specific, detailed actions that flow on from the objectives of the Strategy. Whilst the Transport Strategy will be reviewed 5 yearly, the Implementation Plan will be reviewed annually and integrated with the City's business planning activities.



Focus Areas: There are 6 Focus Areas in the Transport Strategy that capture the major themes that our work will be structured around over the coming years

Objectives: There are several objectives within each Focus Area, which articulate our approach and priorities.

Actions: Corresponding with each Objective are a series of actions that specify what we will do, when and who we will partner with to achieve them.

2

Background

2.1 The City of Perth's role in transport planning and management

As the local government authority for Western Australia's capital, the City of Perth plays an important role in both delivering infrastructure projects and managing how the city's streets and public realm operate.

As in other Australian cities, the State Government plays a critical role in planning for and managing the major road / freeway network, in operating the various components of the public transport system, and also ensuring consistency across various local government authority areas. Table X highlights how the City needs to work with the relevant transport agencies within the transport portfolio.

Organisation / Agency	Role and influence in the City of Perth	Relevant strategies and plans
City of Perth	Local Government authority responsible for the design, management and operation of the City's local street network, public realm and public assets (such as community facilities, car parks, etc).	This Strategy, Urban Design Framework, Cycle Plan 2029, On-Street Parking Policy, Various land use policies governing parking and access requirements.
Department of Transport (DoT)	WA Government department responsible for wider transport planning. Specific areas of influence in the City of Perth include management of the Perth Parking Policy, and development of the Central Area Transport Plan	Central Area Transport Plan, Public Transport for Perth in 2031 (draft), Perth & Peel @ 3.5million (Draft)
Main Roads WA (MRWA)	WA Government agency responsible for the management of the major road network, as well as approval of changes to the road network and traffic signalling.	Central Area Transport Plan, Perth & Peel @ 3.5million (Draft)
Public Transport Authority (PTA)	WA Government agency responsible for the provision and operation of the public transport system, including rail, bus and ferry services as well as school bus and event specific public transport.	Central Area Transport Plan, Public Transport for Perth in 2031 (draft), Perth & Peel @ 3.5million (Draft)
Department of Planning (DoP)	WA Government department responsible for land use and spatial planning.	State Planning Strategy Directions 2031, Perth & Peel @ 3.5million (Draft), Central Sub-regional Planning Framework (Draft) Capital City Planning Framework (2013)

2.2. The importance of efficient and sustainable transport

Sustainable accessibility is fundamental to the City of Perth's ongoing prosperity, our environmental footprint, and the well-being of our communities. The decisions we make regarding transport infrastructure and the way we manage the transport network will influence people's behaviour, therefore our decisions must be informed, evidence based and align with the City of Perth's Guiding Principles (see Table 2) and the various aspirations set out in this Strategy.

2.3. Growth in the City of Perth

Given the capital city function of the City of Perth, its role as Perth's centre for jobs, cultural attractions, tourism and a growing residential hub, there is a specific need for transport planning within the central area to be proactive, informed and striving to achieve a vibrant, sustainable and liveable Perth.

As activity increases, it will become even more important to cater for growth with efficient and sustainable transport choices. People's ability to move around the City of Perth and wider metropolitan area is intrinsically tied to the economic and social performance of Perth, and the decisions made today will have long and lasting effects on people's transport behaviour into the future.



3

Our commitment to sustainable accessibility

Guiding Principle	Intent - from the Strategic Community Plan 2029+	Application to the Transport Strategy
Sustainable development	Perth must develop in a way that meets the needs of the present without compromising the needs of future generations, through the integration of environmental protection, social advancement and economic prosperity, to build a sustainable future for the city.	Access to and within the City will be prioritised for sustainable modes of transport.
Evidence based	Decisions must be based on evidence, be adaptable to change and continuously reviewed.	The City will lead the wider Perth transport industry in research and advancing our collective understanding of how the transport system is performing.
Strong leadership	The City will take a leadership role to ensure decisions consider the best possible outcome and be proactive in the global recognition of the City of Perth.	The City will be bold in progressing new and innovative ideas and leading other agencies in the transport portfolio.
People first	People will be given precedence in the city's public spaces and roads.	The people first approach will be embedded in policies and projects that apply to all transport modes, so as that Perth can be made truly walkable and more inviting for more people.
Minimum sufficient regulation	Minimal and flexible regulation will encourage and support a diverse, vibrant and progressive city.	The City will be an enabler not a blocker of new innovations that can improve sustainable and efficient transport in Perth.
Fair funding	Decisions will consider aspects of just funding across our rate base. Partnerships and joint ownership will be used to maximise desired outcomes.	The City will continue to seek funding partnerships for transport infrastructure improvements and programs. Investment decisions will be based on need and long term efficacy in achieving the City's transport vision.
Interagency collaboration	A resilient and sustainable capital city will require contributions and partnerships with stakeholders and collaboration with all levels of government.	The City will work closely with our partners in the State's transport and planning portfolios, academia and the private sector.

4 Focus areas for delivery

The following Focus Areas have been identified to frame the City of Perth's work and advocacy in order to achieve our vision for Perth's transport system. Within each Focus Area are several Objectives. These Objectives are further articulated in the Implementation Plan, specifically regarding the deliverables that the City will undertake in order to achieve these different aspects of the Strategy.

Focus Area	Objectives
1. Integrated Planning	<ol style="list-style-type: none"> 1. Lead an integrated approach to transport system planning in the City of Perth. 2. Continue to cater for a more diverse makeup of land uses within the City of Perth 3. Lead innovative research relating to how the city's transport systems are performing and contributing to Perth's economic, social and environmental wellbeing.
2. A Walkable City	<ol style="list-style-type: none"> 4. Ensure that improving walkability is central to all transport design and management decisions in the City of Perth. 5. Lead in the collection, management and use of data to improve our understanding of the City's pedestrian networks. 6. Continue to apply an iterative design approach in testing public realm improvement and design ideas. 7. Continue to promote walkability in the City of Perth through our marketing channels and events program.
3. A Cycling City	<ol style="list-style-type: none"> 8. Continue to develop a connected cycling network. 9. Lead the development industry and private sector in the provision of high quality end of trip cycling facilities in new and existing buildings. 10. Lead the development of innovative cycling infrastructure and support innovation that helps Perth become a more cycle-friendly city.
4. Next Generation Public Transport	<ol style="list-style-type: none"> 11. Influence significant improvements and expansion of the city's passenger rail network. 12. Advocate for improvements to the public transport network's legibility, frequency and connectivity. 13. Support expanded public transport options for crossing and travelling along the Swan River. 14. Support new transport service models and options that benefit the City of Perth community. 15. Reduce the negative externalities of buses on City of Perth streets.
5. Progressive Traffic & Parking Management	<ol style="list-style-type: none"> 16. Continue the 'to, not through' approach to designing and managing the traffic network. 17. Continue to lead the car parking industry in achieving sustainable transport outcomes. 18. Support environmental improvements and innovation in vehicle technology within the City of Perth.
6. Innovative Knowledge & Data	<ol style="list-style-type: none"> 19. Improve our knowledge base and evidence that supports decision making. 20. Lead a collaborative approach to last km freight.

Focus Area 1. Integrated Planning

The Case for action

The complexities of transport planning in the City of Perth, and the range of factors influencing transport and being influenced by our transport decisions, requires us to take an integrated, collaborative and informed approach to our work in this area.

'Integrated' in this context is commonly referred to as both 'vertical' and 'horizontal':

- 'Vertical' integration refers to the need for the City to work closely with the State and Federal Governments, and recognises the need for close collaboration across these different tiers of government that influence urban transport decisions.
- 'Horizontal' refers to the various specialisms that are relevant to effective transport planning, specifically relating to different modes of transport, but also extending to land use planning, economics, economic development, public health and environmental planning, to name a few.

As a Focus Area of this Strategy, the City of Perth is highlighting the importance of getting both aspects of integrated planning right. A failure to do so would likely result in access to and within the City of Perth becoming more difficult, and also impact our ability to deliver projects that require collaborative involvement across multiple agencies.

Aspiration

The City of Perth develops as a vibrant, diverse city made up of places for people to work, live, meet and explore. Our planning of the city's transport systems is coordinated in a way that acknowledges the interdependencies of various modes, stakeholders and government agencies. A logical, legible network of transport options caters for Perth's growing needs in sustainable and efficient ways.

Measures

- The extent to which agencies and stakeholders collaborate on transport and land use planning decisions.
- Qualitative feedback regarding the transport system and its legibility, ease of use and the adequacy of service levels/standards.

Objective 1: Lead an integrated approach to transport system planning in the City of Perth

The City of Perth intends to continue being a leader in how we plan for, design and manage the various modes that make up the transport network.

At a local, street based level, this will involve continuing to seek solutions for all modes in our street improvement projects, such as the two-way streets program. As we convert selected one way streets to two-way operation, aspects improving the function of these streets for pedestrians, cyclists, public transport and private car users will be developed in a holistic, integrated way.

Driving this will be the TransPriority approach which establishes the modes of transport that are prioritised on different streets in the City of Perth. Figure 1 highlights the City of Perth's preferred TransPriority network.

Objective 2: Continue to cater for a more diverse business and residential community within the City of Perth

Some of the most significant transport system improvements can be delivered through the way we manage and plan urban development. Diversifying the traditionally office and business focussed central city with more residential and mixed use development, opening up opportunities for more residents to live in the City of Perth, can potentially yield significant transport benefits. By increasing the number of people living within a walkable / cyclable distance from Perth's central employment area, and reducing the need for people to travel by car, the efficiency and sustainability of accessing the City of Perth can be significantly improved.

Objective 3: Lead innovative research relating to how the city's transport systems are performing and contributing to Perth's economic, social and environmental wellbeing.

The data that guides our decision making is critical not only for developing sound plans, but also tracking our progress and measuring the outcomes of the projects and policies that we implement. Research relating to how our transport decision impact on the city's environment, economy and community can help ensure that the interventions we make are justified, balanced and have a solid evidence base.

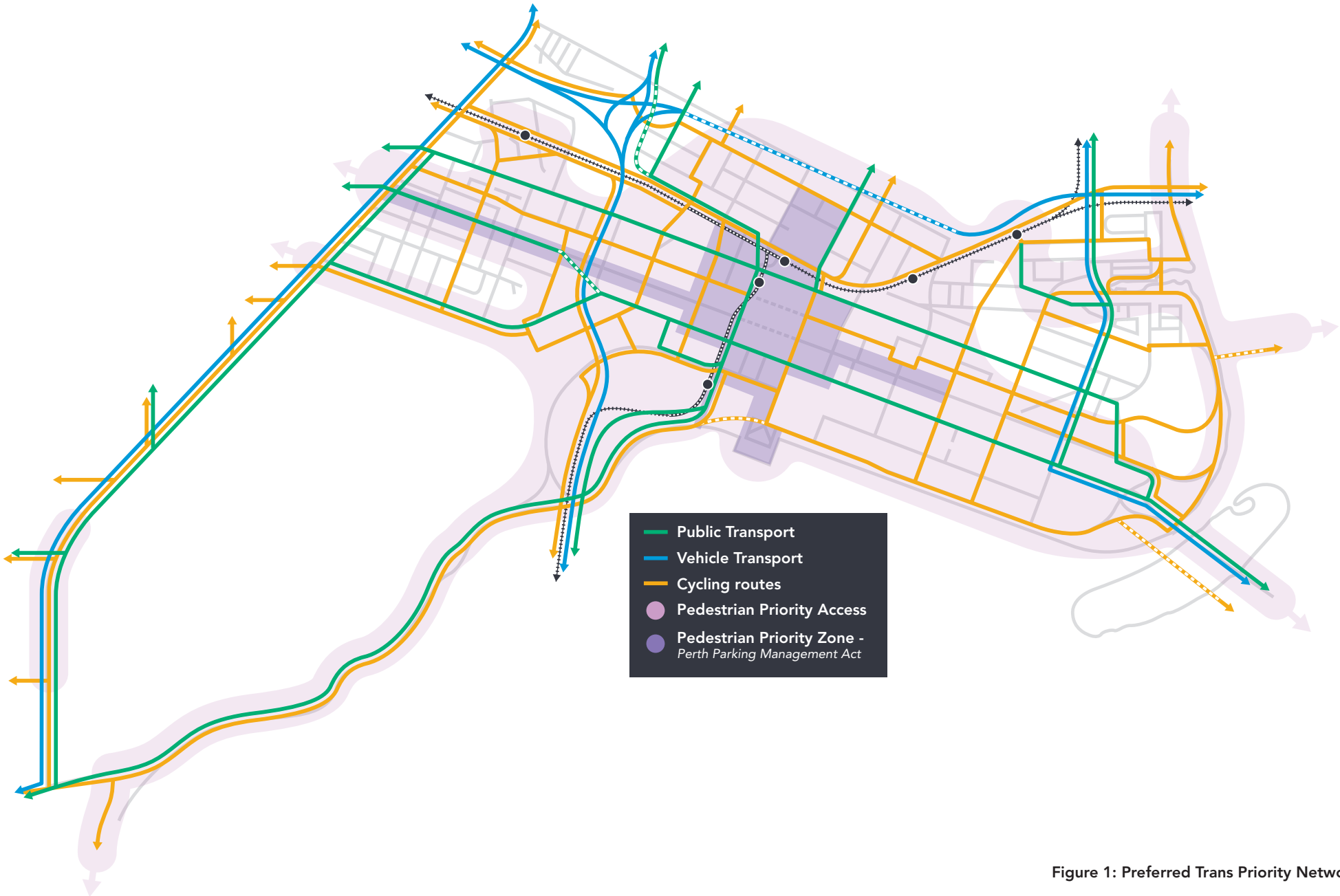


Figure 1: Preferred Trans Priority Network

Focus Area 2: A Walkable City

The Case for action

The City of Perth places a significant emphasis on developing a walkable city through the various work streams that influence the public realm. As many aspects of the walking environment are dependent on other agencies, we need to ensure that our objectives align regarding how we improve walkability in the street and public realm improvements that we implement.

Our understanding of how people use the walking environment is relatively limited in comparison with the data we have for other transport modes (specifically private car usage). This represents a disconnect between our ambition to create a walkable city and the data available to us to measure and plan for this. By improving the data we have on walking, we will be able to cater for pedestrians more effectively and implement projects that can deliver greater benefits for pedestrians.

The City of Perth has implemented iterative design approaches in recent years, which have tested design concepts in the public realm before committing to significant investment in public realm projects. The recent Museum Street upgrade in Northbridge employed this technique to great effect. There is scope to apply this iterative design methodology to other street enhancement projects in the future.

The reach and effectiveness of the City of Perth's marketing and communications channels, as well as our events program, provide us with a great platform from which to promote walking in the City. Delivering world class events can help demonstrate the value of our public places as people oriented environments, and can help catalyse more permanent walking improvement projects

Aspiration

Walking within the City of Perth will be easy, safe and convenient. Pedestrian access throughout our street and public realm networks will be prioritised so as to ensure that walking is the preferred way of getting around the central city area and areas of the City that are growing in activity.

Measures

- The number of people walking, measured at selected locations throughout the City of Perth.
- The quality of the walking environment, measured by audits and qualitative feedback from pedestrians.

Objective 4: Ensure that improving walkability is central to all transport design and management decisions in the City of Perth.

Walking is often impacted by decisions made to prioritise other modes of transport, for instance where traffic is given priority at intersections, pedestrians often face delays and the quality of the walking environment is deteriorated. Ensuring that our ambitions for walkability in the City of Perth are known and shared by our stakeholders is critical, so that we can progress with schemes that add to the viability of walking, and reduce the negative impacts of decisions. The importance of catering for walking, in terms of dedicated street space, time at signalised intersections, and frequent street crossing opportunities, should not be over looked or considered inferior within the City of Perth.

Objective 5: Lead in the collection, management and use of data to improve our understanding of the City's pedestrian networks.

Understanding and demonstrating where people walk within the City of Perth will help us cater for pedestrians in more appropriate ways. We need data to underpin our decisions affecting the walking environment, and there are many new and innovative techniques available to us that can potentially fill this current gap in our knowledge.

Objective 6: Continue to apply an iterative design approach in testing public realm improvement and design ideas.

As the City of Perth seeks to improve various streetscapes through the annual capital works program, there will be opportunities to test design ideas by trialling changes and interventions. The recent Museum Street project proved the value in trialling a design for the purposes of community engagement and to measure the benefits and impacts of the new design before the permanent implementation had been commenced. This may enable cost savings or design improvements for future projects that employ a similar iterative design approach.

Objective 7: Continue to promote walkability in the City of Perth through our marketing channels and events program.

Promoting walking to and within the city to residents, workers, the wider population of Perth and to our visitors can potentially lead to fewer people driving to and within the City of Perth, leading to more people oriented streets and reducing other negative externalities of excessive car use.

The events held within the City of Perth can also contribute to a greater understanding of walking and re-define the role of many of our streets for exclusive pedestrian use, even if only on a temporary basis.

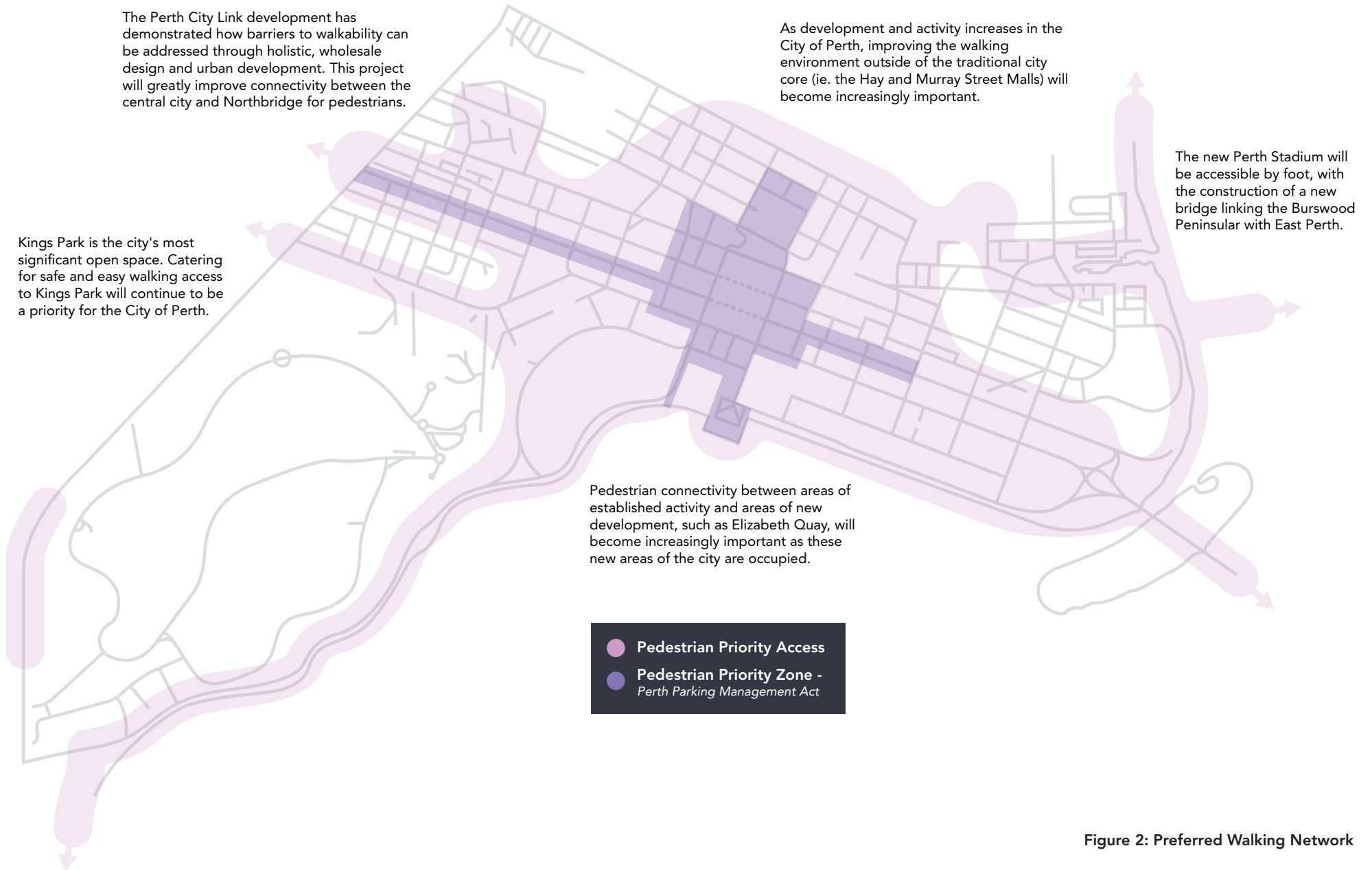


Figure 2: Preferred Walking Network

Focus Area 3: A Cycling City

The Case for action

Since the adoption of Council's Cycle Plan in 2012, the City has been implementing various cycling infrastructure projects in order to enable and encourage much greater bicycle use to and within the City. Many of the routes identified in the Cycle Plan have been implemented in conjunction with other civil works, such as the conversion of one-way streets to two-way operation, such as Barrack Street and Murray Street.

The City of Perth's role in providing cycling infrastructure is critical. By improving the safety and legibility our streets for cycling, we are increasing the viability of cycling for a greater number of people. This in turn will encourage more people to cycle to and around the City of Perth, easing pressure on other modes of transport and delivering significant environmental and public health benefits.

As the TransPriority map (Figure 1) demonstrates, the aspirational cycling network is connected, continuous and logical. Achieving this network will require ongoing capital expenditure, partnering with other agencies and innovative design solutions.

Aspiration

The City of Perth will continue to invest in cycling, so as to create a network of paths and streets where people of all ages feel comfortable cycling. This will be a fundamental component of enabling people's transport behaviour to be healthier, more efficient and more sustainable.

Measures

- The number of people cycling, measured at selected locations throughout the City of Perth.
- The quality of our cycling streets and paths, measured by audits and qualitative feedback from people cycling.

Objective 8: Continue to develop a connected cycling network

The City of Perth Cycle Plan was developed in 2012 and will continue to be our main reference for developing the cycling network. The preferred cycling network that has been incorporated into the TransPriority network reflects an updated aspirational cycling network that the City of Perth will continue to seek to achieve. Reviewing and refining the Cycle Plan will enable us to ensure the projects we progress with are tailored to improving this network and filling any gaps.

In the short term, there is a need to focus on historically neglected links that can help to complete the cycling network. These include the Causeway, north-south links through the central city, and the Kings Park Road corridor.

In addition to completing the cycling network, there is also a need to continuously review the existing network, especially links that have experienced significant growth in cycling numbers. The shared path network is a perfect example of infrastructure that has attracted significant use in recent years, and therefore we need to review the design of these paths, their widths and intersections, to ensure they are catering for users in the best possible way.

Objective 9: Lead the development industry and private sector in the provision of high quality end of trip cycling facilities in new and existing buildings.

As development in the City of Perth continues, it is critical that the needs of future residents and workers are catered for. To enable and encourage cycling, buildings need to provide certain facilities, such as secure bike parking, showers, change rooms and lockers. The better the facilities, the more likely people are to choose cycling.

Retrofitting existing buildings so as to provide end of trip facilities may also be possible, as a way of supporting cycling in city's established building stock.

Objective 10: Lead the development of innovative cycling infrastructure and support innovation that helps Perth become a more cycle-friendly city.

Bicycle planning and infrastructure design is a quickly evolving aspect of city transport planning, and we need to be at the front of this so as to ensure we are delivering sound and effective solutions. We also have the opportunity to learn from how other cities have implemented various bicycle infrastructure projects, as well as other cycling schemes such as the global trend for public bicycle hire systems.

Innovation in bicycle technology is also presenting new opportunities and challenges relevant to the planning and delivery of our cycling networks. Electric bicycles may increase the viability of cycling for many people, as they can help reduce impediments such as long distances, hilly terrain and excessive heat. Our network design will need to respond to the different requirements of electric bicycles so as to support their uptake and facilitate more people cycling.



Figure 3: Preferred cycling network

Focus Area 4: Next Generation Public Transport

The Case for action

As Perth's primary employment centre, and with a growing night-time and cultural role, the city requires an efficient, legible and frequent public transport system to enable reliable access. Recent projects such as the Mandurah line, various station upgrades and sinking the city section of the Fremantle line have all proven that when rail services are improved (ie. new infrastructure added to the network, frequencies improved, amenity improved, etc), we see boosts in people choosing public transport.

The Forrestfield Airport Rail link will boost the public transport system's effectiveness further still, and fundamentally change how people travel between the city and the airport. Beyond this, there will be more mass transit infrastructure required to ensure access to and throughout the City of Perth can continue in an efficient and sustainable manner.

On-road public transport services will play a major role in providing a finer grain of accessibility than the rail network can, and in linking places along our road corridors. The historical development of Perth's bus network puts us in good stead to leverage these routes

and evolve some of them to the next level, improving the viability and attractiveness of our most important public transport streets. On some routes this will mean more legible bus routing, to avoid circuitous and confusing networks. On other routes, this will mean a much more wholesale change, with light rail replacing bus services on some corridors and significantly improving the public transport offering for the Perth community.

Improving public transport options along and across the Swan River will be important as development continues to bring more houses, jobs and other attractions to the river front. Where river transport can out-perform land based public transport options, it should be seriously considered as an alternative within the public transport portfolio.

Innovation within the transport sector, especially relating to car sharing and on-demand transport options, will require the City of Perth to be open in our policy positions and nimble enough to accommodate proposals that assist in creating a more accessible Perth.

Aspiration

Seamless travel by public transport is characteristic of daily life in the City of Perth, not just for trips to work but for most trips irrespective of the time of day. We recognise that a highly functioning public transport system is critical to the economic, social and environmental well-being of Perth. Elevating Perth's public transport with a 'next generation' package of improvements will ensure that the City and Metropolitan Perth's growth can continue in sustainable and productive ways.

Measures

- Public transport patronage data.
- Journey to work statistics (Census data).
- Other City access metrics.

Objective 11: Influence significant improvements and expansion of the city's passenger rail network.

Mass transit will need to play a greater role in catering for Perth's transport needs in the long term. Proactive, innovative planning supported by a solid evidence base can help realise this essential infrastructure, and the City of Perth is well placed to collaborate around this planning and research.

As areas surrounding rail stations benefit from improved accessibility, there will be a need to ensure that the land surrounding them accommodates the most appropriate uses, at the most appropriate densities and scale. In this respect, the City of Perth can ensure the planning controls governing land surrounding them is structured to yield the best results.

The City of Perth can also progress ideas and concepts for new approaches to funding public transport infrastructure based on international best practice, and in light of stressors on the State's ability to solely finance such projects.

Objective 12: Advocate for improvements to the public transport network's legibility, frequency and connectivity.

We have an opportunity to restructure the city's public transport system, improving both its appeal and its ability to cater for movement in our growing city. This approach is conceptually highlighted in Figure 2, and can follow recent projects in Auckland, New Zealand, and Houston, Texas, in taking a fresh look at the city's public transport system, especially the bus network.

Evolving the public transport modes on our main PT corridors is a key aspect of this strategy, as we recognise the limitations of the current bus based system to provide the capacity, amenity and quality that Perth needs. An example of this transition will be the replacement of some bus services in the central city with Light Rail and also potentially utilising Bus Rapid Transit for some routes that terminate in the central City.

Objective 13: Support expanded public transport options for crossing and travelling along the Swan River.

Development along the Swan River has significantly increased in recent years, and within the coming decade sites such as Elizabeth Quay, Waterbank in East Perth and the new Perth Stadium will be complete and operating. This brings with it new opportunities to use the river for transport purposes.

Objective 14: Support new transport service models and options that benefit the City of Perth community.

The coming decades will bring with them significant change to the public transport sector. Demand for traditional forms of public transport is likely to increase, as the mass-transit task grows along with the growth of metropolitan Perth. But it is the new and innovative transport choices currently not provided in Perth that may have potential to bring about significant changes in how our communities think about and use the transport options available to them.

Car sharing is a perfect example of an innovative public transport option that has the potential to have a major positive impact in Perth. Research from other city's indicates that the economic value of successful car share programs is significant, in that they reduce people's need to invest in their own car whilst still providing them with vehicles for the few, niche trips for which a car is essential.

On-demand transport is another area of city mobility that is rapidly changing. Technology, and people's demands for quality and ease, have spurred the creation of new forms of on-demand transport with different structures to the traditional taxi or charter vehicle models. From the City of Perth's perspective, on-demand transport currently plays a critical role in helping people access the City, especially outside of the hours that other public transport services operate. It is therefore critical that any regulation of on-demand transport contributes to the efficacy of this evolving sector, and does not prohibit innovation and positive change.

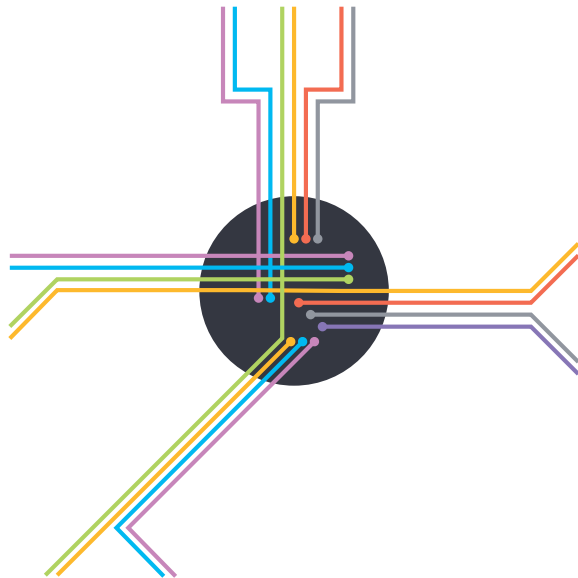
Objective 15: Reduce the negative externalities of buses on City of Perth streets.

As Perth's on-road public transport system has evolved as a network of bus routes, we are now starting to experience noise and amenity issues resulting from an over reliance on some streets within the wider bus network. The cumulative impact of many bus routes funnelling into one street, such as the Terraces corridor through the city, has the benefit of providing good public transport accessibility, however the dis-benefit created by noise, pollution and visual bulk is also significant, and worthy of attention.

A cleaner bus fleet, a reorganised bus network, and the transition to other modes such as light rail in the City of Perth can all contribute to reducing these negative externalities whilst maintaining or improving public transport accessibility.

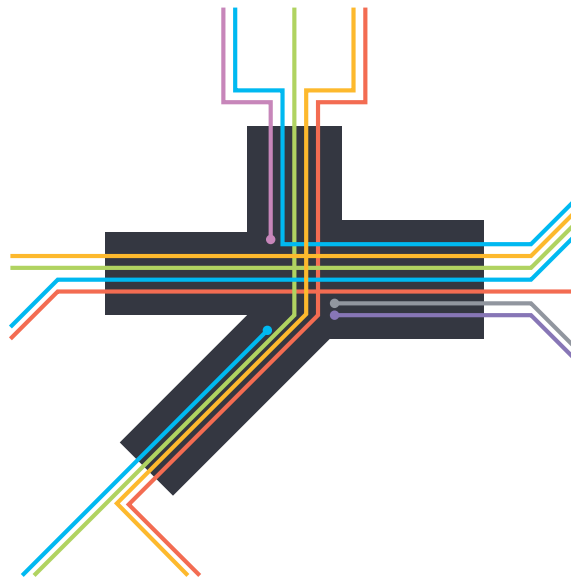
Current radial PT network

- Most routes terminate in the central city (very few pass through).
- This requires significant amounts of central city land for termini, bus layover areas, etc.
- Creates a very mono-centric network. Accessibility by PT in the central core is good, but poor elsewhere, even immediately outside the core.
- Creates a very illegible network, not well suited to new or infrequent PT users.
- Fails to recognise the growing central city core.



An improved radial PT network

- More services pass through the central core.
- One route can cater for trips to and from the city, improving legibility and reducing the 'empty bus' factor.
- Reduced need for central city land for termini, lay over areas, etc
- Still very mono-centric, however accessibility along the major corridors improves.



A connected PT network

- A grid-like pattern is created, enabling much more seamless travel around the network.
- Improves accessibility to a wider area, supporting the commercial and residential growth beyond the traditional city core.
- Higher frequencies mean that transferring between services is easy.
- The network can be communicated as an integrated system, and can become much more viable for everyday trips, not just the journey to work.

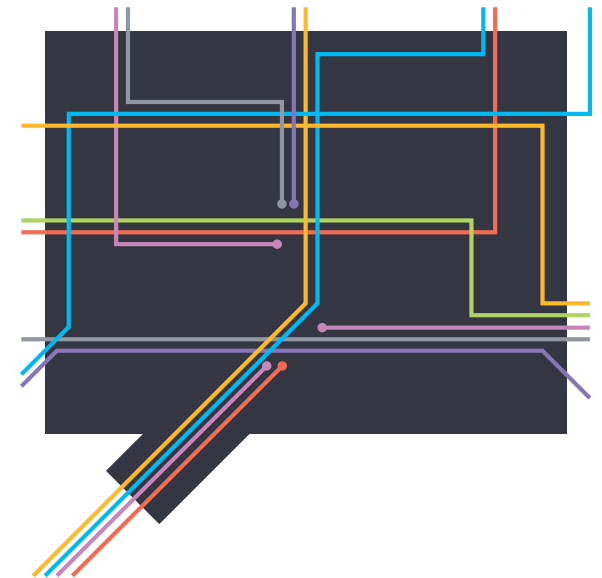
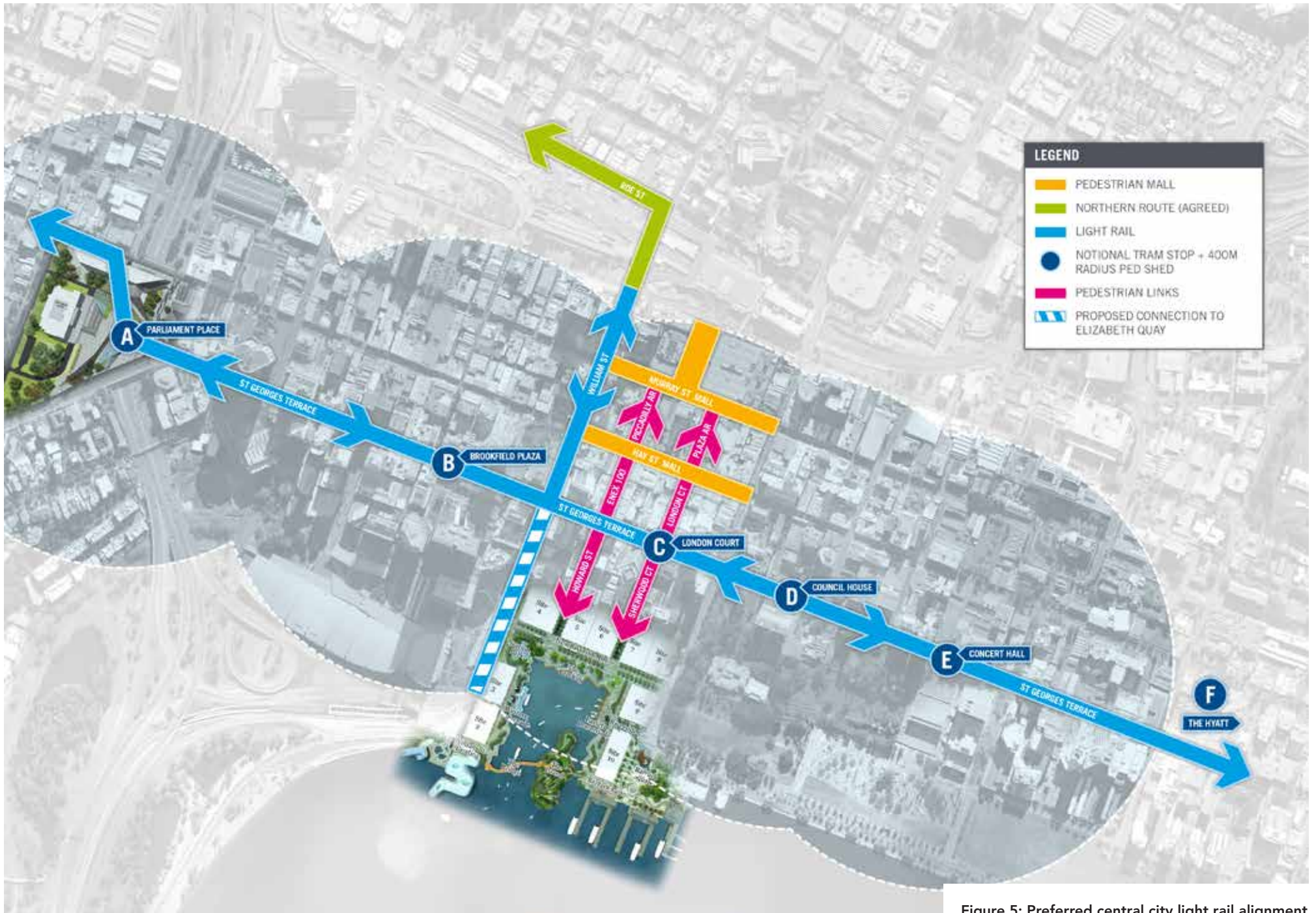


Figure 4: Transitioning to a connected PT network



LEGEND	
	PEDESTRIAN MALL
	NORTHERN ROUTE (AGREED)
	LIGHT RAIL
	NOTIONAL TRAM STOP + 400M RADIUS PED SHED
	PEDESTRIAN LINKS
	PROPOSED CONNECTION TO ELIZABETH QUAY

Figure 5: Preferred central city light rail alignment

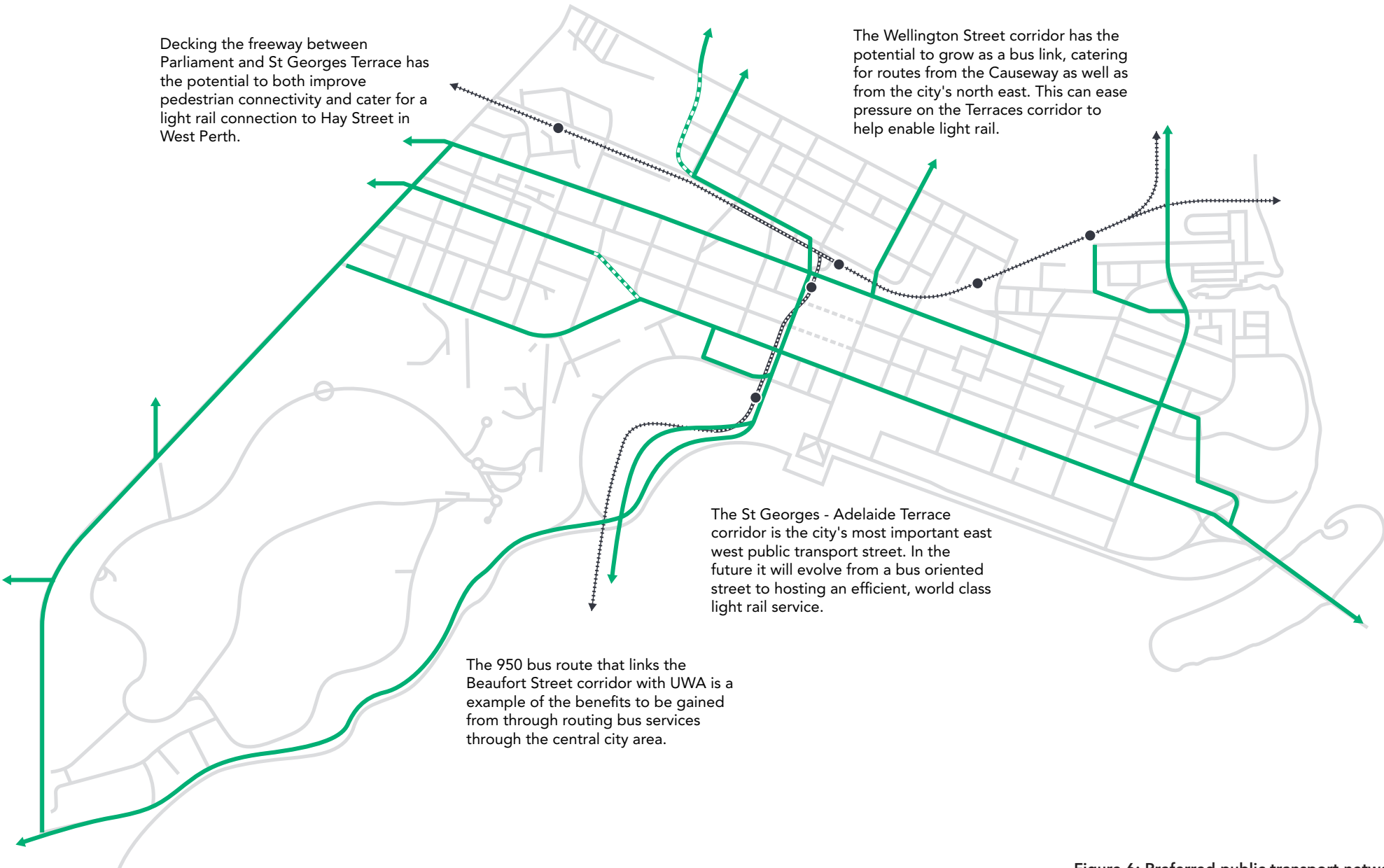


Figure 6: Preferred public transport network

Focus Area 5: Progressive Traffic & Parking Management

The Case for action

The development of metropolitan Perth's road and freeway infrastructure has played a major role in shaping Perth to date, and cars will continue to play a role in moving people around Perth in the future. However, the ill-effects of a car dependent city are significant, and these negative externalities must be considered in policy and infrastructure decisions at all levels of government.

The principle of 'induced demand' is a fundamental aspect of transport planning that requires greater consideration in the development of metropolitan road and freeway projects. It relates to the cyclical nature of road/freeway capacity expansion; more capacity inevitably makes driving more attractive, leading to more people driving for more trips. The lesson from this is that congestion cannot be addressed by building more road capacity, and therefore the claim that road expansion projects can 'solve congestion' is largely baseless and counter productive. Fiscal measures that more appropriately price car use will likely play a larger role in our future management of congestion, and deserve consideration in greater depth within the transport portfolio.

Vehicle parking has historically been a fundamental aspect of city access. There will continue to be a need for car parks to some extent in the City of Perth, however our management of these existing assets and consideration of any new car parking will need to be guided by the wider implications of parking supply and demand. Motorcycle and scooter parking, as well as catering for smaller and more space efficient cars, are areas of parking management for our on and off street assets that will present opportunities to encourage more space efficient transport.

Advancements in vehicle technology may enable significant improvements to the environmental performance of the wider community's vehicle fleet, by way of electric vehicles. The City of Perth, through our car parking management strategies, is well placed to enable a greater take up of electric vehicles and support this transition to a more efficient transport system. Autonomous vehicle technology is likely to progress significantly over the term of this Strategy, and it is therefore essential that the City of Perth is open and collaborative in assessing the merits and potential dis-benefits of advancements in this area.

Aspiration

The City of Perth is a place where cars can be used for the niche tasks to which they are suited, but are not a pre-requisite to citizenship, or access to and within the City. We do not adopt an 'anti-car' approach, but rather manage traffic and car parking in a way that recognises the role of cars in the wider transport equation, and reflects the negative externalities of excessive car use.

Measures

- Traffic volumes.
- Traffic speeds.
- Car parking data.

Objective 16: Continue the 'to, not through' approach to designing and managing the traffic network.

Catering for vehicle access to the city will remain an important requirement for the City of Perth and our partners involved in managing the city's roads. The emphasis on catering for trips to the city, and discouraging trips through it, has been a policy objective of the City of Perth since the adoption of the Urban Design Framework in 2010, and has been reinforced in this Strategy. The theory underpinning this approach relates to the sensitivity of the central city area, and the importance of our streets for uses other than moving vehicles. The TransPriority network highlights the preferred traffic routes, and the design of this traffic network deliberately focussing on the highway and major road network and avoiding the central city area.

The result of this, and the tangible outputs of discouraging through traffic, will focus on reduced traffic speed limits, reallocating space from cars to people, public transport and cycling on selected streets, and ensuring the city's network of traffic lights are optimised for the modes carrying the greatest priority (see TransPriority map).

There are other tools available to us in achieving this objective, such as fiscal measures to price the use of roads at certain times of the day. The basics of this approach are sound, in that road user charging can help to more effectively manage the finite amount of road space available, in a similar way that other utilities and services cost more when demand is high and supply is low. However this area of policy requires close consideration, and the City will collaborate with State agencies on this concept given the wide reaching implications of any scheme on the wider Perth community.

Objective 17: Continue to lead the car parking industry in achieving sustainable transport outcomes.

The effect of car parking management strategies on transport behaviour can be significant, as the availability and cost of parking will induce or deter car trips to the city depending on the balance that is found. As a major car parking operator, the City of Perth can lead the industry in achieving transport outcomes that benefit the city's economy, environment and social wellbeing.

The City's on-street parking policy, which guides our management of the on-street parking restrictions, pricing, loading and taxi zones, and other kerb-side uses, will be updated to reflect ongoing change in occurring on the city's streets. As the demands for space in our streets increases, there is likely to be a net reduction in the supply of on-street car parking.

This transition will require innovative management by the City of Perth to ensure our streets are improved and our existing parking assets are used more effectively.

The Perth Parking Policy is one of our most valuable tools for guiding off street commercial parking decisions and usage, and aims to;

- Improve Perth's air quality;
- Reduce traffic congestion;
- Improve pedestrian safety;
- Free up short term shopper parking; and
- Create an environment that is both economically and environmentally healthy.

Residential car parking is primarily managed via the City's Planning Scheme, and to support the broader remit of this Strategy, there will be a need for residential parking controls to be continuously reviewed and updated in the future. As public transport access to and within the City

of Perth improves, more areas will be viable for residents to live without a car, and therefore will not require dedicated car parking. Our planning policies guiding residential car parking will need to consider this to ensure the development that is approved today is suitable for the future city context.

Objective 18: Support environmental improvements and innovation in vehicle technology within the City of Perth.

Vehicle technology continues to advance at a rapid rate, with the electric vehicles and the autonomous vehicles being a focus of major investment by car makers, emerging energy companies, and the wider technology industry.

Electric vehicle technology has the potential to make motorised travel significantly cleaner, relative to the current petrol and diesel motors that dominate the vehicle fleet. Therefore improved air quality and reduced noise pollution are potential benefits, especially for dense urban centres such as the City of Perth. Greater use of electric vehicles in the public transport fleet – especially the bus fleet – also has the potential to improve the amenity and quality of our street environments.

Autonomous or driverless vehicle technology is an aspect of transport planning that we know much less about, given the very recent and largely un-tested developments in this area. Our role here is therefore to monitor developments and ensure that the City of Perth's street environments and wider transport networks are improved, not deteriorated, by any autonomous vehicle technology that is implemented here. The basic principles of urban transport planning will require vehicles, regardless of the technology driving them, to be sensitive to the dynamism of busy street environments. This means that people will remain the top priority on our streets, with vehicle use managed so as it does not deteriorate the economic, environmental and social functions of our streets and public places.

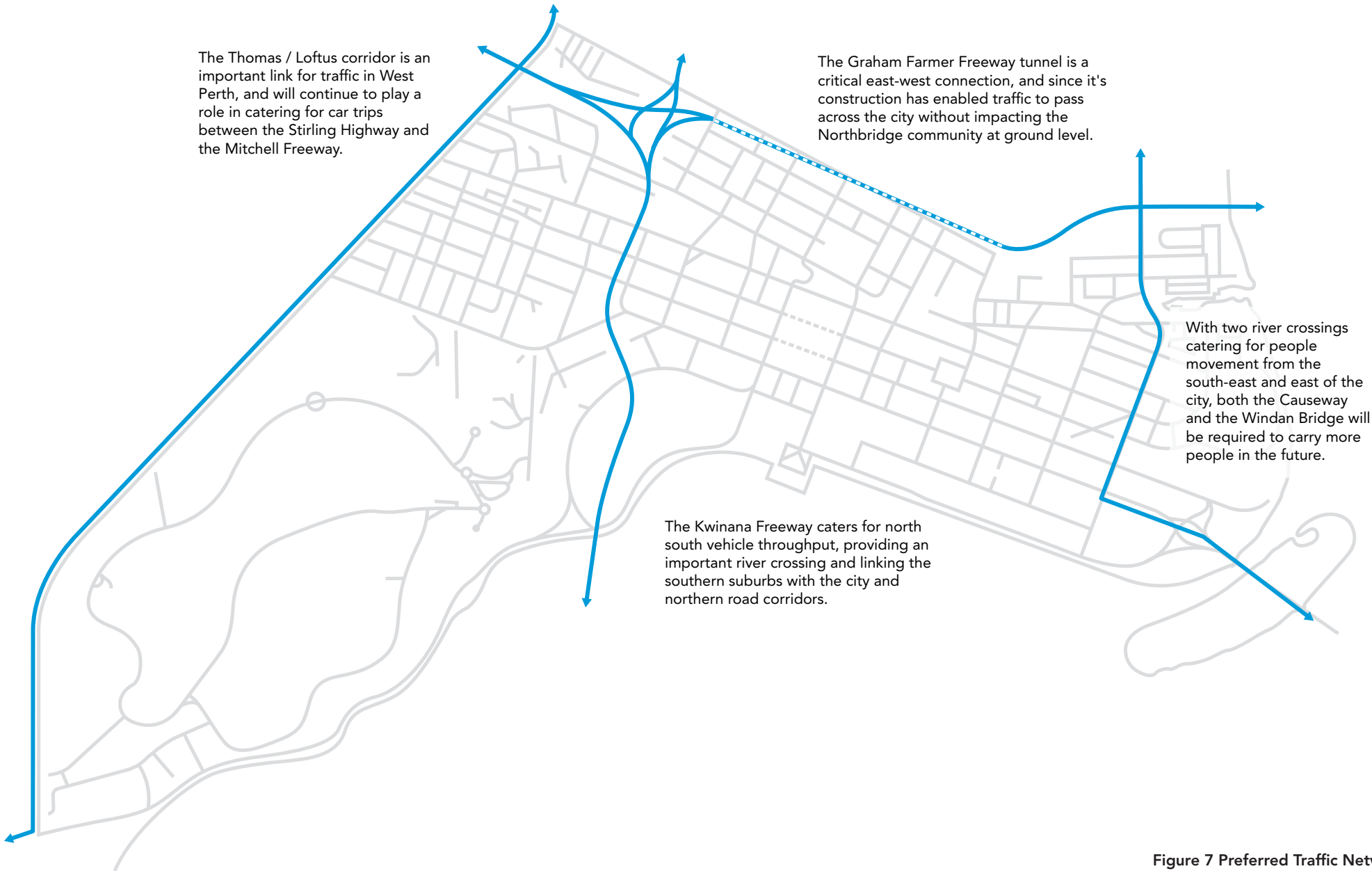


Figure 7 Preferred Traffic Network

Focus Area 6: Innovative Knowledge & Data

The case for action

Like many other public authorities the City of Perth gathers and uses a vast amount of data to undertake the various functions that make up our core business. Within the transport planning sphere, data relating to how people travel to and around our City, and where and when activity is occurring in the public realm, is critical to the effectiveness and relevance of our planning and design work.

Improving our knowledge base is a theme that runs through the various Focus Areas of this Strategy, but we have isolated it here to emphasise the importance of how we report on and share our data and information.

Our understanding of the city's freight and delivery patterns is a specific area in which we will be seeking to improve, initially by boosting our knowledge of this sector, as well as how we collaborate with stakeholders and industry experts. The delivery of goods to the central city, often referred to as the 'last km' freight task, will require specific attention so as to enable business to prosper and to cater for our growing population. Innovative solutions to this task are likely to be an area that we can learn from other cities and jurisdictions.

Aspiration

The City of Perth becomes a centre of excellence in our management of data and our urban research program. We collaborate with other cities to advance our understanding of shared issues and explore common opportunities. Our data systems are integrated, and we are open in how we share data and knowledge with the community and our stakeholders.

Measures

- Number of data releases/reports/publications.
- People's access to data and information (eg. number of downloads).

Objective 19: Improve our knowledge base and evidence that supports decision making.

There is scope for the City of Perth to develop new techniques and explore new opportunities for collecting and analysing data that can assist in our transport and urban planning decisions. This will involve partnering with universities and other stakeholders to improve our understanding of how the city's transport systems are performing and can be improved.

Objective 20: Lead a collaborative approach to last km freight

The City of Perth has a relatively poor understanding of how last km freight operates in different parts of the city, the differing needs of businesses and freight operators, and how different levels of government may be able to help improve current and future issues. Given this, we need to be collaborative and tap in to the expertise of our stakeholders, freight and delivery operators, their customers, and others in the industry. Servicing businesses and residents in the city will become an increasingly difficult task without an innovative and collaborative approach to this important transport function. There is scope for the City of Perth to learn from how other cities are managing the last km freight task, to build on this best practice and apply it to Perth's local context.

5 Targets

5.1 Journey to Work

As one of the most consistent and solid measures of transport to the City of Perth, the Census Journey to Work data set is a logical starting point for developing targets for future transport behaviour.

The below targets have been developed based on past trends in the City's journey to work data, and extrapolated to loosely align with the ambitions of this strategy. These targets can be realised by;

- Inner urban growth of housing and employment. This will naturally induce more walking, cycling and public transport trips within the inner city area;
- Sustained investment in the public transport network. Capacity, frequency and coverage improvements will bring with them increases in patronage and better serve the needs of commuters.
- Continued policy and infrastructure spending on walking and cycling. Making these modes more viable for more people will yield increases in the number of people walking and cycling to work.

Figure 8. Journey to Work Targets (total trips)

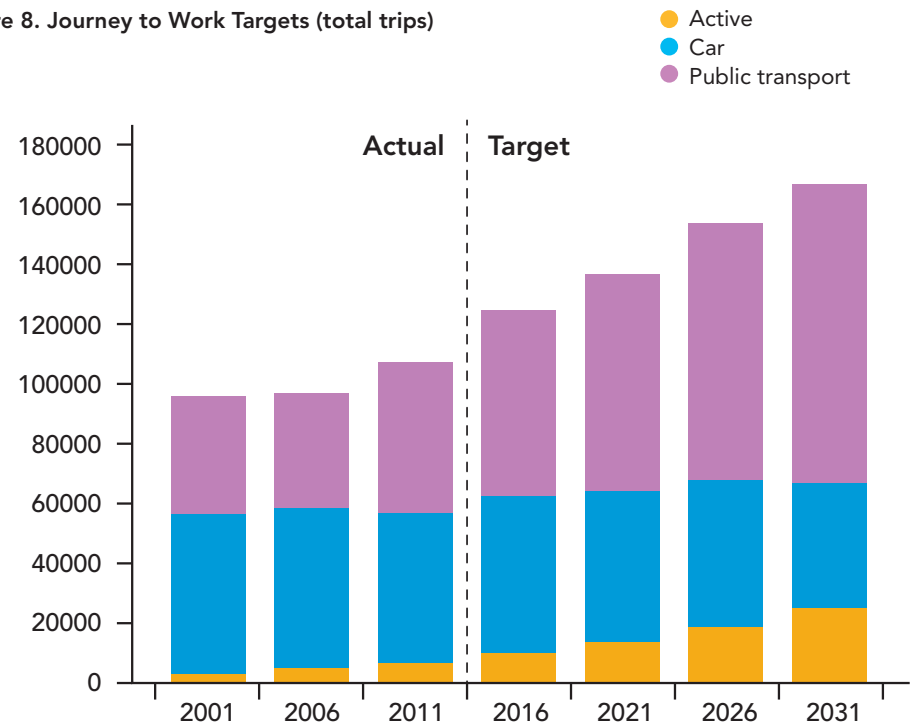
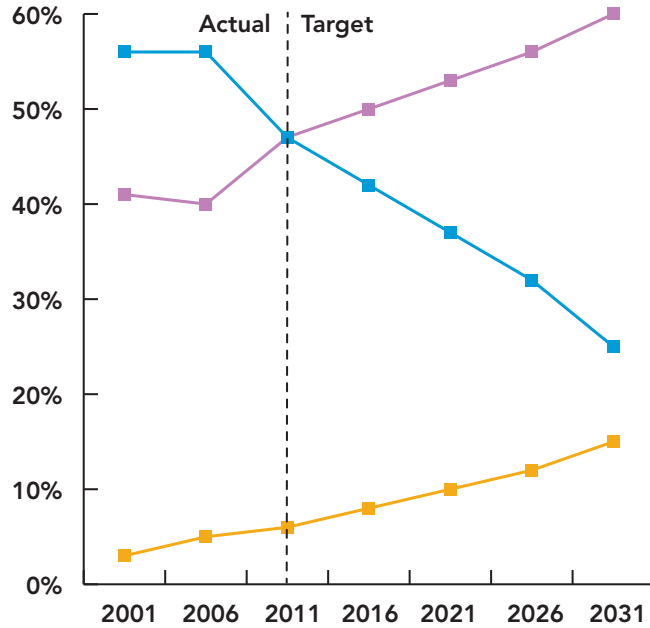


Figure 9. Journey to Work Targets (%)

- Active
- Car
- Public transport



5.2. Other transport statistics

As is highlighted throughout this Strategy, the City of Perth will seek to improve the types and quality of data that we collect in relation to the performance of the city's transport systems. As the Transport Strategy is reviewed and updated every 5 years, these statistics will be compiled and drawn on to inform the targets that we are working towards.

Table 3. Journey to Work Targets (%)

	Actual			Target			
	2001	2006	2011	2016	2021	2026	2031
Active	3%	5%	6%	8%	10%	12%	15%
Car	56%	56%	47%	42%	37%	32%	25%
Public transport	41%	40%	47%	50%	53%	56%	60%

6 Delivery

6.1 Organisational context

The City of Perth's Transport Strategy works in conjunction with a suite of strategic and operational documents that guide the integration of transport planning across the range of specialisms that can influence transport in the City.

The City of Perth adopts an Integrated Planning Approach. The City of Perth's Integrated Planning and Reporting Framework (IPRF) is outlined in the diagram below, showing the interaction between the plans and the influence of the informing strategies. The intent of the IPRF is to ensure the priorities and services provided by the City of Perth are aligned with our community's needs and aspirations.



The Strategic Community Plan, Vision 2029+, is the City's long term strategic direction that expresses the community's vision for the future together with the strategies to address strategic community outcomes.

This drives the City of Perth's Corporate Business Plan, which is the detailed implementation plan for services, key projects and capital investments over the next four years. The actions to activate the City's Informing Strategies are key components of the City's Corporate Business Plan.

The Transport Strategy is one of these Informing Strategies, identifying and shaping environmental priorities, projects, programs and service delivery to meet the outcomes of the Strategic Community Plan. The City's key strategic enablers show how we are equipped to deliver on the commitments made in the Corporate Business Plan.

These strategic enablers are:

- Long Term Financial Plan This plan allows for appropriate decision making with emphasis on financial sustainability.
- Workforce Plan This plan identifies the workforce requirements needed for current and future operations.
- Corporate Asset Management Plan This plan provides guidance on service provision to inform the City's financial and key service needs.

The City's Annual Budget is based on the projected costing of year one of the Corporate Business Plan, with opportunity to review during the mid-year budget review processes.

The aspirations, objectives, and strategies for delivery detailed in this Transport Strategy will guide its implementation, giving shape and purpose to a Four Year Transport Strategy Implementation Plan, in which the City's commitments are prioritised, resources allocated, and partnerships and responsibilities identified. The Four Year Action Plan is reviewed annually in line with the City's Annual Budget.

The Transport Strategy will be reviewed in alignment with developments in the Strategic Community Plan. It will be reviewed every two years, alternating between a minor review (updating as needed) and a major review (seeking community input and retesting the vision).

Figure 6 outlines the interface of the Transport Strategy with other City of Perth strategic and operational documents with special relevance for transport. (Solid lines indicate existing documents, dashed lines indicating documents currently in development).

Strategic direction

Strategic Community Plan Vision 2029+

- Corporate Business Plan
- Annual Budget

Strategic enablers:

- Long Term Financial Plan
- Workforce Plan
- Corporate Asset Management Plan
- Organisational Development Plan

Other strategic influencers:

- City Planning Strategy (in development)
- Economic Development Strategy
- Waste Strategy 2014-2024+
- Urban Design Framework
- Lighting Strategy
- Environment Strategy and Implementation Plan (being finalised)
- Urban Forest Plan (in development)

6.2. The Capital City Act

It is clear that many of the macro issues relating to transport and land use planning will require a collaborative approach to planning and project delivery. The City of Perth Act recognises the role that our organisation has in the social, economic, cultural and civic development of Perth as a capital city. This endorsement provides our mandate to lead in the management of various streets, parking, investment in cycling and walking infrastructure, promotion of better transport choices and advocacy for integrated planning and decision making.

The Capital City Act will improve inter-agency collaboration in the transport and land use planning space, to ensure alignment on the vision for Perth's future, and the steps we need to take in achieving it.

6.3. Implementation Plan

The following tables demonstrate the actions that will be undertaken in order to meet the objectives of this Strategy. They highlight the partners we will work with and the timescales that these actions are likely to be progressed within.



Focus area 1: Integrated Planning

Objective	Action	Partners	Cost	2016/17	2017/18	2018/19	2019/20
Lead an integrated approach to transport system planning in the City of Perth.	Collaborate with the State Government transport portfolio to embed the TransPriority approach to network planning and infrastructure decision making.	<ul style="list-style-type: none"> DoT PTA MRWA 	NA	●			
	Work with the PTA to identify opportunities to broaden the use of the SmartRider ticketing system to new and innovative forms of transport.	<ul style="list-style-type: none"> DoT PTA 	NA	●	●		
Continue to cater for a more diverse business and residential community in the City of Perth.	Continue to facilitate high density residential led mixed use development in the central city which is focussed around areas of high public transport accessibility.	<ul style="list-style-type: none"> DoP MRA 	NA	●	●	●	●
	Ensure a diverse mix of housing is provided within the City of Perth, enabling households of all types to establish in the City.	<ul style="list-style-type: none"> DoP MRA 	NA	●	●	●	●
	Plan for the city to develop as a truly diverse and inclusive network of places, not simply a central business district.	<ul style="list-style-type: none"> DoP MRA 	NA	●	●	●	●
Lead innovative research relating to how the city's transport systems are performing and contributing to Perth's economic, social and environmental wellbeing.	Support the Department of Planning's Commercial and Industrial Land Use Audit, and investigate potential for this methodology to be applied in the City of Perth on a more regular basis.	<ul style="list-style-type: none"> DoP MRA 	NA	●			
	Gather evidence to better understand the relationship between the City's economy and its transport networks, initially focussing on the role that public transport plays in improving productivity	<ul style="list-style-type: none"> DoP DoT Treasury Universities Private Sector 	\$35,00	●	●		

Focus area 2: A walkable city

Objective	Action	Partners	Cost	2016/17	2017/18	2018/19	2019/20
Ensure that improving walkability is central to all transport design and management decisions in the City of Perth.	Enter into a charter with relevant State agencies that binds our shared commitment to walkability with deliverables that can be progressed by all parties.	<ul style="list-style-type: none"> • DoT • PTA • MRWA 	NA	●			
	Undertake a Link and Place assessment of the City of Perth's street and public realm network.	<ul style="list-style-type: none"> • DoT • PTA • MRWA • DoP • MRA 	TBD	●			
	Seek to improve pedestrian amenity, safety and ease of movement on streets and public spaces identified for pedestrian priority on the TransPriority map.	<ul style="list-style-type: none"> • DoT • PTA • MRWA 	TBD	●	●	●	●
Lead in the collection, management and use of data to improve our understanding of the City's pedestrian networks.	Investigate opportunities to improve how the City of Perth collects pedestrian / walking data.		TBD	●			
	Undertake biannual quality audits and perception surveys to gather information on how the networks are functioning, and what people walking in Perth like and dislike.		N/A	●		●	
	In collaboration with the Department of Transport, utilise the Perth Pedestrian Model so as to measure walking improvement projects, and quantify the impacts of potential projects.	<ul style="list-style-type: none"> • DoT 	N/A	●	●	●	●
	Continue to undertake research and analysis into the value of the City of Perth's walking environment and how it contributes to the city's economy, environment, health, social and cultural value.	<ul style="list-style-type: none"> • DoT 	TBD	●	●	●	●
Continue to apply an iterative design approach in testing public realm improvement and design ideas.	Test innovative public realm ideas that may be able to improve walkability, and be open and flexible through an iterative design process.		N/A	●	●	●	●
Continue to promote walkability in the City of Perth through our marketing channels and events program.	Continue to cater for more events in the City that create pedestrianised areas and help refocus streets in the City of Perth as places for people.		N/A	●	●	●	●
	Leverage the reach of the City of Perth's communications and marketing channels to promote walking to and within the City.		TBD	●	●	●	●

Focus area 3: A cycling city

Objective	Action	Partners	Cost	2016/17	2017/18	2018/19	2019/20
Continue to develop a connected cycling network.	Review the City of Perth Cycle Plan 2029 every 5 years to ensure its scope and actions are up to date and relevant.		• NA		●		
	Target spending and advocacy in the short term on important and historically neglected cycling links such as the Causeway shared path, north-south links within the City of Perth such as Colin, Milligan and Bennett Streets, completing Murray Street as a high quality east-west cycling route, and catering for cyclists on the Kings Park Road corridor.	• DOT • MRWA	• TBD	●	●	●	●
	Work with State agencies to continually review and improve the existing shared path network, focussing on issues raised by people who use the infrastructure.		• NA	●	●	●	●
	Advocate to Main Roads WA for a more progressive approach to cycling infrastructure standards and delivery that can assist the City in achieving world leading designs and network improvements.		• NA	●	●		
	Advocate for the inclusion of high standard cycling links and complimenting infrastructure as part of major State Government development projects in the City of Perth.		• NA	●			
Lead the development industry and private sector in the provision of high quality end of trip cycling facilities in new and existing buildings.	Ensure that Planning Scheme controls for bicycle parking and end of trip facilities are leading the development industry to embed active transport principles within new developments.		• TBD	●			
	Gather evidence on how the City of Perth can support and incentivise the private sector to implement end of trip facilities in existing buildings.		• TBD	●			
Be a leader in the development of innovative cycling infrastructure and support innovation that helps Perth become a more cycle-friendly city	Continue to review how Perth's cycling network is developing in the context of work being progressed by other cities, and how we can better learn from international best practice.	• DOT	• NA	●	●	●	●
	Ensure that the suitability of the cycling network is constantly reviewed in light of technological advancements in bicycle design, such as electric bicycles.			●	●	●	●

Focus area 4: Next generation public transport

Objective	Action	Partners	Cost	2016/17	2017/18	2018/19	2019/20
Influence significant improvements and expansion of the city's passenger rail network .	Advocate for additions to Perth's rail network, including planning for underground links with the City of Perth that can significantly improve public transport accessibility to and within the city	<ul style="list-style-type: none"> • DoT • PTA • MRWA 	N/A	●			
	Lead research into the wider economic benefits of underground rail extensions, specifically regarding the potential to leverage any land value uplift that may result from such infrastructure.	<ul style="list-style-type: none"> • DoT • PTA 	N/A	●	●		
	Advocate for continual improvements to Perth's existing heavy passenger rail system including station upgrades and better use of land surrounding rail stations.	<ul style="list-style-type: none"> • DoT • PTA 	N/A	●	●	●	●
	Investigate new funding models for the development of public transport infrastructure.	<ul style="list-style-type: none"> • DoT 	TBD	●	●		
Advocate for improvements to the public transport network's legibility, frequency and connectivit	Use the preferred public transport network (as defined on the TransPriority map) to guide priority measures supporting the city's on-road public transport network.	<ul style="list-style-type: none"> • DoP • MRA 	N/A	●	●	●	●
	Promote a transition from the current bus network to a multi-modal, connected public transport system that includes light rail, rapid bus and high frequency rail corridors.	<ul style="list-style-type: none"> • DoT • PTA 	N/A	●	●	●	●
	Work with the State Government to ensure that the MAX Light Rail project can proceed as soon as possible.	<ul style="list-style-type: none"> • DoT • PTA 	N/A	●	●	●	●
	Advocate for a wholesale review of the metropolitan bus network, including the CAT services, aimed at improving the legibility of the network, integrating light rail and rapid bus routes, and minimising issues that are currently being experienced in the City of Perth.	<ul style="list-style-type: none"> • PTA 	TBD	●			
	Advocate for more public transport routes – bus and future light rail – to travel through the city as opposed to terminating within the central area.	<ul style="list-style-type: none"> • DoT • PTA 	N/A	●			

Objective	Action	Partners	Cost	2016/17	2017/18	2018/19	2019/20
Support expanded public transport options for crossing and travelling along the Swan River.	Support greater use of water based transport as development along the Swan River increases.	<ul style="list-style-type: none"> DoT PTA Private sector 	N/A	●			
Support new transport service models and options that benefit the City of Perth community	Support car sharing by establishing a process for providing dedicated on and off street car parking spaces to car share operators.	<ul style="list-style-type: none"> Private Sector DoT 	TBD	●			
	Support the State Government's On-Demand transport green paper process and seek to be involved in any policy development regarding on-demand transport in the future.	<ul style="list-style-type: none"> DoT 	N/A	●			
Reduce the negative externalities of buses on City of Perth streets.	Advocate for the Transperth bus fleet to be comprised of predominately clean, quiet and low emission vehicles.	<ul style="list-style-type: none"> PTA 	N/A	●			
	Advocate for bus routes to be rationalised where possible to avoid the over provision of services on some City streets.	<ul style="list-style-type: none"> PTA 	N/A	●	●		

Focus area 5: Progressive traffic and parking management

Objective	Action	Partners	Cost	2016/17	2017/18	2018/19	2019/20
Continue the 'to, not through' approach to designing and managing the traffic network.	Advocate for the State and Federal Government to consider the wider, long term implications of road building, specifically induced demand.	<ul style="list-style-type: none"> DoT MRWA Federal Gov 	N/A	●			
	Investigate ways to actively de-prioritise through travel by car within the central city area, and for these through trips to be focussed on the Preferred Traffic Routes (on the TransPriority network).	<ul style="list-style-type: none"> DoT MRWA 	N/A	●	●		
	Implement street improvement projects which reduce vehicle priority where appropriate in order to provide for improvements for local places, walking, cycling, buses and (future) light rail services.	<ul style="list-style-type: none"> MRWA DoT PTA 	TBD	●	●	●	●

Objective	Action	Partners	Cost	2016/17	2017/18	2018/19	2019/20
	Manage traffic speeds so as to improve safety, urban amenity and create more people oriented streets.	<ul style="list-style-type: none"> MRWA 	TBD	●	●	●	●
	Advocate for the State and Federal Governments to discontinue their emphasis on expanding the capacity and reach of the metropolitan freeway network, and for a greater emphasis on improving Perth's public transport system.	<ul style="list-style-type: none"> MRWA DoT Federal Gov 	N/A	●			
	Support relative State agencies in the development of an effective road user charging scheme for Perth, to help manage the use of selected parts of the road and freeway network.	<ul style="list-style-type: none"> MRWA DoT 	TBD	●	●	●	●
Continue to lead the car parking industry in achieving sustainable transport outcomes	Support the State Government in ensuring the Perth Parking Policy continues to achieve its objectives	<ul style="list-style-type: none"> DoP MRA 	N/A	●	●	●	●
	Update the City of Perth On-Street Parking Policy.	<ul style="list-style-type: none"> DoP MRA 	N/A	●			
	Investigate the value of the City of Perth's off street parking facilities and opportunities to diversify the City's revenue base.	<ul style="list-style-type: none"> DoP MRA 	N/A	●	●		
	Review the residential car parking requirements within the City's Planning Scheme.	<ul style="list-style-type: none"> DoP 	TBD		●		
Support environmental improvements and innovation in vehicle technology within the City of Perth.	Investigate ways to better cater for motorcycle and scooter parking on street and in our off street parking assets to encourage a shift to more space efficient transport.		TBD	●			
	Continue to monitor the use of electric vehicles in Perth and support their wider uptake by providing dedicated electric vehicle parking in the City of Perth's off street car parks.	<ul style="list-style-type: none"> DoP MRA 	N/A	●	●	●	●
	Work with other agencies, researchers and innovators to monitor developments in the autonomous vehicle sector, and ensure any developments in this area are consistent with the overall intent and Guiding Principles of this Strategy	<ul style="list-style-type: none"> MRWA DoT Private Sector 	TBD	●	●	●	●

Focus area 6: Innovative knowledge & data

Objective	Action	Partners	Cost	2016/17	2017/18	2018/19	2019/20
Improve our knowledge base and evidence that supports decision making	Continue to seek out opportunities to improve the quality and types of data we collect regarding people and freight movement in the City of Perth.	<ul style="list-style-type: none"> DoT PTA MRWA 	N/A				
	Report on transport data, statistics and trends regularly.	<ul style="list-style-type: none"> DoT PTA 	N/A				
	Partner with research institutions and other stakeholders that can improve our understanding of the City's transport networks		N/A				
Lead a collaborative approach to last km freight.	Develop a 'last km' freight working group, made up of industry experts, government and stakeholder representatives, to progress policy improvements for central city freight and service transport.	<ul style="list-style-type: none"> DoP MRA 	N/A				
	Update the City of Perth's 'Servicing the City' strategy following collaboration with the above mentioned working group.	<ul style="list-style-type: none"> DoP MRA 	N/A				



background report
Transport Strategy

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1. Background

The City of Perth has a well-established vision that guides its decision making and shapes policy and project delivery. It is a strong reflection of how the City of Perth will approach future challenges, and many of the core themes of the City's vision are central to transport and land use planning. Below is the City's vision, from the Strategic Community Plan: Vision 2029, with aspects relevant to transport planning highlighted.

1.1. From the Strategic Community Plan

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

In 2029, Perth is recognised as one of the safest cities in the world. The city is people-oriented, a social hub that attracts people to its heart day and night. People feel safe to visit the city after dark, promenade along its streets, visit its attractions and use its transport systems.

Movement to and within the city is efficient and easy to use. The accessibility and connected nature of the movement network encourages people to walk and cycle.

Excellent public transport services are the preferred choice of people coming into the city for all purposes. Mass transit systems such as light rail have been introduced to accommodate increased movement between major activity nodes in and around central Perth, including major medical facilities and universities.

People in the city have a clear sense of their own identity and an ability to celebrate its cultural heritage. The City of Perth is a vibrant, cosmopolitan city which respects and celebrates the diversity of its people and lifestyles. Aboriginal culture is celebrated and respected and Aboriginal people are encouraged to be involved in all facets of city life.

Perth is a place where the natural environment and built form exist in harmony.

The city has a number of distinct residential communities within the mixed use city environment in which people can live, play and shop locally.

As a result of its central location and capital city status, many major corporations have their regional or global headquarters in the Perth Central Business District. There is a diversity of activities in the resource and finance sectors. The City of Perth has successfully encouraged and cultivated new businesses with an emphasis on knowledge-based enterprises, including arts and culture.

The City of Perth Council has a distinct leadership role as the capital city of Western Australia, providing open and accountable government. The city is recognised internationally for its significance in the region and as a gateway to Australia and is a sought-after destination in which to live and work.

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1.2. Council's Strategic Priorities

- 1.2.1. In addition to the City's vision, the Strategic Community Plan sets out some specific Strategic Priorities that will shape this Strategy and the delivery of the City's more operational plans and capital works projects. Relating to transport, the following is provided:

Getting Around Perth

- 1.2.2. Community outcome:

- *An effective pedestrian friendly movement system integrating transport modes to maintain a high level of accessibility to and within the city.*

- 1.2.3. Strategy (10 years):

- *Proactive planning for an integrated transport system, including light rail, that meets community needs and makes the sustainable choice the easy choice.*
- *Increased accessibility in and around the City including parking.*

1.3. Guiding Principles

- 1.3.1. The Strategic Community Plan sets out the guiding principles that form the basis for Council decision making. They are highlighted in the below table along with the intent, also from the Strategic Community Plan. The final column 'Application to the Transport Strategy' summarises how the guiding principles are informing this Strategy and transport decisions flowing on from it.

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Table 1. City of Perth - Guiding Principles

Guiding Principle	Intent - from the Strategic Community Plan	Application to the Transport Strategy
Sustainable development	<i>Perth must develop in a way that meets the needs of the present without compromising the needs of future generations, through the integration of environmental protection, social advancement and economic prosperity, to build a sustainable future for the city.</i>	Access to and within the City will be prioritised for sustainable modes of transport.
Evidence based	<i>Decisions must be based on evidence, be adaptable to change and continuously reviewed.</i>	The City will lead the wider Perth transport industry in research and advancing our collective understanding of how the transport system is performing.
Strong leadership	<i>The City will take a leadership role to ensure decisions consider the best possible outcome and be proactive in the global recognition of the City of Perth.</i>	The City will be bold in progressing new and innovative ideas and leading other agencies in the transport portfolio.
People first	<i>People will be given precedence in the city's public spaces and roads.</i>	The people first approach will be embedded in policies and projects that apply to all transport modes, so as that Perth can be made truly walkable and more inviting for more people.
Minimum sufficient regulation	<i>Minimal and flexible regulation will encourage and support a diverse, vibrant and progressive city.</i>	The City will be an enabler not a blocker of new innovations that can improve sustainable and efficient transport in Perth.
Fair funding	<i>Decisions will consider aspects of just funding across our rate base. Partnerships and joint ownership will be used to maximise desired outcomes.</i>	The City will continue to seek funding partnerships for transport infrastructure improvements and programs. Investment decisions will be based on need and long term efficacy in achieving the City's transport vision.
Interagency collaboration	<i>A resilient and sustainable capital city will require contributions and partnerships with stakeholders and collaboration with all levels of government.</i>	The City will work closely with our partners in the State's transport and planning portfolios, academia and the private sector.

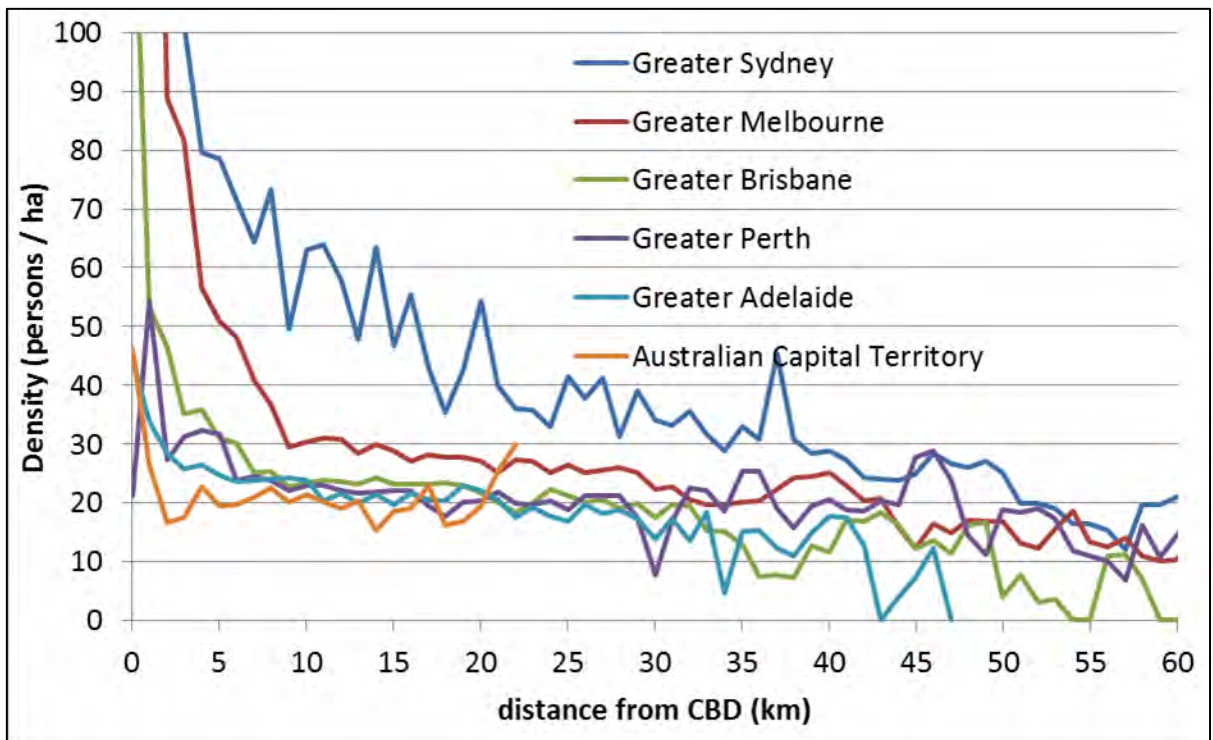
2. Context

2.1. Trends

The shape of Perth

- 2.1.1. Metropolitan Perth is a vastly sprawling metropolis, typified by low density residential development that is stretching north-south along the coastal plain. As Figure 1 highlights, Perth’s population density is very low even in the central city area, relative to other Australian cities.

Figure 1 Population weighted density by distance from CBD (2011)i

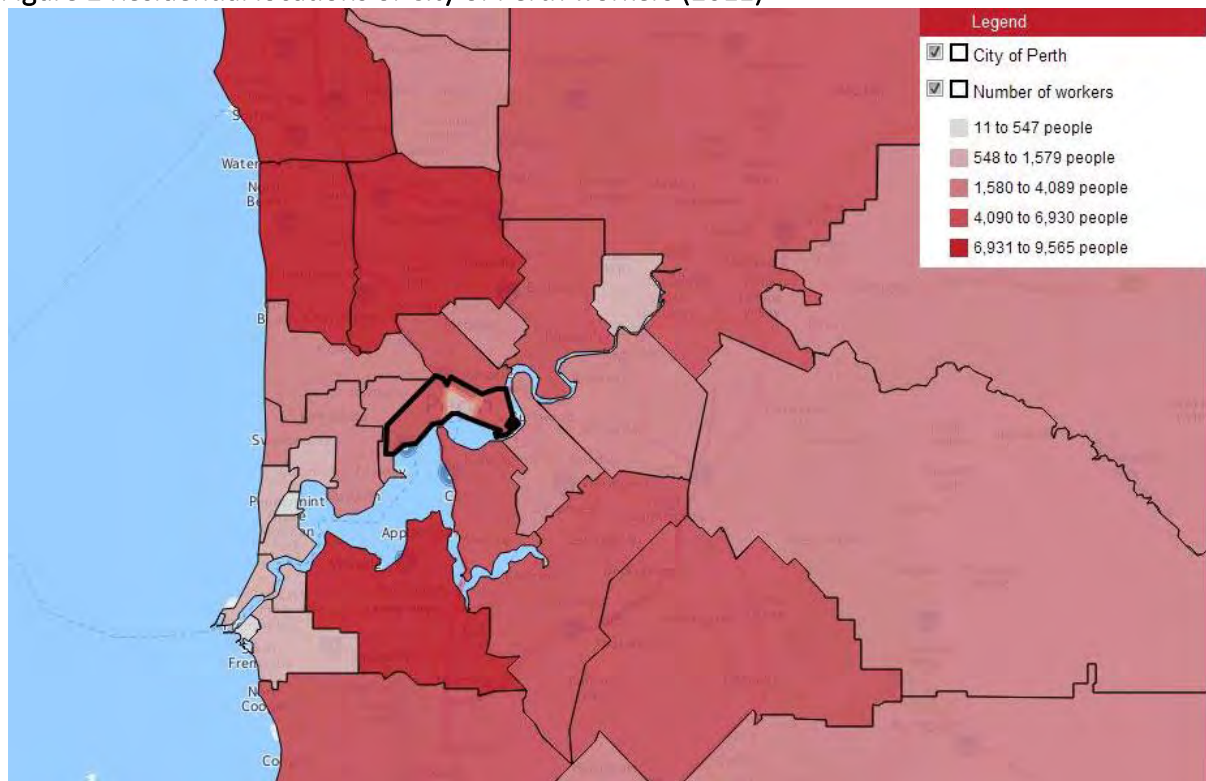


- 2.1.2. This urban form is one of the factors placing significant stress on many of the city’s transport systems, as it requires people to travel long distances to access the jobs, services and all the other places they want to go. A more compact metropolitan urban form would be better suited to reducing the need for people to travel long distances, and in turn lessen people’s reliance on cars for travel to the City of Perth and within the metropolitan area more generally.

- 2.1.3. To further consider Perth’s urban form, Figure 2 demonstrates where people who work in the City of Perth live. It shows that significant numbers of workers travel to the City from the northern and southern corridors, and relatively few workers live within the central and middle ring suburbs. This is placing significant stress on the city’s road and rail systems as people are required to travel long distances for everyday trips.

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Figure 2 Residential locations of City of Perth workers (2011)ⁱⁱ



- 2.1.4. Alongside this trend of urban sprawl has been a growing inner urban population, as established areas within close proximity to the central city have experienced increased demand, especially for housing. This reflects the appeal of the central city area as a place to live, not just work, and suggests a transition to a more mature housing market where apartment dwellings can hold their appeal relative to Perth's detached housing stock. This trend, and the growing appeal of the central city area as a residential location, is important for the City of Perth's transport planning priorities and potentially a very positive influence on transport access to the City of Perth in the long term.

How people are moving around Perth

- 2.1.5. One of the most consistent measurements of travel comes from data collected every five years as part of the Census. It relates to the 'journey to work', and whilst this is only a segment of total travel in Perth, it demonstrates the major transport task associated with people's commuting patterns. Given the concentration of employment within the City of Perth, this is a significant and useful measure of how people access the city. Figure 3 and Table 2 highlight data from 2001 to 2011, the most recent Census, for the journey to work task relevant for employees within the City of Perth.

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Figure 3 Journey to Work: Trips to City of Perth, 2001-2011ⁱⁱⁱ

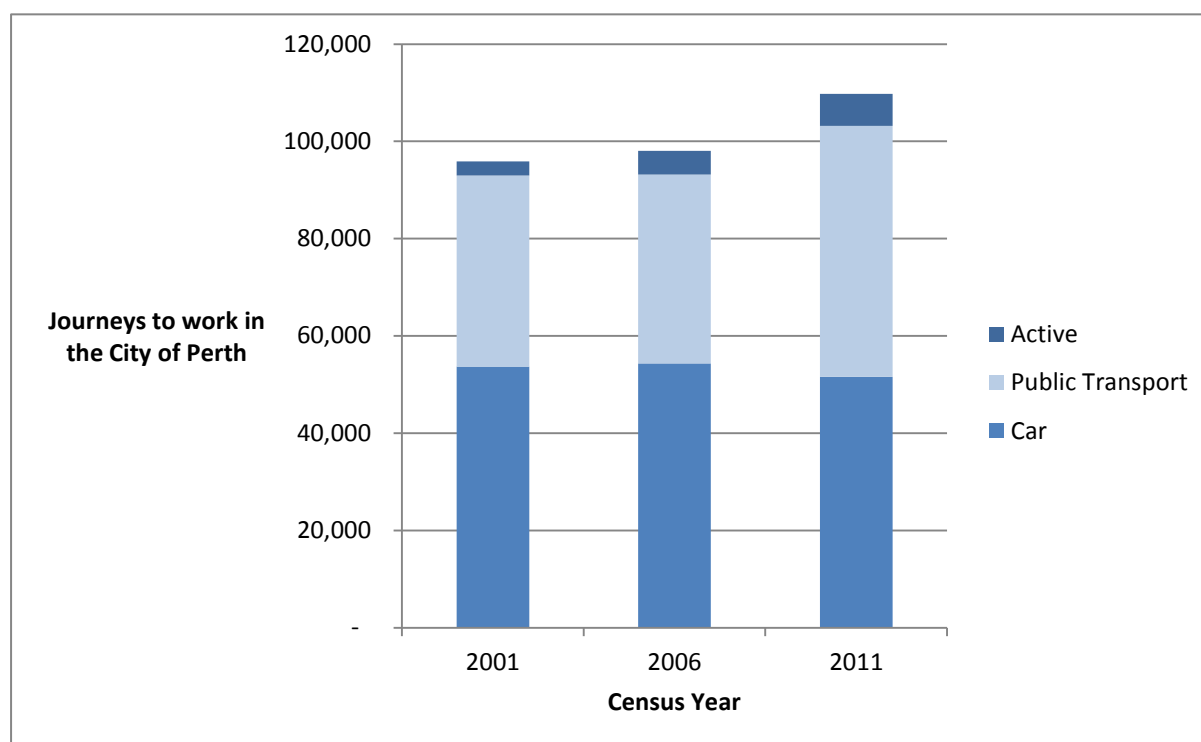


Table 2 Journey to Work: Trips to the City of Perth with %, 2001-2011

		2001	2006	2011
Total Trips		95,878	97,061	109,744
MODE SHARE %	Active	3%	5%	6%
	Public Transport	41%	40%	47%
	Car	56%	56%	47%

- 2.1.6. This data shows significant growth in the public transport mode share of journeys to work in the City of Perth between 2001 and 2011. A main factor contributing to this is the delivery of the Mandurah rail line (in 2007), which created a viable public transport option for residents travelling to the City from the south. This highlights the positive impact that public transport investment can have on people's transport behaviour.
- 2.1.7. This data also demonstrates a reduction in the absolute number of car trips to the city over this time scale, despite a significant increase in total trips (across all modes). This is an important aspect of central city transport planning, as it demonstrates that growth in the economy (indicated by the number of people travelling to jobs in the city) can be significant and not rely on growth in car oriented trips. This is suggestive of a fundamental 'de-coupling' of economic performance and car use, similar to trends in other cities, and is likely to become more pronounced as the city's economy grows and relies less on private car transport.
- 2.1.8. 'Active transport' – comprising walking and cycling trips – has also seen growth over this time scale, doubling as a proportion of all trips over this time frame from 3% to 6%.

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2.2. Macro / city-wide issues

Car dependency

2.2.1. Metropolitan Perth has developed to become a very car dependent city. Investment has been channelled into road building and car parking, catering for easy driving in Perth for decades – a lot of which has helped Perth’s growth from a small to a medium sized city. However, the wider implications of Perth’s dependency on cars are becoming increasingly evident:

- The metropolitan area is sprawling at low densities, creating an inefficient urban form that requires more people to travel longer distances to access the jobs, goods and services they need;
- Given this urban form, car ownership has become a prerequisite to citizenship in Perth, with very few areas being accessible for all trips without access to a car. This lack of transport choice is contributing to a cycle of car dependency and over use that is inefficient, unsustainable and expensive, both for the public sector to facilitate, and for people to participate in.

2.2.2. By analysing access provided by the public transport network we can develop an understanding of where in Perth it is viable for people to live without a car, and base their mobility solely on modes other than car use. Figure 4 and Figure 5 demonstrate areas of Perth that are well served by public transport (green), which are notionally accepted as areas that people can be reasonably expected to live a ‘car free’ lifestyle. It is obvious on this measure that the vast majority of metropolitan Perth is very poorly served by frequent, all day public transport, resulting in our current dependency on cars for a significant proportion of the city’s transport needs.

2.2.3. A detailed report exploring the outputs of the SNAMUTS (Spatial Analysis of Multi-modal Urban Transport Systems) project will be provided for reference independently of this background report.

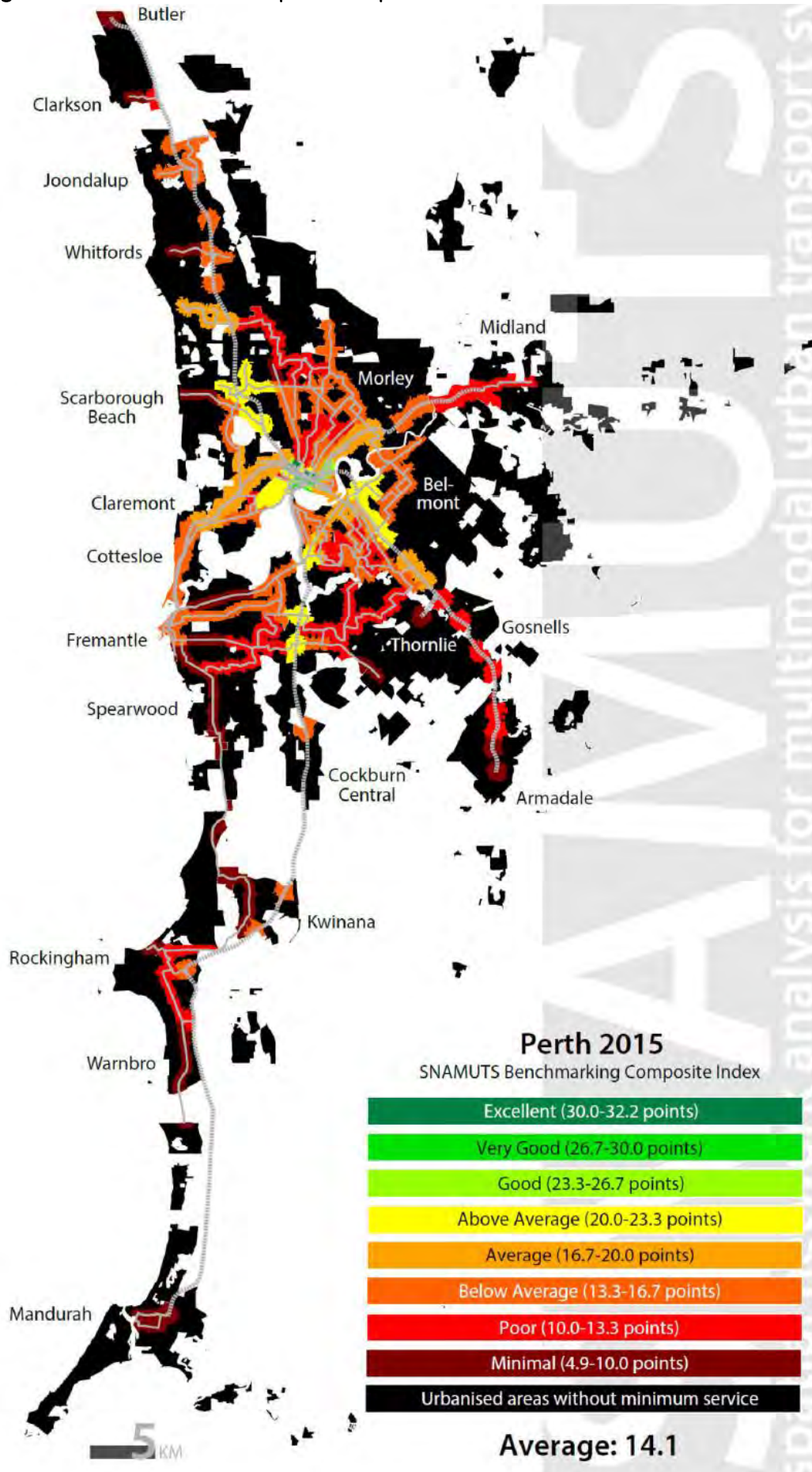
Reactive public transport planning and investment

2.2.4. Perth’s public transport system has been added to and altered incrementally for decades. This has been a predominately reactive process whereby demand is met with new services where and when they are needed, with the major exception to this being the Mandurah rail line. This approach has meant that few public transport decisions have been made strategically which has led to a relatively fragmented network.

2.2.5. Whilst this planning approach has worked for Perth as it has grown from a small metropolis, it is less suited to the needs of urban Perth today and in the future. Deliberate, proactive and progressive planning of the public transport network will be needed to ensure the public transport system can be much more effective and make Perth more liveable, productive and vibrant.

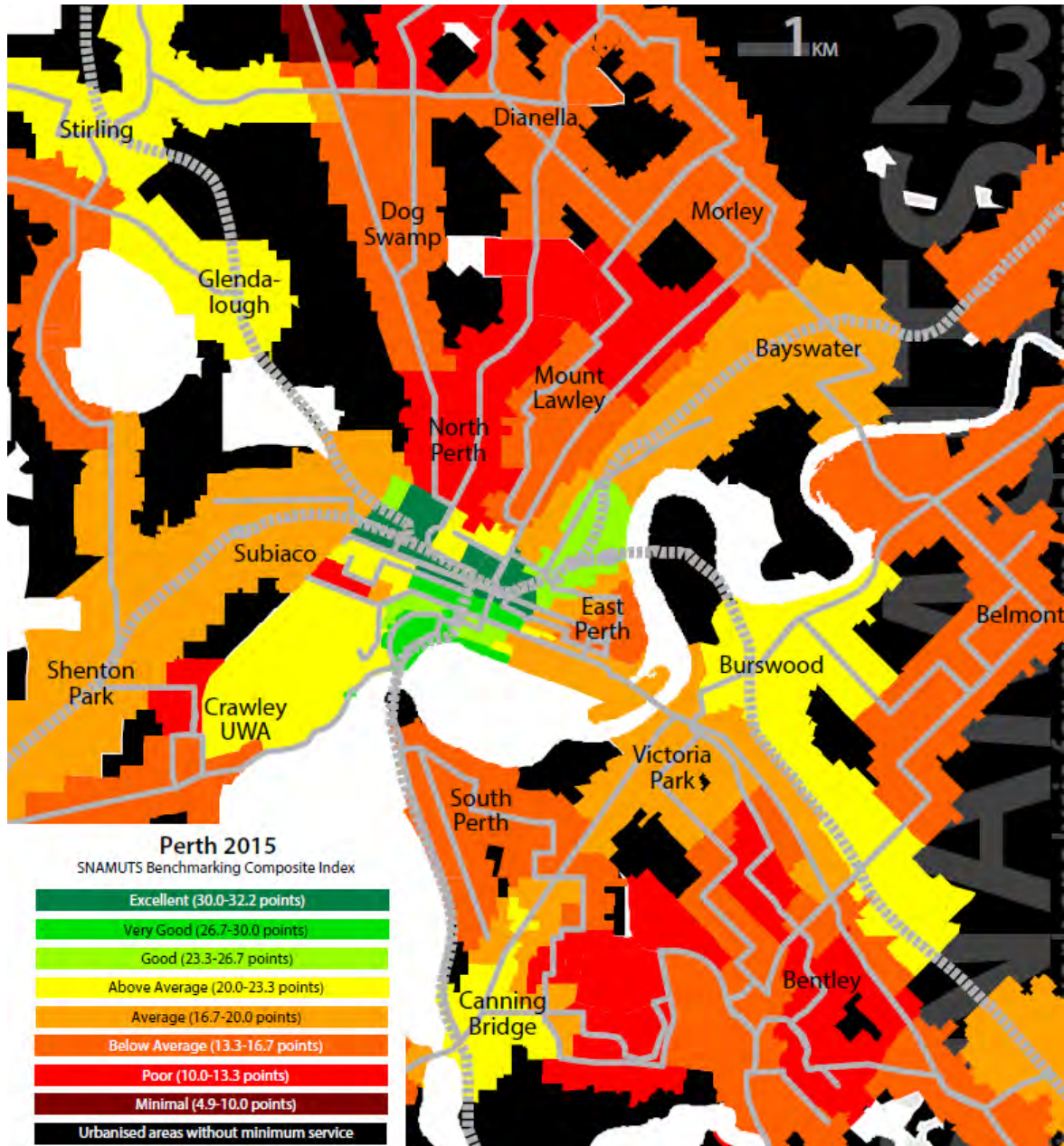
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Figure 4 SNAMUTS 2015 Composite Map



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Figure 5 SNAMUTS - 2015 Composite Map (zoomed in)



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2.3. Local issues

A small central city residential population

- 2.3.1. Central Perth has developed as the metropolitan area's jobs hub, in that development over the past 50 years has focussed primarily on commercial and office land uses. The city has essentially been developed purely as a 'CBD', whereby housing and other land uses have been secondary to the main employment focus. This has resulted in the central area hosting a very small residential population relative to other Australian cities, as evidenced by Figure 1. Whilst the past 10 years has seen a revival in the demand for central city residential dwellings, Perth is coming from a very low base on this metric.
- 2.3.2. This has led to the central city being very active during business hours, and experiencing lulls in activation after hours and on weekends. Recent changes in the hospitality industry have resulted in a boom for late night and weekend activity, which has brought new life to the central city and is broadening the 'business' focus of the city.
- 2.3.3. The experience of other Australian capital cities has shown that by enabling more residential development in the central city, more activity, a more diverse economy, and a safer, more people-oriented city are likely outcomes.

A complex, radial bus network

- 2.3.4. Perth's metropolitan bus network covers a vast amount of the urban area, with most services feeding in to the City of Perth along a few busy corridors. Figure 6 demonstrates how many buses are on various streets on an average weekday. This highlights the intensity of bus services (indicating a high combined frequency of routes) on the Causeway – Adelaide Terrace – St Georges Terrace corridor, and relatively few buses on other east west streets through the City. Similarly, routes from the north are focused on the Charles Street and Beaufort – William Street corridors, with very few streets catering for north-south in other areas of the City.
- 2.3.5. This is indicative of a very radial network, in that all services originate or terminate in the central city area, with very few routes travelling through or across the City. Whilst this is positive for the core of the City, it has resulted in poor public transport accessibility immediately outside of this area (as shown on Figure 5). Potential opportunities for improving this are discussed in Figure 11.
- 2.3.6. As the bus network has been designed to cover Perth's sprawling urban area, the legibility of the system has suffered, resulting in the current network being difficult to understand and navigate. Figure 7 is a snap shot of the network within the City of Perth. This method of network mapping is difficult to interpret, does not demonstrate which routes are more frequent than others, and confuses the main intent of the map, which is to communicate where buses travel to and from. People commuting daily by bus will develop an understanding of their bus routes. However, people new to the City

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or visiting, or who may use public transport rarely and spontaneously, are confronted with a system that is confusing and mapping that does little to encourage bus use.

Figure 6 Current bus volumes in the City of Perth

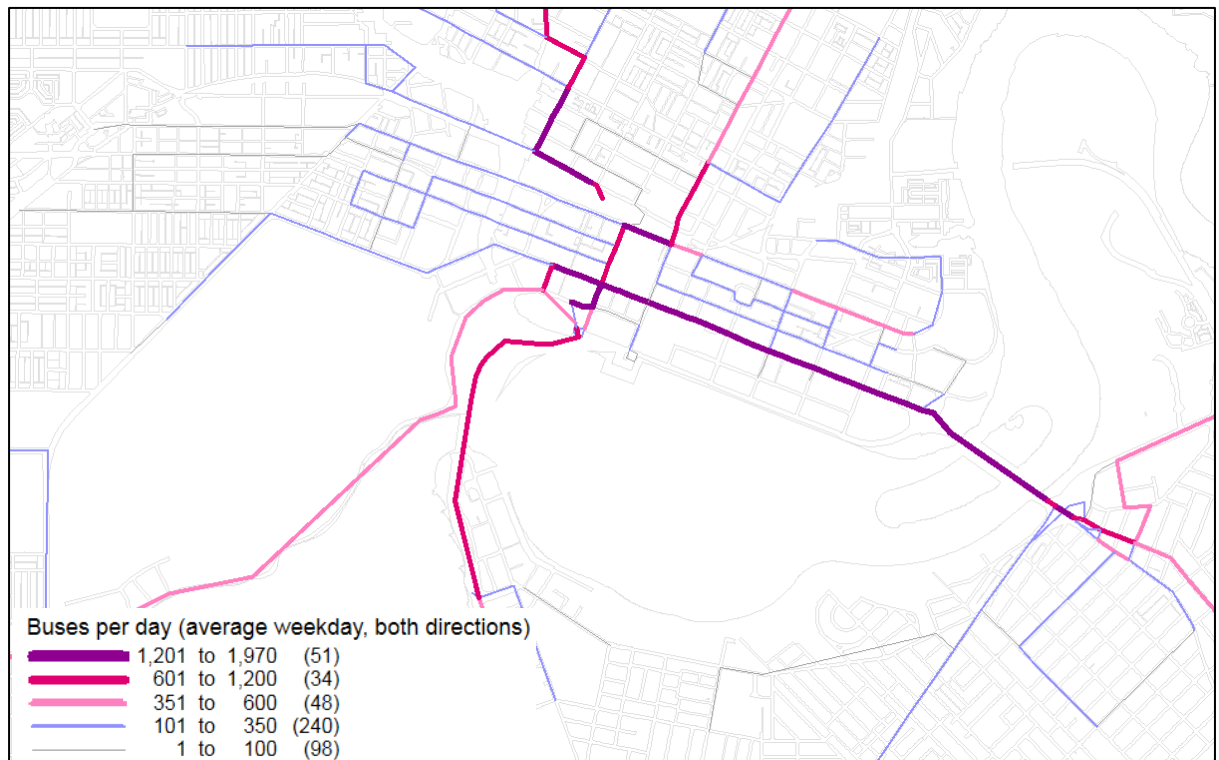
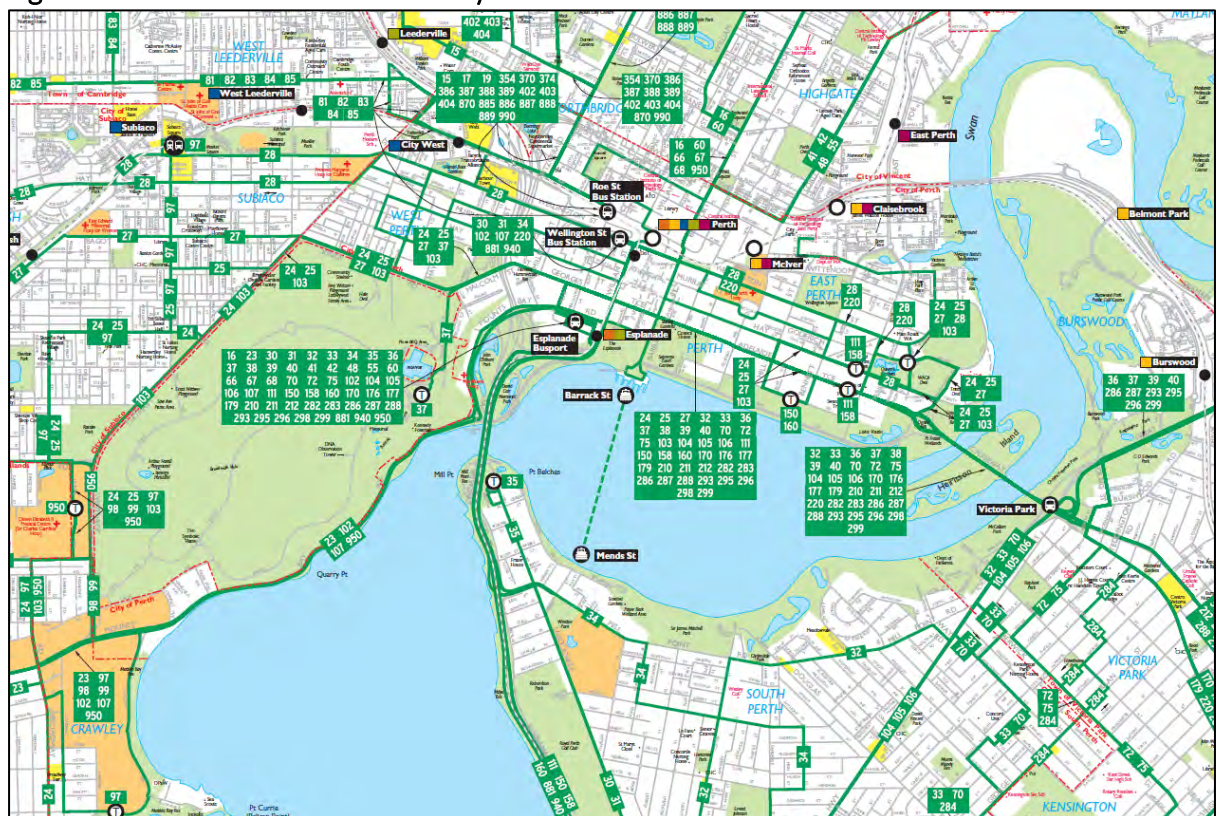


Figure 7 Current bus routes in the City of Perth^{iv}



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Car oriented street environments

- 2.3.7. Despite significant progress in recent years towards a more people oriented public realm in the City of Perth, many streets still lack priority for people and are designed for vehicle movement and 'efficiency'. The freeway and highway network will naturally require vehicle priority in order to enable people and goods to move around the metropolitan area; however within the City of Perth the importance of non-car modes often trumps vehicle transport in terms of how they provide accessibility to the city.
- 2.3.8. This issue is most pronounced on streets that make walking and cycling difficult and in some cases unsafe. In the central city, many intersections are designed to promote vehicle throughput to the disadvantage of people walking, which has a significant negative impact on walkability and people's perceptions about the city's public realm. Other examples of car oriented street design include streets where permitted vehicle speeds are high and where there are few or no formal pedestrian crossings.
- 2.3.9. Space and priority for people cycling has also been improved on many streets and paths across the City in recent years through the implementation of the City of Perth Cycle Plan 2029 and Two Way Streets program, however there remains a significant amount of work to lift the City of Perth to a properly 'cycle friendly' city.

Major barriers to inner city connectivity

- 2.3.10. As various road and rail infrastructure has been developed in the city, significant physical barriers have been created, isolating parts of the city and disconnecting neighbouring areas.
- 2.3.11. The barrier effect created by the rail yards separating the central city and Northbridge, was a main catalyst for the Perth City Link project which will stitch this part of the City back together. The benefits of this project, with the mixed use development, sinking of the rail line, and creation of public spaces, are likely to be significant, and it is hoped that other similar projects may be able to be initiated to address other similar infrastructure barriers around in the City of Perth.

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2.4. How we are likely to grow

The metropolitan picture

- 2.4.1. The growth of metropolitan Perth is largely managed by the various State Planning policies that are focused on land use and transport planning at the city-wide scale, such as the (draft) Perth and Peel @ 3.5m planning strategy. This approach is focused on ensuring that the city can grow and also maintain or improve the liveability offered to new and existing residents. A target of 47% infill development is promoted in the draft strategy, which would see approximately 380,000 new dwellings delivered within the footprint of the existing metropolitan area, with the bulk of these (215,000) delivered within the Central Sub Region.
- 2.4.2. Within this wider planning framework, the City of Perth is recognised as being the State's centre of employment and other capital city activities. As such, there will continue to be a high demand for access to the City of Perth in the future, and considering the known agglomeration benefits of high employment density in central city regions, our transport systems will need to cater for this access much more appropriately in the future.
- 2.4.3. Urban consolidation and limiting the extent of urban sprawl will be critical to the long term viability of Perth as an attractive place for people to live and for businesses to establish. If car-oriented urban sprawl continues, the negative impacts on Perth's economic, social and environmental well-being are likely to be significant.

A growing Capital City

- 2.4.4. Within the context of wider metropolitan planning policy, it is the remit of Local Governments to implement policies that can help achieve long term targets for housing and employment. The City of Perth is planned to accommodate 50,000 residents by 2050, representing an approximate doubling from the current population (22,324 in 2015^v).
- 2.4.5. Accommodating this growth is guided by the City Planning Scheme. The notional built form that the City of Perth is planning for is captured in the Urban Design Framework (see Figure 8).

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Figure 8 Notional Built Form – City of Perth Urban Design Framework



- Towers of Various Heights on a 3 to 5 Storey Podium
- Perimeter Blocks Typically 3 Storeys in Height at Street Frontage
- Fragmented Urban Typology Typically up to 8 Storeys in Height
- Smaller Scale Buildings up to 3 Storeys in Height
- Buildings in a Landscaped 'Campus' Setting
- Service and Light Industrial Area

2.4.6. This planned built form is constantly being developed, and the City's 3D model demonstrates the likely outcomes of various committed and planned development across the City (see Figures 9 and 10).

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Figure 9 Committed and planned development, from Kings Park looking east.



Figure 10 Committed and planned development, from East Perth looking west.



- Design guidelines
- Development Approval
- Building Approval

What this growth means for transport and land use planning

- 2.4.7. It is clear that this growth will fundamentally change the patterns and demands for movement to and around the City of Perth. This accentuates the need for deliberate and progressive planning that recognises the interplay between how the city is changing, and how our transport systems need to evolve.

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2.5. Opportunities

Smarter Growth

- 2.5.1. There is a great opportunity to ensure the next phase of Perth's metropolitan growth is sustainable and capitalises on lessons learnt over our past 50 years of development. Perth is in a unique position among Australian cities to apply effective and tested strategies regarding urban development and transport that have been implemented in other cities, and to also learn from and avoid detrimental decisions that have been made elsewhere.
- 2.5.2. A truly integrated approach to city planning and development will be needed to ensure Perth's next phase of growth produces the liveability, productivity and sustainability aspirations that we are aiming for.

Next generation public transport

- 2.5.3. Perth's heavy rail system has seen exceptional growth in recent years helped by improvements to the network such as the Mandurah rail line, various frequency and service improvements, and wholesale improvements to stations such as Perth and Subiaco. This is a positive story of public transport expansion in a car oriented city, however it is imperative that this progressive and innovative approach is continued as Perth grows.
- 2.5.4. Perth's public transport system needs to be the focus of transport infrastructure development and spending so as to ensure the city can grow in a sustainable way and to avoid the issues associated with car dependency. This 'next generation' public transport system will be multi-modal, include new and expanded service options, and provide a transport option that is more convenient than car travel for most trips.
- 2.5.5. As the core of the metropolitan public transport network, there will be opportunities for significant improvements in the City of Perth. Figure 11 highlights how the central city network might be augmented to be more efficient, logical and legible.
- 2.5.6. Figure 12 highlights how the public transport oriented streets in the City of Perth relate to where land is being developed. This demonstrates the importance of the St Georges Terrace / Adelaide Terrace, and also highlights the way in which the traditional city core (ie. the Hay and Murray Street Malls) is expanding to include areas such as Perth City Link, Northbridge and Elizabeth Quay.
- 2.5.7. The relationship between how and where the city is developing, and where different transport investments are made, presents an opportunity for the City of Perth and our stakeholders to enable future growth to compliment the city's liveability, productivity and sustainability.

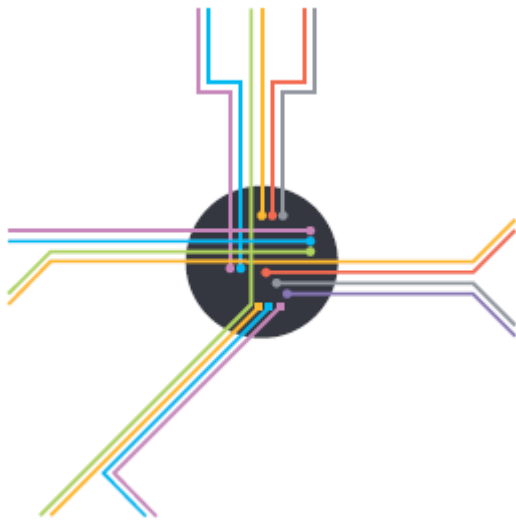
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Clear transport priorities

- 2.5.8. The City of Perth's Urban Design Framework has established the City's priorities in terms of which modes of transport will receive greater emphasis across the street network. This hierarchy of transport modes consists of the following, in order of priority:
- Pedestrians;
 - Cyclists;
 - Public Transport;
 - Taxis;
 - Service Vehicles;
 - Private vehicles.
- 2.5.9. Whilst this hierarchy is useful in a general sense, it fails to acknowledge that different streets play different roles, and a more nuanced approach to applying priority for different transport modes is required.
- 2.5.10. To address this, the City has developed the TransPriority network in partnership with the Department of Transport, which will be used to apply priority measures across the City of Perth. Based on the Smart Roads work initiated by VicRoads, the TransPriority approach starts with the premise that it is very difficult to achieve all things for all people on our tight and busy urban streets. Space is often constrained and therefore by placing priority for different modes on different streets, we are able to achieve significant gains across the network.
- 2.5.11. Melbourne's experience with SmartRoads has taught us that this approach is extremely useful for heightening the priority for on-street public transport, an aspect of transport planning in Perth that has been overshadowed in the past in favour of private vehicle priority.

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Figure 11 Transitioning to a connected PT network



Current radial PT network

Most routes terminate in the central city (very few pass through).

This requires significant amounts of central city land for termini, bus layover areas, etc.

Creates a very mono-centric network. Accessibility by PT in the central core is good, but poor elsewhere, even immediately outside the core.

Creates a very illegible network, not well suited to new or infrequent PT users.

Fails to recognise the growing central city core.



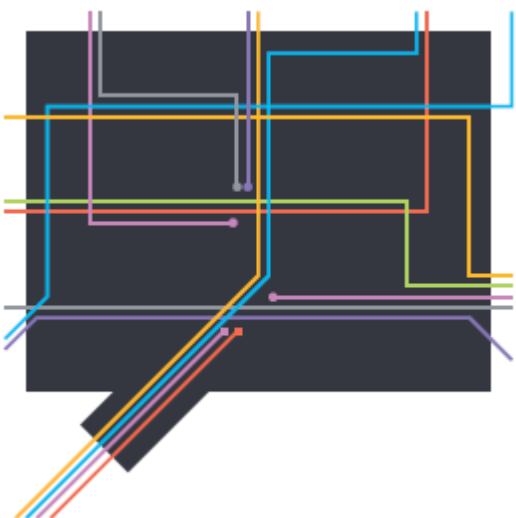
An improved radial PT network

More services pass through the central core.

One route can cater for trips to and from the city, improving legibility and reducing the 'empty bus' factor.

Reduced need for central city land for termini, lay over areas, etc

Still very mono-centric, however accessibility along the major corridors improves.



A connected PT network

A grid-like pattern is created, enabling much more seamless travel around the network.

Improves accessibility to a wider area, supporting the commercial and residential growth beyond the traditional city core.

Higher frequencies mean that transferring between services is easy.

The network can be communicated as an integrated system, and can become much more viable for everyday trips, not just the journey to work.

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Figure 12 Preferred public transport network and land use context



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A healthy and active City

- 2.5.12. Perth is very well placed to develop as a genuinely healthy and active city, as set out in the City's Health and Wellbeing Plan and Cycle Plan 2029. Our climate, relatively flat topography and out-door oriented culture present the opportunity for walking and cycling to play a much greater role in the city's transport task.
- 2.5.13. The City of Perth's role in this can be to lead, promote and advocate for projects that advance public health outcomes.

A new role for the Swan River

- 2.5.14. The Swan River will present as a great opportunity for movement throughout metropolitan Perth, as more development is focussed on land abutting the river. The tourism and recreational activities that occur on the river currently are only likely to grow as the city develops and hosts more visitors.
- 2.5.15. The transport function of the river will always be subject to the competitiveness of other land-based modes. However, as riverfront development continues (at places such as Elizabeth Quay, Waterbank in East Perth, the new Perth Stadium, South Perth, UWA, Canning Bridge, etc), the demand for travel along and across the Swan River is likely to increase, making the expansion of water transport options an important opportunity in the future.
- 2.5.16. Opportunities to meet this demand and potentially reduce pressures on land-based transport modes is an exciting area of transport policy development for the City and our stakeholders.

3. Developing the Transport Strategy

3.1. Building our knowledge base

- 3.1.1. As is defined in the Guiding Principles, the City of Perth places a high priority on the evidence that underpins decision making and advocacy. To support the development of the Transport Strategy, two major studies were undertaken to fill gaps in our knowledge of how the City's public transport and walking environments.

Public Transport Accessibility Study

- 3.1.2. The Public Transport Accessibility Study, undertaken by Curtin University and Parsons Brinkerhoff, and referenced in Figure 4 and Figure 5, provides an insight into the current state of the metropolitan public transport network. It utilises the SNAMUTS tool (Spatial Network Analysis of Multi-modal Transport Systems), and highlights the accessibility provided by the public transport network across the metropolitan area, considering the distribution of employment, residents and the supply of public transport.
- 3.1.3. This tool has been applied in over 20 cities around the world, and therefore provides a unique ability to benchmark Perth's public transport system against other cities in Australia, North America and Europe. In addition to providing a base line of 2015, the Study also sought to represent the public accessibility in a range of scenarios:
- A 'no action' scenario to 2031, that essentially freezes the public transport network at its 2015 state.
 - A 2031 'committed projects' scenario, which applies the known / likely public transport network and service changes to 2031.
 - A 2050 'accessibility optimisation' scenario, which seeks to understand what might be required to elevate public transport accessibility to a 'very good' or 'excellent' level, as determined by the SNAMUTS criteria.
- 3.1.4. The findings of the report are far reaching, and the full Public Transport Accessibility Study will be made available alongside the draft Transport Strategy and related material for the community engagement phase following the endorsement of the draft Strategy. Elements of the Study have been incorporated into the draft Transport Strategy, for example:
- Recognition that the accessibility provided by the public transport network in 2015 is relatively poor on the SNAMUTS metric, and offers little opportunity for residents and employees to live without a car, especially in areas such as West Perth.
 - Recognition that a more integrated planning approach is required, to lessen the 'project centric' approach of public transport infrastructure development and better reflect the interplay between public transport and land use decisions.
 - Advocacy for extensions to Perth's heavy rail network, likely underground routes within the City of Perth, to cater for growing travel demand to the central city.

SCHEDULE 3

- Support for the conversion of bus oriented streets to light rail corridors in order to achieve a more sophisticated public transport network and achieve a less radial network design that comprises more orbital, diagonal and through routes ('the spider web' of public transport routes).

Walkability Study

- 3.1.5. The Walkability Study, undertaken by Arup, sought to identify the ways in which the City of Perth can improve the ways that it plans, designs and manages the walking environment. This broad starting point enabled an in-depth analysis of why walkability is a genuine policy objective for the City of Perth, and highlighted ways in which the City can improve its delivery of walkability improvements across the city.
- 3.1.6. The full Walkability Study will be made available alongside the draft Transport Strategy and related material for the community engagement phase following the endorsement of the draft Strategy. Elements of the Study have been incorporated into the draft Transport Strategy, for example:
- The need for closer collaboration with relevant transport portfolio agencies such as MRWA and PTA via a Walking Charter in order to align the various modal priorities around achieving improvements for walking in the City of Perth.
 - Collect and use pedestrian data to improve the tools and models available to the City of Perth in planning and designing the walking environment and public realm.
 - Capture people's perceptions of the walking environment via greater use of quality audits, so as to compliment the quantitative data available to the City and improve the walking experience for more people in the City of Perth.

Future research

- 3.1.7. Many of the actions coming out of this Strategy will seek to further develop our understanding of the interface between the city's transport systems and land uses, how people move around Perth, and many more of the qualitative aspects that are relevant to any public realm and streetscape improvement decisions.

3.2. Integrated planning

- 3.2.1. This strategy has been developed with the fundamental understanding that land use and strategic transport planning are one in the same; they cannot be progressed well independently. Therefore this ITS has been produced with an in depth consideration of current and future land use, specifically relating to how the City of Perth's residential and employment populations will change over time, and what that means for people moving to and within the City.
- 3.2.2. The Public Transport Accessibility Study takes a similarly integrated approach, in that it focuses on the interplay between the provision of public transport and the distribution of homes and jobs. This has helped the City of Perth to embed an integrated approach to land use and transport planning not only within this Strategy but also with other policy and advocacy work that the Council will progress in future years.

4. Initial Community Engagement Overview

4.1. Summary

4.1.1. The initial community engagement phase of developing the draft Transport Strategy was open to the public for one month, from Friday the 24th of April to Friday the 22nd of May. It utilised various tools, predominately online, to assist in the early development of the Strategy's scope and emphasis. This chapter highlights the main results from the Initial Community Engagement phase, and is supported by a set of Appendices (attached).

Purpose

- 4.1.2. The purpose of the initial community engagement phase was to:
- Raise awareness that the City of Perth is developing Transport Strategy;
 - Spark a community wide conversation relating to the long term development of Perth's transport systems. The spatial scope of the engagement covered an area wider than the City of Perth, recognising that many transport issues and opportunities are not contained to local government boundaries and there are significant destinations just outside of the City of Perth;
 - Provide people with innovative online platforms for sharing their ideas and issues relating to transport in the City of Perth; and
 - Encourage a public conversation regarding how transport within the City of Perth can be improved over the long term.

4.2. Engagement tools

4.2.1. The initial community engagement phase was designed to use online tools that would enable people to provide ideas and feedback, and also test new engagement tools that the Council has not previously used. This phase was conducted solely online so as to take advantage of the City of Perth's online and social media presence, and also for ease of distributing material and enabling people to provide feedback. Screen shots of the engagement sites are included in Appendix 1. It is noted that offline methods of engagement and consultation will be used following the publication of a draft Strategy.

Engage Perth

4.2.2. A project page was developed on the Engage Perth website to be central point of information for the project. This site will be used as the draft Strategy is developed, the next phase of community engagement is conducted, and the Final transport Strategy is published.

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Forums

- 4.2.3. The Forums function on the Engage Perth site was utilised to give people an opportunity to provide direct feedback on two open questions:
- What type of city do you want?
 - How do you think our transport systems can contribute to a better, more liveable and productive city?
- 4.2.4. These questions were deliberately framed to encourage people to consider the long term nature of the Strategy, and to consider how transport can impact the type of City that we are planning for.

Interactive Map

- 4.2.5. An additional map-based tool was also created and embedded in the Engage Perth project site. This map (provided by CrowdSpot) enabled people to place a spot within the general area of the Central City, and identify any of the following:
- An Idea Spot;
 - A Like Spot; and
 - An Issue Spot.
- 4.2.6. The map-based tool was selected for developing the Transport Strategy for the following reasons:
- Many transport ideas and issues are spatial in nature and relate to a specific place;
 - Providing a map for people to add comments to is more interactive than some other engagement tools, therefore creating more interest and general involvement in the process; and
 - The map enabled us to demonstrate the spatial area that the Strategy is focussed on, being approximately a 5km radius around central Perth.
- 4.2.7. This method of gathering feedback has been employed by many public sector authorities internationally, but this was a first for the City of Perth. It effectively represented a trial of map-based engagement tools from which the Council can learn from for future community engagement activities.

SCHEDULE 3

4.3. Communications

- 4.3.1. To promote the initial community engagement phase and draw community attention to the project, a Communications Plan was established and executed, which involved:
- A media release at the beginning of the engagement phase, explaining the project;
 - Promoting the online engagement tools via the City of Perth's social media channels (Facebook, Twitter and LinkedIn);
 - Direct communications with stakeholders and collaborators with an interest in transport within the central city area; and
 - City of Perth staff and elected members were encouraged to share the engagement tools with their networks.
- 4.3.2. The communications were effective in drawing attention to the project, reaching a wide audience and prompting people to share it with their networks. Appendix 2 includes some screen shots of the City of Perth posts on social media. By posting these messages throughout the engagement phase, we were able to draw people back to the site after the initial launch, which proved effective, as demonstrated by some of the site analytics (see section 4.4 Participation).

SCHEDULE 3

4.4. Participation

On the Transport Strategy page of the Engage Perth site

4.4.1. The following statistics highlight the activity on the Transport Strategy page of the Engage Perth site over the course of the initial community engagement phase:

- Over 2,500 page views;
- Over 1,100 unique visitors.

Figure 13 Engage Perth; total views per day^{vi}



On the Forums

	Views	Responses
<i>What type of city do you want?</i>	189	8
<i>How do you think our transport systems can contribute to a better, more liveable and productive city?</i>	163	17

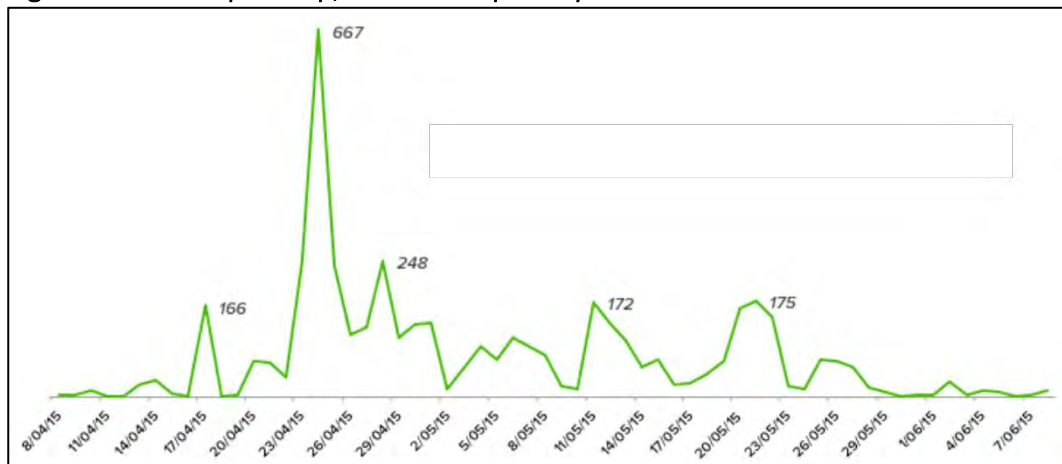
4.4.2. The Engage Perth site is publically viewable, however in order to contribute to the Forums, people were required to create a log in. The requirement to register in order to participate in the Forums may have dissuaded some people from getting involved.

SCHEDULE 3

On the Map

- 4.4.3. The following statistics highlight the activity on the CrowdSpot Transport Strategy site over the course of the initial community engagement phase. (A full summary report provided by CrowdSpot will be made available alongside the draft Transport Strategy and related material for the community engagement phase following the endorsement of the draft Strategy).

Figure 14 CrowdSpot map; total views per day.



- 4.4.4. Analytics of the CrowdSpot map site show that:
- There were 461 'Active' participants, that is people who contributed to the site by adding a spot, commenting or 'supporting' another spot;
 - A further 1,710 people accessed the site as 'Passive' participants, that is people who accessed the site but did not contribute.
- 4.4.5. Contributions to the site totalled 3,326 'interactions', made up of:
- 437 spots;
 - 392 comments; and
 - 2,497 supports.
- 4.4.6. The CrowdSpot map was publically viewable and open to anyone wanting to add a spot, leave a comment or support another spot. This open approach was deliberate and aimed to achieve a high level of participation, the general rule being that the more barriers people face (eg. needing to register or create a log in), the fewer people are likely to contribute and get involved.

SCHEDULE 3

Participation Summary

- 4.4.7. This level of participation exceeded the project teams' initial expectations, and proved to be a successful community engagement exercise. The map tool was considered an effective way of drawing attention to the project and providing people with a new and different format for giving the City feedback on transport issues, contributing ideas, etc.
- 4.4.8. The CrowdSpot map site proved very popular and attracted the vast majority of activity during this phase of engagement. This can be attributed to the interactivity of the site (the act of adding a spot to a map is an inviting process), and the few barriers to involvement (eg. no need to log in to add a spot, comment or support another spot).
- 4.4.9. The Forums received less participation, potentially due to the requirement to register and log in, and also potentially because of the presence of the map site which drew attention and provided an easier platform for people to provide comments. However the feedback received via the Forums (discussed in the following section) was of a high quality, and justified their use.

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4.5. Feedback via the forums

What type of city do you want?

- 4.5.1. This forum generated some interesting discussion regarding people's overarching values and opinions of how they would like to the City of Perth to develop over the long term. By focussing this question on the 'type of city', as opposed to the 'type of transport', the intention was to draw out ideas for future Perth that may not be immediately associated with transport planning but can potentially be influenced by it indirectly.
- 4.5.2. Whilst participation in this forum was low (8 responses), the themes emerging highlight some of the broader concepts important for the Strategy, such as:
- Creating an active city;
 - Ensuring ease of access by efficient transport modes;
 - Creating a safe and inviting public realm; and
 - Making public transport much more viable.

"Cities that prioritise people over cars are by far and away the kind of cities that people like best. They're also likely to be far more resilient and prosperous in the face of economic or social bad times." (Jack)

How do you think our transport systems can contribute to a better, more liveable and productive City?

- 4.5.3. This forum received more feedback (17 responses), potentially because of its more direct scope relating to the city's transport systems which can be an easier subject to spark interest in. It generated some in-depth, high quality responses regarding how different approaches to transport planning can contribute to different outcomes for the City.
- 4.5.4. Responses to the forum show clear support for:
- Improvements to the public transport network;
 - a less car-oriented approach to the management of streets within the City of Perth; and
 - a continued effort to emphasise the importance of people in the City's planning and design work.
- 4.5.5. Many responses articulate the benefits to be gained from greater priority for public transport, walking and cycling, many of which spill over in to social, environmental and economic gains for the city, its residents, businesses and visitors.

"Perth, and Australia, still prioritises roads and cars. This is not efficient, economic, healthy or environmentally sustainable. A multi-modal transport network is needed, where cars are just one of the options". (afletcher)

- 4.5.6. Full responses to the forums have been attached in Appendices 3 and 4.

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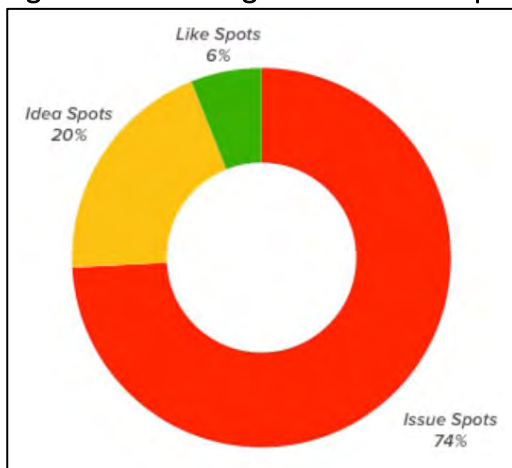
4.6. Feedback via the map

- 4.6.1. The CrowdSpot map provides most of the feedback as part of the initial community engagement phase. Much of the map-based input relates to very specific, local issues. This is most likely a result of the interactivity of the map function, which encourages detailed information regarding issues at specific places around the City. However, whilst a lot of the feedback is very detailed and of a very narrow scope relative to the Strategy, we were able to glean from this information the higher order priorities that are emerging from the issues, like spots and ideas that people have provided. It is the values and priorities embedded in this feedback that will inform the Strategy, whilst the detail of many of the contributions will provide the City of Perth with a reference point for future public open space and transport projects.
- 4.6.2. The full CrowdSpot report provides an overview of the map feedback, broken in to sections relating to the types of spots placed on the map – mode based issues, likes and ideas. An archive map has also been developed (see Figure 17), so that future project work can refer back to the feedback received through this engagement project. The following sections of the report detail some of the higher order issues, things people like, ideas and recommendations.

Issues

- 4.6.3. Almost three quarters of spots on the map related to Issues, with 20% being Ideas and 6% relating to streets/places/initiatives that people like. There is a tendency for feedback on mediums such as the map tool to focus on issues or problems, as opposed to aspects of the City that people appreciate or are positive about. However, it was encouraging to receive a significant number of ideas as many of these fit well with the scope and long term nature of the Strategy.

Figure 15 Percentage breakdown of spots



- 4.6.4. Bike issue spots represented 49% of all issues on the map. Of these issues, 'unsafe bicycle lanes' was the most popular definition (52 spots), followed by 'other' (38 spots) and 'no bicycle lanes' (31 spots). Issues raised in the 'other' category covered a range of topics such as poor traffic light signalling and conflict with other user groups.
- 4.6.5. This feedback is echoing some of the sentiment from previous engagement activities that the City has undertaken, for example in relation to the City of Perth's Cycle Plan. From this we can be confident that there is solid support for Council progressing improvements to the cycling network and being more progressive with the design of

SCHEDULE 3

cycling infrastructure. Many issues raised on the map are currently subject to network improvement projects as highlighted in the Cycle Plan, including:

- A shared path along Roe Street;
- Improvements to Wellington Street including an off street cycle path;
- Cycle lanes on Barrack Street; and
- A study into improvements on Kings Park Road.

4.6.6. Whilst the City has actioned many of the issues raised in the map feedback, there are clear areas for improvement regarding Council's delivery of cycling infrastructure, including:

- Various issues regarding the design of sections of the shared path network, especially where high volumes of cyclists and pedestrians use the same sections of path;
- The need for a greater emphasis on separated cycling lanes throughout the City of Perth; and
- The need for investment to improve historically poor aspects of the cycling network, such as the Causeway bridge path.

4.6.7. It is noted that cycling issues in particular attracted a significant amount of attention on the map, which is potentially a result of the relatively well mobilised cycling lobby, and the extent to which the map was shared among cycling advocacy groups.

4.6.8. Other stand out issues relate to streets that have been designed and managed to promote traffic throughput at the expense of pedestrian priority. This broad issue was articulated through feedback relating to a lack of priority for pedestrians at signalised intersections, streets that require better or new pedestrian crossings, and issues relating to fast moving traffic. Other issues relating to inadequate public transport in some parts of the City also received significant support, indicating that there is strong support for wholesale improvements to the City's public transport system.

4.6.9. Again, some of these issues are the subject of ongoing projects being implemented by the City and other agencies, such as:

- A new signalised pedestrian crossing at the intersection of Beaufort and James Street, Northbridge;
- Ongoing alterations to intersections as part of the Parallel Walks project, which are being designed to improve pedestrian movement; and
- Streetscape improvement projects, such as Barrack Street, Hay Street, Wellington Street and Museum Street.

4.6.10. Areas for improvement in these as promoted through the spots and comments on the map include:

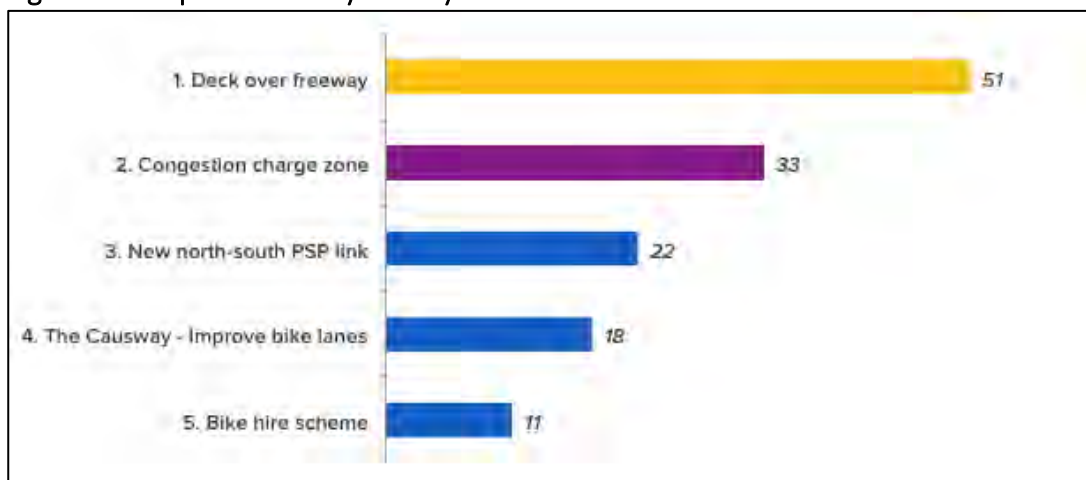
- A more progressive approach to public transport improvements;
- Achieving greater benefits for pedestrians within the Parallel Walks program; and
- Implementing more infrastructure improvements that support walking around the City of Perth.

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Ideas

- 4.6.11. With over 80 idea spots, the engagement phase has provided some excellent input regarding new and innovative transport projects, as well as support for some ideas that have previously been in the public discourse.
- 4.6.12. Figure 16 shows the top five ideas by activity (number of comments and supports). The idea to deck over the freeway, between the city and west Perth, is the most popular. This idea was originally conceived in the City of Perth What if? project from 2010. Other ideas relate to implementing fiscal policies aimed at curtailing traffic congestion (congestion charging), improvement ideas for the cycling network, and the concept of a public bicycle hire scheme for central Perth.

Figure 16 - Top five ideas by activity



- 4.6.13. These ideas and the many others received demonstrate an appetite for some wholesale changes to improve transport within the central city. The process of asking the community for their ideas has been constructive and the response suggests that this is valuable. Progressing some of these ideas within the Strategy and other Council policy, capital and advocacy work will be the subject of further analysis and review.

Likes

- 4.6.14. In addition to ideas and issues, we also asked people to identify aspects of the city or places that they like. This provided a space for some positive reflections on different aspects of the City that people enjoy and appreciate. Expectedly, this option received much less interest than the issue and idea options, which is likely reflective of people's willingness to highlight things that need improving rather than things that don't.
- 4.6.15. Interestingly the majority of Like spots related to Walking; 21 out of the total 29. Many of these related to places that have been subject to improvement projects in the recent past, for example various laneways within the central City.
- 4.6.16. This affirms some of the Council's work in this area over the past 5-10 years, and emphasises the importance of walkability, pedestrian amenity and vibrant, active places within the City.

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Recommendations

- 4.6.17. Cycling
- Improve safety of existing bicycle infrastructure locations;
 - Connect existing bicycle infrastructure;
 - Introduce priority signalling through intersections along major bicycle corridors;
 - Research opportunities for a Perth bike hire scheme.
- 4.6.18. Walking recommendations
- Look into opportunities to pedestrianise laneways;
 - Improve identified 'unsafe crossings';
 - Research opportunities for closing streets to traffic.
- 4.6.19. Public Transport recommendations
- Extend peak-hour priority bus lanes hours;
 - Introduce new priority bus lanes on highly congested peak routes;
 - Research further opportunities for closing streets to traffic;
 - Research opportunity to put rail line underground to the east of Perth Station.
- 4.6.20. Car recommendations
- Research vehicle congestion charge zone opportunities with stakeholders.
- 4.6.21. Boat recommendations
- Research opportunity for Swan River Ferry service connecting the CBD with the University of Western Australia and the new stadium.
- 4.6.22. Other ideas
- Decking over the freeway (between Parliament, Hay, Elder and Malcolm Streets);

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4.7. Feedback Summary

- 4.7.1. The feedback received via the forums and map tool provides the City with an excellent base from which to develop the ITS. Generally, the feedback aligns well with the City's overarching approach to transport planning, in that it affirms recent efforts to make our streets places for people, our focus on improving the cycling network, and efforts to mitigate the negative aspects of car use in the central city.
- 4.7.2. Whilst there is support for this approach generally, many issues regarding the detail and implementation of various schemes have been highlighted through this process. This indicates that whilst the longer term planning is generally well aligned to the community's vision for the City, there is potentially scope to improve the ways in which some schemes are delivered and how they operate once implemented. This link between strategy (what we say) and action (what we do) is an that the Transport Strategy and its Implementation Plan can respond to. Whilst the Strategy component will be updated every 4 years, the Implementation Plan will be reviewed annually, enabling projects to be designed around emerging issues, but ensuring that they are consistent with the overarching intent of the Transport Strategy.
- 4.7.3. To highlight this, the draft Transport Strategy can incorporate some of the tangible ideas captured through the initial engagement phase and progress them in the short term, such as:
- Addressing gaps and issues in the cycling network through the implementation of the Cycle Plan, focussing on the Causeway, Kings Park Road and north-south links in the central city.
 - Advocating for wholesale improvements to the city's public transport network.
 - Investigating the decking of the Kwinana Freeway, between Hay Street, Parliament and St Georges Terrace.
 - Improving the ways in which enhancements to the walking environment are implemented.
 - Providing policy support for the investigation of road user pricing.
 - Providing policy support for the expansion of river transport options.
- 4.7.4. Input into the map has been processed into an archive map which demonstrates all of the spots on the map, with larger spots indicating more activity (see Figure 17). This map is fully clickable and interactive, and includes all comments left on the site. It will be used for further analysis for projects that are taken on in the future and will live on as a record of the feedback provided in this engagement phase of the project.

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Figure 17 Screen shot of archive map



SCHEDULE 3

4.8. Community Engagement Lessons

- 4.8.1. The initial community engagement phase for the development of the draft Strategy has provided us with various lessons that will help us build targeted and effective community engagement in to future projects. The main lessons are summarised below;

Engage early

- 4.8.2. This initial community engagement phase was intended to form a basis from which the ITS can be developed, and the quality and depth of feedback received has affirmed this approach. By undertaking a major community engagement process before beginning the drafting of the Strategy, we have encouraged a broad range of input and been able to highlight major issues it needs to explore further.
- 4.8.3. Whilst it has taken time and resources to complete, this process has been very valuable and will enable the Transport Strategy to be formed on a strong and comprehensive basis. Not doing this would likely result in a less well informed Strategy, and would not have involved people in the process of developing it from the very beginning.

Leverage online tools

- 4.8.4. By using online platforms, the City was able to engage with a wide audience quickly, relatively cheaply, and without the resource and administrative burden of the traditional 'mail out' approach. The benefits of this are significant in terms of resourcing projects like the Transport Strategy, and can be leveraged in future to ensure that community engagement is built in to other planning and design activities.

Interactive tools are useful and popular

- 4.8.5. There are many new tech-enabled ways of gathering community input on projects such as the Transport Strategy, and this project has demonstrated that interactive tools are very effective in creating interest and enabling input.

Prioritise graphics and visuals

- 4.8.6. This project involved the development of specific graphics and a 'visual language' for communications material and the relevant web pages. This helped to promote the project and keep a familiarity across the different sites and communications outputs. The development of the map tool was also guided by an emphasis on design quality, legibility and general appeal, which has been well received.

Map based engagement tools encourage hyper-local and detailed feedback

- 4.8.7. Inviting people to place a spot or pin on a map encourages very detailed feedback relevant to that specific location. This may not be the most effective platform for gathering macro, long term ideas relating to strategy as it may lead people to think too specifically.
- 4.8.8. However, these detailed comments can catalyse broader discussion regarding strategic transport ideas and issues, as has been the case for this project. In some instances participants have used the map tool to comment on specific places within the City as examples of broader ideas or issues, and this feedback has been useful in understanding the values and priorities that underpin specific issues.

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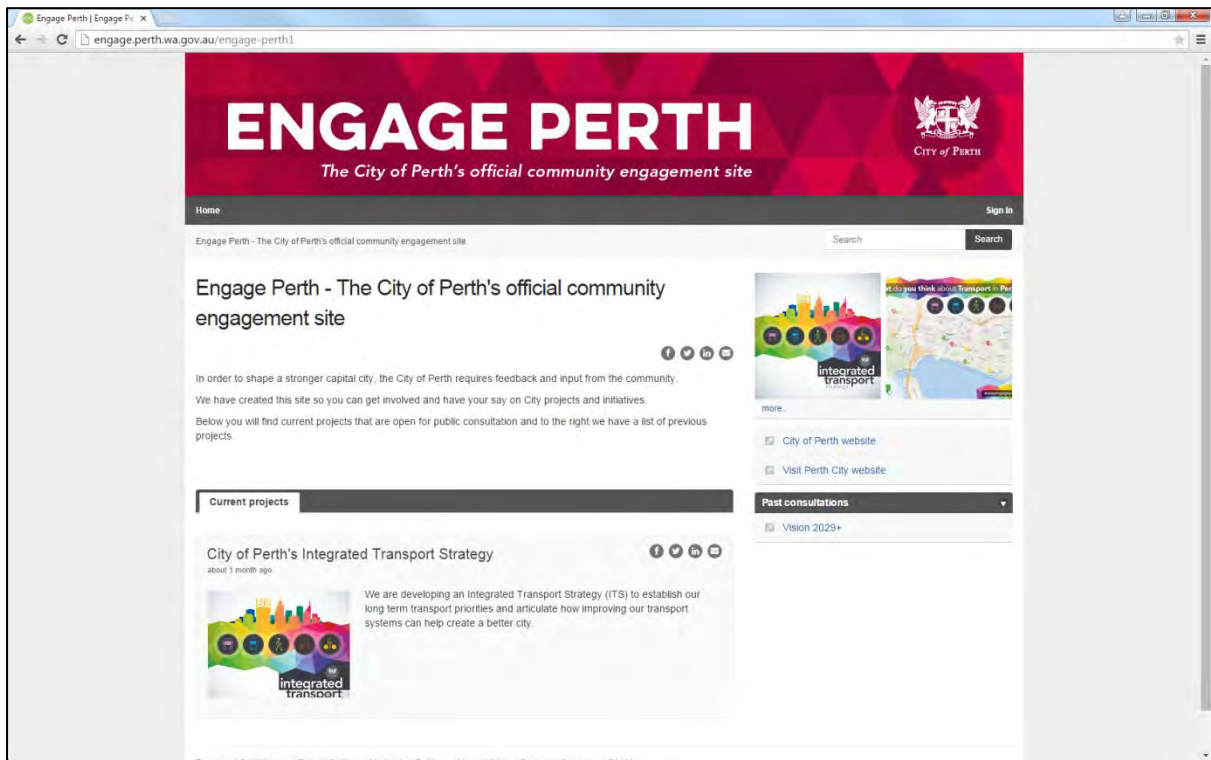
Comments are likely to follow the scope of other comments

- 4.8.9. This project has highlighted the tendency of participants to follow the lead of others in terms of the scope of feedback provided to the engagement. Many comments left on the site early in the engagement phase were of a detailed and specific nature. This set the tone, and subsequently perpetuated more comments and feedback that was very detailed and specific.

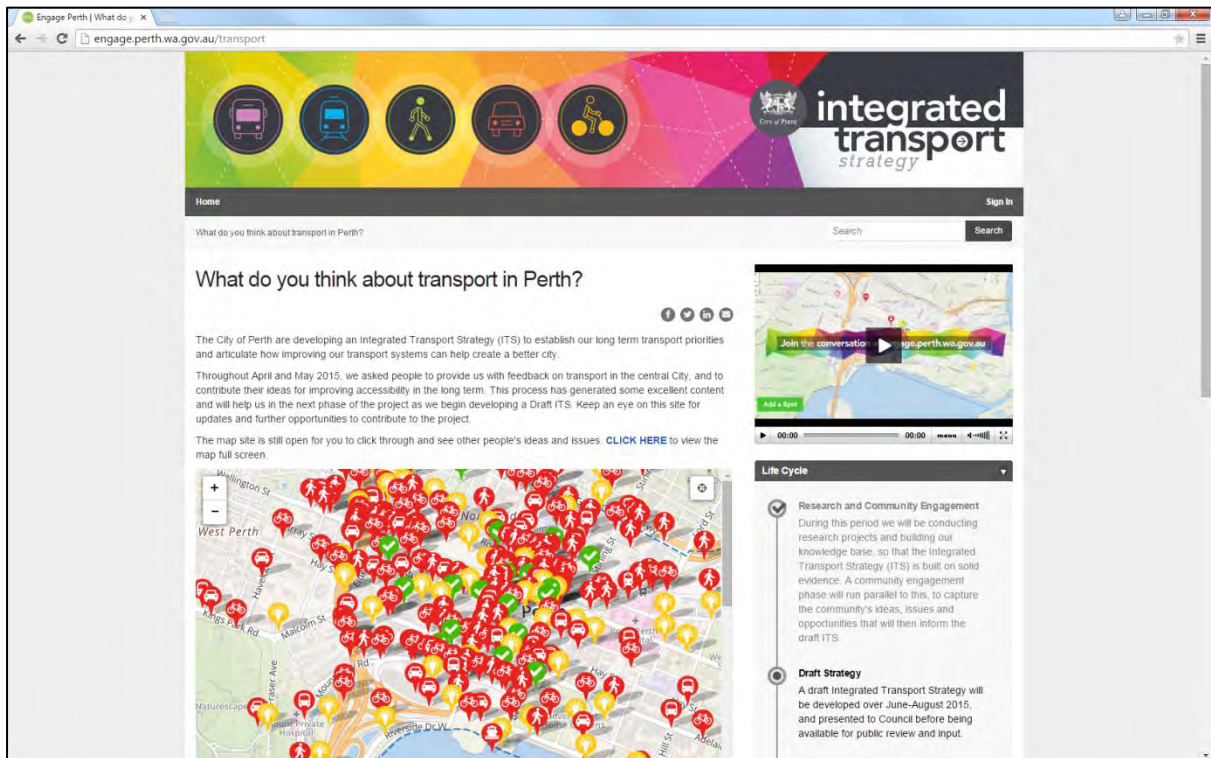
‘Closing the loop’ on issues and ideas

- 4.8.10. As with all community engagement activities, there is a need to listen to, address and respond to issues and ideas raised by the community. In this instance, input received has informed the development of the Transport Strategy. Due to the specific and detailed nature of some of the feedback, it will live on as a reference for future transport and public realm projects that the City initiates, and assist Council articulate the community’s perspective as we work with State Government agencies. Future projects, especially those involving map-based engagement tools, may opt to engage in a direct dialogue with participants, as a way for the Council to explain or refine ideas, share information relating to past projects or decisions, and generally provide a more iterative platform.

Appendix 1 – Project Site Screen Shots

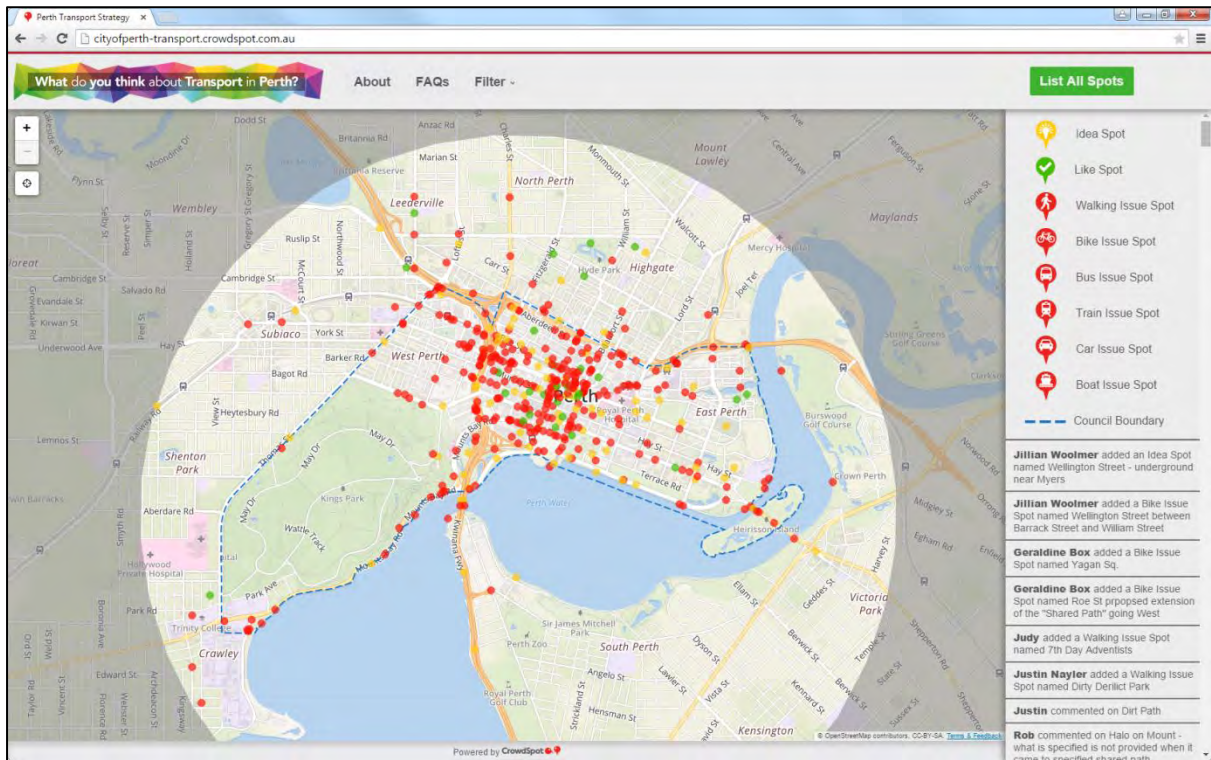


Screen shot; Engage Perth, April 2015.



Screen shot; Engage Perth ITS page, May 2015.

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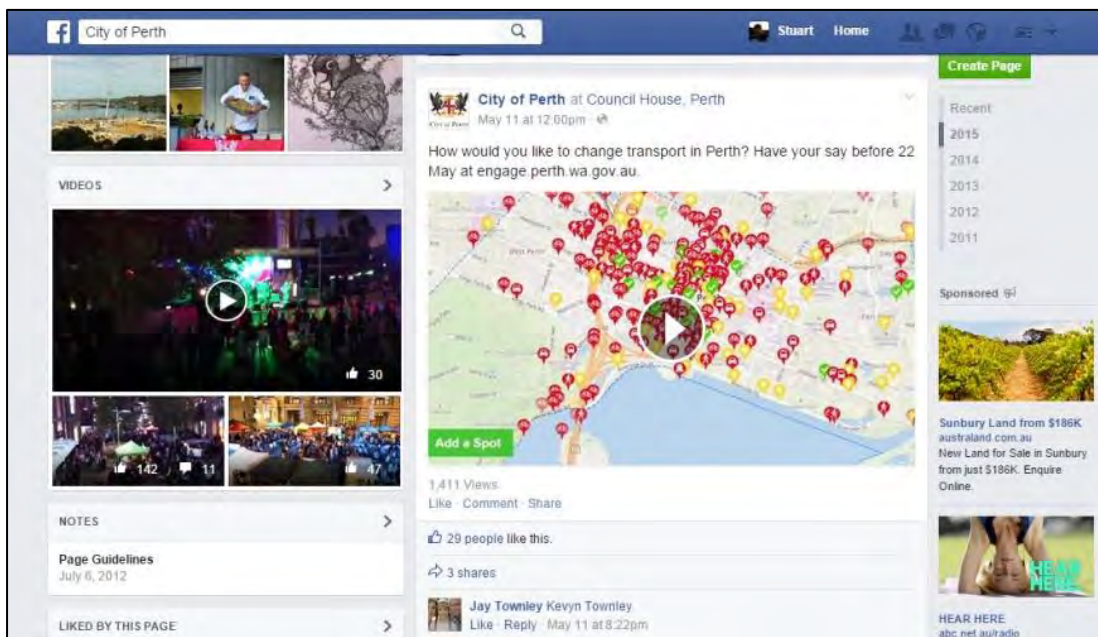
Screen shot; CrowdSpot ITS map site, May 2015.

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Appendix 2 – Social Media Screen Shots



Screen shot; City of Perth Twitter feed, April 2015.



Screen shot; City of Perth Facebook feed, April 2015.

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LinkedIn

City of Perth If you commute to the city for work, you may like to have your say on the future of transport in Perth—here's your chance.

Integrated Transport Strategy to drive Perth transport
perth.wa.gov.au · The City of Perth is seeking ideas from the public to assist in the development of an Integrated Transport Strategy setting out its long-term vision for Perth's transport systems.

Like (23) · Comment · Share · 1 month ago

Add a comment...

Screen shot; LinkedIn feed, May 2015.

Home Notifications Messages Search Twitter

City of Perth @CityofPerth

TWEETS	FOLLOWING	FOLLOWERS	FAVORITES	LISTS
5,881	1,393	28.5K	757	4

City of Perth @CityofPerth - May 22

It's the last day to submit your ideas shaping the future of transport in Perth! Comment via ow.ly/NgDRT.

What do you think about Transport in Perth?

Screen shot; City of Perth Twitter feed, April 2015.

Appendix 3 – Forum 1 feedback

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FORUM 1 – What type of city do you want?

NAME	COMMENT	DATE
aussiejen	I want a city with better car access. it is deluded to pretend we dont all depend on them...and a beautiful city like Perth needs easy clear access for cars and buses for tourists, so they can sit back and see our city in comfort. many tourists are elderly or disabled and can't walk everywhere. Car access is vital.	23-Apr-15
Matt Wilson	I think a friendly and easy to understand public transport system us vital. One where the bus stops on St George's Tce are organised by the initial route taken. For example ... catching a bus on the Terrace outside Central park, the 38 stops at one bus stop, the 210, 211and 212 at another, and the 282 at another stop still. All of these buses initial path takes them up St Georges Tce, across the causeway and up Shepparton. I don't understand why they aren't grouped together at one stop.	24-Apr-15
oldguss	The number of cars in the city needs to be greatly reduced. The CBD is too small for such a huge amount of motor vehicles. Roads (Freeways not stupid grid system, traffic lighted roads) should take cars around or under the city out of the way, there are currently not enough options to avoid the city when going certain places. Pedestrianization and dedicated cycle paths need to be greatly increased. Kings park and the river need to be better linked to the city. Buildings such as the one being built next to the WA Rowing Club out over the river should not be allowed further cutting of the river. The light rail should be scrapped, i don't see what this offers over a bus other than much higher cost and much less flexibility. Build a train line out to the airport. Run suburb to suburb buses avoiding the CBD. Not everyone wants to go Point A-City/City-Point A. Reduction of intersections on main roads to get rid of all the traffic lights, people don't need the option to go right or left every 100m on a road. Safe and secure bike storage for everyone, not just people who work on the terrace and have it through work.	24-Apr-15

SCHEDULE 3

<p>I have a thought</p>	<p>Speed limits seem to be a big issue. One needs to understand that that higher speeds do not necessarily equate to a more dangerous roads. Yes, 100km/h in a suburban area is dangerous, but on larger roads, dual carriageways for example, with 60-70km/h serves no real purpose. People get frustrated, impatient and annoyed and it's only human behavior, and THAT'S where the problem arises.</p> <p>The process of determining speed limits is purely 'textbook', but you have to go beyond that to achieve the most reasonable speed limit. As mentioned above, take human behavior/emotion into account. Don't install a ridiculously low speed limit because the book says so. How people will behave if they travel that road everyday knowing that it is safer to increase their speed by 10-15km/h? Going back to human behavior once again - After so long they will attempt to increase their speed due to frustration and with that you have a number of cars 'speeding' and a number of cars sticking to the allocated, low speed limit. This equals chaos, changing lanes, braking, accelerating and of course road rage, all because of a low speed limit.</p> <p>Another example enforced by the authorities is the Graham Farmer Freeway Tunnel. 40km/h? Come on! The left lane, heading Welshpool way, is backed up from the very start. This was not an issue when all three lanes were allocated to 80km/h. Just this morning I experienced people speeding in the middle lane, only to cut into the left lane near the end only because they don't want to sit in the backed up lane all morning. And that my friends, is when the trouble starts. Road rage, lights flashing, horns hooting, fingers waving. All of these factors increases the chances of collisions. So once again - Low speed limits are not always the solution.</p> <p>These are only a few examples of the problems experienced on the roads, but in my opinion start to fix them by adopting more surveys of human behavior on the roads, and forget about speeding cameras targeting 'offenders' doing 6km/h over the limit. Perth's congestion can decrease and people won't get frustrated if the speed limit is realistic.</p> <p>People will have their opinions, as they should, but I just want to make it clear that I am only going by from what I experience everyday and observing people whom I share the roads with.</p>	<p>24-Apr-15</p>
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SCHEDULE 3

Shannon S	<p>Simply put the city should have pedestrian focused development, followed by bikes and lastly cars. Pedestrians should not have to wait minutes to cross the street. People should feel safe riding in the streets, so many get off their bikes when they get to the city! Lower the speed limit and remove the helmet law for the City of Perth. Start to close parking lots and build primary schools or child care centres on the land to encourage more diversity in the city. Parking on the periphery and excellent CAT/bus services with a focus on cycling for transportation.</p>	27-Apr-15
Space_29	<p>Activity, clean streets, ease of access, choice, safety, variety, a place to be proud of.</p>	29-Apr-15
BenjaminHD	<p>I'd like a city where light rail and other modes of transport are truly viable ways of getting in and around the CBD and its surrounds. A city where the first choice of getting to a meeting is not about hopping in the car. The CAT buses are a good step in the right direction but the benefits of light rail over buses is widely and thoroughly documented.</p> <p>Sure, the iron ore boom is over. But the UK is delivering a wide range of rail projects and they have not had any mining royalties to rely on. Public private partnerships and other funding methodologies that do not always rely purely on government.</p> <p>If we're going to grow to 3,500,000 people then solutions just have to be found.</p>	1-May-15

SCHEDULE 3

Jack	<p>Cities that prioritise people over cars are by far and away the kind of cities that people like best. They're also likely to be far more resilient and prosperous in the face of economic or social bad times.</p> <p>Perth's biggest problem is that it's so oriented around cars and this messes up the public realm and puts a cap on growth and innovation (for example by requiring a certain amount of car parking or people getting huffy about suggestions to lower the speed limit.)</p> <p>I'd like to see Perth put: pedestrians as number one, then people on bicycles, then public transport, scooters and motorbikes, taxis, commercial vehicles and last of all private cars.</p>	11-May-15
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Appendix 4 – Forum 2 feedback

SCHEDULE 3

FORUM 2 – How do you think our transport systems can contribute to a better, more liveable and productive City?		
NAME	COMMENT	DATE
laceychelle	Our CAT bus system is amazing; all of my visiting friends from interstate/overseas love this free service. I use the CAT buses almost every day, for both work, shopping and socialising purposes. My only complaint is that if I go in for a meal or evening out, in the city or Northbridge (which I do at least twice a week), I can get the bus in but I have to either get a taxi, or a train and then a lengthy walk in the dark, to get home. The bus service is fantastic, it would just be great if it could be extended until midnight on Friday and Saturday nights. There are so many people in the city at night (all of the new small bars opening up are making it a really vibrant place these days), that, like the late night Joondalup trains it would be terrific if the CAT buses could also be run later at night. Even every 30-45 mins would be something good.	23-Apr-15
tommylove007	The free public transport system in our CBD is brilliant like laceychello said. But to be able to get more vehicles off the streets, perhaps the CAT system could become an underground monorail system which does the city loop, giving commuters access to a station every 500m. This can be similar to London's DLR system	24-Apr-15
bbb	I think during the summer season, Transperth should bring back the weekend 3am and 4am train. This time with better advertisement letting people know that there are late trains available. It's not only just for people heading out clubbing, but also for people who works in hospitality. I myself am a bartender who doesn't own a car, and rely on public transport to get me home, or at least closer to home as the last bus ends at 12am. I also think Transperth need to extend the run time for the Sunday bus service.	24-Apr-15
[reply to above] whunt	Sunday bus services will need to start earlier when the government allows shops etc to open at 8am. My first bus would not allow me to get to work before 9am. Maybe PM can buy jobseekers a car to get to work. He is giving childcare money for nannies to be used by shiftworkers and workers in the country.	12-May-15

SCHEDULE 3

purple	<p>We should be discouraging people from driving to the city centre. Or rather, actively encouraging people to use other means by making those means more easily accessible and efficient. People will only drive if they think that driving is the easiest way to get around, which in the context of the Perth CBD is a bit sad, seeing how appalling it is to drive through the city centre. It really is a commentary on our public transport system and cycle networks that this is seen as the best alternative. This problem of course extends to the entirety of Perth, not just the CBD, as anecdotally the people who tend to drive most live in the massive low-density urban sprawl that just cannot sustain effective public transport.</p> <p>Reducing car dependence both in the CBD and the wider city will naturally create a much more liveable environment as has occurred in many of the best-planned European cities. Cars are a remarkably inefficient mode of transport, both economically and physically, as most roads in Perth today create large physical barriers throughout the whole city.</p>	25-Apr-15
bbb	<p>I forgot to mention. Being a traveler to many different countries, nothing is more daunting than catching a local public transport like say a bus, and not know when to get off. Something our bus doesn't have that i think would really help is to have an electric signage inside that tell's you the next stop and where it's terminating.</p>	27-Apr-15
[reply to above] whunt	<p>Could be linked to display sign like that shown in the trains. It would show next cross street/side street on left side. It would be linked to bus drivers GPS unit. Could also give audio indication to blind people.</p>	12-May-15

SCHEDULE 3

Nathaniel Offer	<p>Sitting on St Georges tce through 3 changes of lights without moving and seeing bus after bus pour down the road adding to the traffic congestion it made me wonder why so many services travel into the City from the outer suburbs.</p> <p>Buses for example from places like Wanneroo or Canning Vale who are they traveling all the way into the City? Why not run the Wanneroo bus into Whitfords train station where people can switch to the train to continue their journey thereby reducing congestion on the roads closer to and within the City and freeing up the bus to run more frequently between Whitfords and Wanneroo? It's a win win. Of course you need to service the Wanneroo road corridor but that can be done with a less frequent service running into town and other services utilizing the train interchanges at places like Whitfords/Warwick/Stirling/Glendalough etc.</p> <p>Same on the Southern corridor. A bus from Canning Vale into the City is pointless why not run the service into the Bull Creek station and run more frequent services in/out of Canning Vale? People often mention they don't use public transport because of frequency and difficulty getting to the train stations which leads them to drive there but they can't park as the spaces are taken up. Run more frequent buses terminating at the stations and it's win win.</p>	30-Apr-15
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SCHEDULE 3

<p>Jack</p>	<p>Transport can make Perth a more livable and productive city but only when it does not revolve around the car.</p> <p>Shifting transport priorities (in terms of funding, planning and the use of space) away from driving and instead toward walking, cycling and public transport is the easy way to boosting Perth's liveability and future success. Luckily this option is also significantly cheaper than trying to figure out new ways to cater for cars.</p> <p>Benefits that can flow from prioritising walking, cycling and public transport include:</p> <ul style="list-style-type: none"> -saves massive amounts on the public purse (accommodating cars is mega expensive) -Saves lives (car-orientated places have a terrible record of killing and injuring people) -Frees up city space (don't need all that car parking or widened roads.) -improves the public realm (a leafy park wins more votes than a crappy asphalt car park) -promotes greater social inclusion - the city is accessible for all, not just those with a car. Calm pedestrian/bike-friendly streets is more likely to attract seniors and children (and anyone in between). -promotes greater social equity (if you can't afford a car you still have transport options and you're not treated like a second class citizen) -cleaner air, less pollution -Better sense of connection to a place (it's hard to feel connected to a place when you drive past at 60km/hour. Walking, bike riding and public transport encourages people to interact more with each other.) -Promotes independence and frees up time spent chauffeuring others (virtually anyone of any age, ability and means can walk, ride a bicycle or jump on a bus. Having other transport options can free up parents from doing taxi service.) -Cheaper housing -if residential buildings don't need provide for car parking (because there are other options and the city has relaxed its policies) the cost savings can be passed onto buyers and tenants. Parking can be paid for separately by those residents who chose to have a car. -It gives people more options in how to get around their city. Having more options makes people happy. Happiness is good for productivity. 	<p>11-May-15</p>
<p>whunt</p>	<p>City of Vincent just disallowed PTA's (Public Transport Authority) plan for "Fitzgerald Street Priority Bus Lanes (used only during Clearway times)" due to not having a valid signed agreement that MAX Light Rail will be built. Concrete, etc is cheaper at today's prices than 4 years down the track (basic Algebra). Unemployed miners could work on it. Remember the RBT (Rapid Bus Transit) will have to be disrupted to built Light Rail tracks, etc. Gold Coast Light Rail is a blueprint for implementation of our project (www.glink.com.au(External link)).</p>	<p>12-May-15</p>

SCHEDULE 3

	<p>The book “Tony Abbott Battlelines” (The essential manifesto for the thinking liberal – Tony Stanley) explains why the UK born PM is bias against public transport in Australia pages 6, 7, 35, 173 (Kings in Their Own Cars) and page 174. PM this week stated that he was the Infrastructure Man (excludes public transport system funding). Maybe there could be a cycle path tour by King Col and Budgie PM on dead-end cycle paths.</p> <p>In “The Voice” newspaper councillor James Limnios from City of Perth stated buses cause congestion in the city. He is a real estate/property developer who wants a Light Rail (he does not have a bus down that section of Newcastle Street between Fitzgerald and Beaufort Streets). Remember cars cause congestion, along with road work and building construction (what is happening in Wellington Street and the bus tunnel [are designers and construction companies taken us for a ride - cost and time wise!]). The only Mercedes Benz that some people can afford is a bus ride. Has he a suggestion on how people can arrive in the city to shop, stay in backpackers/hotels, work, attend sporting events without using a bus (we do not have teleportation yet, beam me in Scotty). Your parking charges have just gone up. We also have people wanting multi-storey carparks built at train stations (\$26 million each [Edgewater Train Station]). Better spent on feeder buses.</p> <p>The Mayor wants to shift the Cat bus stop on Barrack Street between Murray and Hay Street to the front of the new library in Hay Street. Lucky she is not old and has to walk further. Her priority is to allow an uninterrupted cycleway on both sides of Barrack Street. A south bound Cat bus service in Barrack Street is to be instigated. Cycle ways in Oxford Street and Scarborough Beach Road do not have priority over buses (bus route cannot be shifted). What is her plan for bikes in St Georges Terrace? The same as Wellington Street?</p> <p>I do agree that both Light Rail tracks should not go through Hay Street Mall but I do agree that west bound trams go through Hay Street Mall and follow current Red Cat bus route. East bound trams should go through Murray Street Mall and again follow Red Cat bus route but rejoin Hay Street through the car park east of the old Fire Station (east side of the old Fire Station Headquarters). Light Rail in the city/CBD can be wire free and powered by power charging stations (Bordeaux, France - part of the system uses ground-level power supply and Citadis trams constructed by Alstom). Malls can still have trees and street furniture in the other half (upside man next to London Court entrance can be moved).</p> <p>Ideally the Wellington Street Bus Tunnel would not be built and shuttle buses would have been used between Wellington Street Bus Port and Esplanade Bus Port (however the Light Rail may have been the shuttle). There are only 9 buses that will depart the new Bus Port to Esplanade Bus Port (102, 107, 940, 30, 31, 34, 78, 79, 23). Either a 102 or 107 could have stopped at Esplanade after coming</p>	
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SCHEDULE 3

	<p>from UWA along Mounts Bay Road and the other one deviated from Stirling Highway up Winthrop Avenue, Thomas Street to Wellington Street and east along Wellington Street then via Milligan Street and the Busway Tunnel.</p> <p>The Mayor has stated that she wants Cat buses used between bus stations (new Barrack Street Bridge [east side. Victoria Park) and bus ports (Wellington Street, Esplanade).</p> <p>I would replace buses on St Georges Terrace that go to and from Esplanade Bus Port with high frequency shuttle buses (999) that depart along Mill Street turning right into St Georges Terrace. Super Stops at Commonwealth Bank HQ (150), Trinity Church, St Georges Church, before Victoria Avenue, before Hill Street, before Plain Street, Police Building. Second last stop is Victoria Park Transfer Station (VPTS) with the bus continuing to Victoria Park along Shepperton Road into Harper Street and returning west along Albany Highway back to VPTS. VPTS would be upgraded to straddle the traffic lanes with lifts. Super Stops on the inward journey will be opposite the north side stops. Only other buses going through VPTS will be 37, 40, 213 and 220 to CBD. Other buses from east will stop on south side of VPTS and then turn right at bus traffic light across to west side before picking up passengers travelling east. Canning Highway buses to end at VPTS after doing a right turn into busway.</p> <p>Only other routes going along St Georges Terrace will be those departing from Kings Park and travelling from the west along Kings Park Road (37, 24, 25, 27. 103) (same buses go west on St Georges Terrace and Adelaide Terrace.</p> <p>Airport buses 37 and 40 will only stop at Trinity Church and stop before Hill Street. Ideally travellers can then transfer from shuttles to these buses. Cyclists and gopher drivers should have speedometers to check their speed (traffic rules should make them mandatory).</p> <p>Direct bus services should be implemented between Wanneroo Road and UWA/Stirling Highway (London Street, Loftus Street, Thomas Street, Winthrop Avenue) every 30 minutes, Monday to Friday.</p> <p>The 406 bus between Glendalough Train Station and ECU, Mt Lawley could be extended to Mt Lawley Train Station via Walcott Street, Mt Lawley subway, Whatley Crescent, First Avenue and back via Guildford Road and Mt Lawley subway.</p>	
[reply to above] whunt	Also could limit construction trucks, etc for building sites to working hours between evening peak and next morning peak hours. Works in New York.	12-May-15

SCHEDULE 3

[reply to above] whunt	Remember our PM rides to work sometimes which would be a workers compensation risk. Imagine him hitting a large stick or some metal object and somersaulting over his handle bars. I did that when I was doing a paper round (front carrier broke when I went off a curb) when helmets were not worn. Any employer who allows this should change their work contracts. The worker would also be worn out when they get to work and be less productive.	16-May-15
[reply to above] whunt	<p>Remember past mistake with closing Fremantle Train Line to build a 6 lane highway. Replace by link buses.</p> <p>Only public railway line opened by Liberas was the Rottnest Island line.</p> <p>What happen to Buswell's expressway to the airport via Orrang road?</p> <p>Will our Transport Minister be having a juncket to a warm climate?</p> <p>There is a plan to expand Stirling Highway to 6 lanes to include bus priority lanes and a median stri of trees (tree line boulavade). Extend it by another 2 lanes and King Col's garden and backyard disappears.</p> <p>I have notice white hand painted lines opposite side roads on Charles Street between Green Street and Scarborough Road. Does this indicate that they are going to solve congstion by blocking right hand turns into Charles Street! Will cause drivers to do U turns.</p> <p>All parties in parliament should sign contract to build MAX light rail. Charles Street should have a bus priority lane during peak time from Vincent Street via Carr to Fitzgerald Street and Roe Street.</p> <p>Maybe the current advert on catching the flu in a bus will make people drive or ride a bike to work to stay healthy. Now will have black mail and bully boy tactics.</p> <p>Vote MAX 1.</p>	18-May-15
whunt	I had to travel to Osborne Park to work. Took 40 to 50 minutes by 2 buses. Takes 10 minutes by car/taxi ride.	12-May-15
[reply to above] whunt	I spoke to my sister and she refuses to take a bus to Roe Street Bus Station because it adds 300 to 500 metres extra walking to get to her bus stop (Lake Street end of station). Many people are doing the same or taking less trips. Its all right for Troy to be taken in his state fleet car when he wasn't using them for dodgem practice.	16-May-15

SCHEDULE 3

afletcher	<p>To contain a larger population in a set area, Perth will need to both increase mobility as well as reduce the need for people to move far.</p> <p>Developing “hubs” will help. People can then live near their hub of choice. However, in an advanced city, people will always want to be able to easily reach other parts of the city.</p> <p>Space (both land and the areas above and below ground level) will also need to be used more creatively and effectively.</p> <p>Perth, and Australia, still prioritises roads and cars. This is not efficient, economic, healthy or environmentally sustainable. A multi-modal transport network is needed, where cars are just one of the options.</p> <p>A high capacity public transport network is obviously necessary. The hubs need to be connected without having to travel through the CBD, so east-west and ring routes are needed.</p> <p>Rail and light rail seem to be the better option (rather than buses) for main routes, given they:</p> <ul style="list-style-type: none"> • have higher capacity; • do not contribute to, or get stuck in, road congestion; • are preferred – people don’t like buses much but they like trains; • increase regeneration, land values and tourism; • are permanent and trustworthy – people instinctively know where they are, where they go and how to catch them. <p>Where rail is not feasible, buses can feed people from a catchment area into the closest hub. However, a smart, healthy city needs more than just trains, buses and cars. People need to be encouraged to walk and cycle more as a legitimate means of transport.</p> <p>Perth should invest in:</p> <ul style="list-style-type: none"> • pedestrian and cycle friendly “high” streets to encourage people to linger in local shopping areas; • pedestrian and cycle lanes that are segregated from each other; • continuous, safe pedestrian and cycle lanes along major and minor transport routes; • end of trip facilities (for example showers, lockers, bike racks); • incentivising commuters to use alternative modes of transport. 	13-May-15
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SCHEDULE 3

	<p>Cities around the world have shown that re-balancing the transport network away from cars to active and sustainable modes of transport:</p> <ul style="list-style-type: none">• increases peak hour transport capacity;• enables better use of limited, high value land;• makes cities more liveable, connected, vibrant and prosperous;• reduces carbon emissions;• regenerates local businesses;• contributes to people being healthier, happier and more productive. <p>Even from a purely economic perspective, the co-benefits of active and sustainable transport should not be underestimated. The costs to Australia of healthcare, low productivity, congestion and pollution are huge.</p> <p>Good public transport and road systems are vital, however most improvements in capacity will be immediately filled by latent peak hour demand. Comprehensive cycling and walking paths and facilities will help meet demand and will be far cheaper to maintain in the long term. The evidence suggests that, once the co-benefits are considered, the return on investment in active transport infrastructure is far higher than road investment.</p> <p>The cost of implementing the right infrastructure and policies now will be a fraction of the cost of implementing them in the future (if it is even possible in the future). The sooner it is done the faster the social, economic and environmental benefits will compound. The Australian Commonwealth Government considers that primary responsibility for urban transport and planning policy lies with state, territory and local governments.</p> <p>For Perth to maintain its standard of living, and hopefully thrive, it is likely it will need to quickly transition (at least partly) from a mining economy to an ideas economy. Creative, entrepreneurial types live in connected, mobile, vibrant and progressive cities.</p>	
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SCHEDULE 3

k.hodges89	<p>At the moment, I feel there is no genuine incentive to use public transport - I understand ticket costs are already heavily subsidised, but to encourage people to use the system, tickets should be less than the cost of the petrol required to reach the destination - as a former resident of Armadale, I used to commute to West Perth daily, and full adult fare to the city and back twice a day cost me more than petrol would have per week. Services are also infrequent, and do not save any travel time - basically, its quicker and cheaper and more comfortable to take my car. This results (naturally) in congestion on the roads, and in the evening, I'm sure it contributes to the number of drink drivers on the roads - infrequent services and having to wait out in the cold/heat are simply inconvenient; people would rather take the risk and take their car.</p>	22-May-15
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SCHEDULE 3

ⁱ Charting Transport (2012). *Comparing the residential densities of Australian cities, 2011*. Accessed via <http://chartingtransport.com/2012/10/19/comparing-the-residential-densities-of-australian-cities-2011/>

ⁱⁱ ID Profile, for the City of Perth (2015) Accessed; <http://profile.id.com.au/perth>

ⁱⁱⁱ Analysis of Census data.

^{iv} PTA (2015) Bus Network Map, Map 5, excerpt. Accessed; <http://www.transperth.wa.gov.au/Journey-Planner/Network-Maps>

^v ID Forecast (2015), Population forecasts for the City of Perth. Accessed; <http://forecast.id.com.au/perth/home>

^{vi} Engage Perth, Site analytics. Accessed; www.engage.perth.wa.gov.au

ENVIRONMENT STRATEGY



CITY of PERTH

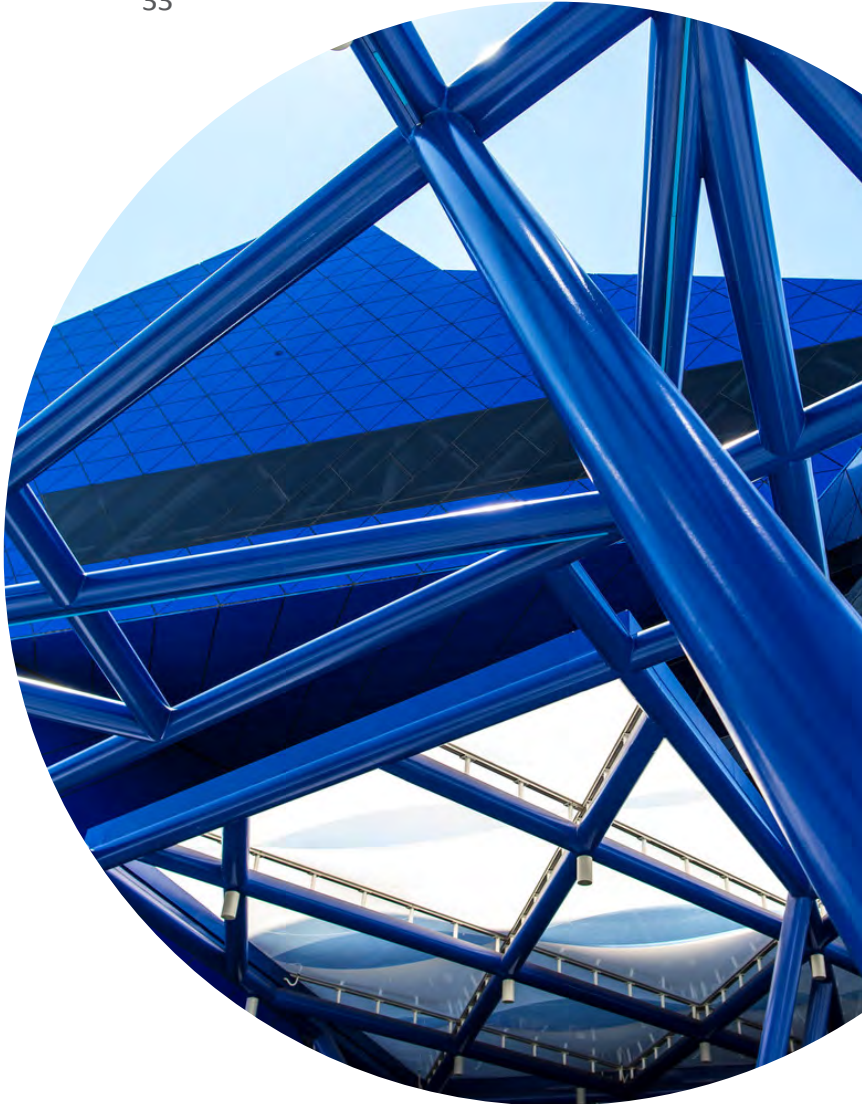


**City of Perth has
an ambitious
aim to lead our
journey towards
a sustainable
future.**



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Lord Mayor's Foreword

[The foreword will be completed once the Strategy is adopted by Council]



“The City of Perth respectfully acknowledges the Traditional Owners of the south-west of Western Australia, the Noongar People (also spelt Nyoongar, Nyungar, Noongah). We pay our respects to the Elders past and present.”





Environmental
Sustainability
and Health



Climate
Response



Energy
Resilience



Water
Sensitive City



Waste
Conscious
City



Introduction

The Environment Strategy has been developed to enable the City of Perth to achieve excellence in environmental management by delivering on our responsibilities and to harness opportunities to improve. Environmental excellence will require everyone to work together, this Strategy positions the City of Perth to work with community to lead towards a sustainable future for the city as a whole. The environment, in the City of Perth, comprises the integration of natural and built structures, resource efficiency and how people interact with the city.

The Environment Strategy has been informed by the 2029+ Vision, community consultation, and the City of Perth's Integrated Planning Framework. The City of Perth has taken an evidence based approach to understand local, state, and global environmental challenges. The broad environmental goals and regulations of the State and Federal Governments guide current environmental performance and offer best practice improvement opportunities.

The City of Perth's commitment to an environmentally sustainable future has been reflected in its long term commitment to global initiatives such as the International Council for Local Environmental Initiatives (ICLEI) and World Energy Cities Partnership. The City has achieved improvements in its own operations, from building and street lighting efficiency upgrades to water recycling infrastructure and investing in solar energy. City projects like the constructed stormwater treatment wetland at Point Fraser have fostered innovation in environmental management, and the City has built strong partnerships to facilitate community action through environment grants and awareness programs.

The Environment Strategy sets out the City's action priorities for the next 15 years to work towards its commitment to be an environmentally sustainable city. It identifies objectives and strategies for delivery over five focus areas.

The Environment Strategy addresses environmental improvements in the City of Perth's own operations and how it can collaborate with stakeholders to facilitate community action. The City of Perth community comprises residents, workers, businesses, visitors, land and property owners, state and federal government agencies, and industry bodies and stakeholders.

The Environment Strategy is supported by an Implementation Plan containing detailed actions, priorities, partnerships and responsibilities. The Implementation Plan will be reviewed annually.

Background

Coordinated global environmental stewardship began with the establishment of the United Nations Environment Programme in the 1970s to establish a 'voice for the environment'. The 1987 Brundtland Report was the first formal introduction to the concept of sustainability as a way to integrate economic, social and environmental considerations for present and future generations.

Shortly following the Brundtland Report, the Intergovernmental Panel on Climate Change (IPCC) was established to provide concise and scientific information on climate change and its potential environmental and socio-economic impacts. In 1992, with the IPCC as a foundation, the *UN Conference on Environment and Development 1992* set in place international agreements which have led global progress towards environmental sustainability. Over the decades, environmental sustainability has been a growing forefront in overcoming shared challenges. With an increasingly urbanised world, cities are becoming showcases for effective sustainable action.

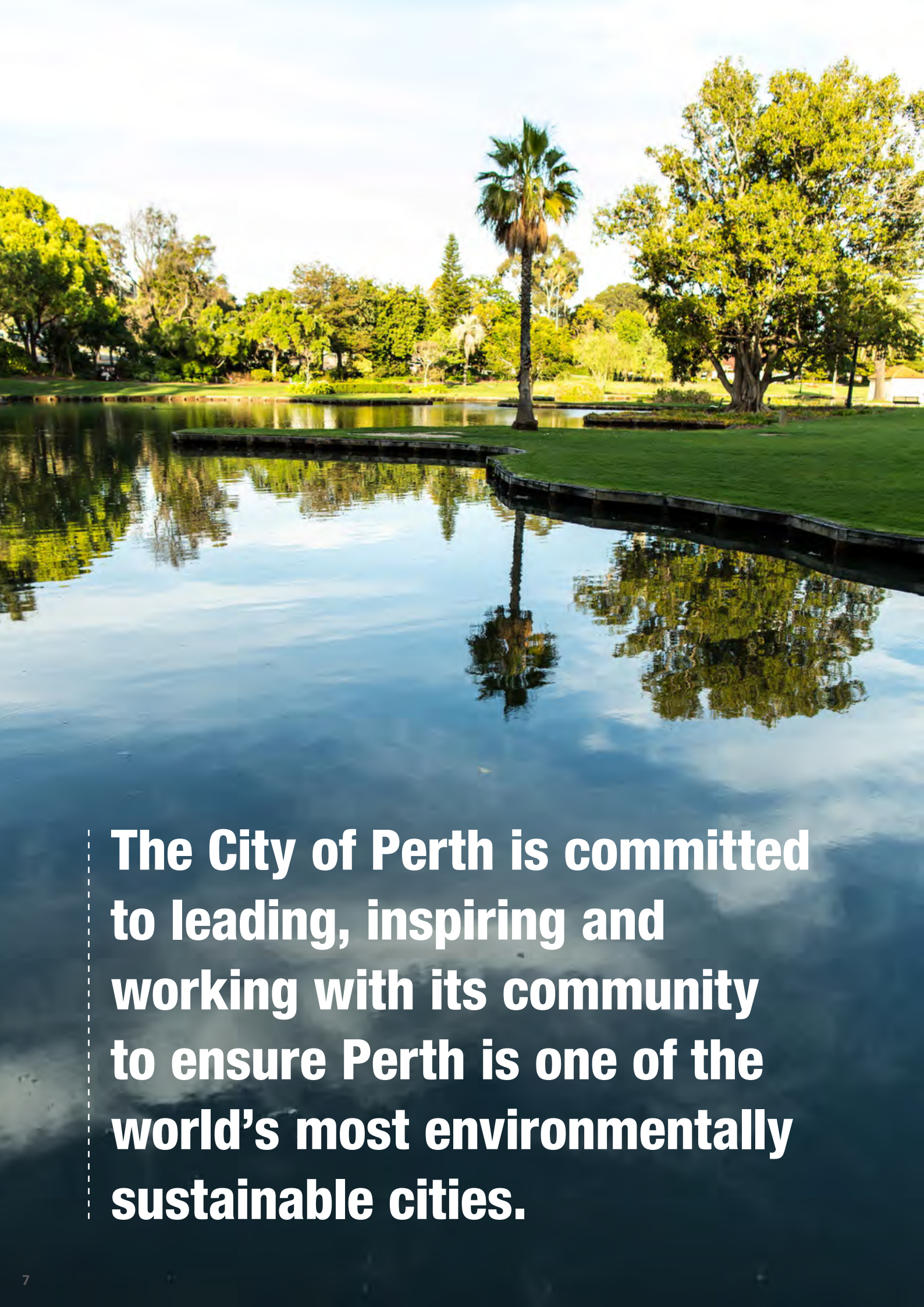
Cities play a key role in preserving the future of the environment. In dense population centres energy and water consumption per capita is often lower than suburban or regional areas, making cities key to a sustainable future for generations to come¹.

As dense urban centres, cities are a major contributor to climate change through intensity of resource use. They produce around 70% of greenhouse gas emissions whilst occupying just 2 percent of land. However, cities experiencing growth and development, like Perth, also provide opportunity to trial new technologies and innovations.

The City of Perth is the capital city of Western Australia, covering an area of 8.1 km². It has many unique characteristics such as being the largest employment hub in Perth and home to international, national and local business head offices. By 2031, Perth is forecast to have an additional 14,452 (based on 2006 figures) new residential dwellings and 1.2 million m² of non-residential space, with almost a 60% population growth by 2036².

The City of Perth is bordered on two sides by the Swan River (Derbal Yerrigan) and on a third by Kings Park and Botanic Gardens. Environmental consideration in this context must also therefore acknowledge and understand the regional and global context of many environmental issues, as well as the inter-relationships and linkages that exist between elements of the natural and built environments.

**Cities play a key
role in preserving
the future of our
environment.**



The City of Perth is committed to leading, inspiring and working with its community to ensure Perth is one of the world's most environmentally sustainable cities.

A Commitment to an Environmentally Sustainable City

The City of Perth acknowledges that environmental considerations must be balanced with economic and social considerations for a triple bottom line approach to sustainable development.

City of Perth has reduced the environmental impact of its commercial car parking business through initiatives such as a \$536,000 carbon offset tree planting program that has seen 380,000 trees planted to offset 64,200 tonnes of greenhouse gas emissions.

Other initiatives include: water and energy efficiency improvements to car park infrastructure including induction and LED lighting, solar panels on parking equipment, renewable energy at Elder Street car park, rainwater harvesting and recycling of cleaning water, and renewable energy generation.

The City of Perth is committed to leading, inspiring and working with its community to ensure Perth is one of the world's most environmentally sustainable cities.

Perth will become a climate resilient city in which energy, water, and other natural resources are conserved and ecological systems and habitats thrive and enrich the city. The community value their environment and actively contribute towards its improvement.

The City of Perth will continually improve environmental performance in our own operations and capital investments through efficient resource use, effective management and optimising procurement.

The City of Perth will enrich natural areas with added biodiversity value and strengthen the relationship between environment and community health and wellbeing.

The City will foster innovation. It will encourage and enhance the community's and stakeholders' capacity to reduce Perth city's ecological footprint. We will create a resilient, diverse and attractive environment that evokes pride, passion and a unique sense of place.

The City of Perth will implement the Environment Strategy in line with the principles of an informed, collaborative, accountable and responsive city.



380,000
Trees

planted in the
City's carbon offset
tree planting program



Equivalent to



8,831
homes'
electricity use
offset for one year

Measuring Progress

With the City’s commitment to an evidence based approach to environmental management, targets for 2030 have been identified within each of five focus areas. As further evidence and new initiatives emerge and are developed, the City of Perth can emphasise more ambitious targets as part of the four year review process detailed in Integration and Implementation. The City of Perth also acknowledges that there are qualitative elements to this Strategy that can also be monitored.

Focus area	City of Perth Operational Targets	Community Targets
 <p>Environmental Sustainability and Health</p>	<ul style="list-style-type: none"> Reach 50,000 community members per year to raise awareness of environmental sustainability by 2030³ 	<ul style="list-style-type: none"> 30% of net lettable area of existing office space participates in environmental programs, such as CitySwitch Green Office and Water Wise Office by 2030⁵
 <p>Climate Response</p>	<ul style="list-style-type: none"> All City of Perth Asset Management Plans incorporate climate response considerations by 2030 	<ul style="list-style-type: none"> The city scores 50% or above in disaster resilience as assessed by the United Nations Office for Disaster Risk Reduction by 2030



Focus area**City of Perth Operational Targets****Community Targets**

**Energy Resilience**

- Reduce City of Perth operational emissions by 30% (BAU baseline by 2030)⁷
- Source 25% of the City's operational energy from renewable or low carbon sources by 2030⁷
- Work with the community to achieve 30% reduction in city-wide greenhouse gas emissions (BAU baseline by 2030)⁷
- Work with the community to achieve 20% of citywide energy use from renewable or low carbon sources by 2030⁷

**Water Sensitive City**

- Reduce scheme water use in City of Perth operations by 25%⁸ and increase use of alternative water sources by 2030
- Work with the community to achieve residential water use below 78kL per person per year by 2030⁹

**Waste Conscious City**

- Achieve 65% recovery of municipal solid waste, 70% recovery of commercial and industrial waste, and 75% recover of construction and demolition waste by 2020¹⁰ and develop new targets set for 2030.



Focus areas and objectives for delivery

An environmentally sustainable City of Perth



Environmental Sustainability and Health



Be a leader in environmental sustainability



Be a driver of environmentally sustainable design and development



Air, land, biodiversity, and water quality is protected and natural spaces are enhanced



Climate Response



Have an advanced understanding of climate change risks



Be prepared for, and ready to respond to climate change risks





Energy Resilience



Improved energy efficiency and reduced greenhouse gas emissions



High emissions energy sources replaced with low emissions and renewable energy sources



Water Sensitive City



Improved efficiency in water use and quality of water



Maximum retention, re-use, and fit-for-purpose use of water



Waste Conscious City



Waste is avoided and waste recovery is maximised through reuse & recycling



The environmental impacts of waste generated in the city are minimised





The case for action

Strong city governance and leadership is important to set best practice standards and provide a coordinated response to environmental challenges. Encouraging and enabling the community towards action can be done through a mix of voluntary and mandatory mechanisms governed at local, state and federal levels. Through international joint initiatives such as the Carbon Disclosure Project, cities can set targets, benchmark, and measure and report on environmental performance.

Directions 2031 provides a long term planning framework released by the Western Australian Department of Planning. The framework aims to assist in preparing the state for future population growth and changes to urban form. A move towards more transit oriented development, as advocated in the State Government's *Capital City Planning Framework (2013)* and the City of Perth's Urban Design Framework, can help to sustainably cope with increasing density and manage air quality.

These planning and design frameworks also guide the preservation of the natural environment. The City of Perth sits within a global biodiversity hotspot where our unique environment faces a multitude of threats from human activity. There are almost 360,000 hectares of reserved parks and forested areas across the region. The City of Perth is fortunate to sit along the Swan River and have close proximity to the biodiversity offered at Kings Park and Heirrisson Island. It is important that the City of Perth plays its role in regional

efforts to prevent water, land, noise, and light pollution and care for its urban ecosystems.

The City of Perth Environment Policy (CP 8.0) sets the environmental position of the City of Perth and its desire to act as a leader in urban environmental sustainability.

The environment is integral to community health and wellbeing. The strategic objectives will guide the City and community to place greater value on the environment within the city.

City of Perth Operational Target 2030

Reach 50,000 community members per year to raise awareness of environmental sustainability by 2030³

Community Targets 2030

30% of net lettable area of existing office space participates in environmental programs, such as CitySwitch Green Office and Water Wise Office by 2030⁵





Aspiration

The City of Perth and the community has an appreciation for the environment and are actively improving performance. Development in the city is driven by environmentally sustainable design and the City of Perth's and the community's environmental initiatives are enhanced through local, national, and international collaboration.

Measures

The City of Perth can measure progress towards this aspiration through regular reporting on environmental performance including surveyed understanding of environmental issues, vegetation/ tree canopy, biodiversity, building sustainability ratings, and water and air quality.



Objective 1:

Be a leader in environmental sustainability

- Monitor, understand and report environmental performance, aiming for continual improvement in balance with the City's social and economic priorities
- Increase understanding of environmental sustainability within the City of Perth and the community to build capacity to improve environmental performance
- Integrate the principles of environmental sustainability into City of Perth decision-making processes and activities

Objective 2:

Be a driver of environmentally sustainable design and development

- Review and improve design guidelines, approval processes, incentives and compliance mechanisms to facilitate environmentally sustainable design and improve environmental performance of new buildings
- Collaborate with stakeholders to improve environmental performance and adopt environmental best practice in current and new development
- Integrate the principles of environmentally sustainable design and value the environment into the City of Perth's public realm and asset design and development, ensuring these principles are embraced by third parties

Objective 3:

Air, land, biodiversity, and water quality is protected and natural spaces are enhanced

- Enhance the environmental quality, biodiversity, and connectivity of the City's ecosystems and natural spaces
- Strengthen community connection and increase community access to the natural environment
- Collaborate with stakeholders to improve the quality of inflows into the Swan River and manage and maintain groundwater quality and riparian areas
- Investigate and implement strategies to measure and manage air, noise, and light pollution across the city in collaboration with stakeholders



The case for action

The Intergovernmental Panel on Climate Change (IPCC) predicts that changes to the climate are significant and have the potential to greatly impact life and society. *Climate Change in Australia* (CSIRO, 2015) projects more hot days and warm spells for Perth as average temperatures continue to increase in all seasons coupled with a continuing trend of decreasing winter rainfall. Mean sea level will continue to rise and the number of extreme sea-level events will also increase, with a harsher fire-weather climate also projected in the future.

Adapting to climate change is a shared responsibility. Governments at all levels, businesses and households have complementary roles to play. Countries, states and cities around the world are adopting plans of action to prepare for the future based on their own local conditions.

The State Government's *Capital City Planning Framework* (2013) identifies that climate change impacts have the potential to cause serious economic, social, and environmental costs. However these costs can be avoided and minimised through well-designed early adaptation that builds robustness against climate risks. The Western Australian Government's *Adapting to our changing climate* (2012) focuses on climate change responses appropriate for Western Australia and outlines key policies the State Government will adopt to tackle this important issue.

Climate change poses a number of threats to community wellbeing, natural resources, and our built environment.

Threats to Perth are :

- Greater influence of urban heat on community and assets
- Increase in hot days over 35°C from 28 days to 67 days by 2070
- Increased disruption from climate related events, such as heatwaves and flooding
- Decrease in mean annual rain fall and water runoff

Achieving a climate responsive city is about developing a city robust and resilient to future changes. Preserving natural and man-made assets can reduce physical vulnerability of city systems ahead of these changes, and ensure infrastructure is prepared to withstand climatic events. This includes the identification of risks and development and implementation of responses to increases in temperature, changes in air quality reduced rainfall, sea level rise, flooding, and bushfires.

City of Perth Operational Targets 2030

All City of Perth Asset Management Plans incorporate climate response considerations by 2030.

Community Targets 2030

The city scores 50% or above in disaster resilience assessed by the United Nations Office for Disaster Risk Reduction by 2030.





Aspiration

Climate resilience is understood and prioritised in the City of Perth. As a whole, the City has climate responsive built form, healthy natural spaces, and a safe and thriving community.

Measures

The City of Perth can measure progress towards this aspiration through community awareness about climate change impacts on the city and their lives, and through completing international standardised reporting on disaster resilience through the Disaster Resilience Scorecard for Cities.



What is the UN Disaster Resilience Scorecard For Cities?

The scorecard provides a set of self-assessments to enable cities around the world to understand how resilient they are to natural disasters. It consists of 85 disaster resilience evaluation criteria to enable cities to establish a baseline measurement of their current level of disaster resilience, to identify priorities for investment and action, and to track their progress in improving their disaster resilience over time. The Scorecard was compiled by members of the United Nations International Strategy for Disaster Risk Reduction (UNISDR) Private Sector Advisory Group.

Objective 4:

Have an advanced understanding of climate change risks

- Investigate and improve organisational understanding of climate change risks for City of Perth assets including public spaces and environmental assets such as street trees
- Work with stakeholders to investigate, understand and communicate the risks from climate change to city infrastructure, buildings, and community wellbeing.
- Understand that climate change will influence a multitude of environmental, social and economical considerations

Objective 5:

Be prepared for, and ready to respond to climate change risks

- Address risks to City assets and operations from natural hazards and climate change to improve performance and resilience
- Work with stakeholders to prepare for and positively adapt to climate change risks through creation of natural spaces, facilitating climate responsive built form, and risk mitigation strategies
- Work with stakeholders for a regional approach to climate change adaptation
- Address risks to community and assets from seasonal hazards heightened by climate change



The case for action

Generating energy from fossil fuels produces greenhouse gas emissions which are resulting in changes to the climate. Transitioning towards energy resilience is a way to future proof against climate change through reducing energy use, diversifying energy sources and using renewable energy.

In December 2015, 195 nations including Australia signed the Paris Climate Change Agreement and adopted the first-ever universal, legally binding global climate deal. This agreement will enter into force in 2020 and once it is ratified elements will need to be reflected within Australian domestic climate change policy.

Although sub national authorities have no direct obligations under the Paris Agreement; local and sub national governments were recognised as essential actors in fast tracking transformative action in the urban world. The Paris Agreement also reflected the success of local government advocacy, enshrining local and sub national actors within an international climate agreement for the first time.

In signing the Kyoto Protocol, an international treaty on emissions reduction, the Australian Government made a commitment to monitor and reduce greenhouse gas emissions. This commitment is reflected in State Government planning policies such as the *Capital City Planning Framework 2013* which sets a vision for reducing the city's resource footprint, including, greenhouse gas emissions.

Cities are a key opportunity for

these reductions due to their dense built environment, and that buildings are responsible for around 40% of global energy use and one third of total emissions with an annual growth rate of around 2.5%¹². The IPCC has found that emissions from commercial and residential activity can be cost-effectively reduced by almost 30%, bringing financial and environmental savings.

The City of Perth analysed energy use across the City to identify opportunities that could deliver energy resilience for the future and help to achieve more than 30% reduction in business as usual (BAU) greenhouse gas emissions across the City by 2030. This study found buildings are the largest contributor to emissions (65%) and transport the second largest at 29%. Energy efficiency, renewable and low carbon energy generation and sustainable transport strategies can lead us towards an energy resilient city. Figure 1 on page 27 summarises the findings of this study.

The City of Perth has reflected its commitment to act on reducing carbon emissions by signing the World Energy Cities Partnership *Calgary Climate Change Accord*. As a member of the World Energy Cities Partnership, the City of Perth has recognised its unique position

to support and lead on reducing greenhouse gas emissions.

Additionally, the City of Perth has become a signatory to both the Compact of Mayors and Western Australian Local Government Association Declaration on Climate Change, which aligns with the City's current leadership and commitment to mitigation and adaptation activities that assist in responding to climate change.

City of Perth Operational Targets 2030

Reduce City of Perth operational emissions by 30% (BAU baseline by 2030)⁷

Source 25% of the City's operational energy from renewable or low carbon sources by 2030⁷

Community Targets 2030

Work with the community to achieve 30% reduction in city-wide greenhouse gas emissions (BAU baseline) by 2030⁷

Work with the community to achieve 20% of citywide energy use from renewable or low carbon sources by 2030⁷



Aspiration

The city as a whole minimises carbon emissions in line with the energy hierarchy: to be lean (use less energy), be clean (supply energy efficiently), and be green (use renewable energy). A pedestrian, cycle, and public transport focused network delivers sustainable transport options for residents, workers and visitors

The City of Perth works towards becoming a carbon neutral organisation by reducing energy use and emissions across its own operations, as well as trialling renewable and low carbon energy options.

Measures

The City of Perth can measure progress towards this aspiration by tracking energy usage (by source) and greenhouse gas emissions in City of Perth operations and the city as a whole.



Objective 6:

Improved energy efficiency with reduced greenhouse gas emissions

- Minimise energy use and emissions from City operations, fleet, and public spaces
- Support retrofitting and improved energy performance initiatives in existing buildings
- Implement transport initiatives that reduce energy use and emissions, and improve environmental performance
- Work with community to increase the use of public transport and facilitate walking and cycling within the city

Objective 7:

High emissions energy sources replaced with low emissions and renewable energy sources

- Generate renewable energy from City of Perth properties
- Promote and support renewable and low carbon energy sources within new and existing developments, precincts, and buildings in the city
- Explore and trial local and precinct scale energy generation and retail opportunities

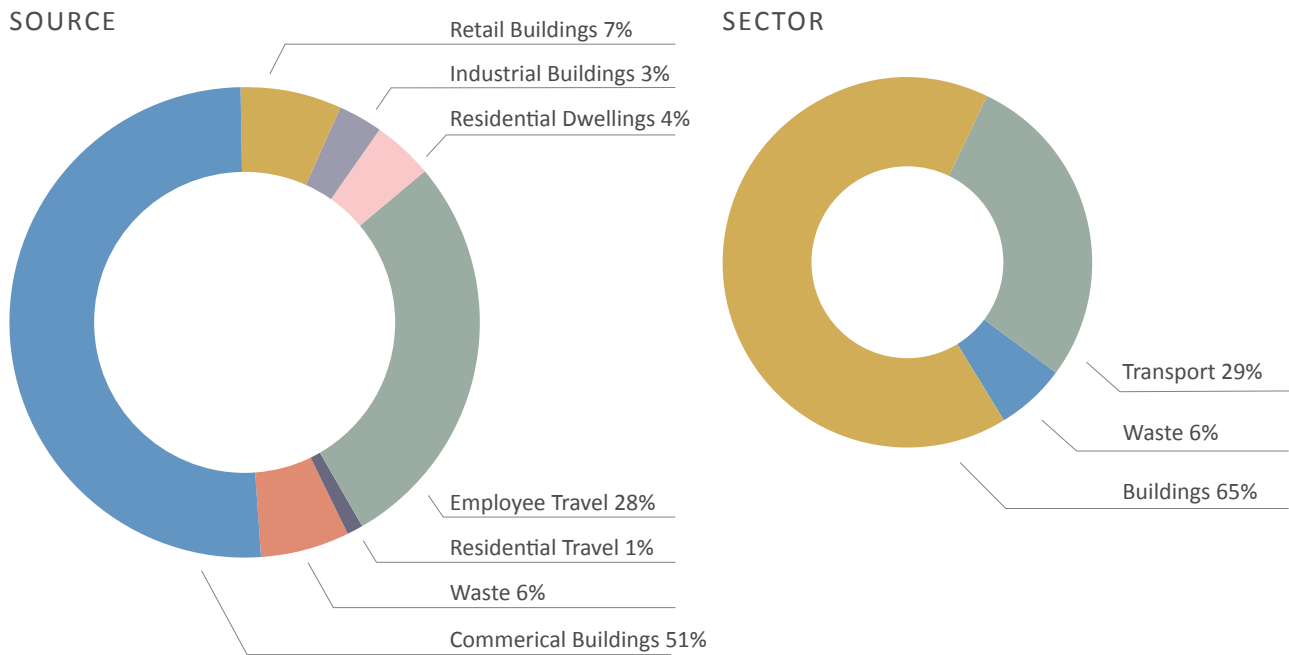


Figure 1. 2006 Greenhouse gas emissions by source and sector



The case for action

Urban growth puts pressure on supply of natural resources. Cities require a large input of freshwater to supply the community, and in turn need adequate capture, drainage and treatment of water. OECD predicts that urban water demand will increase by 55% by 2050¹³. Australia is the driest continent on Earth and it is important systems and infrastructure are in place and maintained to cope with future growth demand.

Perth's declining water availability from both surface and groundwater sources is well recognised. The Water Corporation predict a 40% decline in rainfall by 2060, and with the need for an additional 365 Gegalitres of reticulated drinking water for Perth and surrounding towns. Despite a 20% reduction in water use since 2001, metropolitan Perth still remains one of the highest water using cities in Australia.

Water supplies can be supported through the reuse of water. Sources of water for reuse include stormwater, greywater, blackwater (sewerage) and industrial (operational) water such as process water or water from cooling towers.

In order to transition to a water sensitive city, the City's operations, businesses and the community need to optimise their use of water, reduce consumption where possible and increase the use of non-drinking water sources for appropriate uses.

The City has demonstrated its commitment to water conservation and efficiency through its achievement, the final milestone, in the ICLEI Water Campaign Program back in 2010.

The City of Perth is a founding partner in the Waterwise office Program aimed at reducing water use in commercial properties in the CBD. Figures 2-4 on page 31 show water use in residential and commercial buildings in the city.

City of Perth Operational Target 2030

Reduce scheme water use in City of Perth operations by 25%⁸ and increase use of alternative water sources by 2030.

Community Targets 2030

Work with the community to achieve residential water use below 78kL per person per year by 2030⁹





Aspiration

Perth highly values its water resources. The City of Perth leads by example in conserving and efficiently using water, replacing scheme water with groundwater or recycled water to optimise fit-for-purpose use of water wherever possible. The City invests in water saving technologies and practices, actively managing irrigation and other operational systems to respond to climatic and soil conditions.

Measures

The City of Perth can measure progress towards this aspiration by tracking the annual volumes of scheme water, groundwater and recycled water used by Council facilities and operations, and tracking community water use.



Objective 8:

Improved efficiency in water use and quality of water runoff

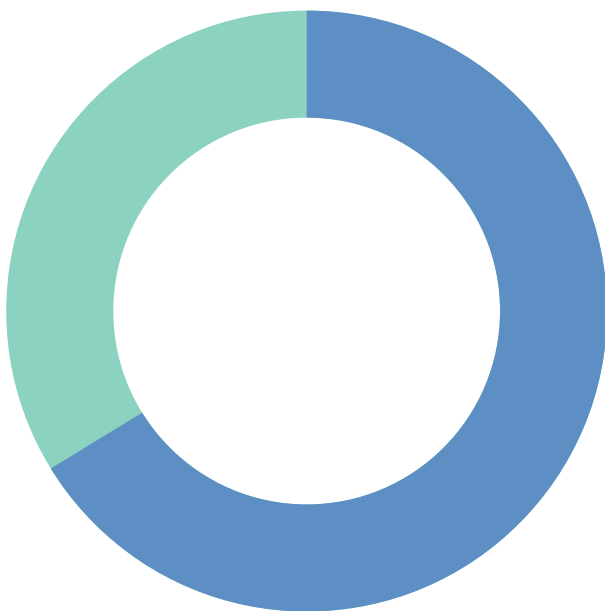
- Minimise use of ground and scheme water from City operations and public spaces
- Support retrofitting and improved water performance initiatives in existing buildings
- Implement and promote water sensitive urban design
- Monitor and improve water quality discharging into the river and wetlands

Objective 9:

Maximum retention, re-use, and fit-for-purpose use of water

- Increase water reuse and use of non-scheme water sources in City properties and operations including for irrigation
- Promote and support increased retention, reuse and use of non-scheme water sources within new and existing developments, precincts, and buildings in the city

Commercial office buildings



Industrial, residential and other

Figure 2. Water use of the City of Perth local government area, 2010/11.

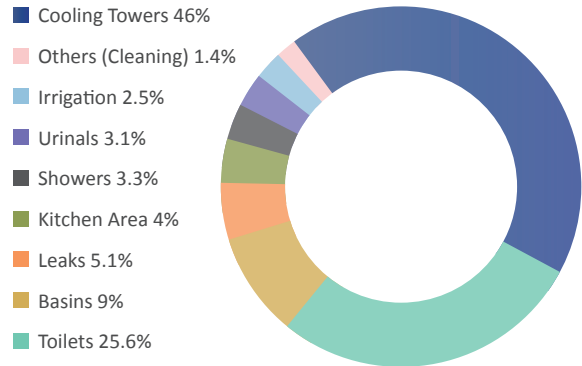


Figure 3. Water balance of water cooled commercial office buildings

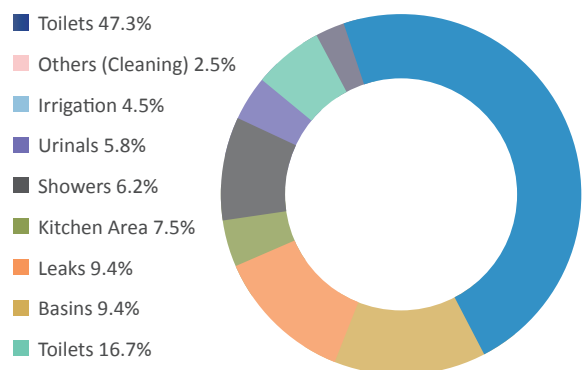


Figure 4. Water balance of air cooled commercial office buildings



The case for action

Australians generate around 43.8 million tonnes of waste per year, and Western Australia has the highest per capita waste generation¹⁴. Waste generation and management have a number of environmental impacts, these can include contamination of land and water, methane generation from landfills and the energy and resources required to develop the infrastructure and systems required for collection, processing or disposal.

The *Western Australian Waste Strategy: Creating the right environment* (2012) is the blueprint for the way in which waste issues are managed in WA. The Strategy employs best practice and continuous improvement, along with target setting, as primary approaches to drive this change through strategic objectives relating to knowledge, infrastructure and incentives.

There are three main sources of waste: municipal, commercial and industrial (C&I) and construction and demolition (C&D). Each sector provides opportunities for diversion from landfill and reuse. *City of Perth Waste Strategy 2014-2024+* assists in the improvement of waste management, thereby reducing the potential for waste to impact on the environment across the City.

“The Western Australian Waste Strategy ‘Creating the Right Environment’ calls for best practice and continual improvement. It sets targets of diverting 50% of municipal solid waste from landfill by 2015, and 65% by 2020. For the commercial and industrial sector, targets are 55% landfill diversion by 2015 and 70% by 2020. The construction and demolition waste targets are 60% diversion by 2014 and 75% by 2020. The actions in this strategy will assist in delivering these targets.”

- City of Perth Waste Strategy 2014-2024+

Figures 5 and 6 on Page 35 show the waste composition of commercial and residential waste in the city.

City of Perth Operational Targets & Community Targets 2030

Achieve 65% recovery of municipal solid waste, 70% recovery of commercial and industrial waste, and 75% recover of construction and demolition waste by 2020 and develop new targets set for 2030¹⁰





Aspiration

The City of Perth leads the community in the overall reduction of waste per capita and in significantly increasing recycling and recovery of resources towards the targets set in the State Government Waste Strategy.



Measures

The City of Perth can measure progress towards this aspiration by tracking the weight of municipal and commercial waste generated, collected and recycled per worker, resident, and visitor.



Objective 10:

Waste is avoided and resource recovery is maximised by encouraging reuse, recycling and recovery of waste

- Build the capacity of the community to practise waste minimisation and recycling
- Reduce waste volumes and increase resource recovery through improved residential and commercial waste, recycling and green waste services
- Current and new development practice waste minimisation and maximise resource recovery through reuse, recycling and recovery

Objective 11:

The environmental impacts of waste generated in the city are minimised

- Ensure City of Perth procurement and purchasing systems minimise environmental impacts and prioritise the use of recycled products and sustainable materials in procurement
- Apply relevant processes to ensure that local businesses and the community manage their waste in an environmentally responsible manner
- Manage City of Perth waste operations to reduce the amount of waste generated to ensure waste does not escape into the natural or urban environmental systems

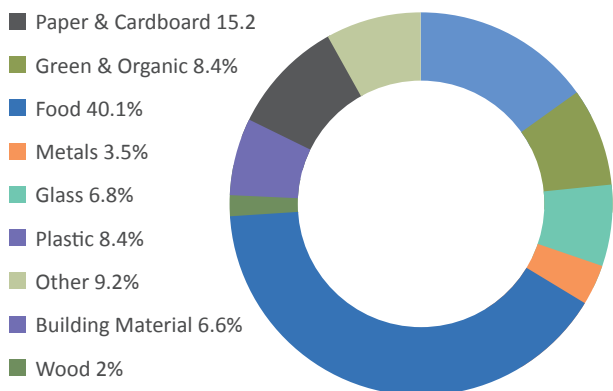


Figure 5. The City of Perth average household general waste composition

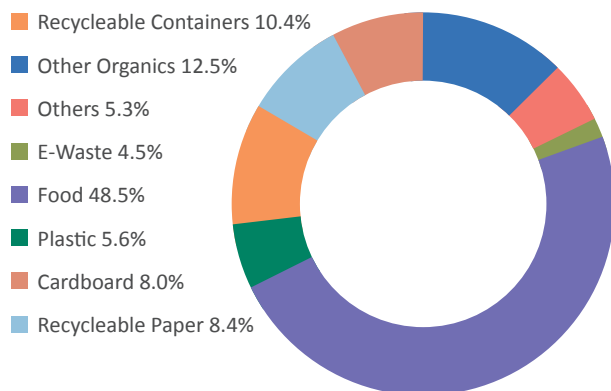


Figure 6. Commercial General Waste Composition

Integration and Implementation

The City of Perth’s Environment Strategy works in conjunction with a suite of strategic and operational documents that guide the integration of environmental consideration with social advancement and economic prosperity within all city activities.

The City of Perth adopts an Integrated Planning Approach. The City of Perth’s Integrated Planning and Reporting Framework (IPRF) is outlined in the diagram below, showing the interaction between the plans and the influence of the informing strategies. The intent of the IPRF is to ensure the priorities and services provided by the City of Perth are aligned with our community’s needs and aspirations.

The Strategic Community Plan, Vision 2029+, is the City’s long term strategic direction that expresses the community’s vision for the future together with the strategies to address strategic community outcomes.

This drives the City of Perth’s Corporate Business Plan, which is the detailed implementation plan for services, key projects and capital investments over the next four years. The actions to activate the City’s Informing Strategies are key components of the City’s Corporate Business Plan.

The Environment Strategy is one of these Informing Strategies, identifying and shaping environmental priorities, projects, programs and service delivery to meet the outcomes of the Strategic Community Plan (Figure 7). The City’s key strategic enablers show how we are equipped to deliver on the commitments made in the Corporate Business Plan.



Figure 7. The City of Perth Integrated Planning and Reporting Framework

These strategic enablers are:

- **Long Term Financial Plan**
This plan allows for appropriate decision making with emphasis on financial sustainability.
- **Workforce Plan**
This plan identifies the workforce requirements needed for current and future operations.
- **Corporate Asset Management Plan**
This plan provides guidance on service provision to inform the City’s financial and key service needs.

The City’s Annual Budget is based on the projected costing of year one of the Corporate Business Plan, with opportunity to review during the mid-year budget review processes.

The aspirations, objectives, and strategies for delivery detailed in this Environment Strategy will guide a four year implementation plan in which the City’s commitments are prioritised, resources allocated, and partnerships and responsibilities identified. The implementation plan will be reviewed annually in line with the City’s Annual Budget.

The Environment Strategy will be reviewed in alignment with developments in the Strategic Community Plan. It will be reviewed every two years, alternating between a minor review (updating as needed) and a major review (seeking community input and retesting the aspirations).

Figure 8 below outlines the interface of the Environment Strategy with other City of Perth strategic and operational documents with special relevance for the environment.

Strategic direction



Figure 8. Interface of the draft City of Perth Environment Strategy

Key Operational Documents

- City of Perth Environment Policy CP8.0
- Towards an Energy Resilient City Policy CP8.5
- Influencing policies:
 - Asset Management Policy CP9.12
 - Purchasing Policy CP9.7
 - Disposal of Property Policy CP9.14
 - Contributed Asset Policy CP9.15

Related Plans and Strategies:

- Urban Design Framework (2010)
- Energy resilient City Strategic Directions Paper (2014)
- Lighting Strategy (2014)
- Waste Strategy 2014-2024+
- Economic Development Strategy (2014)
- Urban Forest Plan (in development)
- Integrated Transport Plan (in development)
- City Planning Strategy (in development)

¹ United Nations (2011) *Hot Cities: Battle Ground for Climate Change*. From http://mirror.unhabitat.org/downloads/docs/E_Hot_Cities.pdf accessed on 5 June 2015.

² Forecast ID (2015). *City of Perth population forecasts*. From <http://forecast.id.com.au/perth> accessed 5 June 2015

³ In 2014 the City of Perth reached at least 2000 community members to raise awareness about environmental sustainability

⁴ In 2014 the City of Perth did not require an environmental sustainability statement on new development applications

⁵ In 2014 14% of NLA participated in the CitySwitch Green Office Program and 4% in the Waterwise Office Program

⁶ Most cities achieve less than 50% of the aspirational definition of disaster resilience

⁷ These targets were informed by the City's Energy Resilient City Strategic Directions Paper and Study. Emissions in 2013/14 the City of Perth's operational emissions from buildings was 10,479 tonnes CO²-e. Citywide business as usual emissions were estimated to reach 1,196,000 tonnes CO²-e by 2031.

⁸ This target is informed by the WA Water Corporation aim to reduce per person scheme water use by 15% by 2030. In 2014 City of Perth's scheme water use was just over 740,000 kL

⁹ This target is informed by the WA Water Corporation aim to lead households towards reducing per person water use to 85 kL per year by 2030.

¹⁰ This target is informed by the WA Waste Authority targets outlined in the *Western Australian Waste Strategy: Creating the Right Environment*

¹¹ United Nations Office for Disaster Risk Reduction (2014) *Disaster Resilience Scorecard for Cities*. From <http://www.unisdr.org/2014/campaign-cities/Resilience%20Scorecard%20V1.5.pdf> accessed on 5 June 2015.

¹² Percentage UNEP 2009 Buildings and Climate Change, Summary for decision makers.

¹³ <http://www.oecd.org/environment/resources/Policy-Perspectives-Managing-Water-For-Future-Cities.pdf>

¹⁴ (<http://www.abs.gov.au/AUSSTATS/abs@.nsf/Lookup/4613.0Chapter40Jan+2010>).

A pdf version of this document can be viewed and is available for download from the City of Perth website (www.cityofperth.wa.gov.au). The document can also be made available in alternate formats by calling +618 9461 3333 or emailing info.city@cityofperth.wa.gov.au.

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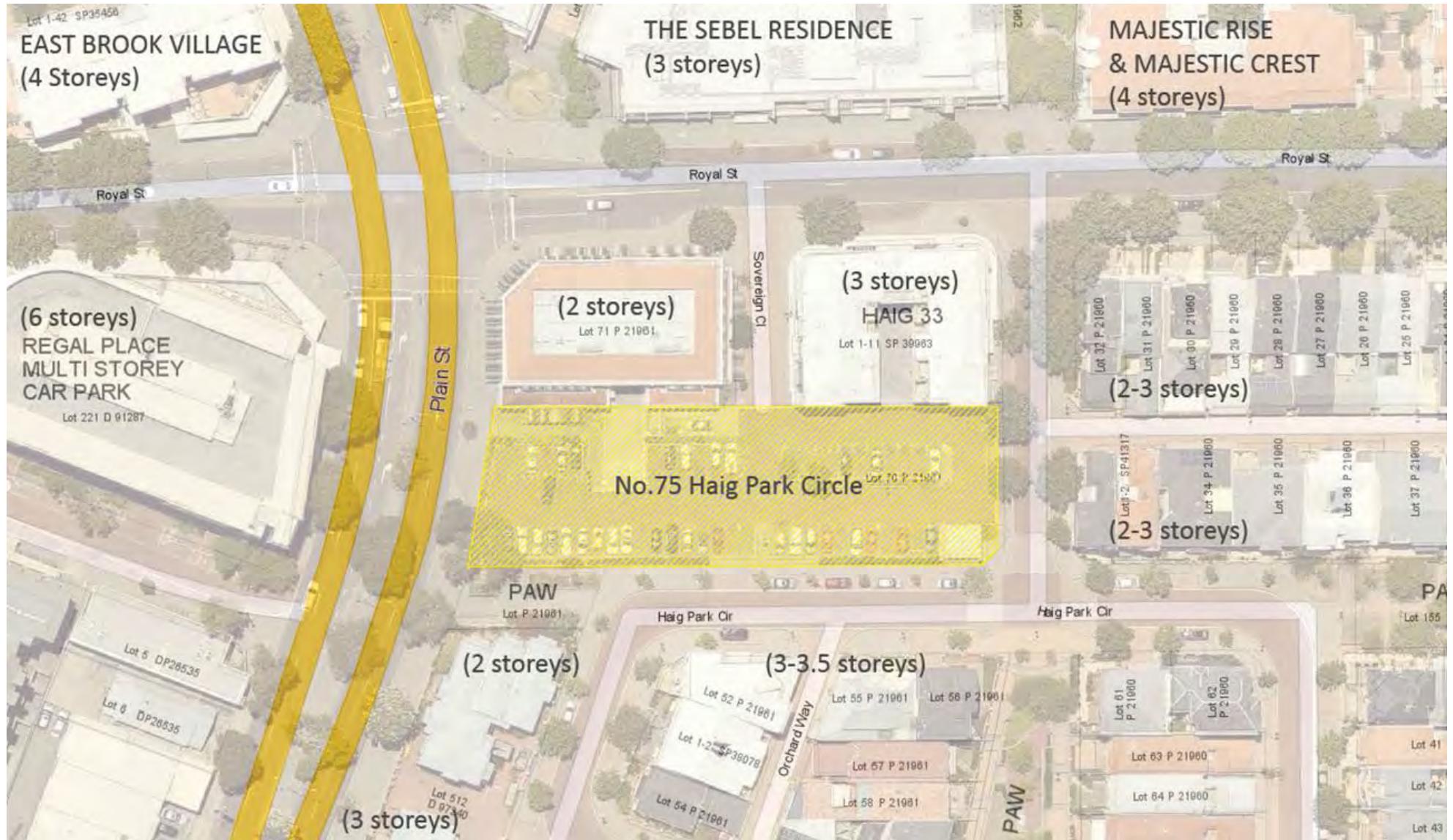


2016/5546 - 100 (LOTS 101 AND 305) PLAIN STREET, EAST PERTH



2016/5546 - 100 (LOTS 101 AND 305) PLAIN STREET, EAST PERTH

SCHEDULE 6



SCHEDULE 6

SITE PLAN

DESIGN OPTIONS FOR COMMUNITY CONSULTATION – NO. 75 (LOT 70) HAIG PARK CIRCLE, EAST PERTH

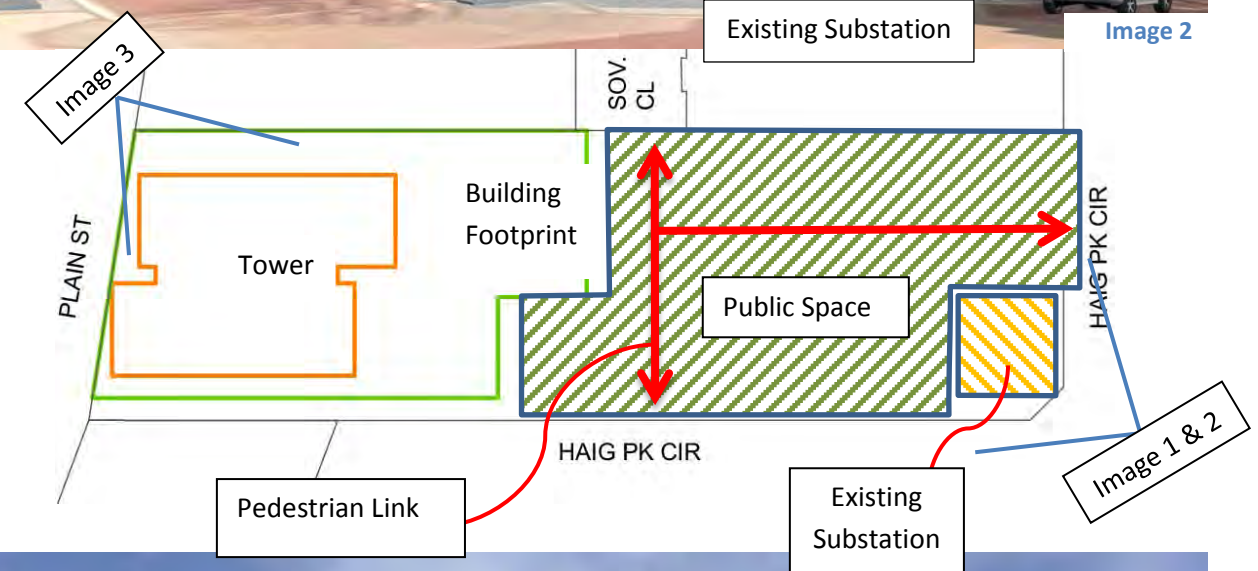
SCHEDULE 7

SCHEDULE 7

DESIGN OPTIONS

DESIGN OPTIONS FOR COMMUNITY CONSULTATION – NO. 75 (LOT 70) HAIG PARK CIRCLE, EAST PERTH

Option A



West Building (incl. tower)	14 storeys
East Building	n/a
Site Area	2,233 m ²
Total Floor Area	5,343 m ²
Plot Ratio Floor Area	4,453 m ²
Plot Ratio	2.0:1
Public Space	1,020 m ²
Land Uses	Residential, Commercial

This option proposes a reduced building footprint, but results in greater bulk and scale along Plain Street

Some of the features of this Option include:

- Publically accessible open space to enhance the amenity of Haig Park Circle residents and visitors, which also provides pedestrian access to Sovereign Place
- Increased density along Plain Street to minimise the impact on Haig Park Circle residents
- Commercial use along Plain Street
- Tenant car parking in basement



Option B



Image 1

West Building (incl. tower)	8 storeys
East Building	4 storeys
Site Area	2,233 m ²
Total Floor Area	5,220 m ²
Plot Ratio Floor Area	4,349.6 m ²
Plot Ratio	2.0:1
Public Space	483 m ²
Land Uses	Residential, Commercial

This option results in the shortest tower while achieving the maximum plot ratio of 2:1

Some of the features of this Option include:

- Publically accessible open space to enhance the amenity of Haig Park Circle residents and visitors, which also provides pedestrian access to Sovereign Place
- Increased density along Plain Street to minimise the impact on Haig Park Circle residents
- Development on eastern portion of site to conceal backs of 33 Haig Park Circle and Western Power substation
- Commercial use along Plain Street
- Tenant car parking in basement



Image 2

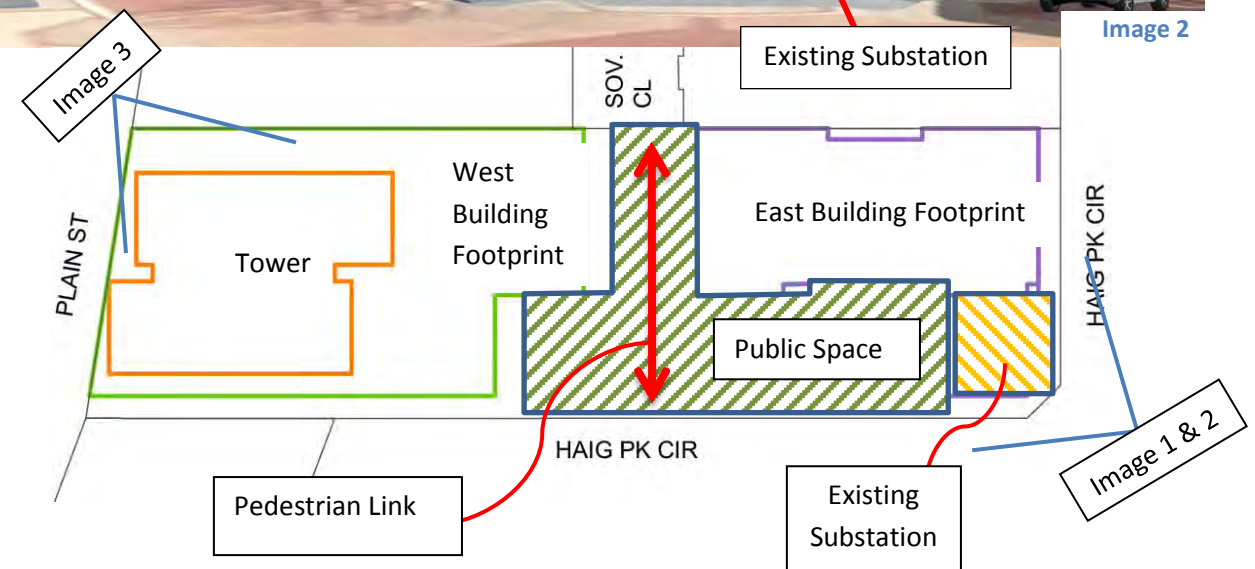
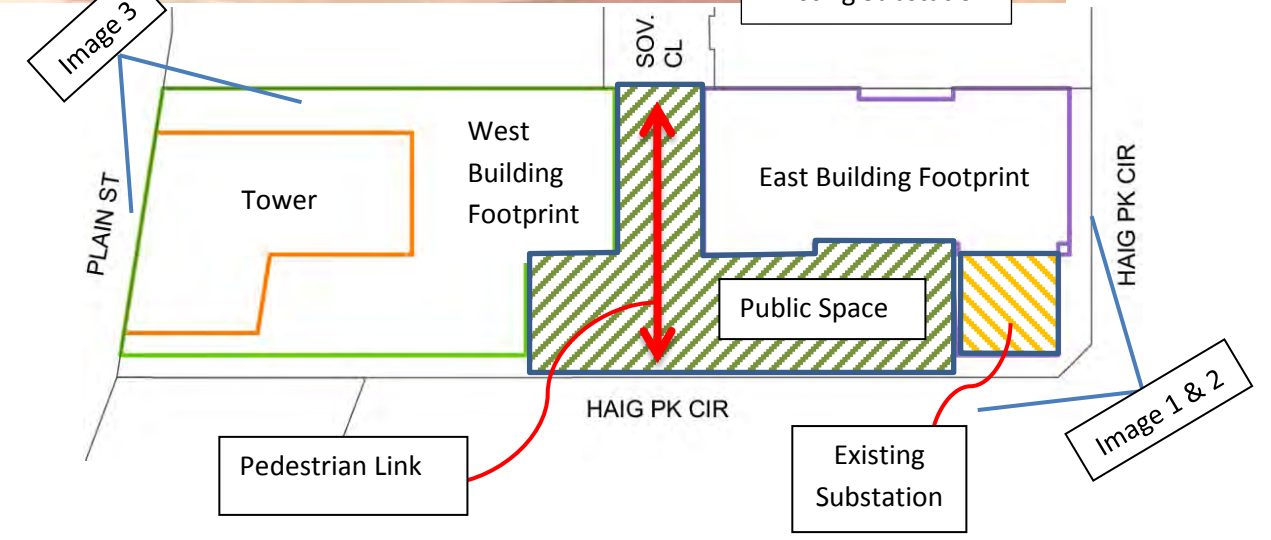


Image 3

Option C – Preferred Option



West Building (incl. tower)	9 storeys
East Building	4 storeys
Site Area	2,233 m ²
Total Floor Area	5,266 m ²
Plot Ratio Floor Area	4,388 m ²
Plot Ratio	1.9:1
Public Space	483 m ²
Land Uses	Residential, Commercial

This option results in the second shortest tower that achieves close to the maximum plot ratio of 2:1

Some of the features of this Option include:

- Publicly accessible open space to enhance the amenity of Haig Park Circle residents and visitors, which also provides pedestrian access to Sovereign Place
- Increased density along Plain Street and setback from Haig Park Circle to minimise the impact on Haig Park Circle residents
- Development on eastern portion of site to conceal back of 33 Haig Park Circle and incorporate Western Power substation into the building design
- Commercial use along Plain Street
- Tenant car parking in basement



SCHEDULE 8

Community Consultation



City of Perth – Lot 70 (75) Haig Park Circle, East Perth

23 February 2016

Schedule A - Supplemental Provisions to the Deemed Provisions

These provisions are to be read in conjunction with the Deemed Provisions contained in the *Planning and Development (Local Planning Schemes) Regulations 2015: Schedule 2*.

Clause 3: Local Planning Policies

- (6) The following planning policies as adopted by the local government at its meeting held on 26 June 2001 shall be taken to be policies adopted in accordance with the requirements of this clause:-
- (a) General Planning Procedures policy;
 - (b) Residential Development policy;
 - (c) Development and Design policy;
 - (d) Parking and Access policy;
 - (e) Mount Street Design policy;
 - (f) James, William Roe and Lake Street policy;
 - (g) King Street Heritage Precinct Design Guidelines;
 - (h) Future Development of Northbridge (Northbridge Report - Chapter 3 and Appendix 1) policy;
 - (i) Terrace Road Design policy; and
 - (j) Goderich Design policy.

Clause 3A: Precinct Plans and Other Scheme Documents

- (1) The local government may make precinct plans for the purpose of setting out the intent of a particular precinct.
- (2) The making and amendment of any precinct plan or functional road hierarchy map must follow the procedure set out in clause 4.
- (3) The following precinct plans as adopted by the local government at its meeting held on 26 June 2001 shall be taken to be precinct plans adopted in accordance with the requirements of clause 3 -
- (a) City Centre Precincts Plan;
 - (b) Northbridge Precinct Plan;
 - (c) Cultural Centre Precinct Plan;
 - (d) Stirling Precinct Plan;
 - (e) Victoria Precinct Plan;
 - (f) Citiplace Precinct Plan;
 - (g) St Georges Precinct Plan;
 - (h) Civic Precinct Plan;
 - (i) Foreshore Precinct Plan;
 - (j) Matilda Bay Precinct Plan;
 - (k) West Perth Precinct Plan;
 - (l) Hamilton Precinct Plan;
 - (m) Langley Precinct Plan;
 - (n) Adelaide Precinct Plan;

- (o) Goderich Precinct Plan; and
 - (p) East Perth Precinct Plan.
- (4) An amendment to -
- (a) a precinct use area boundary;
 - (b) the Scheme Text;
 - (c) the Scheme Map;
 - (d) the Plot Ratio Plan;
 - (e) the Maximum Bonus Plot Ratio Plan;
 - (f) the Public Facilities Bonus Plot Ratio Plan;
 - (g) the Heritage Bonus Plot Ratio Plan;
 - (h) the Residential Bonus Plot Ratio Plan; and
 - (i) the Special Residential Bonus Plot Ratio Plan;
 - (j) the Maximum Building Height Plan; and
 - (k) the Street Building Height and Setback Plan.
- can be made only in accordance with the procedures applying to a town planning scheme amendment set out in section 7 of the Act.
- (5) Where a precinct plan or planning policy is required to be amended to reflect an amendment to the City Planning Scheme or a minor local planning scheme, then, and notwithstanding clause 4, this action can be undertaken without the need to follow the procedure set out in clause 4.

Clause 5: Procedure for Amending Local Planning Policy

- (3) Despite subclause (1), the local government may make an amendment to a precinct plan without advertising the amendment if, in the opinion of the local government, the amendment is a minor amendment.

Clause 8: Heritage List

- (5) Any place which:-
- (a) as at the gazettal date had been the subject of resolution under clause 30(1) of City Planning Scheme No. 2 repealed by the Regulations; or
 - (b) is included in the State Register of Heritage Places established under the provisions of the Heritage of Western Australia Act 1990,
- is deemed to be included in the Heritage List under clause 8(1) of the Deemed Provisions.
- (6) Despite clauses 8.3 and 8.4, the local government may make an amendment to the Heritage List without advertising the amendment if, in the opinion of the local government, the amendment is of a minor administrative nature.

Clause 9: Designation of Heritage Areas

- (1A) Any area which as at the gazettal date had been the subject of resolution under clause 31(1) of City Planning Scheme No. 2 repealed by the Regulations is deemed to be the subject of a designation under clause 9(1) of the Deemed Provisions.

Clause 61: Development for which Development Approval Not Required

- (1A) Development approval of the local government is not required for the following works -
- (i) building or other work carried out by the local government, a public authority or a Commonwealth agency in connection with the maintenance or improvement of a public street;
 - (ii) building or other work carried out by the local government, a public authority or a Commonwealth agency in connection with any public utility, or public works; or
 - (iii) minor development listed in Schedule 8 of City Planning Scheme No. 2, subject to the prerequisites and standards identified in Schedule 8.

Clause 64: Advertising Applications

- (1A) An application for development approval must be advertised under this clause if the proposed development involves an unlisted use.
- (1B) Where an application involves the development of land affected by a minor town planning scheme as listed in clause 8 of City Planning Scheme No. 2 or a special control area as listed in Schedule 9 of City Planning Scheme No. 2, the local government may direct the applicant to advertise the application to all owners within the area affected by that minor town planning scheme or special control area, in a manner that it considers appropriate.
- (6) The local government may decline to consider a submission that has not been lodged on time or fails to comply with any other requirement applying to it.

Clause 66A: Design Advisory Committee

- (1) The local government is to appoint a design advisory committee for the purpose of considering, and advising the local government with respect to, applications.
- (2) The design advisory committee -
- (a) is to be consulted where an application seeks the local government's permission under clause 28 of City Planning Scheme No. 2 for bonus plot ratio; and

- (b) may be consulted on other design matters relating to development.

Clause 66B: Referral of Applications to the Western Australian Planning Commission

- (1) This clause applies to an application which –
 - (a) in respect of a non-residential development in the Perth Parking Management Area, seeks a car parking bonus of 10% or more than is permitted in the Perth Parking Management Area;
 - (b) proposes a public car park with 50 bays or more in the Perth Parking Management Area; or
 - (c) is made by, or on behalf of, the local government.
- (2) In respect of an application to which this clause applies, the local government, at the completion of the advertising procedure, if any, required by it, is to forward to the Western Australian Planning Commission copies of -
 - (a) the application; and
 - (b) the submissions, if any, duly lodged with the local government in response to the advertising of the application.
- (3) The Western Australian Planning Commission after considering the application and submissions is to notify the local government in writing within 21 days of receiving the application that it either -
 - (a) supports the application on such terms and conditions, if any, as it specifies;
 - (b) does not support the application; or
 - (c) requires a further period of 21 days, or a specified longer period, to respond to the local government.
- (4) Following receipt of the notification from the Western Australian Planning Commission referred to in subclause 3(a) or (b) above, the local government will determine the application in accordance with clause 68 of the Deemed Provisions.

Clause 68: Determination of Applications

- (3) Where -
 - (a) the approval of an application requires an absolute majority; and
 - (b) the decision of the local government in respect of the application is not an approval by an absolute majority,then the decision is taken to be a decision to refuse the application.

Clause 68A: Determination of Application for a Preferred Use

Where, in a precinct, a use group category is classified as a preferred use then, in considering an application involving a use from that category in that precinct, the local government -

- (a) shall refuse the application if it involves a change of use prohibited by clause 68D;
- (b) cannot otherwise refuse the application by reference to the proposal to begin or continue the preferred use; and
- (c) may impose whatever conditions it considers appropriate in granting approval.

Clause 68B: Determination of Application for a Contemplated Use

The provisions of clause 67 apply to an application for a contemplated use.

Clause 68C: Determination of Application for an Unlisted Use

- (1) Subject to subclause (2), the local government may refuse or approve an application which involves an unlisted use.
- (2) The local government cannot grant development approval for a development which involves an unlisted use unless -
 - (a) the advertising procedure set out in clause 64 has been followed; and
 - (b) it is satisfied, by an absolute majority, that the proposed development is consistent with the matters listed in clause 67.

Clause 68D: Change of Use of Development Granted Bonus Plot Ratio

- (1) Where approval has been granted for a development which incorporates-
 - (a) a residential use with bonus plot ratio permitted under clause 28(2)(b) of City Planning Scheme No. 2, any subsequent change of use of the residential portion of the development; or
 - (b) a special residential use with bonus plot ratio permitted under clause 28(2)(c) of City Planning Scheme No. 2, any subsequent change of use of the special residential development or any part of the special residential development, except a change of use incidental to the special residential use;is prohibited within 10 years following the date on which that portion of the development is lawfully occupied.
- (2) Where bonus plot ratio has been granted under clause 28(2)(c)(ii) of City Planning Scheme No. 2 for a development which incorporates a new hotel which provides high quality accommodation a change of use incidental to the hotel use may only be granted if in the opinion of the

local government the hotel will maintain sufficient facilities and amenities to ensure that it will continue to provide high quality accommodation.

- (3) Where a minor bonus plot ratio has been granted under clause 28(6)(ii) of City Planning Scheme No. 2 a subsequent change of use of the floor area derived from that bonus plot ratio to office is prohibited.

NOTE: Refer to City Planning Scheme No.2 Policy: Bonus Plot Ratio for information on 'high quality accommodation' and 'minor bonus plot ratio'.

Clause 68E: Determination of Non-Complying Applications

- (1) In this clause -
- (a) an application which does not comply with a standard or requirement of City Planning Scheme No. 2 (including a standard or requirement set out in a planning policy, the relevant precinct plan or minor town planning scheme), is called a 'non-complying application';
 - (b) a non-complying application does not include an application involving a prohibited use or an application to increase the maximum plot ratio which exceeds the limits set out in clause 28 and/or 30 of City Planning Scheme No. 2.
- (2) Subject to subclause (3), the local government may refuse or approve a non-complying application.
- (3) The local government cannot grant development approval for a non-complying application unless -
- (a) if so required by the local government under clause 64, the application has been advertised;
 - (b) in respect of an application to which clause 66B(1)(a) or (b) applies the Western Australian Planning Commission has either notified the local government of its support for the application or has not responded within the 21 days, or the extended period, referred to in clause 66B(3)(c); and
 - (c) the local government is satisfied by an absolute majority that -
 - (i) if approval were to be granted, the development would be consistent with -
 - (A) the orderly and proper planning of the locality;
 - (B) the conservation of the amenities of the locality; and
 - (C) the statement of intent set out in the relevant precinct plan; and
 - (ii) the non-compliance would not have any undue adverse effect on -
 - (A) the occupiers or users of the development;
 - (B) the property in, or the inhabitants of, the locality; or
 - (C) the likely future development of the locality.

Clause 68F: Determination of Application for Demolition

In considering an application for or involving demolition, which is not exempt by clause 61, the local government is to have regard to the matters listed in clause 67 and -

- (a) may defer consideration of the application until -
 - (i) it has granted development approval for subsequent development of the relevant site;
 - (ii) it has issued a building licence for that development; and
 - (iii) it is satisfied that the subsequent development will commence;
- (b) may approve the application, subject to conditions including –
 - (i) the retention, maintenance, reinstatement or repositioning of any part of the existing building or structure;
 - (ii) the screening of the site during redevelopment; and
 - (iii) where the development that has been approved has not been substantially commenced for a total period of more than 6 months, the landscaping of or other treatment of the site to the satisfaction of the local government; or
- (c) may refuse the application.

Clause 70: Form and Date of Determination

- (3) The local government may give a copy of the documents referred to in subclause (1) to the owner or occupier of the lot to which the application relates.

Clause 77A: Inconsistent Development Approvals

Where, in relation to a particular premises, the local government grants a development approval which is inconsistent with an earlier development approval in respect of the same premises, then, to the extent of the inconsistency, the later development approval is to prevail.

Clause 79: Entry and Inspection Powers

- (3) An authorised officer exercising the power of entry under subclause (2) or any other person accompanying an authorised officer who -
 - (a) finds a person committing; or
 - (b) on reasonable grounds suspects a person of having committed, a breach of a provision of this Scheme, may ask that person his or her name and address.
- (4) A person who -
 - (a) in any way delays or obstructs an authorised officer in the exercise of his or her powers under this clause; or

- (b) when asked to do so under subclause (3), refuses to give his or her name or address or gives a false name or address, commits an offence.
- (5) A person who gives or is suspected of giving a false name or address to the person making the enquiry under subclause (3) may, without any other warrant, be apprehended by the person making the demand and taken before a Justice to be dealt with according to law.

Clause 79A: Offences

- (1) Subject to clause 61, a person shall not erect, alter or add to a building, or use or change the use of any land or building, or permit or suffer any land or building to be used or the use of any land or building to be changed for any purpose -
- (a) other than a purpose permitted or approved of by the local government in the use area in which that land or building is situated;
 - (b) unless all approvals, consents or licences required by this Scheme or any other law have been granted or issued;
 - (c) unless all conditions imposed upon the grant or issue of any approval, consent or licence required by this Scheme or any other law have been and continue to be complied with; and
 - (d) unless all standards laid down and all requirements prescribed by this Scheme or determined by the local government under this Scheme with respect to that building or that use of that land or building have been and continue to be complied with.
- (2) Where the local government has granted development approval for the development of land on a condition which involves the maintenance or continuance of the state or condition of any place, area, matter or thing, a person shall not use or permit or suffer the use of that land for any purpose while the state or condition of that place, area, matter or thing is not being maintained or continued in accordance with that condition.

NOTE: A person who fails to comply with a provision of this Scheme is guilty of an offence and is subject to the penalty set out in Part 13 of the Planning and Development Act 2005.

Clause 80A: Giving Documents

- (1) Unless otherwise stated in the Scheme, a document may be given to a person in any of the ways provided for by sections 9.50, 9.52, and 9.53 of the Local Government Act 1995.
- (2) Unless otherwise stated in this clause, a document may be given to the local government in any of the ways provided for in section 9.51 of the Local Government Act 1995.

NOTE: A "document" is defined very broadly in section 5 of the Interpretation Act 1984. It would include an application for development approval and a notice of the Local Government's decision.

Clause 80B: Notices and Expenses under the Act

A notice required to be given by the local government under Section 218 of the Act is to be a 60 day notice signed by the Chief Executive Officer and sent by registered post to the owner or any occupier or lessee of the premises affected by the notice.

*NOTE: 1. The reference to the Act is to the Planning and Development Act 2005.
2. Subject to Amendment No. 29 gazetted on 17 March 2015.*

Clause 85A: Compensation

- (1) Claims for compensation under section 11(1) of the Act by reason of the land or property of a person being injuriously affected by the making of this Scheme are not to be made later than 6 months after the gazettal date.
- (2) Any claim made by the local government under section 11(2) of the Act is to be made within 6 months of the completion of the work or the section of the work by reason of which the land in which the claim is made is increased in value.
- (3) If, where compensation for injurious affection is claimed under the Act, the local government elects to purchase or take the land compulsorily the local government is to give written notice of that election to the claimant within 3 months of the claim for compensation being made.
- (4) The local government may deal with or dispose of land acquired by it for the purpose of a Local Reserve upon such terms and conditions as it thinks fit but the land must be used and preserved, for a use compatible with the purpose for which it is reserved.

*NOTE: 1. The reference to the Act is to the Planning and Development Act 2005.
2. The gazettal date is defined in Schedule 4.
3. Part 11 of the Planning and Development Act 2005 empowers the Council to purchase or compulsorily acquire land comprised in a Scheme.
4. A "document" is defined very broadly in section 5 of the Interpretation Act 1984. It would include an application for development approval and a notice of the local government's decision.*



Schedule B

Amendment No. 35

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

CITY OF PERTH

CITY PLANNING SCHEME NO. 2

AMENDMENT NO. 35

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend City Planning Scheme No. 2 by:

1. Deleting the following clauses from the Scheme Text, as they have been superseded by the Deemed Provisions set out in the *Planning and Development (Local Planning Scheme) Regulations 2015, Schedule 2*:

30(1)-(4), 31, 32, 33, 36, 37(1)(a), 37(2), 38, 39, 41(2) and (3), 43, 49(1), 50, 51, 52, 54, 55, 56(1)-(8), 57 (5), 58, 59 and 63(1).

2. Removing the following clauses from the Scheme Text and inserting them into Schedule A – Supplemental Provisions:

30(5), 37(1) (b)-(d), 40, 41(1), 41(4)-(5), 42, 44, 45, 46, 46a, 47, 48, 49(2) and (3), 53, 56(9), 57(1) – (4), 57(6), 60, 61, 62, 63(2)-(4) and 64.

3. Inserting the following provisions into Schedule A – Supplemental Provisions:

Clause 3: Local Planning Policies

- (6) The following planning policies as adopted by the local government at its meeting held on 26 June 2001 shall be taken to be policies adopted in accordance with the requirements of this clause:-

- (a) General Planning Procedures policy;
- (b) Residential Development policy;
- (c) Development and Design policy;
- (d) Parking and Access policy;
- (e) Mount Street Design policy;
- (f) James, William Roe and Lake Street policy;
- (g) King Street Heritage Precinct Design Guidelines;
- (h) Future Development of Northbridge (Northbridge Report - Chapter 3 and Appendix 1) policy;
- (i) Terrace Road Design policy; and
- (j) Goderich Design policy.

Clause 3A: Precinct Plans and Other Scheme Documents

- (1) The local government may make precinct plans for the purpose of setting out the intent of a particular precinct.
- (2) The making and amendment of any precinct plan or functional road hierarchy map must follow the procedure set out in clause 4.
- (3) The following precinct plans as adopted by the local government at its meeting held on 26 June 2001 shall be taken to be precinct plans adopted in accordance with the requirements of clause 3 -
 - (a) City Centre Precincts Plan;
 - (b) Northbridge Precinct Plan;
 - (c) Cultural Centre Precinct Plan;
 - (d) Stirling Precinct Plan;
 - (e) Victoria Precinct Plan;
 - (f) Citiplace Precinct Plan;
 - (g) St Georges Precinct Plan;
 - (h) Civic Precinct Plan;
 - (i) Foreshore Precinct Plan;
 - (j) Matilda Bay Precinct Plan;
 - (k) West Perth Precinct Plan;
 - (l) Hamilton Precinct Plan;
 - (m) Langley Precinct Plan;
 - (n) Adelaide Precinct Plan;
 - (o) Goderich Precinct Plan; and
 - (p) East Perth Precinct Plan.
- (4) An amendment to -
 - (a) a precinct use area boundary;
 - (b) the Scheme Text;
 - (c) the Scheme Map;
 - (d) the Plot Ratio Plan;
 - (e) the Maximum Bonus Plot Ratio Plan;
 - (f) the Public Facilities Bonus Plot Ratio Plan;
 - (g) the Heritage Bonus Plot Ratio Plan;
 - (h) the Residential Bonus Plot Ratio Plan; and
 - (i) the Special Residential Bonus Plot Ratio Plan;
 - (j) the Maximum Building Height Plan; and
 - (k) the Street Building Height and Setback Plan.can be made only in accordance with the procedures applying to a town planning scheme amendment set out in section 7 of the Act.
- (5) Where a precinct plan or planning policy is required to be amended to reflect an amendment to the City Planning Scheme or a minor local planning scheme, then, and notwithstanding clause 4, this action can be undertaken without the need to follow the procedure set out in clause 4.

Clause 5: Procedure for Amending Local Planning Policy

- (3) Despite subclause (1), the local government may make an amendment to a precinct plan without advertising the amendment if, in the opinion of the local government, the amendment is a minor amendment.

Clause 8: Heritage List

- (5) Any place which:-
- (a) as at the gazettal date had been the subject of resolution under clause 30(1) of City Planning Scheme No. 2 repealed by the Regulations; or
 - (b) is included in the State Register of Heritage Places established under the provisions of the Heritage of Western Australia Act 1990,
- is deemed to be included in the Heritage List under clause 8(1) of the Deemed Provisions.
- (6) Despite clauses 8.3 and 8.4, the local government may make an amendment to the Heritage List without advertising the amendment if, in the opinion of the local government, the amendment is of a minor administrative nature.

Clause 9: Designation of Heritage Areas

- (1A) Any area which as at the gazettal date had been the subject of resolution under clause 31(1) of City Planning Scheme No. 2 repealed by the Regulations is deemed to be the subject of a designation under clause 9(1) of the Deemed Provisions.

Clause 61: Development for which Development Approval Not Required

- (1A) Development approval of the local government is not required for the following works -
- (i) building or other work carried out by the local government, a public authority or a Commonwealth agency in connection with the maintenance or improvement of a public street;
 - (ii) building or other work carried out by the local government, a public authority or a Commonwealth agency in connection with any public utility, or public works; or
 - (iii) minor development listed in Schedule 8 of City Planning Scheme No. 2, subject to the prerequisites and standards identified in Schedule 8.

Clause 64: Advertising Applications

- (1A) An application for development approval must be advertised under this clause if the proposed development involves an unlisted use.
- (1B) Where an application involves the development of land affected by a minor town planning scheme as listed in clause 8 of City Planning Scheme No. 2 or a special control area as listed in Schedule 9 of City Planning Scheme No. 2, the local government may direct the applicant to advertise the application to all owners within the area affected by that minor town planning scheme or special control area, in a manner that it considers appropriate.
- (6) The local government may decline to consider a submission that has not been lodged on time or fails to comply with any other requirement applying to it.

Clause 66A: Design Advisory Committee

- (1) The local government is to appoint a design advisory committee for the purpose of considering, and advising the local government with respect to, applications.
- (2) The design advisory committee -
 - (a) is to be consulted where an application seeks the local government's permission under clause 28 of City Planning Scheme No. 2 for bonus plot ratio; and
 - (b) may be consulted on other design matters relating to development.

Clause 66B: Referral of Applications to the Western Australian Planning Commission

- (1) This clause applies to an application which –
 - (a) in respect of a non-residential development in the Perth Parking Management Area, seeks a car parking bonus of 10% or more than is permitted in the Perth Parking Management Area;
 - (b) proposes a public car park with 50 bays or more in the Perth Parking Management Area; or
 - (c) is made by, or on behalf of, the local government.
- (2) In respect of an application to which this clause applies, the local government, at the completion of the advertising procedure, if any, required by it, is to forward to the Western Australian Planning Commission copies of -
 - (a) the application; and

- (b) the submissions, if any, duly lodged with the local government in response to the advertising of the application.
- (3) The Western Australian Planning Commission after considering the application and submissions is to notify the local government in writing within 21 days of receiving the application that it either -
- (a) supports the application on such terms and conditions, if any, as it specifies;
 - (b) does not support the application; or
 - (c) requires a further period of 21 days, or a specified longer period, to respond to the local government.
- (4) Following receipt of the notification from the Western Australian Planning Commission referred to in subclause 3(a) or (b) above, the local government will determine the application in accordance with clause 68 of the Deemed Provisions.

Clause 68: Determination of Applications

- (3) Where -
- (a) the approval of an application requires an absolute majority; and
 - (b) the decision of the local government in respect of the application is not an approval by an absolute majority, then the decision is taken to be a decision to refuse the application.

Clause 68A: Determination of Application for a Preferred Use

Where, in a precinct, a use group category is classified as a preferred use then, in considering an application involving a use from that category in that precinct, the local government -

- (a) shall refuse the application if it involves a change of use prohibited by clause 68D;
- (b) cannot otherwise refuse the application by reference to the proposal to begin or continue the preferred use; and
- (c) may impose whatever conditions it considers appropriate in granting approval.

Clause 68B: Determination of Application for a Contemplated Use

The provisions of clause 67 apply to an application for a contemplated use.

Clause 68C: Determination of Application for an Unlisted Use

- (1) Subject to subclause (2), the local government may refuse or approve an application which involves an unlisted use.

- (2) The local government cannot grant development approval for a development which involves an unlisted use unless -
 - (a) the advertising procedure set out in clause 64 has been followed; and
 - (b) it is satisfied, by an absolute majority, that the proposed development is consistent with the matters listed in clause 67.

Clause 68D: Change of Use of Development Granted Bonus Plot Ratio

- (1) Where approval has been granted for a development which incorporates-
 - (a) a residential use with bonus plot ratio permitted under clause 28(2)(b) of City Planning Scheme No. 2, any subsequent change of use of the residential portion of the development; or
 - (b) a special residential use with bonus plot ratio permitted under clause 28(2)(c) of City Planning Scheme No. 2, any subsequent change of use of the special residential development or any part of the special residential development, except a change of use incidental to the special residential use;is prohibited within 10 years following the date on which that portion of the development is lawfully occupied.
- (2) Where bonus plot ratio has been granted under clause 28(2)(c)(ii) of City Planning Scheme No. 2 for a development which incorporates a new hotel which provides high quality accommodation a change of use incidental to the hotel use may only be granted if in the opinion of the local government the hotel will maintain sufficient facilities and amenities to ensure that it will continue to provide high quality accommodation.
- (3) Where a minor bonus plot ratio has been granted under clause 28(6)(ii) of City Planning Scheme No. 2 a subsequent change of use of the floor area derived from that bonus plot ratio to office is prohibited.

Clause 68E: Determination of Non-Complying Applications

- (1) In this clause -
 - (a) an application which does not comply with a standard or requirement of City Planning Scheme No. 2 (including a standard or requirement set out in a planning policy, the relevant precinct plan or minor town planning scheme), is called a 'non-complying application';
 - (b) a non-complying application does not include an application involving a prohibited use or an application to increase the maximum plot ratio which exceeds the limits

set out in clause 28 and/or 30 of City Planning Scheme No. 2.

- (2) Subject to subclause (3), the local government may refuse or approve a non-complying application.
- (3) The local government cannot grant development approval for a non-complying application unless -
 - (a) if so required by the local government under clause 64, the application has been advertised;
 - (b) in respect of an application to which clause 66B(1)(a) or (b) applies the Western Australian Planning Commission has either notified the local government of its support for the application or has not responded within the 21 days, or the extended period, referred to in clause 66B(3)(c); and
 - (c) the local government is satisfied by an absolute majority that -
 - (i) if approval were to be granted, the development would be consistent with -
 - (A) the orderly and proper planning of the locality;
 - (B) the conservation of the amenities of the locality; and
 - (C) the statement of intent set out in the relevant precinct plan; and
 - (ii) the non-compliance would not have any undue adverse effect on -
 - (A) the occupiers or users of the development;
 - (B) the property in, or the inhabitants of, the locality; or
 - (C) the likely future development of the locality.

Clause 68F: Determination of Application for Demolition

In considering an application for or involving demolition, which is not exempt by clause 61, the local government is to have regard to the matters listed in clause 67 and -

- (a) may defer consideration of the application until -
 - (i) it has granted development approval for subsequent development of the relevant site;
 - (ii) it has issued a building licence for that development; and
 - (iii) it is satisfied that the subsequent development will commence;
- (b) may approve the application, subject to conditions including -
 - (i) the retention, maintenance, reinstatement or repositioning of any part of the existing building or structure;
 - (ii) the screening of the site during redevelopment; and
 - (iii) where the development that has been approved has not been substantially commenced for a total period of more

- than 6 months, the landscaping of or other treatment of the site to the satisfaction of the local government; or
- (c) may refuse the application.

Clause 70: Form and Date of Determination

- (3) The local government may give a copy of the documents referred to in subclause (1) to the owner or occupier of the lot to which the application relates.

Clause 77A: Inconsistent Development Approvals

Where, in relation to a particular premises, the local government grants a development approval which is inconsistent with an earlier development approval in respect of the same premises, then, to the extent of the inconsistency, the later development approval is to prevail.

Clause 79: Entry and Inspection Powers

- (3) An authorised officer exercising the power of entry under subclause (2) or any other person accompanying an authorised officer who -
- (a) finds a person committing; or
 - (b) on reasonable grounds suspects a person of having committed, a breach of a provision of this Scheme,
- may ask that person his or her name and address.
- (4) A person who -
- (a) in any way delays or obstructs an authorised officer in the exercise of his or her powers under this clause; or
 - (b) when asked to do so under subclause (3), refuses to give his or her name or address or gives a false name or address, commits an offence.
- (5) A person who gives or is suspected of giving a false name or address to the person making the enquiry under subclause (3) may, without any other warrant, be apprehended by the person making the demand and taken before a Justice to be dealt with according to law.

Clause 79A: Offences

- (1) Subject to clause 61, a person shall not erect, alter or add to a building, or use or change the use of any land or building, or permit or suffer any land or building to be used or the use of any land or building to be changed for any purpose -
- (a) other than a purpose permitted or approved of by the local government in the use area in which that land or building is situated;

- (b) unless all approvals, consents or licences required by this Scheme or any other law have been granted or issued;
 - (c) unless all conditions imposed upon the grant or issue of any approval, consent or licence required by this Scheme or any other law have been and continue to be complied with; and
 - (d) unless all standards laid down and all requirements prescribed by this Scheme or determined by the local government under this Scheme with respect to that building or that use of that land or building have been and continue to be complied with.
- (2) Where the local government has granted development approval for the development of land on a condition which involves the maintenance or continuance of the state or condition of any place, area, matter or thing, a person shall not use or permit or suffer the use of that land for any purpose while the state or condition of that place, area, matter or thing is not being maintained or continued in accordance with that condition.

Clause 80A: Giving Documents

- (1) Unless otherwise stated in the Scheme, a document may be given to a person in any of the ways provided for by sections 9.50, 9.52, and 9.53 of the Local Government Act 1995.
- (2) Unless otherwise stated in this clause, a document may be given to the local government in any of the ways provided for in section 9.51 of the Local Government Act 1995.

Clause 80B: Notices and Expenses under the Act

A notice required to be given by the local government under Section 218 of the Act is to be a 60 day notice signed by the Chief Executive Officer and sent by registered post to the owner or any occupier or lessee of the premises affected by the notice.

Clause 85A: Compensation

- (1) Claims for compensation under section 11(1) of the Act by reason of the land or property of a person being injuriously affected by the making of this Scheme are not to be made later than 6 months after the gazettal date.
- (2) Any claim made by the local government under section 11(2) of the Act is to be made within 6 months of the completion of the work or the section of the work by reason of which the land in which the claim is made is increased in value.
- (3) If, where compensation for injurious affection is claimed under the Act, the local government elects to purchase or take the land

compulsorily the local government is to give written notice of that election to the claimant within 3 months of the claim for compensation being made.

- (4) The local government may deal with or dispose of land acquired by it for the purpose of a Local Reserve upon such terms and conditions as it thinks fit but the land must be used and preserved, for a use compatible with the purpose for which it is reserved.
4. Deleting the following definitions from Schedule 1, as they have been superseded by the definitions in the Deemed Provisions set out in the *Planning and Development (Local Planning Scheme) Regulations 2015 Schedule 2*:
 - *absolute majority*;
 - *Act*;
 - *advertisement*;
 - *Chief Executive Officer*;
 - *City*;
 - *City of Perth scheme reserve*;
 - *conservation area*;
 - *Council*;
 - *owner*;
 - *place*;
 - *premises*;
 - *register of places of cultural heritage significance*;
 - *Residential Design Codes*; and
 - *Scheme area*.
 5. Amending clauses 18(1), 18(2)(c), 25(1) and Schedule 8 by removing the cross reference to the clause deleted by the amendment and replace them with cross reference to Deemed Provisions set out in the *Planning and Development (Local Planning Scheme) Regulations 2015 Schedule 2*.
 6. Amend clause 16(2)(b) by removing the cross reference to the clause deleted by the amendment and replacing with cross reference to Supplemental Provision 68D.
 7. Amend Schedule 8 by removing the cross reference to 'section 37(1)(d)' and replace with 'Supplemental Provision 61(1A)(iii)'.
 8. Delete reference to the following terms and replace them with the corresponding term throughout the Scheme:
 - 'City' with 'local government';
 - 'Council' with 'local government';
 - 'City of Perth' with 'local government';
 - 'Metropolitan Region Scheme' with 'Region Planning Scheme';

- 'Residential Design Codes' with 'R-Codes';
- 'planning approval' with 'development approval';
- 'Register of places of cultural heritage significance' with 'Heritage List';
- 'conservation area' with 'Heritage Area';

9. Update the following clauses and definitions as detailed below:

- Clause 3(1)
 - (i) delete 'and'
 - (j) insert a semi colon after 'Plan'
 - add
 - (k) the Deemed Provisions; and
 - (l) the Supplemental Provisions contained in Schedule A to the Deemed Provisions.
- Clause 3(2)
 - (c) delete 'and'
 - (d) insert a semi colon after 'map';
 - add
 - (e) each structure plan;
 - (f) each activity centre plan;
 - (g) each local development plan; and
 - (h) the Heritage List.
- Clause 10. – add
'and the Deemed Provisions' after 'Schedule 4';
- Clause 19(3)(a) – add
(iv) clause 67 of the Deemed Provisions; and
- Clause 28(2)(a)(i) – delete 'under clause 30 has been declared by the Council to be significant and worthy of conservation' and replace with 'is included in the local government's Heritage List.
- Clause 28(2)(c)(ii) – delete 'Planning Policy 4.6.1' and add after Bonus Plot Ratio 'Planning Policy'.
- Clause 28(5)(a) - delete 'adversely affect the cultural heritage significance of any place declared by the Council under clause 30 or any conservation area'; and replace with 'adversely affect the cultural heritage significance of any place included in the local government's Heritage List or any Heritage Area designated by the local government; and'.
- Clause 28(6)(b) - delete 'clause 34' and replace with 'clause 30'.
- Clause 28(7)(a) - delete 'clause 41' and replace with 'the Deemed Provisions'.

- Clause 57A – renumber clause ‘57A’ to ‘clause 32’ and add ‘(4) Where a provision of a special control area is inconsistent with any provision of the Deemed Provisions, the provisions of the Deemed Provisions is to prevail.’
- Schedule 1 - Residential delete ‘an advertising procedure’ and replace with ‘the advertising procedure of the Deemed Provisions’.
- Schedule 3, (1) of Table P9, P10, P13 and P 14 add ‘of the Deemed Provisions’ after ‘procedure’.
- Schedule 4

Amended definition of ‘amenities’ to delete ‘depending on its context, means – (a) The expectations of those living and working in an area about the quality of their environment including its pleasantness, character, beauty, harmony on the exterior design of buildings, privacy and security; or (b) facilities providing use, convenience or enjoyment;’ and replace with ‘means facilities providing use, convenience or enjoyment;’

Amend the definition of ‘planning policy’ to delete ‘clause 56’ and replace with ‘the Deemed Provisions’.

Amend the definition of ‘Perth Parking Policy’ by deleting ‘and published in the Government Gazette on 16 July 1999’.

Incorporate a new definition ‘Deemed Provisions - means the provisions set out in the Planning and Development (Local Planning Schemes) Regulations 2015: Schedule 2’;

- Schedule 7

Delete the following -

‘This schedule contains the following forms:

Metropolitan Region Scheme (Form 1) – Application for Approval to Commence Development; and Notice of Decision on Application for Planning Approval’; and replace with the following -

‘The Metropolitan Region Scheme contains the ‘Metropolitan Region Scheme Form 1’.

Clause 86 of the Deemed Provisions contains the ‘Application for Development Approval Form’.

Both forms are required to be submitted for all development applications, unless the development is located on a Region Planning Scheme Reserve in which case only the Metropolitan Region Scheme (Form 1) is required.

Clause 86 of the Deemed Provisions contains the 'Additional Information for Development Approval for Advertisements' form, which is required to be submitted in addition to the above forms where advertisements are proposed.'

- Schedule 8

Add – 'Clause 61 of the Deemed Provisions provide exemptions from the requirement to obtain development approval and prevail over the provisions of this Schedule.'

Delete – 'A street tree or tree listed within the City's Register of Places of Cultural Heritage Significance will not be affected in any way or removed.' and replace with 'A street tree or tree listed within the local government's Heritage List will not be affected in any way or removed'.

Delete – 'Compliant with the setback and open space requirements of the 'Acceptable Standards' of the Residential Design Codes (2008) and the provisions of the City Planning Scheme No. 2 (as amended)' and replace with 'Compliant with the setback and open space requirements of the 'Deemed to Comply' provisions of the R-Codes and the provisions of the City Planning Scheme No. 2 (as amended).'

Delete – 'Exemptions in accordance with City Planning Scheme No. 2 Policy 4.7 – Signs' and replace with 'Exemptions in accordance with City Planning Scheme No. 2 Policy– Signs'.

- Schedule 9

Clause 2.5 – delete 'Notwithstanding Clause 39(a) of the Scheme,' and replace with 'An application for development approval'.

Clause 6.2(c) – delete 'With respect to the buildings the subject of a declaration under sub-clause 30(1) of the Scheme' and replace with 'With respect to the buildings included in the local government's Heritage List'.

Clause 6.5 (a) – delete 'the subject of a declaration under clause 30(1) of the Scheme' and replace with 'included in the local government's Heritage List'.

Clause 6.5(c)(i) - delete 'subject of a declaration under clause 30(1)' and replace with 'included in the local government's Heritage List'.

Clause 6.7(a) - delete 'In addition to the requirements of Clause 39 an' and replace with 'An application for development approval'.

Clause 6.7(b) – add 'or the Deemed Provisions' after 'Scheme'.

AMENDMENT REPORT

Purpose

The amendment removes City of Perth City Planning Scheme No. 2 (CPS2) provisions and definitions that are superseded by the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The deletion of the provisions from CPS2 will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are removed. The deletion of the provisions will also assist in the day to day administration of CPS2 by removing provisions which are no longer required.

The existing provisions of CPS2 are also to be amended (where applicable) to make them consistent with the Deemed Provisions.

Superseded CPS2 Provisions

The following clauses or subclauses are proposed to be removed from CPS2 as they have been superseded by the Deemed Provisions.

Part 3 Division 2 – Places of Cultural Heritage Significance

Clauses 30(1) – (4) to 33 of CPS2 being the 'Declaration of Places of Cultural Heritage Significance, Declaration of a Conservation Area', 'Register of Places of Cultural Heritage Significance' and 'Heritage Agreements' are to be deleted as they have been replaced with clauses 7 to 13 of the Deemed Provisions.

Clauses 34 and 35 of CPS2 relating to the Transfer of Plot Ratio and Register of Transfer of Plot Ratio remain but will be renumbered to clauses 30 and 31.

Part 4 Planning Approval

Clauses 36 to 39, 43, 49(1) to 52 and 54 to 55 of CPS2 being 'Need for Planning Approval', 'Exemption from Planning Approval', 'Unauthorised Existing Developments', 'Form of Application', 'Determination of Application – General Provisions', 'Notice of Council Decision', 'Term of Planning Approval', 'Temporary Planning Approval', 'Revoked of Amended Planning Approval', 'Deemed Refusal' and 'Appeals' are to be deleted as they have been replaced with Part 7 of the Deemed Provisions relating to 'Requirements for Development Approval'.

Part 5 Miscellaneous

Clauses 56(1)-(8), 57(5), 58 and 59 of CPS2 being 'Planning Policies', Precinct Plans and Other Scheme Documents, 'Agreement and Dealings with

Land' and 'Delegation' are to be deleted as they have been replaced with Part 2 and clauses 81 to 84 of the Deemed Provisions.

Clause 57A of CPS2 relating to the Special Control Area has been retained (and renumbered to clause 32).

Part 6 Enforcement

Clause 63(1) relating to 'Authorised Entry' is to be deleted and replaced with clause 79 of the Deemed Provisions.

Schedules

Schedule 4 - Definitions of CPS2 has been amended to delete those definitions which are now included in the Deemed Provisions.

Schedule 7 – Forms has been amended as the Deemed Provisions contain the new Application for Development Approval Form. It is noted that an applicant will need to submit the MRS Form 1 and the Application for Development Approval (two forms).

Schedule 9 – Special Control Area has been amended to reflect the Deemed Provisions, however, there is no impact to the provisions or operation of the Special Control Areas.

A number of the CPS2 provisions being deleted are cross referenced elsewhere in the Scheme. The amendment updates these cross references to reference the Deemed Provisions.

CPS2 Supplemental Provisions

Section 73(2A) of the Act provides for local planning schemes to add Supplemental Provisions that may expand on the Deemed Provisions to deal with special circumstances or contingencies for which adequate provision has not been made in the Deemed Provisions but cannot act to limit them.

The amendment introduces the Supplemental Provisions in Schedule A. The following provisions of CPS2 have been amended and retained as Supplemental Provisions.

Clause 30(5) Declaration of Cultural Heritage Significance of CPS2 has been retained as clause 8(5) of the Supplemental Provisions, as it provides that those places previously included in CPS2 Places of Cultural Heritage Significance Register or the State Register of Heritage Places are places under the Heritage List provisions of the Deemed Provisions.

Clause 37(1)(b) to (d) of CPS2 relating to 'Exemption from Planning Approval' has been retained as clause 61(1A) (i) – (iii) of the Supplemental Provisions

as it provides exemptions for public works and also the exemptions identified in Schedule 8 of CPS2.

Clause 40 of CPS2 relating to 'Design Advisory Committee' has been retained as clause 66A of the Supplemental Provisions, as the Deemed Provisions do not provide any clauses relating to Design Advisory Committees.

Clauses 41(1), (4) and (5) of CPS2 relating to 'Advertising Procedure' have been retained as clauses 64(1A), 64(1B) and 64 (6) of the Supplemental Provisions. Clause 41(1) relates to advertising of an unlisted use. The Deemed Provisions include different terminology and therefore to ensure that the advertising is still undertaken it is included as a Supplemental Provision. Clauses 41(4) and (5) have been retained as they are not covered by the Deemed Provisions.

Clause 42 of CPS2 relating to 'Referral of Application to the Western Australian Planning Commission' has been retained as clause 66B of the Supplemental Provisions, as it is not referred to in the Deemed Provisions.

Clauses 44 to 48 of CPS2 relating to the 'Consideration of Applications for Preferred Uses', 'Contemplated Uses', 'Unlisted Uses', 'Changes of Use of Development Granted Bonus Plot Ratio', 'Non-complying Applications' and 'Demolition' have been retained as clauses 68A to 68F of the Supplemental provisions, as they are not covered by the Deemed Provisions.

Clauses 49(2) and (3) of CPS2 relating to absolute majority decisions of the Council and the giving of determinations have been retained as clauses 68(3) and 70(3) of the Supplemental Provisions, as they are not fully covered by the Deemed Provisions.

Clause 53 of CPS2 relating to 'Inconsistent Planning Approvals' has been retained as clause 77A of the Supplemental Provisions, as the clause is not included in the Deemed Provisions and is required in the City given the significant number of applications that occur on the one site.

Clause 56(9) of CPS2 relating to 'Planning Policies' has been retained as clause 3(6) of the Supplemental Provisions, as it provides that those policies previously adopted under CPS2 are policies adopted under the Deemed Provisions.

Clause 57(1) – (4) and (6) of CPS2 relating to 'Precinct Plans and Other Scheme documents' has been retained as clause 3A of the Supplemental Provisions, as the Deemed Provisions do not deal with Precinct Plans.

Clause 60 of CPS2 relating to 'Compensation' has been retained as clause 85A of the Supplemental Provisions, as the Deemed Provisions do not include a compensation clause that would revoke this.

The majority of Part 6 'Enforcement' of CPS2 has been retained as clauses 79 (3) to (5), 79A, 80A and 80B of the Supplemental Provisions, as the Deemed Provisions do not include clauses that would revoke this.

Additional Supplemental Provisions have been included as follows:-

- clause 5(3) to enable the local government to make a minor amendment to a precinct plan without advertising the amendment;
- clause 8(6) to enable the local government to undertake minor administrative changes to the Heritage List without the need to advertise; and
- clause 9(1A) provides that those Conservation Areas previously included in the CPS2 are Heritage Areas under the heritage provisions of the Deemed Provisions

With the deletion and movement of a number of the CPS2 provisions, those provisions which remain in the scheme will need to be renumbered to assist in the Scheme amendments.

CPS2 Consistency with Deemed Provisions

The Deemed Provisions include terminology that is not consistent with CPS2 terminology. Therefore to address the inconsistency the following terms in CPS2 have been replaced as the terminology in the Deemed Provisions cannot be amended.

- 'Council', 'City' and 'City of Perth' deleted and replaced with 'local government';
- 'Metropolitan Region Scheme' with 'Region Planning Scheme';
- 'Residential Design Codes' with 'R-Codes';
- 'planning approval' with 'development approval';
- 'Register of places of cultural heritage significance' with 'Heritage List'; and
- 'conservation area' with 'Heritage Area'.

Appendix A provides a detailed assessment of the existing and proposed clauses that are subject to this amendment.

Amendment Type

The amendment is a basic amendment in accordance with Regulation 34 for the following reasons:

- i) to delete provisions that have been superseded by the Deemed Provisions in Schedule 2: Planning and Development (Local Planning Scheme) Regulations 2015;
- ii) to ensure that City of Perth City Planning Scheme No.2 is consistent with any other Act that applies to the Scheme or the Scheme area; and

iii) an minor administrative correction.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

CITY PLANNING SCHEME NO.2

AMENDMENT NO. 35

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends City Planning Scheme No.2 by:

1. Deleting the following clauses from the Scheme Text, as they have been superseded by the Deemed Provisions set out in the *Planning and Development (Local Planning Scheme) Regulations 2015, Schedule 2*:

30(1)-(4), 31, 32, 33, 36, 37(1)(a), 37(2), 38, 39, 41(2) and (3), 43, 49(1), 50, 51, 52, 54, 55, 56(1)-(8), 57(5), 58, 59 and 63(1).

2. Removing the following clauses from the Scheme Text and inserting them into Schedule A – Supplemental Provisions:

30(5), 37(1) (b)-(d), 40, 41(1), 41(4)-(5), 42, 44, 45, 46, 46a, 47, 48, 49(2) and (3), 53, 56(9), 57(1) – (4), 57(6), 60, 61, 62, 63(2)-(4) and 64.

3. Inserting the following provisions into Schedule A – Supplemental Provisions:

Clause 3: Local Planning Policies

- (6) The following planning policies as adopted by the local government at its meeting held on 26 June 2001 shall be taken to be policies adopted in accordance with the requirements of this clause:-

- (a) General Planning Procedures policy;
- (b) Residential Development policy;
- (c) Development and Design policy;
- (d) Parking and Access policy;
- (e) Mount Street Design policy;
- (f) James, William Roe and Lake Street policy;
- (g) King Street Heritage Precinct Design Guidelines;
- (h) Future Development of Northbridge (Northbridge Report - Chapter 3 and Appendix 1) policy;
- (i) Terrace Road Design policy; and
- (j) Goderich Design policy.

Clause 3A: Precinct Plans and Other Scheme Documents

- (1) The local government may make precinct plans for the purpose of setting out the intent of a particular precinct.
- (2) The making and amendment of any precinct plan or functional road hierarchy map must follow the procedure set out in clause 4.
- (3) The following precinct plans as adopted by the local government at its meeting held on 26 June 2001 shall be taken to be precinct plans adopted in accordance with the requirements of clause 3 -
 - (a) City Centre Precincts Plan;
 - (b) Northbridge Precinct Plan;
 - (c) Cultural Centre Precinct Plan;
 - (d) Stirling Precinct Plan;
 - (e) Victoria Precinct Plan;
 - (f) Citiplace Precinct Plan;
 - (g) St Georges Precinct Plan;
 - (h) Civic Precinct Plan;
 - (i) Foreshore Precinct Plan;
 - (j) Matilda Bay Precinct Plan;
 - (k) West Perth Precinct Plan;
 - (l) Hamilton Precinct Plan;
 - (m) Langley Precinct Plan;
 - (n) Adelaide Precinct Plan;
 - (o) Goderich Precinct Plan; and
 - (p) East Perth Precinct Plan.
- (4) An amendment to -
 - (a) a precinct use area boundary;
 - (b) the Scheme Text;
 - (c) the Scheme Map;
 - (d) the Plot Ratio Plan;
 - (e) the Maximum Bonus Plot Ratio Plan;
 - (f) the Public Facilities Bonus Plot Ratio Plan;
 - (g) the Heritage Bonus Plot Ratio Plan;
 - (h) the Residential Bonus Plot Ratio Plan; and
 - (i) the Special Residential Bonus Plot Ratio Plan;
 - (j) the Maximum Building Height Plan; and
 - (k) the Street Building Height and Setback Plan.can be made only in accordance with the procedures applying to a town planning scheme amendment set out in section 7 of the Act.
- (5) Where a precinct plan or planning policy is required to be amended to reflect an amendment to the City Planning Scheme or a minor local planning scheme, then, and notwithstanding clause 4, this action can be undertaken without the need to follow the procedure set out in clause 4.

Clause 5: Procedure for Amending Local Planning Policy

- (3) Despite subclause (1), the local government may make an amendment to a precinct plan without advertising the amendment if, in the opinion of the local government, the amendment is a minor amendment.

Clause 8: Heritage List

- (5) Any place which:-
- (a) as at the gazettal date had been the subject of resolution under clause 30(1) of City Planning Scheme No. 2 repealed by the Regulations; or
 - (b) is included in the State Register of Heritage Places established under the provisions of the Heritage of Western Australia Act 1990,
- is deemed to be included in the Heritage List under clause 8(1) of the Deemed Provisions.
- (6) Despite clauses 8.3 and 8.4, the local government may make an amendment to the Heritage List without advertising the amendment if, in the opinion of the local government, the amendment is of a minor administrative nature.

Clause 9: Designation of Heritage Areas

- (1A) Any area which as at the gazettal date had been the subject of resolution under clause 31(1) of City Planning Scheme No. 2 repealed by the Regulations is deemed to be the subject of a designation under clause 9(1) of the Deemed Provisions.

Clause 61: Development for which Development Approval Not Required

- (1A) Development approval of the local government is not required for the following works -
- (i) building or other work carried out by the local government, a public authority or a Commonwealth agency in connection with the maintenance or improvement of a public street;
 - (ii) building or other work carried out by the local government, a public authority or a Commonwealth agency in connection with any public utility, or public works; or
 - (iii) minor development listed in Schedule 8 of City Planning Scheme No. 2, subject to the prerequisites and standards identified in Schedule 8.

Clause 64: Advertising Applications

- (1A) An application for development approval must be advertised under this clause if the proposed development involves an unlisted use.
- (1B) Where an application involves the development of land affected by a minor town planning scheme as listed in clause 8 of City Planning Scheme No. 2 or a special control area as listed in Schedule 9 of City Planning Scheme No. 2, the local government may direct the applicant to advertise the application to all owners within the area affected by that minor town planning scheme or special control area, in a manner that it considers appropriate.
- (6) The local government may decline to consider a submission that has not been lodged on time or fails to comply with any other requirement applying to it.

Clause 66A: Design Advisory Committee

- (1) The local government is to appoint a design advisory committee for the purpose of considering, and advising the local government with respect to, applications.
- (2) The design advisory committee -
 - (a) is to be consulted where an application seeks the local government's permission under clause 28 of City Planning Scheme No. 2 for bonus plot ratio; and
 - (b) may be consulted on other design matters relating to development.

Clause 66B: Referral of Applications to the Western Australian Planning Commission

- (1) This clause applies to an application which –
 - (a) in respect of a non-residential development in the Perth Parking Management Area, seeks a car parking bonus of 10% or more than is permitted in the Perth Parking Management Area;
 - (b) proposes a public car park with 50 bays or more in the Perth Parking Management Area; or
 - (c) is made by, or on behalf of, the local government.
- (2) In respect of an application to which this clause applies, the local government, at the completion of the advertising procedure, if any, required by it, is to forward to the Western Australian Planning Commission copies of -
 - (a) the application; and

- (b) the submissions, if any, duly lodged with the local government in response to the advertising of the application.
- (3) The Western Australian Planning Commission after considering the application and submissions is to notify the local government in writing within 21 days of receiving the application that it either -
- (a) supports the application on such terms and conditions, if any, as it specifies;
 - (b) does not support the application; or
 - (c) requires a further period of 21 days, or a specified longer period, to respond to the local government.
- (4) Following receipt of the notification from the Western Australian Planning Commission referred to in subclause 3(a) or (b) above, the local government will determine the application in accordance with clause 68 of the Deemed Provisions.

Clause 68: Determination of Applications

- (3) Where -
- (a) the approval of an application requires an absolute majority; and
 - (b) the decision of the local government in respect of the application is not an approval by an absolute majority, then the decision is taken to be a decision to refuse the application.

Clause 68A: Determination of Application for a Preferred Use

Where, in a precinct, a use group category is classified as a preferred use then, in considering an application involving a use from that category in that precinct, the local government -

- (a) shall refuse the application if it involves a change of use prohibited by clause 68D;
- (b) cannot otherwise refuse the application by reference to the proposal to begin or continue the preferred use; and
- (c) may impose whatever conditions it considers appropriate in granting approval.

Clause 68B: Determination of Application for a Contemplated Use

The provisions of clause 67 apply to an application for a contemplated use.

Clause 68C: Determination of application for an Unlisted Use

- (1) Subject to subclause (2), the local government may refuse or approve an application which involves an unlisted use.

- (2) The local government cannot grant development approval for a development which involves an unlisted use unless -
 - (a) the advertising procedure set out in clause 64 has been followed; and
 - (b) it is satisfied, by an absolute majority, that the proposed development is consistent with the matters listed in clause 67.

Clause 68D: Change of Use of Development Granted Bonus Plot Ratio

- (1) Where approval has been granted for a development which incorporates-
 - (a) a residential use with bonus plot ratio permitted under clause 28(2)(b) of City Planning Scheme No. 2, any subsequent change of use of the residential portion of the development; or
 - (b) a special residential use with bonus plot ratio permitted under clause 28(2)(c) of City Planning Scheme No. 2, any subsequent change of use of the special residential development or any part of the special residential development, except a change of use incidental to the special residential use;is prohibited within 10 years following the date on which that portion of the development is lawfully occupied.
- (2) Where bonus plot ratio has been granted under clause 28(2)(c)(ii) of City Planning Scheme No. 2 for a development which incorporates a new hotel which provides high quality accommodation a change of use incidental to the hotel use may only be granted if in the opinion of the local government the hotel will maintain sufficient facilities and amenities to ensure that it will continue to provide high quality accommodation.
- (3) Where a minor bonus plot ratio has been granted under clause 28(6)(ii) of City Planning Scheme No. 2 a subsequent change of use of the floor area derived from that bonus plot ratio to office is prohibited.

Clause 68E: Determination of Non-Complying Applications

- (1) In this clause -
 - (a) an application which does not comply with a standard or requirement of City Planning Scheme No. 2 (including a standard or requirement set out in a planning policy, the relevant precinct plan or minor town planning scheme), is called a 'non-complying application';
 - (b) a non-complying application does not include an application involving a prohibited use or an application to increase the maximum plot ratio which exceeds the limits set out in clause 28 and/or 30 of City Planning Scheme No. 2.

- (2) Subject to subclause (3), the local government may refuse or approve a non-complying application.
- (3) The local government cannot grant development approval for a non-complying application unless -
 - (a) if so required by the local government under clause 64, the application has been advertised;
 - (b) in respect of an application to which clause 66B(1)(a) or (b) applies the Western Australian Planning Commission has either notified the local government of its support for the application or has not responded within the 21 days, or the extended period, referred to in clause 66B(3)(c); and
 - (c) the local government is satisfied by an absolute majority that -
 - (i) if approval were to be granted, the development would be consistent with -
 - (A) the orderly and proper planning of the locality;
 - (B) the conservation of the amenities of the locality; and
 - (C) the statement of intent set out in the relevant precinct plan; and
 - (ii) the non-compliance would not have any undue adverse effect on -
 - (A) the occupiers or users of the development;
 - (B) the property in, or the inhabitants of, the locality; or
 - (C) the likely future development of the locality.

Clause 68F: Determination of Application for Demolition

In considering an application for or involving demolition, which is not exempt by clause 61, the local government is to have regard to the matters listed in clause 67 and -

- (a) may defer consideration of the application until -
 - (i) it has granted development approval for subsequent development of the relevant site;
 - (ii) it has issued a building licence for that development; and
 - (iii) it is satisfied that the subsequent development will commence;
- (b) may approve the application, subject to conditions including –
 - (i) the retention, maintenance, reinstatement or repositioning of any part of the existing building or structure;
 - (ii) the screening of the site during redevelopment; and
 - (iii) where the development that has been approved has not been substantially commenced for a total period of more than 6 months, the landscaping of or other treatment of the site to the satisfaction of the local government; or
- (c) may refuse the application.

Clause 70: Form and Date of Determination

- (3) The local government may give a copy of the documents referred to in subclause (1) to the owner or occupier of the lot to which the application relates.

Clause 77A: Inconsistent Development Approvals

Where, in relation to a particular premises, the local government grants a development approval which is inconsistent with an earlier development approval in respect of the same premises, then, to the extent of the inconsistency, the later development approval is to prevail.

Clause 79: Entry and Inspection Powers

- (3) An authorised officer exercising the power of entry under subclause (2) or any other person accompanying an authorised officer who -
 - (a) finds a person committing; or
 - (b) on reasonable grounds suspects a person of having committed, a breach of a provision of this Scheme,
may ask that person his or her name and address.
- (4) A person who -
 - (a) in any way delays or obstructs an authorised officer in the exercise of his or her powers under this clause; or
 - (b) when asked to do so under subclause (3), refuses to give his or her name or address or gives a false name or address,
commits an offence.
- (5) A person who gives or is suspected of giving a false name or address to the person making the enquiry under subclause (3) may, without any other warrant, be apprehended by the person making the demand and taken before a Justice to be dealt with according to law.

Clause 79A: Offences

- (1) Subject to clause 61, a person shall not erect, alter or add to a building, or use or change the use of any land or building, or permit or suffer any land or building to be used or the use of any land or building to be changed for any purpose -
 - (a) other than a purpose permitted or approved of by the local government in the use area in which that land or building is situated;
 - (b) unless all approvals, consents or licences required by this Scheme or any other law have been granted or issued;

- (c) unless all conditions imposed upon the grant or issue of any approval, consent or licence required by this Scheme or any other law have been and continue to be complied with; and
 - (d) unless all standards laid down and all requirements prescribed by this Scheme or determined by the local government under this Scheme with respect to that building or that use of that land or building have been and continue to be complied with.
- (2) Where the local government has granted development approval for the development of land on a condition which involves the maintenance or continuance of the state or condition of any place, area, matter or thing, a person shall not use or permit or suffer the use of that land for any purpose while the state or condition of that place, area, matter or thing is not being maintained or continued in accordance with that condition.

Clause 80A: Giving Documents

- (1) Unless otherwise stated in the Scheme, a document may be given to a person in any of the ways provided for by sections 9.50, 9.52, and 9.53 of the Local Government Act 1995.
- (2) Unless otherwise stated in this clause, a document may be given to the local government in any of the ways provided for in section 9.51 of the Local Government Act 1995.

Clause 80B: Notices and Expenses under the Act

A notice required to be given by the local government under Section 218 of the Act is to be a 60 day notice signed by the Chief Executive Officer and sent by registered post to the owner or any occupier or lessee of the premises affected by the notice.

Clause 85A: Compensation

- (1) Claims for compensation under section 11(1) of the Act by reason of the land or property of a person being injuriously affected by the making of this Scheme are not to be made later than 6 months after the gazettal date.
- (2) Any claim made by the local government under section 11(2) of the Act is to be made within 6 months of the completion of the work or the section of the work by reason of which the land in which the claim is made is increased in value.
- (3) If, where compensation for injurious affection is claimed under the Act, the local government elects to purchase or take the land compulsorily the local government is to give written notice of that

election to the claimant within 3 months of the claim for compensation being made.

- (4) The local government may deal with or dispose of land acquired by it for the purpose of a Local Reserve upon such terms and conditions as it thinks fit but the land must be used and preserved, for a use compatible with the purpose for which it is reserved.
4. Deleting the following definitions from Schedule 1, as they have been superseded by the definitions in the Deemed Provisions set out in the *Planning and Development (Local Planning Scheme) Regulations 2015 Schedule 2*:
 - *absolute majority*;
 - *Act*;
 - *advertisement*;
 - *Chief Executive Officer*;
 - *City*;
 - *City of Perth scheme reserve*;
 - *conservation area*;
 - *Council*;
 - *owner*;
 - *place*;
 - *premises*;
 - *register of places of cultural heritage significance*;
 - *Residential Design Codes*; and
 - *Scheme area*.
 5. Amending clauses 18(1), 18(2)(c), 25(1) and Schedule 8 by removing the cross reference to the clause deleted by the amendment and replace them with cross reference to Deemed Provisions set out in the *Planning and Development (Local Planning Scheme) Regulations 2015 Schedule 2*.
 6. Amend clause 16(2)(b) by removing the cross reference to the clause deleted by the amendment and replacing with cross reference to Supplemental Provision 68D.
 7. Amend Schedule 8 by removing the cross reference to 'section 37(1)(d)' and replace with 'Supplemental Provision 61(1A)(iii)'.
 8. Delete reference to the following terms and replace them with the corresponding term throughout the Scheme:
 - 'City' with 'local government';
 - 'Council' with 'local government';
 - 'City of Perth' with 'local government';
 - 'Metropolitan Region Scheme' with 'Region Planning Scheme';

- 'Residential Design Codes' with 'R-Codes';
- 'planning approval' with 'development approval';
- 'Register of places of cultural heritage significance' with 'Heritage List';
- 'conservation area' with 'Heritage Area';

9. Update the following clauses and definitions as detailed below:

- Clause 3(1)
 - (i) delete 'and'
 - (j) insert a semi colon after 'Plan'
 - add
 - (k) the Deemed Provisions; and
 - (l) the Supplemental Provisions contained in Schedule A to the Deemed Provisions.
- Clause 3(2)
 - (c) delete 'and'
 - (d) insert a semi colon after 'map'
 - add
 - (e) each structure plan;
 - (f) each activity centre plan;
 - (g) each local development plan; and
 - (h) the Heritage List.
- Clause 10. – add
'and the Deemed Provisions' after 'Schedule 4';
- Clause 19(3)(a) – add
(iv) clause 67 of the Deemed Provisions; and
- Clause 28(2)(a)(i) – delete 'under clause 30 has been declared by the Council to be significant and worthy of conservation' and replace with 'is included in the local government's Heritage List.
- Clause 28(2)(c)(ii) – delete 'Planning Policy 4.6.1' and add after Bonus Plot Ratio 'Planning Policy'.
- Clause 28(5)(a) - delete 'adversely affect the cultural heritage significance of any place declared by the Council under clause 30 or any conservation area'; and replace with 'adversely affect the cultural heritage significance of any place included in the local government's Heritage List or any Heritage Area designated by the local government; and'.
- Clause 28(6)(b) - delete 'clause 34' and replace with 'clause 30'.
- Clause 28(7)(a) - delete 'clause 41' and replace with 'the Deemed Provisions'.

- Clause 57A – renumber clause ‘57A’ to ‘clause 32’ and add ‘(4) Where a provision of a special control area is inconsistent with any provision of the Deemed Provisions, the provisions of the Deemed Provisions is to prevail.’
- Schedule 1 - Residential delete ‘an advertising procedure’ and replace with ‘the advertising procedure of the Deemed Provisions’.
- Schedule 3, (1) of Table P9, P10, P13 and P 14 add ‘of the Deemed Provisions’ after ‘procedure’.
- Schedule 4

Amended definition of ‘amenities’ to delete ‘depending on its context, means – (a) The expectations of those living and working in an area about the quality of their environment including its pleasantness, character, beauty, harmony on the exterior design of buildings, privacy and security; or (b) facilities providing use, convenience or enjoyment;’ and replace with ‘means facilities providing use, convenience or enjoyment;’

Amend the definition of ‘planning policy’ to delete ‘clause 56’ and replace with ‘the Deemed Provisions’.

Amend the definition of ‘Perth Parking Policy’ by deleting ‘and published in the Government Gazette on 16 July 1999’.

Incorporate a new definition - ‘Deemed Provisions means the provisions set out in the Planning and Development (Local Planning Schemes) Regulations 2015: Schedule 2’;

- Schedule 7

Delete the following -

‘This schedule contains the following forms:

Metropolitan Region Scheme (Form 1) – Application for Approval to Commence Development; and Notice of Decision on Application for Planning Approval’; and replace with the following -

‘The Metropolitan Region Scheme contains the ‘Metropolitan Region Scheme Form 1’.

Clause 86 of the Deemed Provisions contains the ‘Application for Development Approval Form’.

Both forms are required to be submitted for all development applications, unless the development is located on a Region Planning Scheme Reserve in which case only the Metropolitan Region Scheme (Form 1) is required.

Clause 86 of the Deemed Provisions contains the 'Additional Information for Development Approval for Advertisements' form, which is required to be submitted in addition to the above forms where advertisements are proposed.'

- Schedule 8

Add – 'Clause 61 of the Deemed Provisions provide exemptions from the requirement to obtain development approval and prevail over the provisions of this Schedule.'

Delete – 'A street tree or tree listed within the City's Register of Places of Cultural Heritage Significance will not be affected in any way or removed.' and replace with 'A street tree or tree listed within the local government's Heritage List will not be affected in any way or removed'.

Delete – 'Compliant with the setback and open space requirements of the 'Acceptable Standards' of the Residential Design Codes (2008) and the provisions of the City Planning Scheme No. 2 (as amended)' and replace with 'Compliant with the setback and open space requirements of the 'Deemed to Comply' provisions of the R-Codes and the provisions of the City Planning Scheme No. 2 (as amended).'

Delete – 'Exemptions in accordance with City Planning Scheme No. 2 Policy 4.7 – Signs' and replace with 'Exemptions in accordance with City Planning Scheme No. 2 Policy– Signs'.

- Schedule 9

Clause 2.5 – delete 'Notwithstanding Clause 39(a) of the Scheme,' and replace with 'An application for development approval'.

Clause 6.2(c) – delete 'With respect to the buildings the subject of a declaration under sub-clause 30(1) of the Scheme' and replace with 'With respect to the buildings included in the local government's Heritage List'.

Clause 6.5 (a) – delete 'the subject of a declaration under clause 30(1) of the scheme' and replace with 'included in the local government's Heritage List'.

Clause 6.5(c)(i) - delete 'subject of a declaration under clause 30(1)' and replace with 'included in the local government's Heritage List'.

Clause 6.7(a) - delete 'In addition to the requirements of Clause 39 an' and replace with 'An application for development approval'.

Clause 6.7(b) – add 'or the Deemed Provisions' after 'Scheme'.

Clause 17.2(d) – delete ‘the subject of a declaration under subclause 30(1) of the City Planning Scheme’ and replace with ‘which are listed in the local government’s Heritage List’.

10. Renumber the remaining Scheme provisions and schedules sequentially and update any cross referencing to the new clause numbers as required.

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the day of 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
LORD MAYOR

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....
DELEGATED UNDER S.16 OF
THE PD ACT 2005
DATE.....

Approval Granted

.....
MINISTER FOR PLANNING
DATE.....

Schedule C

**MINOR TOWN PLANNING SCHEME NOS. 11, 13, 14,
16, 21, 23 and 24; and**

LOCAL PLANNING SCHEME NO.26

Amendment No. 2

AMENDMENT REPORT

Purpose

This amendment modifies the Scheme provisions to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The Deemed Provisions set out in Schedule 2 of the Regulations apply to all local planning schemes. The provisions of the local planning schemes need to be consistent and not conflict with the Deemed Provisions.

The amendment to the introduction changes 'THE Perth City Council' to 'The local government' to reflect the terminology in the Deemed Provisions.

The amendment to clause 1.5 changes 'City of Perth' and 'Council' to 'local government' to reflect the terminology in the Deemed Provisions.

Inserting the Deemed Provisions reference in clause 1.6 identifies that the Deemed Provisions need to be considered as part of the Scheme.

Inserting clause 1.8 is required to ensure that the Scheme does not prevail over the Deemed Provisions.

The deletion of 'of the City of Perth' in clause 2.1 addresses the change to the terminology from 'City of Perth' to 'local government'. It is not required to insert 'local government' as it does not add to the clause interpretation.

The amendment to clause 3.4 changes 'Council' to 'local government' to reflect the terminology in the Deemed Provisions.

The amendment will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are amended.

Amendment Type

The amendment is a basic amendment, in accordance with part (c) of the basic amendment definition contained in Regulation 34.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

TOWN PLANNING SCHEME NO. 11

AMENDMENT NO. 2

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending the introduction by deleting 'THE Perth City Council' and replacing with 'The local government'.
2. Amending clause 1.5 by deleting 'council of the City of Perth (hereinafter referred to as 'the Council')' and replacing with 'local government'.
3. Inserting the following clause in 1.6 after (b):

(c) the Deemed Provisions.
4. Inserting the following clause after clause 1.7:

1.8 To the extent of any inconsistency between provisions of this Scheme and the provisions of the Deemed Provisions, the Deemed Provisions prevail.
5. Amending clause 2.1 after the words 'St. Georges Precinct' to delete 'of the City of Perth'.
6. Amending clause 3.4 by deleting 'Council' and replacing with 'local government'.

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the day of 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
LORD MAYOR

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....
DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE.....

Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

CITY OF PERTH

TOWN PLANNING SCHEME NO. 13

AMENDMENT NO. 2

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Amending the introduction by deleting 'THE Perth City Council' and replacing with 'The local government'.
2. Amending clause 1.5 by deleting 'Council of the City of Perth (hereinafter referred to as 'the Council')' and replacing with 'local government'.
3. Amending Part 1 by inserting after clause 1.7:
 - 1.7A To the extent of any inconsistency between provisions of this Scheme and the provisions of the Deemed Provisions, the Deemed Provisions prevail.
4. Amending clause 1.8(1) by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
5. Amending clause 1.8(3) by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
6. Amending clause 1.9(d) to delete 'register of places of cultural heritage significance referred to in the City Planning Scheme' and replacing with 'the local government's Heritage List referred to in the Deemed Provisions'.
7. Amending clause 2.5(1) by deleting 'Notwithstanding the provisions of the City Planning Scheme, but subject to the provisions of subclause (2) of this clause' and commence the sentence with 'An application for development approval'.
8. Deleting clause 2.5(2) and renumbering clause 2.5(3) to 2.5(2).
9. Amending clauses 1.8(2), 1.8(4), 2.4 and 2.5 by deleting 'Council' and replacing with 'local government'.
10. Amending clauses 2.3, 2.4, and 2.5 by deleting 'town planning' and replacing with 'development'.

Dated this

day of

2016

.....
CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

Purpose

This amendment modifies the Scheme provisions to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The Deemed Provisions set out in the Regulations apply to all local planning schemes. The provisions of the local planning schemes need to be consistent and not conflict with the Deemed Provisions.

Section 73(2A) of the Act provides for local planning schemes to add Supplemental Provisions that may expand on the Deemed Provisions to deal with special circumstances or contingencies for which adequate provision has not been made in the Deemed Provisions but cannot act to limit them.

The amendment to the introduction changes 'THE Perth City Council' to 'The local government' to reflect the terminology in the Deemed Provisions.

Inserting clause 1.7A is required to ensure that the Scheme does not prevail over the Deemed Provisions as local planning schemes cannot conflict or override the Deemed Provisions.

The amendment to clauses 1.5, 1.8, 2.3, 2.4 and 2.5 changes the terminology from 'Council' to 'local government' to reflect the terminology in the Deemed Provisions.

The amendment to clause 1.8(1) changes the cross referencing of clause 47(1) of City Planning Scheme to clause 68E(1) of the Supplemental Provisions relating to the 'Determination of Non-Complying Applications'. The clause is the same however, the reference has changed.

The amendment to clause 1.8(3) changes the cross referencing of clause 64(1)(d) of City Planning Scheme to clause 79A(1)(d) of the Supplemental Provisions relating to 'Offences'. The clause is the same however, the reference has changed.

The amendments to clause 1.9(d) delete the 'register of places of cultural heritage significance referred to in the City Planning Scheme' as the register is replaced by the Heritage List under the Deemed Provisions.

The amendment to clauses 2.3, 2.4, and 2.5 changes the terminology from 'town planning' and replacing with 'development' to reflect the terminology in the Deemed Provisions.

The amendments to clause 2.5 removes subclause 2 as the Deemed Provisions include an agent of an owner.

The amendment will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are amended.

Amendment Type

The amendment is a basic amendment, in accordance with part (c) of the basic amendment definition contained in Regulation 34.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

TOWN PLANNING SCHEME NO. 13

AMENDMENT NO. 2

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending the introduction by deleting 'THE Perth City Council' and replacing with 'The local government'.
2. Amending clause 1.5 by deleting 'Council of the City of Perth (hereinafter referred to as 'the Council')' and replacing with 'local government'.
3. Amending Part 1 by inserting after clause 1.7:
 - 1.7A To the extent of any inconsistency between provisions of this Scheme and the provisions of the Deemed Provisions, the Deemed Provisions prevail.
4. Amending clause 1.8(1) by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
5. Amending clause 1.8(3) by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
6. Amending clause 1.9(d) to delete 'register of places of cultural heritage significance referred to in the City Planning Scheme' and replacing with 'the local government's Heritage List referred to in the Deemed Provisions.'
7. Amending clause 2.5(1) by deleting 'Notwithstanding the provisions of the City Planning Scheme, but subject to the provisions of subclause (2) of this clause' and commence the sentence with 'An application for development approval'.
8. Deleting clause 2.5(2) and renumbering clause 2.5(3) to 2.5(2).
9. Amending clauses 1.8(2), 1.8(4), 2.4 and 2.5 by deleting 'Council' and replacing with 'local government'.
10. Amending clauses 2.3, 2.4, and 2.5 by deleting 'town planning' and replacing with 'development'.

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the _____ day of _____ 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
LORD MAYOR

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....
DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE.....

Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

AMENDMENT REPORT

Purpose

This amendment modifies the Scheme provisions to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The Deemed Provisions set out in the Regulations apply to all local planning schemes. The provisions of the local planning schemes need to be consistent and not conflict with the Deemed Provisions.

The amendment to the introduction changes 'City of Perth' to 'local government' to reflect the terminology in the Deemed Provisions.

The amendment to clause 1.6 changes the terminology from 'City of Perth' and 'Council' to 'local government' to reflect the terminology in the Deemed Provisions.

Inserting clause 1.7A is required to ensure that the Scheme does not prevail over the Deemed Provisions.

Inserting the Deemed Provisions reference in clause 1.8(c) identifies that the Deemed Provisions need to be considered as part of the Scheme.

The amendment to clause 3.1 changes the terminology from 'Council' to 'local government' to reflect the terminology in the Deemed Provisions.

The amendment will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are amended.

Amendment Type

The amendment is a basic amendment, in accordance with part (c) of the basic amendment definition contained in Regulation 34.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

TOWN PLANNING SCHEME NO. 14

AMENDMENT NO. 2

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Amending clause 1.6 by deleting 'Council of the City of Perth (herein referred to as 'the Council')' and replacing with 'local government'.
3. Inserting the following clause after clause 1.7:
 - 1.7A To the extent of any inconsistency between provisions of this Scheme and the provisions of the Deemed Provisions, the Deemed Provisions prevail.
4. Inserting the following clause in clause 1.8 after (b):
 - (c) the Deemed Provisions.
5. Amending clause 3.1 by deleting 'Council' and replacing with 'local government'.

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the _____ day of _____ 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....

LORD MAYOR

.....

CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....

DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE.....

Approval Granted

.....

MINISTER FOR PLANNING

DATE.....

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

CITY OF PERTH

TOWN PLANNING SCHEME NO. 16

AMENDMENT NO. 2

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Inserting the following clause after clause 8:
 - 8A To the extent of any inconsistency between provisions of this Scheme and the provisions of the Deemed Provisions, the Deemed Provisions prevail.
3. Amending clause 10 by deleting 'Council of the City of Perth ('the Council')' and replacing with 'local government'.
4. Amending clause 11 Part III by deleting 'Town Planning' and replacing with 'Development'.
5. Amending clause 14 by deleting 'Council' and replacing with 'local government'.
6. Amending in the Title of Part III by deleting 'Town Planning' and replacing with 'Development'.
7. Amending clause 15(1)(a) by deleting 'Notwithstanding the provisions of the City of Perth City Planning Scheme an application for Town Planning' and commence the sentence with 'An application for development'.
8. Deleting clause 15(1)(b) 'An agent authorised in writing for that purpose by an owner of land within the Scheme Area may sign an application for town planning approval on behalf of the owner', and renumbering clause 15(1)(a) to 15(1).
9. Amending clause 15(2) by deleting 'Town Planning' and replacing with 'Development' and deleting 'Council' and replacing with 'local government'.

Dated this

day of

2016

.....
CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

Purpose

This amendment modifies the Scheme provisions to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The Deemed Provisions set out in the Regulations apply to all local planning schemes. The provisions of the local planning schemes need to be consistent and not conflict with the Deemed Provisions.

The amendment to the introduction changes 'City of Perth' to 'local government' to reflect the terminology in the Deemed Provisions.

Inserting clause 8A is required to ensure that the Scheme does not prevail over the Deemed Provisions.

The amendment to clauses 10, 14 and 15(2) changes the terminology from 'City of Perth' and 'Council' to 'local government' to reflect the terminology in the Deemed Provisions.

The amendment to clauses 11 and Part III changes the terminology from 'town planning' to 'development' to reflect the terminology in the Deemed Provisions.

Clause 15(1)(a) is to be amended to remove the first sentence as it is not required.

Clause 15(1)(b) is to be deleted as the owner for the purposes of an application in the Deemed Provisions includes an agent of an owner and therefore replicates the Deemed Provisions.

The amendment will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are amended.

Amendment Type

The amendment is a basic amendment, in accordance with part (c) of the basic amendment definition contained in Regulation 34.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

TOWN PLANNING SCHEME NO. 16

AMENDMENT NO. 2

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Inserting the following clause after clause 8:

8A To the extent of any inconsistency between provisions of this Scheme and the provisions of the Deemed Provisions, the Deemed Provisions prevail.
3. Amending clause 10 by deleting 'Council of the City of Perth ('the Council)' and replacing with 'local government'.
4. Amending clause 11 Part III by deleting 'Town Planning' and replacing with 'Development'.
5. Amending clause 14 by deleting 'Council' and replacing with 'local government'.
6. Amending in the Title of Part III by deleting 'Town Planning' and replacing with 'Development'.
7. Amending clause 15(1)(a) by deleting 'Notwithstanding the provisions of the City of Perth City Planning Scheme an application for Town Planning' and commence the sentence with 'An application for development'.
8. Deleting clause 15(1)(b) and renumbering clause 15(1)(a) to 15(1).
9. Amending clause 15(2) by deleting 'Town Planning' and replacing with 'Development' and deleting 'Council' and replacing with 'local government'.

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the day of 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
LORD MAYOR

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....
DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE.....

Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
CITY OF PERTH
TOWN PLANNING SCHEME NO. 21
AMENDMENT NO. 2

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Amending clause 3 by deleting 'and' in (a), inserting 'and' after (b) and inserting after clause 3(b):
 - (c) the Deemed Provisions.
3. Amending clause 4 by inserting 'and the Deemed Provisions' after 'Schedule 1'.
4. Amending clauses 6, 9, 13, 14, 15 and 17 by deleting 'Council' and replacing with 'local government'.
5. Amending clause 9 by inserting:
 - (2A) Where a provision of this Scheme is inconsistent with a provision of the Deemed Provisions, the Deemed Provision prevails.
6. Amending clause 9(3) by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
7. Amending clause 9(5) by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
8. Amending clause 14(1) by deleting 'Notwithstanding the provisions of the City Planning Scheme, but subject to the provisions of sub clause (2) of this clause' and commence the sentence with 'An application for development approval'.
9. Deleting clause 14(2) and renumbering clause 14(3) to 14(2).

10. Amending clauses 14, 15 and 16 by deleting 'town planning' and replacing with 'development'.

11. Deleting the definitions of 'Council' and 'Scheme Area' in Schedule 1.

Dated this day of 2016

.....

CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

Purpose

This amendment modifies the Scheme provisions to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The Deemed Provisions set out in the Regulations apply to all local planning schemes. The provisions of the local planning schemes need to be consistent and not conflict with the Deemed Provisions.

Section 73(2A) of the Act provides for local planning schemes to add Supplemental Provisions that may expand on the Deemed Provisions to deal with special circumstances or contingencies for which adequate provision has not been made in the Deemed Provisions but cannot act to limit them.

The amendment to the introduction changes 'City of Perth' to 'local government' to reflect the terminology in the Deemed Provisions.

Inserting the Deemed Provisions reference in clause 3 identifies that the Deemed Provisions need to be considered as part of the Scheme.

Inserting the Deemed Provisions in clause 4 recognises that the definitions are also contained in the Deemed Provisions.

The amendment to clauses 6, 9, 13, 14, 15 and 17 changes the terminology from 'Council' to 'local government' to reflect the terminology in the Regulations.

Inserting clause 9(2A) is required to ensure that the Scheme does not prevail over the Deemed Provisions.

The amendment to clause 9(3) changes the cross referencing from clause 47(1) of City Planning Scheme to clause 68E(1) of the Supplemental Provisions to the Deemed Provisions relating to 'Determination of Non-Complying Applications'. The clause is the same however, the reference has changed.

The amendment to clause 9(5) changes the cross referencing from clause 64(1)(d) of City Planning Scheme to clause 79A(1)(d) of the Supplemental Provisions to the Deemed Provisions relating to 'Offences'. The clause is the same however, the reference has changed.

The amendments to clause 14 removes subclause 2 as the Deemed Provisions include an agent of an owner.

Deleting the definitions of 'Council' and 'Scheme Area' is required as 'Council' is replaced by 'local government' which is defined in the Deemed Provisions and 'Scheme Area' is defined in the Deemed Provisions.

The amendment will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are amended.

Amendment Type

The amendment is a basic amendment, in accordance with part (c) of the basic amendment definition contained in Regulation 34.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

TOWN PLANNING SCHEME NO. 21

AMENDMENT NO. 2

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Amending clause 3 by deleting 'and' in (a), inserting 'and' after (b) and inserting after clause 3(b):

(c) the Deemed Provisions.
3. Amending clause 4 by inserting 'and the Deemed Provisions' after 'Schedule 1'.
4. Amending clauses 6, 9, 13, 14, 15 and 17 by deleting 'Council' and replacing with 'local government'.
5. Amending clause 9 by inserting:

(2A) Where a provision of this Scheme is inconsistent with a provision of the Deemed Provisions, the Deemed Provision prevails.
6. Amending clause 9(3) by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
7. Amending clause 9(5) by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
8. Amending clause 14(1) by deleting 'Notwithstanding the provisions of the City Planning Scheme, but subject to the provisions of sub clause (2) of this clause' and commence the sentence with 'An application for development approval'.
9. Deleting clause 14(2) and renumbering clause 14(3) to 14(2).
10. Amending clauses 14, 15 and 16 by deleting 'town planning' and replacing with 'development'.
11. Deleting the definitions of 'Council' and 'Scheme Area' in Schedule 1.

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the _____ day of _____ 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
LORD MAYOR

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....
DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE.....

Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

CITY OF PERTH

TOWN PLANNING SCHEME NO. 23

AMENDMENT NO. 2

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Amending clause 3 by deleting 'and' in (a), inserting 'and' after (b) and inserting after clause 3(b):
 - (c) the Deemed Provisions.
3. Amending clause 4 by inserting 'and the Deemed Provisions' after 'Schedule 1'.
4. Amending clauses 6, 8, 10, 14, 15 and 17 by deleting 'Council' and replacing with 'local government'.
5. Amending clause 8 by inserting:
 - (2A) Where a provision of this Scheme is inconsistent with a provision of the Deemed Provisions, the Deemed Provision prevails.
6. Amending clause 8(3) by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
7. Amending clause 8(5) by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
8. Amending clause 14(1) by deleting 'Notwithstanding the provisions of the City Planning Scheme, but subject to the provisions of sub clause (2) of this clause' and commence the sentence with 'An application for development approval'.
9. Deleting clause 14(2) and renumbering clause 14(3) to 14(2).
10. Amending clauses 14, 15 and 16 by deleting 'town planning' and replacing with 'development'.
11. Deleting the definitions of 'Council' and 'Scheme Area' in Schedule 1.

Dated this

day of

2016

.....
CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

Purpose

This amendment modifies the Scheme provisions to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The Deemed Provisions set out in the Regulations apply to all local planning schemes. The provisions of the local planning schemes need to be consistent and not conflict with the Deemed Provisions.

Section 73(2A) of the Act provides for local planning schemes to add Supplemental Provisions that may expand on the Deemed Provisions to deal with special circumstances or contingencies for which adequate provision has not been made in the Deemed Provisions but cannot act to limit them.

The amendment to the introduction changes 'City of Perth' to 'local government' to reflect the terminology in the Deemed Provisions.

Inserting the Deemed Provisions reference in clause 3 identifies that the Deemed Provisions need to be considered as part of the Scheme.

Inserting the Deemed Provisions in clause 4 recognises that the definitions are also contained in the Deemed Provisions.

The amendment to Clauses 6, 8, 10, 14, 15 and 17 changes the terminology from 'Council' to 'local government' to reflect the terminology in the Regulations.

Inserting clause 8(2A) is required to ensure that the Scheme does not prevail over the Deemed Provisions.

The amendment to clause 8(3) changes the cross referencing from clause 47(1) of City Planning Scheme to clause 68E(1) of the Supplemental Provisions to the Deemed Provisions relating to 'Determination of Non-Complying Applications'. The clause is the same however, the reference has changed.

The amendment to clause 8(5) changes the cross referencing from clause 64(1)(d) of City Planning Scheme to clause 79A(1)(d) of the Supplemental Provisions to the Deemed Provisions relating to 'Offences'. The clause is the same however, the reference has changed.

The amendments to clause 14 removes subclause 2 as the Deemed Provisions include an agent of an owner.

Deleting the definitions of 'Council' and 'Scheme Area' is required as 'Council' is replaced by 'local government' which is defined in the Deemed Provisions and 'Scheme Area' is defined in the Deemed Provisions.

The amendment will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are amended.

Amendment Type

The amendment is a basic amendment, in accordance with part (c) of the basic amendment definition contained in Regulation 34.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

TOWN PLANNING SCHEME NO. 23

AMENDMENT NO. 2

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Amending clause 3 by deleting 'and' in (a), inserting 'and' after (b) and inserting after clause 3(b):

(c) the Deemed Provisions.
3. Amending clause 4 by inserting 'and the Deemed Provisions' after 'Schedule 1'.
4. Amending clauses 6, 8, 10, 14, 15 and 17 by deleting 'Council' and replacing with 'local government'.
5. Amending clause 8 by inserting:

(2A) Where a provision of this Scheme is inconsistent with a provision of the Deemed Provisions, the Deemed Provision prevails.
6. Amending clause 8(3) by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
7. Amending clause 8(5) by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
8. Amending clause 14(1) by deleting 'Notwithstanding the provisions of the City Planning Scheme, but subject to the provisions of sub clause (2) of this clause' and commence the sentence with 'An application for development approval'.
9. Deleting clause 14(2) and renumbering clause 14(3) to 14(2).
10. Amending clauses 14, 15 and 16 by deleting 'town planning' and replacing with 'development'.

11. Deleting the definitions of 'Council' and 'Scheme Area' in Schedule 1.

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the _____ day of _____ 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
LORD MAYOR

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....
DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE.....

Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
CITY OF PERTH
TOWN PLANNING SCHEME NO. 24
AMENDMENT NO. 2

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Amending clause 3 by deleting 'and' in (a), inserting 'and' after (b) and inserting after clause 3(b):
 - (c) the Deemed Provisions.
3. Amending clause 4 by inserting 'and the Deemed Provisions' after 'Schedule 1'.
4. Amending clauses 6 by deleting 'Council of the City of Perth ('the Council')' and replacing with 'local government'.
5. Amending clauses 9, 13, 14 and 16 by deleting 'Council' and replacing with 'local government'.
6. Amending clause 9 by inserting:
 - (2A) Where a provision of this Scheme is inconsistent with a provision of the Deemed Provisions, the Deemed Provision prevails.
7. Amending clause 9(3) by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
8. Amending clause 9(5) by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
9. Amending clause 13(1) by deleting 'Notwithstanding the provisions of the City Planning Scheme, but subject to the provisions of sub clause (2) of this clause' and commence the sentence with 'An application for development approval'.
10. Deleting clause 13(2) and renumbering clause 13(3) to 13(2).

11. Amending clauses 13, 14 and 15 by deleting 'town planning' and replacing with 'development.
12. Deleting the definitions of 'Council' and 'Scheme Area' in Schedule 1.

Dated this day of 2016

.....
CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

Purpose

This amendment modifies the Scheme provisions to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The Deemed Provisions set out in the Regulations apply to all local planning schemes. The provisions of the local planning schemes need to be consistent and not conflict with the Deemed Provisions.

Section 73(2A) of the Act provides for local planning schemes to add Supplemental Provisions that may expand on the Deemed Provisions to deal with special circumstances or contingencies for which adequate provision has not been made in the Deemed Provisions but cannot act to limit them.

The amendment to the introduction changes 'City of Perth' to 'local government' to reflect the terminology in the Deemed Provisions.

Inserting the Deemed Provisions reference in clause 3 identifies that the Deemed Provisions need to be considered as part of the Scheme.

Inserting the Deemed Provisions in clause 4 recognises that the definitions are also contained in the Deemed Provisions.

The amendment to clauses 6, 9, 13, 14 and 16 changes the terminology from 'Council' to 'local government' to reflect the terminology in the Regulations.

Inserting clause 9(2A) is required to ensure that the Scheme does not prevail over the Deemed Provisions.

The amendment to clause 9(3) changes the cross referencing from clause 47(1) of City Planning Scheme to clause 68E(1) of the Supplemental Provisions to the Deemed Provisions relating to 'Determination of Non-Complying Applications'. The clause is the same however, the reference has changed.

The amendment to clause 9(5) changes the cross referencing from clause 64(1)(d) of City Planning Scheme to clause 79A(1)(d) of the Supplemental Provisions to the Deemed Provisions relating to 'Offences'. The clause is the same however, the reference has changed.

The amendments to clause 14 removes subclause 2 as the Deemed Provisions include an agent of an owner.

Deleting the definitions of 'Council' and 'Scheme Area' is required as 'Council' is replaced by 'local government' which is defined in the Deemed Provisions and 'Scheme Area' is defined in the Deemed Provisions.

The amendment will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are amended.

Amendment Type

The amendment is a basic amendment, in accordance with part (c) of the basic amendment definition contained in Regulation 34.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

TOWN PLANNING SCHEME NO. 24

AMENDMENT NO. 2

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending the introduction by deleting 'City of Perth' and replacing with 'local government'.
2. Amending clause 3 by deleting 'and' in (a), inserting 'and' after (b) and inserting after clause 3(b):

(c) the Deemed Provisions.
3. Amending clause 4 by inserting 'and the Deemed Provisions' after 'Schedule 1'.
4. Amending clauses 6 by deleting 'Council of the City of Perth ('the Council')' and replacing with 'local government'.
5. Amending clauses 9, 13, 14 and 16 by deleting 'Council' and replacing with 'local government'.
6. Amending clause 9 by inserting:

(2A) Where a provision of this Scheme is inconsistent with a provision of the Deemed Provisions, the Deemed Provision prevails.
7. Amending clause 9(3) by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
8. Amending clause 9(5) by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
9. Amending clause 13(1) by deleting 'Notwithstanding the provisions of the City Planning Scheme, but subject to the provisions of sub clause (2) of this clause' and commence the sentence with 'An application for development approval'.
10. Deleting clause 13(2) and renumbering clause 13(3) to 13(2).

11. Amending clauses 13, 14 and 15 by deleting 'town planning' and replacing with 'development'.
12. Deleting the definitions of 'Council' and 'Scheme Area' in Schedule 1.

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the day of 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
LORD MAYOR

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....
DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE.....

Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

CITY OF PERTH

LOCAL PLANNING SCHEME NO. 26

AMENDMENT NO. 2

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Amending clause 1.2 by deleting 'City' and replacing with 'local government'.
2. Amending clause 1.6 by inserting:

1.6.2A Where a provision of this Scheme is inconsistent with a provision of the Deemed Provisions, the Deemed Provision prevails.
3. Amending clause 1.6.3 by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
4. Amending clause 1.6.5 by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
5. Amending clause 1.7 by inserting 'the Deemed Provisions' after 'Development Act 2005'.
6. Amending clause 1.8 by inserting 'and the Deemed Provisions' after 'any schedule to the Scheme'.
7. Amending clause 2.1 by deleting 'Clause 56 of City Planning Scheme' and replacing with 'clauses 3 and 4 of the Deemed Provisions'.
8. Amending clause 2.2 by deleting '56 of City Planning Scheme' and replacing with '5 of the Deemed Provisions'.
9. Amending clause 3.3.2 by deleting '44 of City Planning Scheme' and replacing with '68A of the Supplemental Provisions to the Deemed Provisions'.
10. Amending clause 3.3.3 by deleting '45 of City Planning Scheme' and replacing with '68B of the Supplemental Provisions to the Deemed Provisions'.
11. Amending clause 3.3.4 by deleting '46 of City Planning Scheme' and replacing with '68C of the Supplemental Provisions to the Deemed Provisions'.

12. Amending clauses 1.2, 1.10, 2.1, 3.3, Table 1 and 5.2 by deleting 'City' and replacing with 'local government'.
13. Amending clauses 1.6 and 3.4 by deleting 'Council' and replacing with 'local government'.
14. Amending clauses 3.3 and Table 1, by deleting 'a development application' and replacing with 'an application for development approval'.
15. Amending clause 3.4 by deleting 'planning' and replacing with 'development'.
16. Deleting the definition of 'Scheme Area' in Schedule 1.
17. Amending the following definitions in Schedule 1:

Policy means a policy adopted, or deemed to be adopted, pursuant to the requirements of clauses 3 and 4 of the Deemed Provisions;

Scheme Text means the document to which this Schedule is attached and includes this Schedule and all other Schedules and the Scheme Map and the Deemed Provisions, but excludes the Planning Policies and Design Guidelines for the Normalised Redevelopment Areas;

Dated this day of 2016

.....
CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

Purpose

This amendment modifies the Scheme provisions to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) that came into effect on 19 October 2015.

The Deemed Provisions set out in the Regulations apply to all local planning schemes. The provisions of the local planning schemes need to be consistent and not conflict with the Deemed Provisions.

Section 73(2A) of the Act provides for local planning schemes to add Supplemental Provisions that may expand on the Deemed Provisions to deal with special circumstances or contingencies for which adequate provision has not been made in the Deemed Provisions but cannot act to limit them.

The amendment includes changes from 'City' to 'local government' to reflect the terminology in the Regulations.

The amendment includes changes from 'Council' to 'local government' to reflect the terminology in the Regulations.

Inserting clause 1.6.2A is required to ensure that the Scheme does not prevail over the Deemed Provisions.

Inserting the Deemed Provisions in clause 1.7 recognises that the definitions are also contained in the Deemed Provisions.

Inserting the Deemed Provisions in clause 1.8 recognises that the Deemed Provisions form part the Scheme.

The amendment to clause 1.6.3 changes the cross referencing from clause 47(1) of City Planning Scheme to clause 68E(1) of the Supplemental Provisions to the Deemed Provisions relating to 'Determination of Non-Complying Applications'. The clause is the same however, the reference has changed.

The amendment to clause 1.6.5 changes the cross referencing from clause 64(1)(d) of City Planning Scheme to clause 79A(1)(d) of the Supplemental Provisions to the Deemed Provisions relating to 'Offences'. The clause is the same however, the reference has changed.

The amendment to clause 2,1 changes the cross referencing from clause 56 of City Planning Scheme to clauses 3 and 4 of the Deemed Provisions relating to local planning policies.

The amendment to clause 2,2 changes the cross referencing from clause 56 of City Planning Scheme to clause 5 of the Deemed Provisions relating to amendments to local planning policies.

The amendment to clause 3.3.2 changes the cross referencing from clause 44 of City Planning Scheme to clause 68A of the Supplemental Provisions to the Deemed Provisions relating to 'Determination of Application for a Preferred Use'. The clause is the same however, the reference has changed.

The amendment to clause 3.3.3 changes the cross referencing from clause 45 of City Planning Scheme to clause 68B of the Supplemental Provisions to the Deemed Provisions relating to 'Determination of Application for a Contemplated Use'. The clause is the same however, the reference has changed.

The amendment to clause 3.3.4 changes the cross referencing from clause 46 of City Planning Scheme to clause 68C of the Supplemental Provisions to the Deemed Provisions relating to 'Determination of Application for an Unlisted Use". The clause is the same however, the reference has changed.

The amendment includes changes from 'a development application' and 'planning' to 'an application for development approval' and 'development' to reflect the terminology in the Regulations.

Amendments to the definitions to delete those definitions contained in the Deemed Provisions and to amend the cross references to the Deemed Provisions.

The amendment will ensure that provisions that may, or may be seen to conflict, with the Deemed Provisions are amended.

Amendment Type

The amendment is a basic amendment, in accordance with part (c) of the basic amendment definition contained in Regulation 34.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF PERTH

LOCAL PLANNING SCHEME NO. 26

AMENDMENT NO. 2

The City of Perth under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Amending clause 1.2 by deleting 'City' and replacing with 'local government'.
2. Amending clause 1.6 by inserting:

1.6.2A Where a provision of this Scheme is inconsistent with a provision of the Deemed Provisions, the Deemed Provision prevails.
3. Amending clause 1.6.3 by deleting '47(1) of City Planning Scheme' and replacing with '68E(1) of the Supplemental Provisions to the Deemed Provisions'.
4. Amending clause 1.6.5 by deleting '64(1)(d) of City Planning Scheme' and replacing with '79A(1)(d) of the Supplemental Provisions to the Deemed Provisions'.
5. Amending clause 1.7 by inserting 'the Deemed Provisions' after 'Development Act 2005'.
6. Amending clause 1.8 by inserting 'and the Deemed Provisions' after 'any schedule to the Scheme'.
7. Amending clause 2.1 by deleting 'Clause 56 of City Planning Scheme' and replacing with 'clauses 3 and 4 of the Deemed Provisions'.
8. Amending clause 2.2 by deleting '56 of City Planning Scheme' and replacing with '5 of the Deemed Provisions'.
9. Amending clause 3.3.2 by deleting '44 of City Planning Scheme' and replacing with '68A of the Supplemental Provisions to the Deemed Provisions'.
10. Amending clause 3.3.3 by deleting '45 of City Planning Scheme' and replacing with '68B of the Supplemental Provisions to the Deemed Provisions'.
11. Amending clause 3.3.4 by deleting '46 of City Planning Scheme' and replacing with '68C of the Supplemental Provisions to the Deemed Provisions'.

12. Amending clauses 1.2, 1.10, 2.1, 3.3, Table 1 and 5.2 by deleting 'City' and replacing with 'local government'.
13. Amending clauses 1.6 and 3.4 by deleting 'Council' and replacing with 'local government'.
14. Amending clauses 3.3 and Table 1, by deleting 'a development application' and replacing with 'an application for development approval'.
15. Amending clause 3.4 by deleting 'planning' and replacing with 'development'.
16. Deleting the definition of 'Scheme Area' in Schedule 1.
17. Amending the following definitions in Schedule 1:

Policy means a policy adopted, or deemed to be adopted, pursuant to the requirements of clauses 3 and 4 of the Deemed Provisions;

Scheme Text means the document to which this Schedule is attached and includes this Schedule and all other Schedules and the Scheme Map and the Deemed Provisions, but excludes the Planning Policies and Design Guidelines for the Normalised Redevelopment Areas;

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held on the day of 2016, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
LORD MAYOR

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Approval

.....
DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE.....

Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

SCHEDULE 12

FINANCIAL ACTIVITY STATEMENT FOR THE SEVEN MONTHS TO 31 JANUARY 2016

REPORT OF VARIANCES TO BUDGET

This report compares the actual performance for the seven months to 31 January 2016 compared to the revised budget approved by Council on 3 November 2015.

Operating Revenue

- Parking revenue was \$60,000 above the revised budget for the month of January. On a year to date basis however, parking revenue was \$(280,000) below the revised budget, with Kerbside Parking's below budget performance being the main reason. The year to date variance consisted of \$(50,000) for Undercover Car Parks, \$11,000 for Open Air Car Parks and \$(241,000) for Kerbside Parking.

The main variances for Undercover Car Parks were His Majesty's, which performed under the revised budget by \$(95,000) due to less patronage in line with the high vacancy rates in the City. Also under budget was the Concert Hall \$(94,000) due to fewer events at the venue and patrons using the Terrace Road car park instead. These adverse variances were partly offset by higher than expected revenue for Elder Street of \$131,000 due to more events at the Arena and utilisation of a CPP special block rate. Additionally, the Convention Centre Car Park raised \$54,000 more than expected, mainly due to more events being held such as the Titanic Exhibition and the opening of Elizabeth Quay.

- Fines and Costs were \$(128,000) below the revised budget mainly due to parking fines being below the budget by \$(102,000), in line with the lower level of parking generally within the City.
- Investment income fell short of the revised budget for the year to date by \$(45,000). This was mainly due to the performance of the Colonial Share Index fund which had a negative return in January. Investment returns from this fund have reflected the volatility of the ASX 200.
- Rubbish collection yielded \$(109,000) less than anticipated compared to the revised budget.
- Rentals and Hire Charges were under the revised budget by \$(66,000), mainly due to lower than expected revenue for Parks, Gardens and Reserves \$(20,000) and Forrest Place Mall \$(11,000).
- Recurrent Grants were \$322,000 above the revised budget as a result of the timing of receipts. During January \$500,000 was received for the Australia Day Skyworks being the main contributor to this variance.
- Contributions, Donations and Reimbursements ended the seven month period \$135,000 above budget, mostly due to the timing of funds received. During January Main Roads contributed \$24,000 for

SCHEDULE 12

FINANCIAL ACTIVITY STATEMENT FOR THE SEVEN MONTHS TO 31 JANUARY 2016

REPORT OF VARIANCES TO BUDGET

the Narrows Interchange and \$3,000 towards the Heirisson Island project.

- Other Income was \$146,000 above target, predominantly due to the above target Building Licence Fees of \$77,000 and an unbudgeted Local Government Insurance Scheme dividend of \$143,000 received during November. The positive variance was partly offset by lower than anticipated revenue for Planning Fees of \$(145,000).

Operating Expenditure

- The favourable variance for Employee costs increased by \$330,000 in January; resulting in \$782,000 below the revised budget on a year to date basis. The main reason for this variance was due to vacancies throughout the organisation. Additionally, lower than anticipated Staff Recruitment Costs and Corporate Training added to the variance.
- Materials and Contracts were \$3,932,000 below the revised budget. The favourable variance included Infrastructure Maintenance which was lower than the target by \$1,039,000; mainly consisting of the River Wall \$530,000, Footpaths \$212,000 and Murray Street Mall general maintenance \$98,000. Property Maintenance was also lower than budget by \$733,000, covering Council House \$250,000, various car parks \$257,000 and a number of other buildings. Other accounts that added to the variance were Consultancy \$386,000, Other Professional Fees \$305,000 and smaller variances spread throughout the organisation.
- Utilities were \$67,000 below the revised budget with lower than expected power costs of \$48,000 and Water, Rates and consumption of \$16,000.
- Depreciation was \$(195,000) over the estimate with Buildings \$(55,000), Computers \$(54,000) and Fixed Plant \$(44,000) being the main reasons to this variance.
- Interest expense was \$(203,000) over the revised budget, predominantly due to the actual interest on Elder Street Undercover Car Park \$(88,000), Convention Centre Car Park \$(58,000) and the Perth City Library loan \$(53,000) being higher than expected.
- Loss on disposal of assets was \$641,000 below the revised budget. Due to the slower than anticipated close out of capital projects, there is a delay in the write-off of assets being replaced or renewed.
- Other Expenditure was \$376,000 below the revised budget at the end of January. This was mainly due to budget timing for Donations and Sponsorship within the Economic Development and Activation Directorate being \$244,000 underspent. This Directorate was

SCHEDULE 12

FINANCIAL ACTIVITY STATEMENT FOR THE SEVEN MONTHS TO 31 JANUARY 2016

REPORT OF VARIANCES TO BUDGET

established as part of the recent City of Perth restructure and is not yet fully resourced.

Investing Activities

- Capital expenditure was \$10.8 million less than the revised budget. The following projects have significant annual budgets with year to date spend as follows: New Perth City Library \$6.3 million; Council House upgrade \$582,000; Streetscape Museum Street \$1.07 million and 2-Way Barrack Street construction \$1.1 million.
- Transfers to Reserves are running marginally lower than the revised budget.

Financing Activities

- Transfers from Reserves are below the revised budget by \$(3.9 million). This is due to slower than anticipated progress on capital expenditure.
- Funding from carry forwards expected in the revised budget is dependent on the progress of the capital works program and as a result was \$(3.8 million) below budget.
- Proceeds from the disposal of assets or investments realised \$(603,000) less funds than anticipated in the revised budget.
- Capital Grants ended the seven month period on \$914,000 above the revised budget. During January a capital grant of \$2.8 million was received earlier than anticipated from State Government for the Supreme Court Gardens capital works.

Amounts sourced from Rates

- Rates revenue raised was running relatively close to the revised budget and ended January \$447,000 higher than expected. This is mainly due to more interim rates raised than originally anticipated.

SCHEDULE 12

FINANCIAL ACTIVITY STATEMENT - for the period ended 31 January 2016

	Revised Budget 2015/16 \$	Budget YTD 31-Jan-16 \$	Actual YTD 31-Jan-16 \$	Variance YTD 31-Jan-16 \$
Proceeds from Operating Activities				
Operating Revenue				
<i>Nature of Income</i>				
Parking Fees	75,778,365	43,113,369	42,832,967	(280,402)
Fines and Costs	9,458,652	5,495,923	5,368,176	(127,748)
Investment Income and Interest	4,835,983	2,853,966	2,808,362	(45,605)
Community Service Fees	1,646,654	944,312	935,230	(9,081)
Rubbish Collection	7,638,983	7,579,180	7,470,168	(109,012)
Rentals and Hire Charges	5,208,233	3,048,075	2,982,284	(65,792)
Recurrent Grants	1,483,539	483,464	805,454	321,991
Contributions, Donations and Reimbursements	474,671	271,201	405,870	134,669
Other Income	4,862,690	3,029,809	3,176,287	146,478
	111,387,769	66,819,300	66,784,797	(34,503)
Less: Operating Expenditure				
<i>Nature of Expenditure</i>				
Employee Costs	69,255,187	38,796,677	38,014,889	781,787
Materials and Contracts	53,613,031	31,424,187	27,491,940	3,932,247
Utilities	3,258,341	1,840,850	1,774,091	66,759
Insurance Expenditure	1,104,573	657,476	688,717	(31,241)
Depreciation and Amortisation	30,002,334	17,661,076	17,855,922	(194,846)
Interest Expenses	1,156,345	659,319	862,032	(202,712)
Expense Provisions	962,345	562,803	555,334	7,468
Loss on Disposal of Assets	1,766,210	1,116,938	476,356	640,582
Other Expenditure	24,741,295	14,834,640	14,458,708	375,932
	185,859,661	107,553,966	102,177,990	5,375,975
Add back Depreciation	(30,002,334)	(17,661,076)	(17,855,922)	194,846
(Loss) / Profit on Disposals	(1,766,210)	(1,116,938)	(476,356)	(640,582)
	154,091,116	88,775,952	83,845,712	4,930,240
Net Surplus/(Deficit) from Operations	(42,703,347)	(21,956,652)	(17,060,915)	4,895,737
Investing Activities				
Capital Expenditure	(69,049,135)	(35,511,420)	(24,733,923)	10,777,497
Repayment of Borrowings	(6,441,707)	(4,184,303)	(4,184,303)	-
Transfers to Reserves	(28,095,017)	(2,482,368)	(1,992,145)	490,223
	(103,585,859)	(42,178,091)	(30,910,371)	11,267,720
Financing Activities				
Transfer from Reserves	30,752,812	27,098,714	23,207,904	(3,890,810)
Carry Forwards	21,681,358	11,150,550	7,366,427	(3,784,123)
Proceeds from Disposal of Assets/Investments	1,729,345	1,523,000	920,140	(602,860)
Distribution from TPRC	1,833,333	-	-	-
Capital Grants	7,757,850	2,535,600	3,449,865	914,265
	63,754,698	42,307,864	34,944,336	(7,363,528)
Add: Opening Funds	636,302	636,302	636,302	-
Net Surplus/(Deficit) before Rates	(82,534,508)	(21,826,879)	(13,026,951)	8,799,928
Amount Sourced from Rates	82,681,632	81,293,492	81,740,652	447,160
Closing Funds	783,426	60,102,915	69,350,003	9,247,089

Net Cash on Hand				
Cash On Hand	5,321,032	10,216,381	10,096,255	(120,126)
Money Market Investments	106,330,600	131,060,000	130,428,638	(631,362)
Funds on Hand	111,651,632	141,276,381	140,524,893	(751,488)
Analysis of Funds on Hand				
Reserves	86,669,717	63,974,136	63,665,950	(308,186)
Provisions	11,525,004	12,658,972	10,942,661	(1,716,311)
Carry forwards	-	9,725,500	8,801,357	(924,143)
Restricted Grants not yet utilised	437,037	141,042	202,122	61,080
General Funds	13,019,874	54,776,733	56,912,803	2,136,070
Funds on Hand	111,651,632	141,276,381	140,524,893	(751,488)

SCHEDULE 12

CURRENT POSITION AS AT THE END OF THE PERIOD 31-January-2016

	2015/16 Revised Budget	2015/16 Budget YTD	2015/16 Actual YTD	2015/16 Variance
	\$	\$	\$	\$
Current Assets				
Cash and Cash Equivalents	5,321,032	10,216,381	10,096,255	(120,126)
Deposits and Prepayments	1,783,674	9,582,981	9,402,969	(180,012)
Money Market Investments - Municipal Funds	19,660,883	67,085,864	66,762,688	(323,176)
Money Market Investments - Restricted Funds	86,669,717	63,974,136	63,665,950	(308,186)
Trade and Other Receivables	10,243,590	16,168,755	18,056,615	1,887,860
Inventories	2,865,990	3,196,566	1,172,650	(2,023,916)
Total Current Assets	126,544,886	170,224,683	169,157,127	(1,067,556)
Current Liabilities				
Trade and Other Payables	27,342,738	33,347,619	24,392,865	(8,954,754)
Employee Entitlements	11,525,004	11,032,891	10,942,661	(90,230)
Provisions	224,001	1,626,080	603,526	(1,022,554)
Borrowings	6,771,075	5,995,542	6,075,006	79,464
Total Current Liabilities	45,862,818	52,002,134	42,014,058	- 9,988,076
Working Capital Position Brought Forward	\$ 80,682,068	\$ 118,222,550	\$ 127,143,069	\$ 8,920,519
Deduct Restricted Cash Holdings	(86,669,717)	(63,974,136)	(63,665,950)	308,186
Deduct Unspent Borrowings			-	-
Deduct Restricted Capital Grants	-	(141,042)	(202,122)	(61,080)
Add Current Borrowings	6,771,075	5,995,542	6,075,006	79,464
Current Funds Position Brought Forward	\$ 783,427	\$ 60,102,915	\$ 69,350,003	\$ 9,247,089

SCHEDULE 12

EXPLANATORY NOTES – FINANCIAL ACTIVITY STATEMENT

BACKGROUND

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

PURPOSE

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

PRESENTATION

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

FORMAT

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



CITY of PERTH

CITY of PERTH

Financial Statements

For the 7 months ended 31 January 2016

SCHEDULE 12

CITY OF PERTH MUNICIPAL

Statement of Comprehensive Income for the 7 months ended 31 January 2016 (By Program)

	<i>Note</i>	Budget 2015/2016	Revised Budget YTD	Actual YTD 31/01/2016	YTD Variance	
		\$	\$	\$	\$	%
OPERATING REVENUE						
General Purpose Funding Rates		83,567,338	82,153,651	82,601,604	447,953	0.5%
General Purpose Funding Other		5,735,976	2,841,609	2,591,857	(249,752)	-8.8%
Law, Order, Public Safety		46,225	19,473	9,146	(10,327)	-53.0%
Health		864,920	736,146	793,285	57,139	7.8%
Education and Welfare		2,153,539	1,267,738	1,246,102	(21,636)	-1.7%
Housing		656,190	470,241	460,389	(9,852)	-2.1%
Community Amenities		10,294,628	9,292,561	9,056,104	(236,457)	-2.5%
Recreation and Culture		1,859,860	661,778	1,270,062	608,284	91.9%
Transport		90,764,129	49,854,882	49,453,348	(401,534)	-0.8%
Economic Services		1,093,247	412,574	535,885	123,311	29.9%
Other Property and Services		717,071	401,867	507,393	105,526	26.3%
Total Operating Income		197,753,123	148,112,791	148,525,446	412,655	0.3%
OPERATING EXPENDITURE						
Governance		11,262,129	7,041,970	6,843,177	198,793	2.8%
General Purpose Funding		3,089,672	2,164,929	2,178,621	(13,693)	-0.6%
Law, Order, Public Safety		3,868,851	2,007,933	2,129,343	(121,410)	-6.0%
Health		1,884,897	1,733,381	1,502,199	231,182	13.3%
Education and Welfare		3,870,122	2,189,401	2,032,918	156,483	7.1%
Housing		563,144	356,796	325,510	31,286	8.8%
Community Amenities		28,558,870	16,288,986	15,452,802	836,184	5.1%
Recreation and Culture		32,248,092	19,361,956	17,992,243	1,369,713	7.1%
Transport		85,571,552	47,576,279	45,811,265	1,765,014	3.7%
Economic Services		9,744,103	5,828,911	5,259,812	569,099	9.8%
Other Property and Services		7,266,137	1,682,168	2,035,567	(353,399)	-21.0%
Total Operating Expenditure		187,927,571	106,232,711	101,563,457	4,669,254	4.4%
NET FROM OPERATIONS		9,825,552	41,880,081	46,961,989	5,081,909	12.1%
GRANTS/CONTRIBUTIONS						
For the Development of Assets						
- General Purpose Funding		80,200	75,600	75,600	-	0.0%
- Recreation and Culture		3,207,250	1,790,000	2,790,000	-	0.0%
- Transport		3,555,000	670,000	584,265	(85,735)	-12.8%
Total Grants/Contributions		6,842,450	2,535,600	3,449,865	914,265	36.1%
DISPOSAL/WRITE OFF OF ASSETS						
Gain/(Loss) on Disposal of Assets	2	(1,558,253)	(1,116,938)	(476,357)	640,581	-57.4%
Change in net assets resulting from operations before significant items		15,109,749	43,298,743	49,935,497	6,636,755	15.3%
SIGNIFICANT ITEMS						
Distribution from TPRC		1,833,333	-	-	-	0.0%
(Loss) on Disposal of Investments		-	(3,655)	(3,655)	-	0.0%
Change in net assets resulting from operations after significant items		16,943,082	43,295,088	49,931,842	6,636,755	15.3%

SCHEDULE 12

CITY OF PERTH MUNICIPAL

Statement of Comprehensive Income for the 7 months ended 31 January 2016 (By Nature)

	<i>Note</i>	Budget 2015/2016	Revised Budget YTD	Actual YTD 31/01/2016	YTD Variance	%
		\$	\$	\$	\$	
OPERATING REVENUE						
Rates		82,692,367	81,293,492	81,740,652	447,160	0.6%
Grants and Contributions for Non Capital Purposes		1,508,499	483,464	805,454	321,990	66.6%
Donations and Reimbursements		452,347	271,201	405,870	134,669	49.7%
Fees and Charges		105,979,915	62,346,970	61,797,465	(549,505)	-0.9%
Interest and Investment Income		5,157,319	2,853,966	2,808,360	(45,606)	-1.6%
Other Revenue		1,962,676	863,699	967,646	103,947	12.0%
Total Revenue from Operating Activities		197,753,123	148,112,791	148,525,446	412,655	0.3%
OPERATING EXPENDITURE						
Employee Costs		69,135,566	38,677,044	38,014,889	662,155	1.7%
Materials and Contracts		52,838,709	31,424,187	27,491,940	3,932,247	12.5%
Utilities		3,069,080	1,840,850	1,774,091	66,759	3.6%
Depreciation and Amortisation		34,211,101	17,661,076	17,855,920	(194,844)	-1.1%
Interest		1,836,750	659,319	862,032	(202,713)	-30.7%
Insurance		1,166,259	657,476	688,717	(31,241)	-4.8%
Expenses Provision		962,345	562,803	555,333	7,470	1.3%
Other Expenses from Ordinary Activities		24,707,761	14,749,958	14,320,535	429,423	2.9%
Total Expenses from Ordinary Activities		187,927,571	106,232,711	101,563,457	4,669,254	4.4%
Change in Net Assets from Ordinary Activities before Capital Amounts		9,825,552	41,880,080	46,961,989	5,081,909	12.1%
GRANTS/CONTRIBUTIONS						
Grants and Contributions- Capital		6,842,450	2,535,600	3,449,865	914,265	36.1%
NET OPERATING SURPLUS						
		16,668,002	44,415,680	50,411,854	5,996,174	13.5%
DISPOSAL/WRITE OFF OF ASSETS	2	(1,558,253)	(1,116,938)	(476,357)	640,581	-57.4%
SIGNIFICANT ITEMS						
Distribution from TPRC		1,833,333	-	-	-	0.0%
(Loss) on Disposal of Investments		-	(3,655)	(3,655)	-	0.0%
<i>Change in net assets resulting from operations after capital amounts and significant items</i>		16,943,082	43,295,088	49,931,842	6,636,755	15.3%

SCHEDULE 12

CITY OF PERTH MUNICIPAL

Statement of Financial Position as at 31 January 2016

	Note	31/01/2016	30/06/2015
CURRENT ASSETS		\$	\$
Cash and Cash Equivalents	11	10,096,255	21,164,777
Deposits/Prepayments	4	9,402,969	1,339,244
Investments	3, 11	130,428,638	91,045,389
Trade and Other Receivables	5	14,116,375	8,355,249
Rates Receivable	1	3,940,240	64,096
Inventories		1,172,650	1,394,201
TOTAL CURRENT ASSETS		169,157,127	123,362,956
NON CURRENT ASSETS			
Investments	3	6,507,868	7,110,313
Trade and Other Receivables	5	32,434	39,567
Property, Plant and Equipment	8	653,007,732	659,937,053
Infrastructure	8	473,225,719	480,607,504
Capital Work in Progress	8	88,991,441	69,215,093
TOTAL NON CURRENT ASSETS		1,221,765,194	1,216,909,530
TOTAL ASSETS		1,390,922,321	1,340,272,486
CURRENT LIABILITIES			
Trade and Other Payables	6	24,392,865	19,155,304
Employee Benefits	7	10,942,661	11,405,126
Provisions	7	603,526	703,725
Loan Liability	9	6,075,006	6,441,709
TOTAL CURRENT LIABILITIES		42,014,058	37,705,864
NON CURRENT LIABILITIES			
Employee Benefits	7	1,891,737	1,891,737
Provisions	7	4,097,062	3,869,667
Loan Liability	9	32,509,402	36,327,002
TOTAL NON CURRENT LIABILITIES		38,498,201	42,088,406
TOTAL LIABILITIES		80,512,259	79,794,270
NET ASSETS		\$1,310,410,062	\$1,260,478,216
EQUITY			
Accumulated Surplus		683,256,224	612,108,619
Asset Revaluation Reserve	10	560,795,095	560,795,095
Reserves	10	66,358,743	87,574,502
TOTAL EQUITY		\$1,310,410,062	\$1,260,478,216

**CITY OF PERTH
MUNICIPAL**

Statement of Changes in Equity for the 7 months ended 31 January 2016

	Accumulated Surplus	Asset Revaluation Reserve	Cash Backed Reserves	Total Equity
	\$	\$	\$	\$
Balance at 1 July 2014	587,289,902	372,942,447	85,605,577	1,045,837,926
Change in net assets resulting from operations	214,640,290	-	-	214,640,290
Transfer to Cash Backed Reserves	(25,386,259)	-	25,386,259	-
Transfers to Asset Revaluation Reserve	(189,027,761)	189,027,761	-	-
Transfers from Asset Revaluation Reserve	1,175,113	(1,175,113)	-	-
Transfer from Cash Backed Reserves	23,417,344	-	(23,417,344)	-
Balance at 30 June 2015	\$612,108,629	\$560,795,095	\$87,574,492	\$1,260,478,216
Balance at 1 July 2015	\$ 612,108,629	\$ 560,795,095	\$ 87,574,492	\$ 1,260,478,216
Change in net assets resulting from operations	49,931,842	-	-	49,931,842
Transfer to Cash Backed Reserves	(1,992,145)	-	1,992,145	-
Transfers to Asset Revaluation Reserve	-	-	-	-
Transfers from Asset Revaluation Reserve	-	-	-	-
Transfer from Cash Backed Reserves	23,207,904	-	(23,207,904)	-
Balance at the end of the reporting period	\$683,256,229	\$560,795,095	\$66,358,734	\$1,310,410,058

SCHEDULE 12

CITY OF PERTH MUNICIPAL

Statement of Cash Flows for the 7 months ended 31 January 2016

		Budget 2015/2016	YTD Actual 31/01/2016	YTD Variation	
	Note	\$	\$	\$	%
Cash Flows from Operating Activities					
Receipts					
Rates		82,681,333	76,813,353	(5,867,980)	-7.1%
Fees and Charges		104,237,072	57,415,261	(46,821,811)	-44.9%
Interest		5,009,468	2,388,851	(2,620,617)	-52.3%
Other		5,485,536	1,213,378	(4,272,158)	-77.9%
		197,413,411	137,830,843	(59,582,568)	-30.2%
Payments					
Employee Costs		(68,531,216)	(38,304,479)	30,226,737	44.1%
Materials and Contracts		(50,557,095)	(30,433,050)	20,124,045	39.8%
Interest		(1,686,749)	(985,749)	701,000	41.6%
Other		(24,363,418)	(16,980,823)	7,382,595	30.3%
		(145,138,478)	(86,704,101)	58,434,377	40.3%
Net Cash Flows from Operating Activities	12	52,274,932	51,126,742	(1,148,190)	2.2%
Cash Flows from Investing Activities					
Receipts					
Distribution from TPRC		1,833,333	-	(1,833,333)	-100.0%
Proceeds from Disposal of Assets		1,523,000	321,350	(1,201,650)	-78.9%
Proceeds from Disposal of Investments(Non Current)		-	598,790	598,790	0.0%
Payments					
Purchase Land and Buildings		(13,036,542)	-	13,036,542	-100.0%
Purchase Infrastructure Assets		(37,840,203)	(438,644)	37,401,559	-98.8%
Purchase Plant and Mobile Equipment		(3,347,436)	(1,084,321)	2,263,115	67.6%
Purchase Office Furniture and Equipment		(561,648)	(7,919)	553,729	-98.6%
Work in Progress		-	(22,432,426)	(22,432,426)	0.0%
		(54,785,829)	(23,963,310)	30,822,519	56.3%
Net Cash Flows from Investing Activities		(51,429,496)	(23,043,170)	28,386,326	55.2%
Cash Flows from Financing Activities					
Repayment of Borrowings		(6,441,707)	(4,184,303)	2,257,404	35.0%
		(6,441,707)	(4,184,303)	2,257,404	35.0%
Cash Flows from Government and Other Parties					
Receipts from Appropriations/Grants					
Recurrent		1,760,075	965,592	(794,483)	-45.1%
Capital		6,842,450	3,449,865	(3,392,585)	-49.6%
		8,602,525	4,415,457	(4,187,068)	-48.7%
Net Increase (Decrease) in Cash Held		3,006,254	28,314,726	25,308,472	841.9%
Cash at 1 July 2015		107,033,620	112,210,166	5,176,546	4.8%
Cash at 31 January 2016	11	110,039,874	140,524,893	30,485,019	27.7%

SCHEDULE 12

MUNICIPAL

Notes to the Balance Sheet for the 7 months ended 31 January 2016

1 Rates Receivable

	Actual YTD 31/01/2016	2014/15 YTD 31/01/2015
	\$	\$
Outstanding Amount at 30 June 2015	64,096	52,088
Rates Levied for the Year	81,770,515	75,920,139
Late Payment Penalties	94,875	74,975
Ex Gratia Rates	17,464	10,283
Rates Administration Fee	283,060	284,223
Rates Instalment Interest	341,842	317,571
Back Rates	(47,327)	(147,341)
Bins Levy	93,898	35,825
	82,618,423	76,547,763
Amount Received during the Period	78,678,183	72,839,058
Outstanding Amount at 31 January 2016	\$3,940,240	\$3,708,705

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

	Annual Budget	Actual YTD 31/01/2016
	\$	\$
Land and Buildings		
Proceeds on Disposal	-	-
Less: Carrying amount of assets sold/written off	-	14,969
(Loss) on Disposal/Write Off	-	(14,969)
Infrastructure		
Proceeds on Disposal	-	-
Less: Carrying amount of assets written off	1,721,201	471,046
(Loss) on Write Off	(1,721,201)	(471,046)
Plant and Mobile Equipment		
Proceeds on Disposal	1,523,000	320,660
Less: Carrying amount of assets sold/written off	1,360,052	311,013
Profit on Disposal/Write Off	162,948	9,647
Furniture and Equipment		
Proceeds on Disposal	-	690
Less: Carrying amount of assets sold /written off	-	679
Profit on Disposal/Write Off	-	11
Gain/(Loss) on Disposal/Write off of Assets	(\$1,558,253)	(\$476,357)

3 Investments

Current	31/01/2016	30/06/2015
Short Term Cash Investments *	\$	\$
Call Funds	5,055,090	23,629
Bank/Term Deposits	121,500,000	83,900,000
Managed Funds	3,873,548	4,118,105
Floating Rate Notes (FRN)	-	3,003,655
Total Current Investments	\$130,428,638	\$91,045,389

* Short Term Cash Investments as stated in Note 11.

Non Current Investments	31/01/2016	30/06/2015
	\$	\$
Mortgage Backed Securities (MBS)	2,692,784	2,766,406
	2,692,784	2,766,406
Equity in Local Government House	10,000	10,000
Equity in Mindarie Regional Council	398,074	398,074
Equity in Tamala Park Regional Council	3,407,010	3,935,833
	\$6,507,868	\$7,110,313

SCHEDULE 12

MUNICIPAL

Notes to the Balance Sheet for the 7 months ended 31 January 2016

4 Deposits/Prepayments

	31/01/2016	30/06/2015
	\$	\$
Prepaid Insurance	994,158	-
Prepaid Parking Bay Licence Fees	7,113,606	91,560
Other	1,295,205	1,247,684
	\$9,402,969	\$1,339,244

5 Trade And Other Receivables

	31/01/2016	30/06/2015
Current	\$	\$
Emergency Services Levy (ESL)	1,234,309	63,463
Accrued Interest and Investment Income	1,019,806	600,296
Accrued Income	2,207,917	1,251,900
Modified Penalties/Fines and Costs	7,529,531	7,156,124
Debtors - General		
Australian Taxation Office - GST Refundable	-	479,963
Works and Services	22,500	156,225
Other Debtors	5,255,381	1,701,472
	17,269,444	11,409,443
Less: Provision for Doubtful Debts	(3,153,069)	(3,054,194)
	\$14,116,375	\$8,355,249
Non Current		
Pensioners' Rates Deferred	32,434	39,567
	\$32,434	\$39,567

6 Trade And Other Payables

	31/01/2016	30/06/2015
Current	\$	\$
Trade Creditors	4,311,146	13,260,443
Emergency Services Levy	9,950,616	-
Interest Payable on Loans	117,298	241,015
Accrued Expenses - Operating	5,909,427	2,617,565
Accrued Expenses - Capital	646,343	360,328
Advances Received for Recoverable Works	48,870	77,424
Income Received / Raised in Advance	815,838	871,600
Australian Taxation Office - GST Payable	321,117	-
Other Creditors	2,272,210	1,726,929
	\$24,392,865	\$19,155,304

SCHEDULE 12

MUNICIPAL

Notes to the Balance Sheet for the 7 months ended 31 January 2016

7 Employee Benefits

	31/01/2016	30/06/2015
Current	\$	\$
Leave Entitlements		
Annual Leave	4,454,270	4,795,260
Self Funded Leave	227,260	270,891
Long Service Leave	6,126,907	6,189,337
Recognition of Employees- Presentations	134,224	149,638
	\$10,942,661	\$11,405,126
Non Current		
Annual Leave	838,090	838,090
Long Service Leave	1,053,647	1,053,647
	\$1,891,737	\$1,891,737

Provisions

	31/01/2016	30/06/2015
Current	\$	\$
Workers Compensation	603,526	703,725
	\$603,526	\$703,725
Non Current		
Provision for Equipment Replacement PCEC	4,097,062	3,869,667
	\$4,097,062	\$3,869,667

8 Property, Plant and Equipment and Work in Progress

	31/01/2016	30/06/2015
	\$	\$
Land and Air Rights - at cost/fair value	380,366,193	380,366,194
Less: Accumulated Depreciation	(2,901,998)	(2,570,139)
	377,464,195	377,796,055
Buildings - at fair value	380,100,248	379,893,679
Less: Accumulated Depreciation	(150,779,473)	(146,015,858)
	229,320,775	233,877,821
Improvements - at fair value	8,010,840	8,010,841
Less: Accumulated Depreciation	(4,727,887)	(4,564,395)
	3,282,953	3,446,446
Infrastructure Assets - at cost/fair value	741,820,348	741,999,706
Less: Accumulated Depreciation	(268,594,629)	(261,392,201)
	473,225,719	480,607,505
Plant and Mobile Equipment - at cost/fair value	46,643,585	45,505,811
Less: Accumulated Depreciation	(27,611,183)	(25,351,476)
	19,032,402	20,154,335
Office Furniture and Equipment - at cost/fair value	37,174,630	36,740,437
Less: Accumulated Depreciation	(14,062,494)	(12,873,309)
	23,112,136	23,867,128
Agricultural - at cost	795,271	795,271
Less: Accumulated Depreciation	-	-
	795,271	795,271
Property, Plant and Equipment	1,126,233,451	1,140,544,561
Work in Progress - at cost	88,991,441	69,215,093
	88,991,441	69,215,093
Total Property, Plant and Equipment and Work in Progress	\$1,215,224,892	\$1,209,759,650

SCHEDULE 12

MUNICIPAL

Notes to the Balance Sheet for the 7 months ended 31 January 2016

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

	Balance 30/06/2015	Acquisitions Actual YTD 31/01/2016	Transfers Actual YTD 31/01/2016	Disposals/ Write off/ Actual YTD 31/01/2016	Revaluation Actual YTD 31/01/2016	Balance 31/01/2016
	\$	\$	\$	\$		\$
Land and Air Rights	380,366,194	-	-	-	-	380,366,194
Buildings	379,893,679	-	245,870	(39,300)	-	380,100,249
Improvements	8,010,841	-	-	-	-	8,010,841
Infrastructure Assets	741,999,706	438,644	1,204,297	(1,822,298)	-	741,820,349
Plant and Mobile Equipment	45,505,811	1,084,321	805,178	(751,725)	-	46,643,585
Office Furniture and Equipment	36,740,437	7,919	556,292	(130,018)	-	37,174,630
Agricultural	795,271	-	-	-	-	795,271
Work in Progress	69,215,093	22,718,441	(2,942,093)	-	-	88,991,441
	\$1,662,527,032	\$24,249,325	(130,456)	(\$2,743,341)	-	\$1,683,902,560

9 Loan Liability

	31/01/2016	30/06/2015
Current	\$	\$
Loans - Western Australian Treasury Corporation	6,075,006	6,441,709
Non Current		
Loans - Western Australian Treasury Corporation	32,509,402	36,327,002

10 Reserve Funds

Purpose of Reserve Fund	Balance 30/06/2015	Transfer from Accumulated Surplus	Transfer to Accumulated Surplus	Balance 31/01/2016
	\$	\$	\$	\$
Refuse Disposal and Treatment	2,843,524	45,516	-	2,889,040
Concert Hall - Refurbishment and Maint.	4,826,518	68,500	(34,748)	4,860,270
Asset Enhancement	29,008,935	370,590	(5,758,348)	23,621,177
Street Furniture Replacement	540,334	7,694	-	548,028
Parking Levy	17,132,501	1,708	(17,012,592)	121,617
Art Acquisition	315,397	4,172	(5,900)	313,669
Heritage Incentive	587,371	11,562	-	598,933
Parking Facilities Development	23,952,738	339,210	(396,316)	23,895,632
Employee Entitlements	1,053,647	861,611	-	1,915,258
David Jones Bridge	277,223	3,954	-	281,177
Bonus Plot Ratio	595,996	8,488	-	604,484
PCEC Fixed Plant Replacement	3,869,667	227,395	-	4,097,062
Enterprise and Initiative	2,570,651	41,745	-	2,612,396
	87,574,502	1,992,145	(23,207,904)	66,358,743
* Asset Revaluation	560,795,095	-	-	560,795,095
	\$648,369,597	\$1,992,145	(\$23,207,904)	\$627,153,838

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

SCHEDULE 12

MUNICIPAL

Notes to the Balance Sheet for the 7 months ended 31 January 2016

11 Cash Reconciliation

	31/01/2016	30/06/2015
	\$	\$
Cash and Cash Equivalents	10,096,255	21,164,777
Short Term Cash Investments	130,428,638	91,045,389
	\$140,524,893	\$112,210,166

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

	31/01/2016	30/06/2015
	\$	\$
Change in Net Assets Resulting from Operations	49,935,497	18,136,854
Adjustment for items not involving the movement of Funds:		
Depreciation	17,855,920	29,115,795
Doubtful Debts	98,875	267,593
(Gain)/Loss on Disposal/Write off/Contribution of Assets	476,357	2,584,345
	68,497,105	50,104,587
Revenues Provided By :		
Government Grants	(4,365,567)	(4,039,166)
Contribution from Other Parties	(49,890)	(15,000)
	(4,415,457)	(4,054,166)
Change in Operating Assets and Liabilities		
Add Back		
Decrease in Inventories	221,551	713,171
Decrease in Deposits and Prepayments	-	81,566
Decrease in Accrued Interest and Dividend Income	-	749,725
Decrease in Debtors	-	1,650,216
Decrease in Deferred Debtors	7,133	4,638
Increase in Income Received /Raised in Advance	-	21,429
Increase in Accrued Expenses	3,291,862	-
Increase in Provisions	-	1,084,280
Increase in Trade and Other Payables	1,867,717	-
Deduct		
Decrease in Trade and Other Payables	-	(836,489)
Decrease in Income Received /Raised in Advance	(84,316)	-
Decrease in Accrued Interest Payable	(123,717)	(43,792)
Decrease in Provisions	(335,269)	-
Decrease in Accrued Expenses	-	(201,269)
Increase in Trade and Other Receivables	(8,360,619)	-
Increase in Prepayments	(8,063,725)	-
Increase in Accrued Income	(956,017)	(420,854)
Increase in Accrued Interest and Investment Income	(419,509)	-
	(12,954,909)	2,802,621
Net Cash Provided by Operating Activities	\$51,126,742	\$48,853,042

SCHEDULE 12

MUNICIPAL

Notes to the Balance Sheet for the 7 months ended 31 January 2016

13 Ratios

	31/01/2016	30/06/2015
1 Current Ratio		
<u>Current Assets minus Restricted Assets</u>		
<u>Current Liabilities minus Liabilities</u> associated with Restricted Assets	2.51	1.02
2 Debt Ratio		
<u>Total Liabilities</u>		
<u>Total Assets</u>	5.79%	5.95%
3 Debt Service Ratio		
<u>Debt Service Cost</u>		
Available Operating Revenue	3.69%	4.48%
4 Rate Coverage Ratio		
<u>Net Rate Revenue</u>		
Operating Revenue	55.61%	40.92%
5 Outstanding Rates Ratio		
<u>Rates Outstanding</u>		
Rates Collectable	4.77%	0.08%
6 Untied Cash to Unpaid Creditors Ratio		
<u>Untied Cash</u>		
Unpaid Trade Creditors	17.83	2.07
7 Gross Debt to Revenue Ratio		
<u>Gross Debt</u>		
Total Revenue	25.98%	22.93%
8 Gross Debt to Economically Realisable Assets Ratio		
<u>Gross Debt</u>		
Economically Realisable Assets	4.20%	4.98%

Restricted Assets includes reserve funds and tied contributions not utilised at 31.01.2016

CITY OF PERTH

FAS GRAPHS

Jan-16

SCHEDULE 12

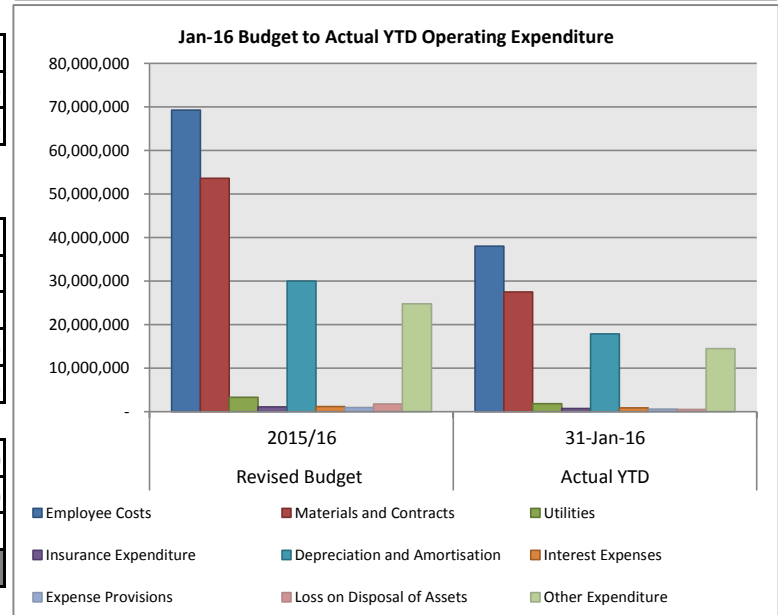
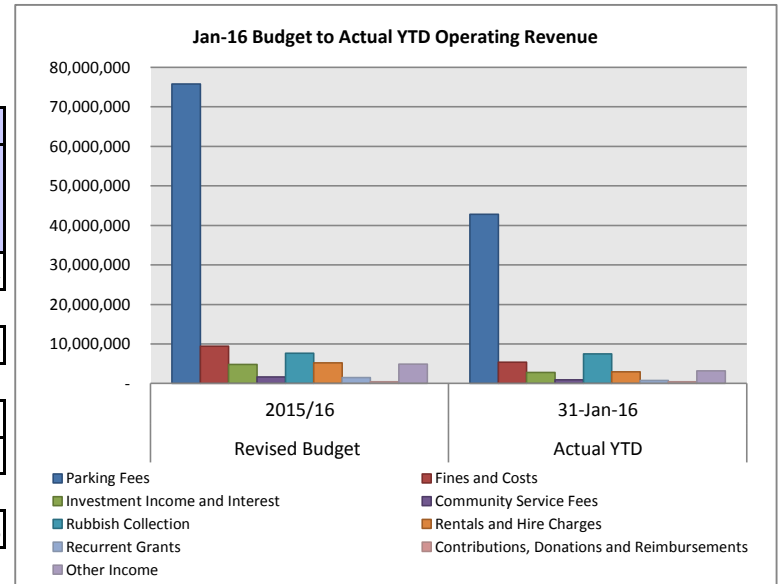
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2	Cash	4
3	Summary Operating Statement	5
4	Summary Statement of Financial Position	6
5	Ratio Analysis	7

SCHEDULE 12

Financial Activity Statement

	Annual	Year To Date Jan-16		
	Revised Budget 2015/16 \$000s	Budget YTD \$000s	Actual \$000s	Variance \$000s
Proceeds from Operating Activities				
Operating Revenue	111,388	66,819	66,785	-34
Less: Operating Expenditure				
Less: Operating Expenditure	185,860	107,554	102,178	5,376
Add back Depreciation	-30,002	-17,661	-17,856	195
(Loss)/Profit on Disposals	-1,766	-1,117	-476	-641
Net Surplus/(Deficit) from Operations	-42,703	-21,957	-17,061	4,896
Investing Activities				
Capital Expenditure	-69,049	-35,511	-24,734	10,777
Repayment of Borrowings	-6,442	-4,184	-4,184	0
Transfers to Reserves	-28,095	-2,482	-1,992	490
Financing Activities				
Transfers from Reserves	30,753	27,099	23,208	-3,891
Carry Forwards	21,681	11,151	7,366	-3,785
Proceeds from Disposal of Assets	1,729	1,523	920	-603
Distribution from TPRC	1,833	0	0	0
Capital Grants	7,758	2,536	3,450	914
Net Surplus/(Deficit) before Rates	-82,535	-21,827	-13,027	8,800
Add: Opening Funds	636	636	636	0
Less: Closing Funds	783	60,103	69,350	9,247
Amount Sourced from Rates	82,682	81,293	81,741	447

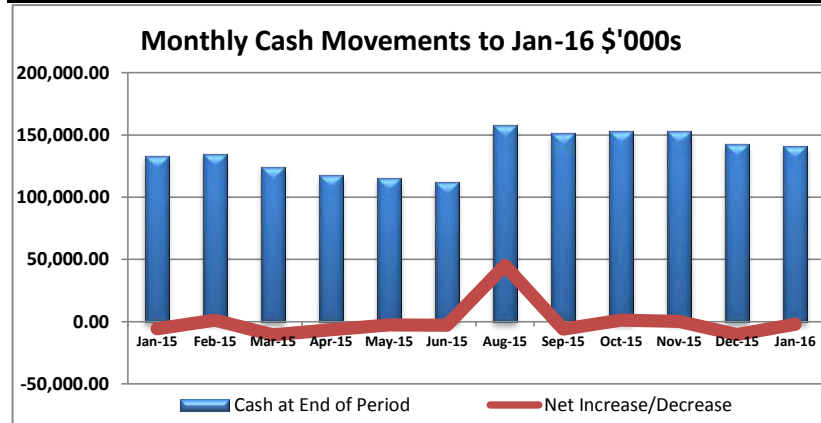


SCHEDULE 12

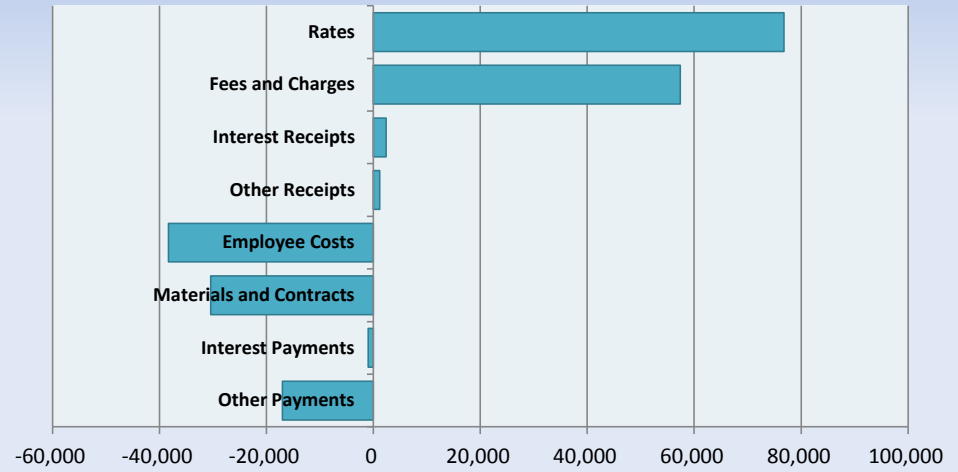
Cash

SUMMARY CASH FLOW STATEMENT

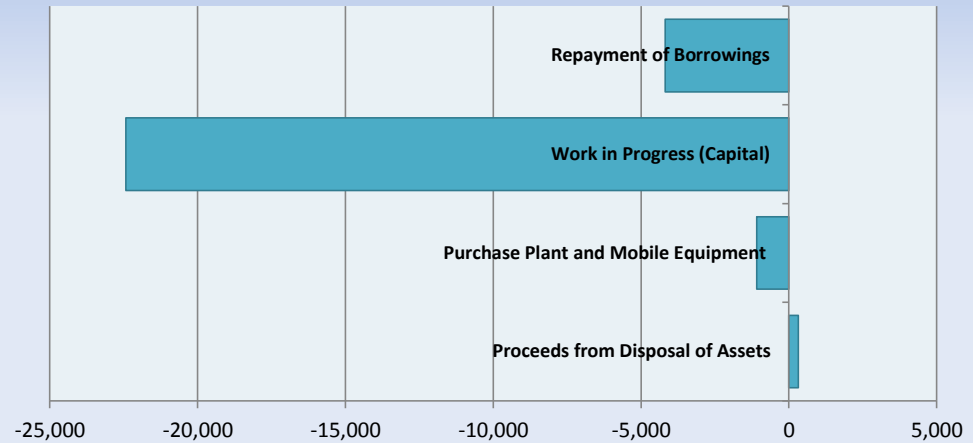
	Budget \$'000s 2015/2016	YTD Actual \$'000s Jan-16
Receipts from Customers	197,413	137,831
Payments to Suppliers and Creditors	-145,138	-86,704
Net Cash Inflow/Outflow from Operating Activities	52,275	51,127
Net Cash Inflow/Outflow from Investing Activities	-51,429	-23,043
Net Cash Inflow/Outflow from Financing Activities	-6,442	-4,184
Cash Flows from Government and Other Parties	8,603	4,415
Cash at 1 July 2015	107,034	112,210
Net Increase (Decrease) in Cash Held	3,006	28,315
Cash at 31 January 2016	110,040	140,525



Cash Flows from Operating Activities \$'000s



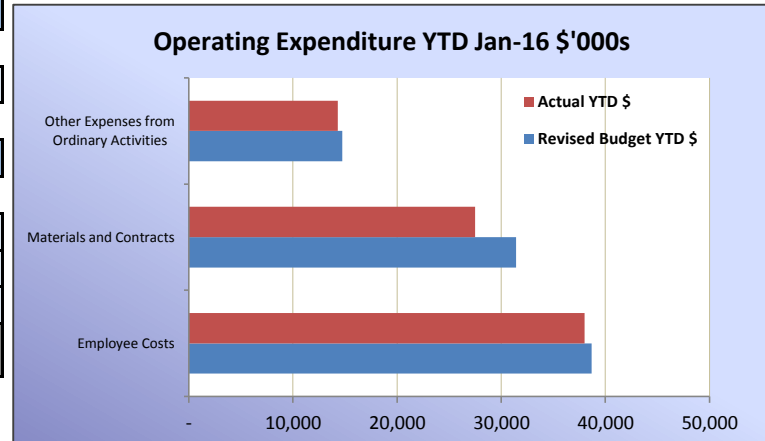
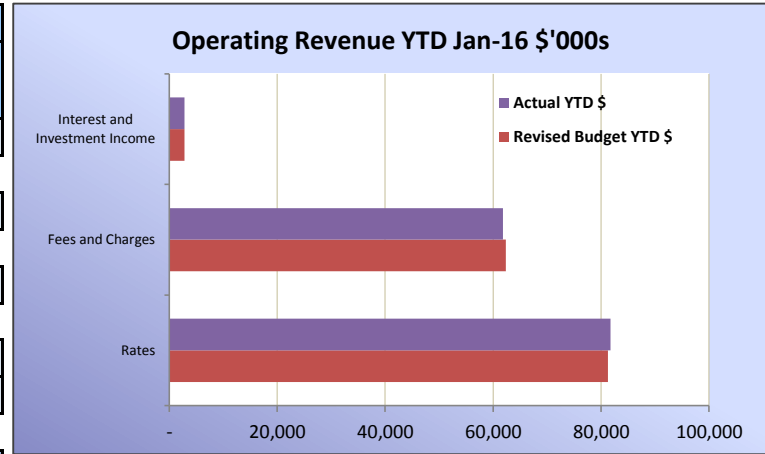
Cash Flows from Investing Activities \$'000s



SCHEDULE 12

Summary Operating Statement

	2015/2016	Year To Date		
	Original Budget \$000	Revised Budget \$000s	Actual \$000s	Variance \$000s
Operating Revenue	197,753	148,113	148,525	412
less Operating Expenses	-151,880	-87,912	-82,846	5,066
Earnings before Interest and Depreciation (EBID)	45,873	60,201	65,679	5,478
less Interest Expense	-1,837	-659	-862	-203
less Depreciation	-34,211	-17,661	-17,856	-195
Operating Surplus/(Deficit)	9,825	41,881	46,961	5,080
Grants and Contributions- Capital	6,842	2,536	3,450	914
NET OPERATING SURPLUS	16,667	44,417	50,411	5,994
DISPOSAL/WRITE OFF OF ASSETS	-1,558	-1,117	-476	641
Distribution from TPRC	1,833	0	0	0
(Loss) on Disposal of Investments	0	-4	-4	0
Change in net assets resulting from operations after capital amounts and significant items	16,943	43,295	49,932	6,637

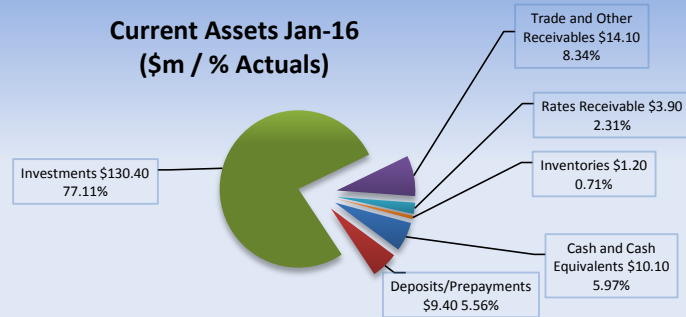


SCHEDULE 12

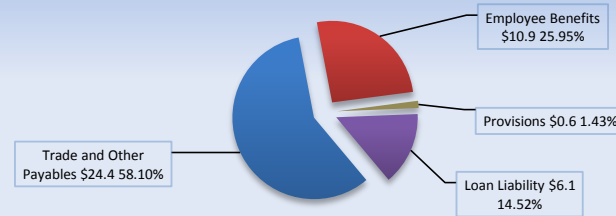
Summary Statement of Financial Position

	31-Jan-16	30-Jun-15
	Actual \$000s	Actual \$000s
Total Current Assets	169,157	123,363
Total Non Current Assets	1,221,765	1,216,910
TOTAL ASSETS	1,390,922	1,340,273
Total Current Liabilities	42,014	37,706
Total Non Current Liabilities	38,498	42,088
TOTAL LIABILITIES	80,512	79,794
NET ASSETS	1,310,410	1,260,478
COMMUNITY EQUITY		
Accumulated Surplus	683,256	612,109
Asset Revaluation Reserve	560,795	560,795
Reserves (Cash Backed)	66,359	87,575
TOTAL EQUITY	1,310,410	1,260,478

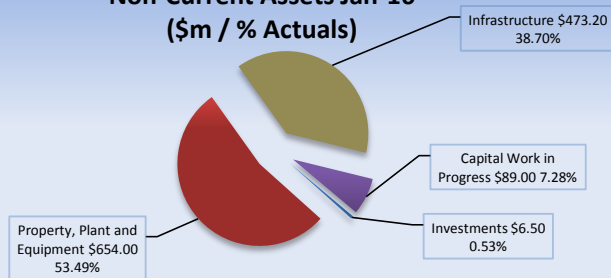
Current Assets Jan-16
(\$m / % Actuals)



Current Liabilities Jan-16
(\$m / % Actuals)



Non-Current Assets Jan-16
(\$m / % Actuals)



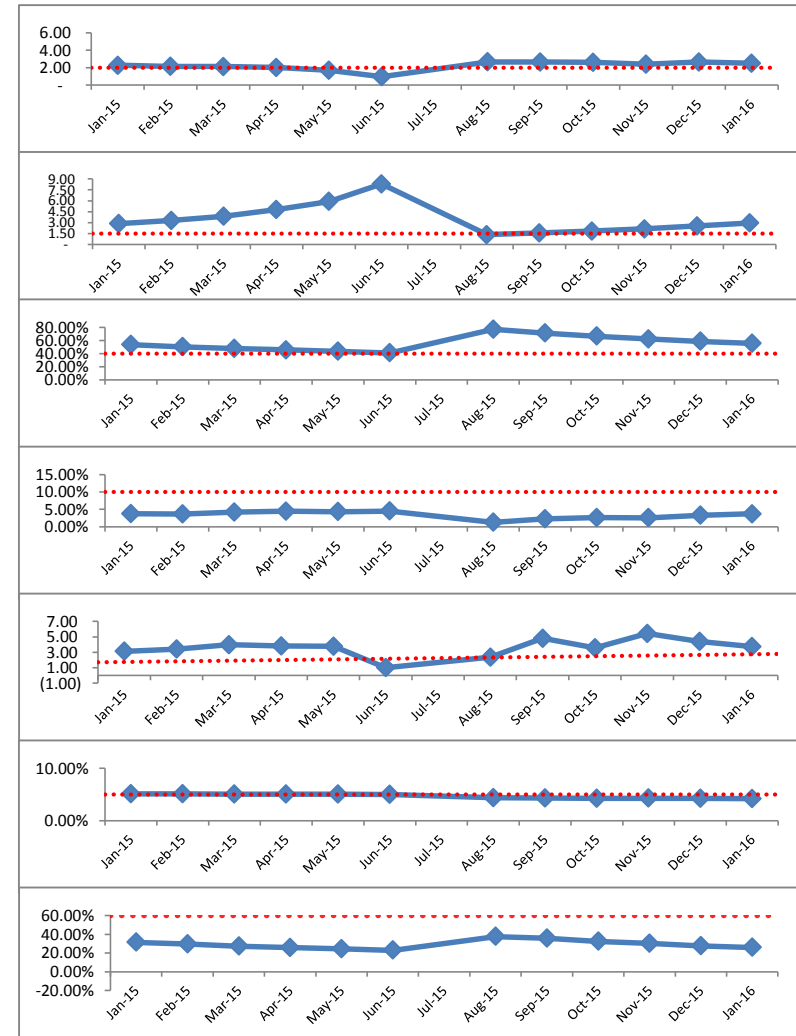
Non-Current Liabilities Jan-16
(\$m / % Actuals)



SCHEDULE 12

Ratio Analysis

	Jan-16
Current Ratio (Current Assets minus Restricted Assets/Current Liabilities minus Liabilities associated with Restricted Assets)	2.51
Ability to generate working capital to meet our commitments	
Target is greater than 2.00	
Operating Surplus Ratio (Revenue YTD/Operating Surplus YTD)	2.95
Ability to fund capital and exceptional expenditure	
Target is greater than 1.5	
Rate Coverage Ratio (Net Rate Revenue/Operating Revenue)	55.61%
Ability to reduce rates to ratepayers	
Target is less than 40.00% - The percentage will diminish as the bulk of the rates are raised in July	
Debt Service Ratio (Interest and principal repayments/Available Operating Revenue)	3.69%
Ability to service loans including principal and interest	
Target is less than 10.0%	
Cash Capacity in Months (Cash < 90 days invest / (Cash Operating Costs divided by 7 months)	3.74
Ability to manage cashflow	
Target is greater than 2.0 months	
Gross Debt to Economically Realisable Assets Ratio (Gross Debt / Economically Realisable Assets)	4.20%
Ability to retire debt from readily realisable assets	
Target is greater than 5.0%	
Gross Debt to Revenue Ratio (Gross Debt / Total Revenue)	25.98%
Ability to service debt out of total revenue	
Target is less than 60.0%	



SCHEDULE 13



Little Ferry Company
PO Box 1026
South Perth
WA 6951
ABN 51 604 421 552

Thursday 3rd December 2015

Chief Executive Officer,
City of Perth, GPO Box C120,
Perth WA 6839.

Attention: Gary Stevenson

Dear Sir,

Dedicated Berthing Access to Claisebrook Cove, East Perth

I am writing to request from the City of Perth a dedicated berthing jetty at Claisebrook Cove for the *Little Ferry Company*. In support of this request I have attached a brief overview of our operations and, a summary proposal as an addendum to this letter.

The underlying challenge that the *Little Ferry Company* faces at Claisebrook Cove is having the ability to consistently dock at one of the jetties. During the week the recreational boat traffic is reasonably light but in the weekends there is increased traffic in/out of the inlet - on some occasions there is no vacant jetty available for our vessels to dock against.

Whilst we understand that Claisebrook Cove is a public facility, there are some very tangible benefits for the city in providing unfettered access for our small ferries - with minimal impact to recreational users.

We are very keen to get our fledgling business up and running on the right foot. By securing dedicated access to Claisebrook Cove we know that we will provide locals and visitors to our city a quality alternative connect with East Perth.

We ask for your consideration and advice on the attached proposal. Please advise if further information or clarity is required.

Yours sincerely

Kevyn Townley
Managing Director

CC Rt Hon Lord Mayor, Lisa Scaffidi

SCHEDULE 13



Little Ferry Company
PO Box 1026
South Perth
WA 6951
ABN 51 604 421 552

Addendum – Proposal for dedicated berthing jetty at Claisebrook Cove

PROPOSAL

- Provide a dedicated jetty access to the Little Ferry Company at Claisebrook Cove. The nominated jetty would be clearly sign-posted advising the exclusive use of the jetty to the Little Ferry Company
- The Little Ferry Company will upgrade the allocated jetty by providing permanent fendering around the pylon supports

BACKGROUND

The Little Ferry Company has been in the establishment phase for the past two years. During this time we have designed, built and are currently trialling our unique, historically designed electric ferries on the Swan River. We have received all appropriate licenses and permits to operate the business as outlined in the attached document – ***Little Ferry Company: Operational Profile***

The ferries are designed to carry up to eleven passengers. A one and a half hour cruise based out of Elizabeth Quay will take passengers up to the Old Swan Brewery and then back along the city foreshore to Claisebrook Cove and then back to Elizabeth Quay. This route will be expanded as some of the riverside developments mature over upcoming years, eg Fraser Point, Riverside commercial/residential development, Perth Stadium and others.

A critical element of the operational model is the ability to provide an alternative commute between the City and East Perth – both from a public transport and, a visitor/tourist service perspective.

The majority of the time [particularly during weekdays] our ferries will be able to dock at Claisebrook Cove against one of the three finger jetties. However, there are occasions when all the finger jetties are occupied leaving no option but for our little ferries to turnaround and head back to Elizabeth Quay.

We cannot advertise a pick-up/drop-off service to East Perth unless we can guarantee that service. Providing an 80% option is not a sustainable option for us.

LITTLE FERRY COMPANY – PROPOSED ACTIONS

- Identify preferred Jetty, refer *Attachment 1.0*
- Upgrade allocated jetty with fendering to main pylons
- Erect informational signage at jetty [approved by CoP]

CITY of PERTH – PROPOSED ACTIONS

- Allocate a dedicated jetty for the use of the Little Ferry Company at Claisebrook Cove



SCHEDULE 13

Little Ferry Company
PO Box 1026
South Perth
WA 6951
ABN 51 604 421 552

Attachment 1.0 Preferred Jetty

Proposed 'Finger Jetty' for dedicated access:



COP Imaged Record - 8/12/2015

Little Ferry Company: Operational Profile

COP Imaged Record - 8/12/2015



Prepared by:

Kevyn Townley

November 2015

Little Ferry Company

Introduction

The Little Ferry Company [LFC] will operate from Elizabeth Quay and initially provide the following services;

Daily River Cruises

Regular and scheduled cruises will be provided daily, showcasing the central Swan River waterway. The route outlined in Appendix 1.0 shows;

- Embarkation at Elizabeth Quay
- A detour up to the Narrows Bridge to showcase Kings Park and the Old Swan Brewery
- Drop-off/pick-up at Old Perth Port
- Cruise along the city waterfront, under the Causeway and around into Claisebrook Cove for drop-off/pick-up
- Return to Elizabeth Quay.

The Skipper of each vessel will provide a live commentary on the history of the City and Swan River as the boat travels around its route.

The round trip is scheduled at 80mins. Two vessels in service will provide a 45min break between trips.

The daily river cruises will provide a unique experience of the Swan River with passengers enjoying an historical profile of the city in unparalleled comfort.

The long-term plan is to extend the fleet of vessels and develop the operation to include stop-offs in South Perth [Coode and Mends St Jetties] and other developments around the CBD waterway as they come online, eg Riverside, Fraser Point, Perth Stadium etc.

Small Group Charter [Evenings]

The vessels will also be marketed for small group charters after 1700hrs up and down the Swan River to include:

- Sandalford Winery/Wine Tours
- Personalised cruises around the Swan River CBD area including; birthday celebrations, social groups, family gatherings etc
- Dinner cruises to selected destinations such as; JoJos, Raffles, Old Swan Brewery, Fremantle
- Corporate functions
- Support service to the upcoming new Perth Stadium, ie compliment the Corporate Box guest services by offering a pick-up and drop-off prior to any function/game at the stadium

SCHEDULE 13

The chartered cruises will address a vacant niche in the current market enabling small groups [less than 12] to get out on the water and experience the city by lights in a very personalized manner.

All evening cruises will be pre-booked. There will be a small range of hot & cold canapés available on request and BYO beverage.

The Boats

We have delivery of our first boat, currently undergoing boat trials. The second boat is scheduled to arrive early in the New Year.

They are 10m, purpose designed Edwardian styled boats, **electrically** powered.

The hull is fibre-glass with cedar wood superstructure.

Stored power from the 8 x 24V 200AH li-ion batteries is complimented by 16 x 120-watt ultralight PV panels – the net result is that around 40% of the power required to drive the vessels is supplied by the sun.

The boats are beautifully appointed inside with Apple Green marine quality upholstered seating offset with Royal Red trim and Silky Oak joinery.

Appendix 2.0 shows a recent photo of the boat conducting trials in Claisebrook Cove.

The design of the vessel will distinguish it from the standard and larger ferry services operating on the Swan River.

SCHEDULE 13

The Operation

Schedule: The daily river cruises will operate on the following schedule:

Table 1 Daily River Cruise Schedule

Vessel	Departure Times					
<i>Ellie J</i>	0830	1000	1130	1300	1430	1600
<i>Jessica Leigh</i>	0915	1045	1215	1345	1515	1645

Fares: The fare structure for the daily river cruises targets two separate markets. Visitors and tourists will have the option of purchasing an **All Day Ticket** which enables them to get on and off the ferry at any time during daily operations. Pricing shown in Table 2 below.

Local residents will benefit from purchasing a **Frequent Floater** ticket which provides ten trips at a net cost of \$5.50 per trip [City-East Perth-City]

Table 2 Fare Structure

Fare Type	Adult	Child	Family	Comment
All Day/All Stops	\$25.00	\$18.00	\$60.00	May hop on and off the ferry any time during daily operations
Frequent Floater	\$5.50	\$5.50	N/A	Purchase a 'ten ticket' Frequent Floater Card for \$55.00 [10 x \$5.50]. Each trip valid from point of departure until when you disembark

Evening Charters are priced at \$320.00 per hour with a minimum 2hr hire [maximum passenger load 12 passengers]

Monday VIP Night: Each and every Monday evening the boats will be available for not-for-profit/charity organisations. We will provide an evening cruise [1.5hrs] for these groups at no charge.

Safe Operations: All Skippers of the boats will have as a minimum a Coxswains Grade 1 Near Coastal qualification. In addition to the appropriate Survey and Certificate Of Operation LFC will develop a specific **Risk Assessment** for the navigation into and out of Elizabeth Quay and Claisebrook Cove.

Appendix 1.0



SCHEDULE 13

Appendix 2.0



SCHEDULE 14

**PROPERTY SERVICES MANAGER
OF
DEPARTMENT OF TRANSPORT**

AND

CITY OF PERTH

JETTY1582

**DPI File Ref: LM1582
Prepared By: PM**

SCHEDULE 14

**WESTERN AUSTRALIA
DEPARTMENT OF TRANSPORT
JETTY LICENCE**

THIS Licence Agreement is made the 12th day of November 2012

BETWEEN

PROPERTY SERVICES MANAGER of Department of Transport of the State of Western Australia acting as the delegate of the Chief Executive Officer (CEO) of Department of Transport pursuant to an instrument of the delegation made under section 7(2) of the *Jetties Act 1926* (Licensor)

AND

CITY OF PERTH of **COUNCIL HOUSE, 27 ST GEORGES TERRACE, PERTH** in the said State (Licensee)

WHEREAS:-

- (i) pursuant to section 7 of the *Jetties Act 1926* ("Act") the CEO is empowered to grant a licence on such terms and conditions as the CEO thinks fit for the erection or construction of a jetty or for the maintenance and use of any jetty;
- (ii) the CEO has delegated to the Licensor the power to grant a licence as aforesaid; and
- (iii) upon the request of the Licensee the Licensor has agreed to grant to the Licensee a licence to construct, use and maintain **A JETTY COMPLEX** (hereinafter jointly referred to as "the Jetty") on a site within the **SWAN RIVER ADJACENT TO CLAUSEBROOK INLET, EAST PERTH** which site is more particularly delineated and coloured green on the plans annexed hereto as Annexure "A" and "B" (hereinafter called "the said site") subject to and in accordance with the terms and conditions hereinafter contained.

NOW THEREFORE in consideration of the annual licence fee hereinafter reserved and on the part of the Licensee to be paid the Licensor grants to the Licensee a licence to construct and use for non-commercial purposes the Jetty in or approximately on the said site substantially in accordance with the plans and specifications presented to the Licensor by the Licensee and approved in writing by the Licensor commencing from the **1ST DAY OF AUGUST 2009** for a period of one (1) year renewable on an annual basis by the Licensee paying to the Licensor the annual licence fee as advised by the Licensor prior to the date of commencement of the next period of one (1) year and subject to the Licensee not being in breach of any of its covenants, agreements and conditions under this licence agreement and upon and subject to the terms and conditions contained in

SCHEDULE 14

the covenants, agreements and conditions hereinafter set out and the Licensee **PAYING THEREFOR:-**

- (i) **ONE DOLLAR AND THIRTY-FOUR CENTS (\$1.34)** in respect of the first year of this Licence if demanded; and
- (ii) **THIRTY-FOUR DOLLARS AND NINETY-FIVE CENTS (\$34.95)** or such other amount as may from time to time be notified to the Licensee by or on behalf of the Licensor in respect of each succeeding year during the continuance of this licence.

1. The Licensee to the intent that the obligations may continue throughout the continuance of this Licence **COVENANTS AND AGREES** with the Licensor as follows:-

- (a) to punctually pay the rental in the manner aforesaid;
- (b) to permit the Licensor by its agents and servants with or without appliances and equipment at all reasonable times to enter upon and to inspect the Jetty for the purpose of ensuring that the Licensee is observing performing and complying with the covenants conditions and obligations contained herein;
- (c) to make good and repair to the stipulation of the Licensor any damage to the said site caused by the entrance upon the said site by the Licensee its agents or workers;
- (d) to maintain and keep the Jetty in good proper and safe condition to the Licensor's satisfaction and in the event of the Jetty not being in that good proper and safe condition the Licensor may remove the same and any right herein granted to the Licensee shall thereupon cease and the Licensor may recover from the Licensee the total cost of such removal and any repair and incidental work thereof;
- (e) not to permit any advertisement to be exhibited on any portion of the said site or the Jetty;
- (f) in using and maintaining the Jetty not to cause unnecessary interference or nuisance to the use of adjacent jetties, waterways or property;
- (g) to the satisfaction of the Licensor display the Licence number allocated for that purpose on such part or parts of the Jetty as the Licensor directs so as to be clearly visible from the shore and the water;
- (h) to comply in all respects with the requirements of the by-laws in carrying out all works required to be done and equipment required to be used in connection with the Jetty;

SCHEDULE 14

- (i) to comply with all statutes from time to time in force relating to the Jetty;
- (j) not to assign or transfer the rights hereby conferred unless permission in writing is obtained from the Licensor and in the case of the Licensor so approving of the transfer or assignment the transferee or assignee shall enter into an agreement in accordance with this Agreement;
- (k) at all times during the term of this Licence or any renewal thereof to indemnify and keep indemnified:-
 - (i) the CEO, the Licensor, and relevant local government, the Crown in right of the State of Western Australia and all instrumentalities of the Crown and all officers, servants and agents of each of them from and against all destruction, loss, injury or damage of or to any person (including death) or any property of the CEO, the Licensor or of the Crown or of any instrumentality of the Crown or of anyone else caused by or arising out of or in relation to or incidental to in whole or in part any act, neglect or default of the Licensee, its servants, agents, workers, contractors, invitees, licensees or sub-licensees or the erection, construction, maintenance or use by the Licensee or by any of its servants, agents, workers, contractors, invitees, licensees or sub-licensees of the mooring area or the jetty; and
 - (ii) the CEO, the Licensor, and relevant local government, the Crown in right of the State of Western Australia and all instrumentalities of the Crown and all officers, servants and agents of each of them from and against all actions, suits, proceedings, claims, costs, expenses and demands caused by or arising out of or in relation to or incidental to in whole or in part any act, neglect or default of the Licensee, its servants, agents, workers, contractors, invitees, licensees or sub-licensees or the erection, construction, maintenance or use by the Licensee or by any of its servants, agents, workers, contractors, invitees, licensees or sub-licensees of the mooring area or the jetty.
- (l) not to without the prior written consent and approval of the Licensor:-
 - (i) make any alteration addition or extension to the Jetty or any part thereto;
 - (ii) remove demolish or take away any part of the Jetty;

SCHEDULE 14

- (iii) carry out any works which may have the effect of altering the character, nature or purpose of the jetty originally approved by the Licensor;
 - (iv) lay, install, construct, release or place in, upon or below the surface of the water surrounding the Jetty any material, article, structure, pile, buoy or equipment;
- (m) that in the event that any of the covenants of the Licence are breached it is agreed that the Licence may be cancelled in the sole of the discretion of the Licensor by written notice to that effect to the Licensee;
- (n) that covenants herein by the Licensee (where there are more than one party comprising the Licensee) shall bind those parties jointly and each of them severally; and
- (o) that:-
- (i) **the Licensor** gives no warranty and the Licensee hereby acknowledges that no promise, representation, warranty, assurance or undertaking has been given by or on behalf of the CEO as to the use to which the licensed area or the Jetty may be put or in respect of the suitability or fitness of the licensed area or the Jetty for any purpose or use or for any proposed development or business to be made or carried on thereon or in respect of the grant or refusal by any competent authority of approval to any development or business to be made or carried on thereon or in respect of the grant or refusal by any competent authority of approval to any development of the licensed area or the Jetty proposed by the Licensee or in respect of the time within which any such development approval may be granted or refused or in respect of the fixtures, fittings, furnishings, finish, plant, machinery and equipment of in or upon the licensed area or the Jetty;
 - (ii) **the Licensee** accepts the licensed area and the Jetty for the said term with full knowledge of and subject to the state and condition thereof and any prohibition or restriction on the use or development thereof under or pursuant to any act, statute or other legislation and if the development use

SCHEDULE 14

or business proposed to be carried out made or conducted by the Licensee upon the licensed area or the Jetty is permissible only with consent pursuant to any act statute or other legislation. The Licensee shall obtain that consent at its own expense and shall have or make no action, suit, claim or demand against the Licensor in respect of the need for or refusal of such consent or any delay in or conditions attached to the grant of such consent;

- (p) not to use the Jetty for any commercial activity whatsoever; and
- (q) to allow the general public to have unrestricted access to the Jetty at all times.

2. PROVIDED ALWAYS AND IT IS HEREBY EXPRESSLY AGREED AND DECLARED by and between the Licensor and the Licensee as follows:-

- (1) **UPON** the termination of this Licence by the Licensee or the Licensor the Licensee shall if requested by the Licensor within one month thereafter remove from the site the Jetty including all piles and other parts of the Jetty that are below the water level and fill in all holes and level off and consolidate the ground and leave the said site clean and free from rubbish and in default it shall be lawful for the Licensor to cause the same to be removed at the cost of the Licensee and such cost shall be a debt due and owing to the Licensor and shall be recoverable in a court of competent jurisdiction; and
- (2) **THE** Licensee or the Licensor may cancel these presents by either giving to the other at any time one month's notice in writing and at the expiry of that notice the Licence hereby granted shall cease and determine but without prejudice to the remedies of the Licensor against the Licensee in respect of any antecedent claim or breach of covenant. Such a notice shall be sufficient if signed by the Licensor and shall be held to be sufficiently given made or served if posted to the Licensee at the address first hereinbefore appearing or at the address as last known to the Licensor or if served personally and shall be deemed to be received by the Licensee on the date such letter would in the ordinary course of post reach such address or on the date such notice is served personally on the Licensee.

SCHEDULE 14

IN WITNESS whereof the parties hereto have executed these presents the day and year hereinbefore written:-

SIGNED BY THE SAID LICENSOR)
in the presence of:

R. Zappara
) RONALD JOSEPH ZAPPARA
(Property Services Manager)

P. Manyam
Signature of Witness

PATRICIA MANYAM
Name of Witness (please print)
WESLEY STREET
FREMANTLE, W.A. 6160
MARITIME LICENSING OFFICER
Address

Occupation

THE COMMON SEAL OF THE SAID)
LICENSEE was hereunto affixed in the)
presence of:)

CITY OF PERTH

X *J. E. Davidson*
President ALORD MAYOR

X *[Signature]*
A Chief Executive Officer



SCHEDULE 14

Landgate Map Viewer - Windows Internet Explorer

http://www.landgate.wa.gov.au/mapviewer/erm_mapviewer.htm?user=rufMKE168&token=41f6fdc250d901f82787c975d8fdbb7c157cb36bc1003ae48&group=gr_govt&channel=9#

Landgate MAP VIEWER

Close Window

Window Show/Hide

Cadastral Parcels

CLAISEBROOK COVE 1582



Scale 1:2,940 Latitude: -31.951221 Longitude 115.880030 changes

0 records selected

Internet 100%

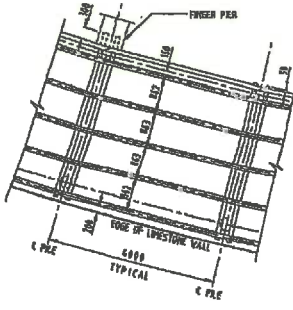
Ames 2020 "A"

SCHEDULE 14



PLAN - SHORT STAY MOORING - INNER INLET
1500

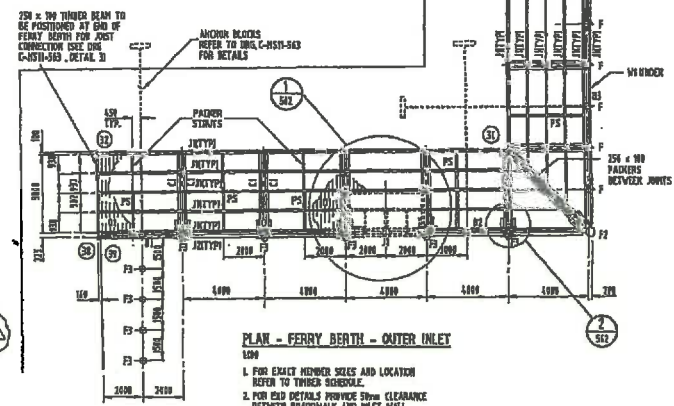
- FOR EXACT MEMBER SIZES AND LOCATIONS REFER TO TIMBER SCHEDULE
- FOR END DETAILS PROVIDE 50mm CLEARANCE BETWEEN BORDERS AND INLET WALL
- THE CONTRACTOR SHALL WHERE NECESSARY TIMBER SUPPLIED BY EPA FOR THE CONSTRUCTION OF THE INNER INLET SHORT STAY MOORINGS. REFER SECTION 10.3 OF THE SPECIFICATIONS
- REFER TO DSG C-MS11-514 FOR COORDINATE SET OUT DETAILS
- LOCATE ALL PILES TO BE 3000 JARDAH PILES



DETAIL 1
150

MARK	DESCRIPTION
01	ROLL-ON WHEELS DETAIL
C1	CROSSHEAD 300 x 100
D1	DECK 300 x 50
D2	DECK 300 x 50 FT DECK
F	FENDER 100 x 100
F1	3000 JARDAH FENDER PILE
F2	3000 JARDAH FENDER PILE
F3	3000 JARDAH FENDER PILE
F4	3000 JARDAH FENDER PILE
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F100	3000 JARDAH FENDER PILE

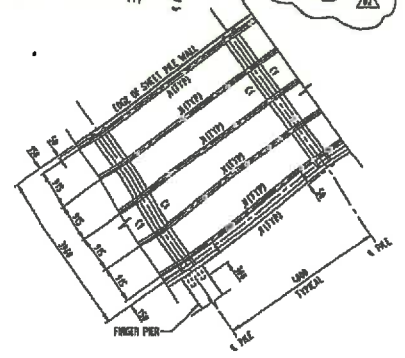
NOTE
1000 JARDAH PILE EMBEDMENT
SEE LOWER SCHEDULE ABOVE FOR FENDER DETAILS AND REFER TO DSG C-MS11-514 FOR COORDINATE SET OUT DETAILS



- PLAN - FERRY BERTH - OUTER INLET**
1500
- FOR EXACT MEMBER SIZES AND LOCATION REFER TO TIMBER SCHEDULE
 - FOR END DETAILS PROVIDE 50mm CLEARANCE BETWEEN BORDERS AND INLET WALL
 - REFER TO DSG C-MS11-514 FOR COORDINATE SET OUT DETAILS

PLAN - SHORT STAY MOORING - OUTER INLET
1500

- REFER TO DSG C-MS11-514 FOR COORDINATE SET OUT DETAILS



DETAIL 2
150

NO	REVISION	DATE	BY	APPROVED
1	CONSTRUCTION	15/01/2014	PLA/PLA	
2	CONSTRUCTION	15/01/2014	CEC/CEC	
3	APPROVAL	15/01/2014	CEC/CEC	
4	DESIGN	15/01/2014	PLA/PLA	
5	DESIGN	15/01/2014	PLA/PLA	
6	DESIGN	15/01/2014	PLA/PLA	
7	DESIGN	15/01/2014	PLA/PLA	
8	DESIGN	15/01/2014	PLA/PLA	
9	DESIGN	15/01/2014	PLA/PLA	
10	DESIGN	15/01/2014	PLA/PLA	

NO	REVISION	DATE	BY	APPROVED
1	CONSTRUCTION	15/01/2014	PLA/PLA	
2	CONSTRUCTION	15/01/2014	CEC/CEC	
3	APPROVAL	15/01/2014	CEC/CEC	
4	DESIGN	15/01/2014	PLA/PLA	
5	DESIGN	15/01/2014	PLA/PLA	
6	DESIGN	15/01/2014	PLA/PLA	
7	DESIGN	15/01/2014	PLA/PLA	
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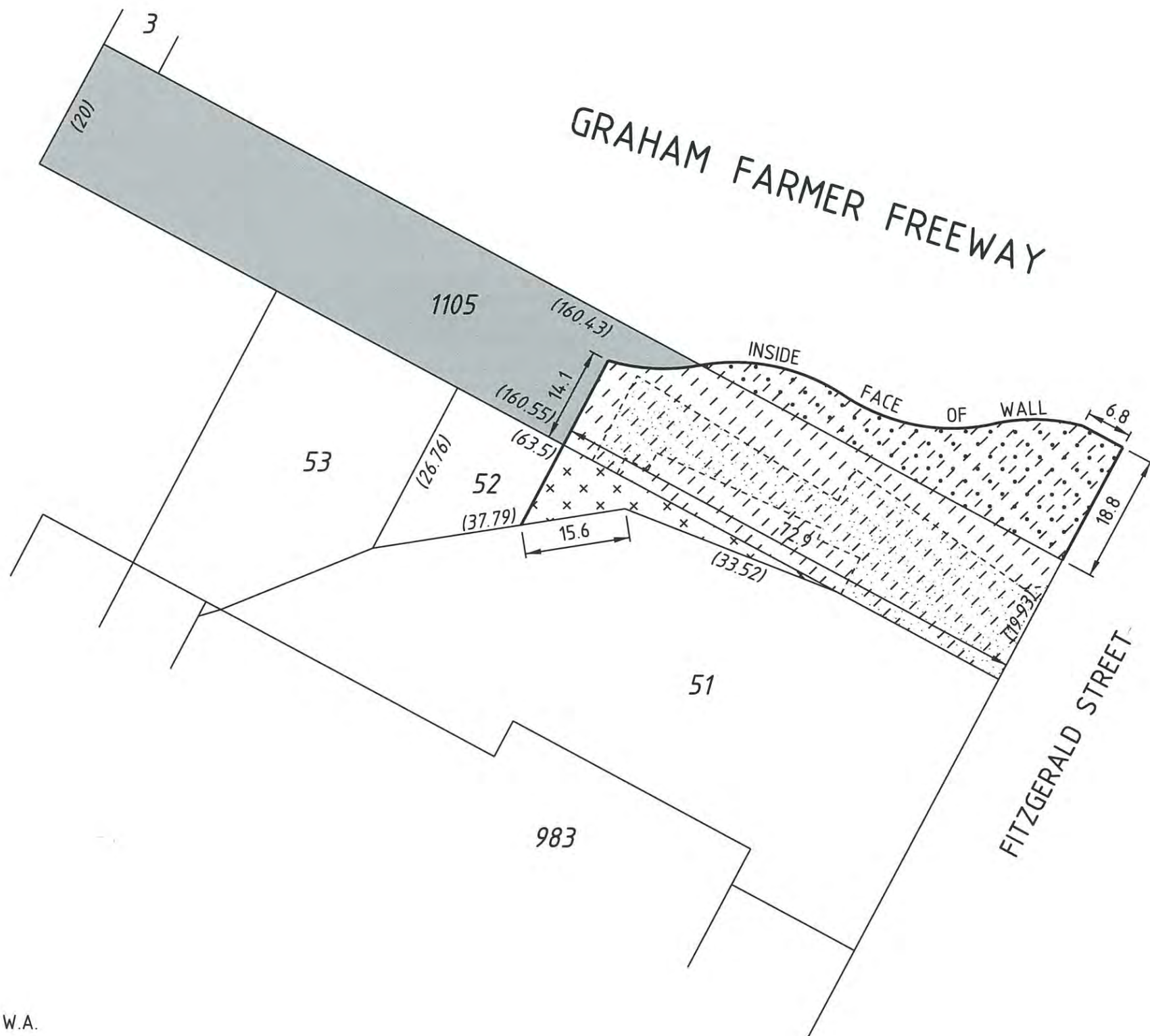
EAST PERTH REDEVELOPMENT AUTHORITY
LEVEL 4, 10 PIER STREET
PERTH W.A.
TEL (08) 922 8000

NO	REVISION	DATE	BY	APPROVED
1	CONSTRUCTION	15/01/2014	PLA/PLA	
2	CONSTRUCTION	15/01/2014	CEC/CEC	
3	APPROVAL	15/01/2014	CEC/CEC	
4	DESIGN	15/01/2014	PLA/PLA	
5	DESIGN	15/01/2014	PLA/PLA	
6	DESIGN	15/01/2014	PLA/PLA	
7	DESIGN	15/01/2014	PLA/PLA	
8	DESIGN	15/01/2014	PLA/PLA	
9	DESIGN	15/01/2014	PLA/PLA	
10	DESIGN	15/01/2014	PLA/PLA	

NO	REVISION	DATE	BY	APPROVED
1	CONSTRUCTION	15/01/2014	PLA/PLA	
2	CONSTRUCTION	15/01/2014	CEC/CEC	
3	APPROVAL	15/01/2014	CEC/CEC	
4	DESIGN	15/01/2014	PLA/PLA	
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10	DESIGN	15/01/2014	PLA/PLA	

NO	REVISION	DATE	BY	APPROVED
1	CONSTRUCTION	15/01/2014	PLA/PLA	
2	CONSTRUCTION	15/01/2014	CEC/CEC	
3	APPROVAL	15/01/2014	CEC/CEC	
4	DESIGN	15/01/2014	PLA/PLA	
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




Approved by B1



LOT 52
 C/T: 1695/431
 OWNER: CMR

LOT 1105
 C/T: LR3110/815
 STATUS: UCL
 OWNER: STATE OF W.A.

LEGEND

-  LAND TO BE DEDICATED AS ROAD = 1794 m²
-  ROAD CLOSURE LIMITED IN DEPTH 0.2M BELOW PIAZZA G.L. = 581 m²
-  LAND TO BE AMALGAMATED WITH LOT 51 = 175 m²
-  RESERVE WITH M.O. TO CITY OF PERTH TO BE CREATED = 1990 m²
-  LAND FOR ACCESS EASEMENT TO LOT 51 DEFINED BY EDGE OF PATH
-  BOUNDARY TO BE SURVEYED.

NOTES

- 1 DIMENSIONS AND AREAS ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY.
- 2 S.L.K. IS A M.R. STRAIGHT LINE KILOMETRE AND IS APPROXIMATE ONLY
- 3 HORIZONTAL DATUM IS MGA 94.

INFRASTRUCTURE DELIVERY DIRECTORATE

Telephone 9323 4636 Fax 9323 4930

APPROVED FOR IMPLEMENTATION

FILE NUMBER	FOLIO	DATE	APPROVAL NUMBER

AUTHORISED	<i>Paul O'Connell</i> 21/1/16
APPROVED	<i>Chris Day</i> 21/1/16




**FINANCE AND SERVICES
PROPERTY MANAGEMENT**

Telephone 9323 4580 Fax 9323 4600

FILE No. 13/4313-02

DRAWN/DESIGNED W.M. ROLLINGS 15/1/16

AUDITED IN ACCORDANCE WITH STANDARD 67-08-48 IN THE ROAD AND TRAFFIC ENGINEERING MANUAL

GRAHAM FARMER FWY H20
 LAND DEALINGS
 LOTS 52, 1105 & ROAD CLOSURE, 0 SLK

LOCAL AUTHORITY (124) CITY OF PERTH

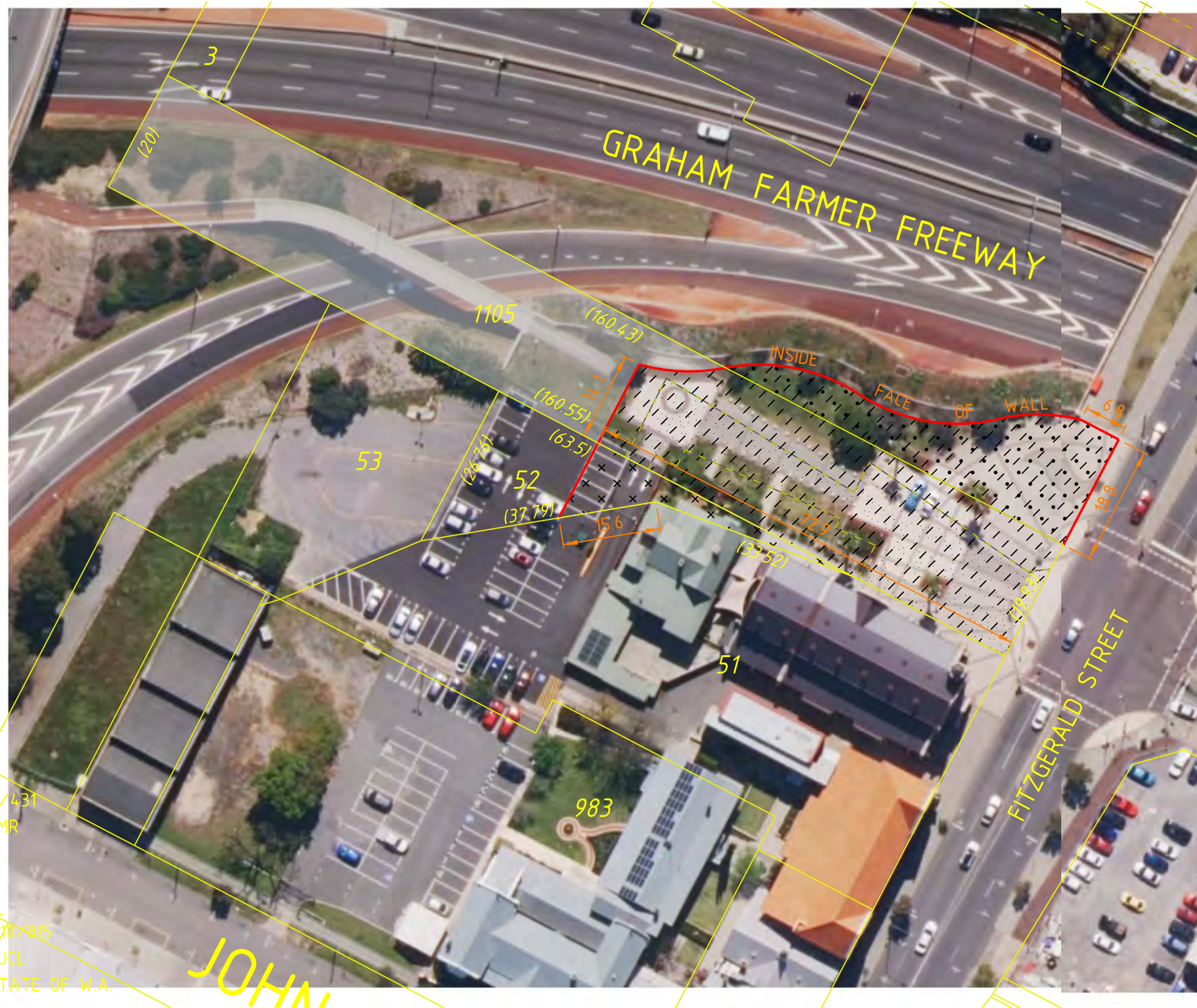
DRAWING TYPE	DRAWING NUMBER	AMEND.
7200	1660-003	

SCALE 1:750 0 10 20 30 40 50

SCAN DATE

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





SCHEDULE 15



LOT 52
C/T: 1695/431
OWNER: CMR

LOT 1105
C/T: LR3110/815
STATUS: UCL
OWNER: STATE OF W.A.

LEGEND

-  LAND TO BE DEDICATED AS ROAD = 1794 m²
-  ROAD CLOSURE LIMITED IN DEPTH 0.2M BELOW PIAZZA G.L. = 581 m²
-  LAND TO BE AMALGAMATED WITH LOT 51 = 175 m²
-  RESERVE WITH M.O. TO CITY OF PERTH TO BE CREATED = 1990 m²
-  LAND FOR ACCESS EASEMENT TO LOT 51 DEFINED BY EDGE OF PATH
-  BOUNDARY TO BE SURVEYED.

NOTES

- 1 DIMENSIONS AND AREAS ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY.
- 2 S.L.K. IS A M.R. STRAIGHT LINE KILOMETRE AND IS APPROXIMATE ONLY
- 3 HORIZONTAL DATUM IS MGA 94.

INFRASTRUCTURE DELIVERY DIRECTORATE

Telephone 9323 4636 Fax 9323 4930

APPROVED FOR IMPLEMENTATION

FILE NUMBER	FOLIO	DATE	APPROVAL NUMBER

AUTHORISED

APPROVED




FINANCE AND SERVICES
PROPERTY MANAGEMENT

Telephone 9323 4580 Fax 9323 4600

FILE No. 13/4313-02

DRAWN/DESIGNED W.M. ROLLINGS 15/1/16

AUDITED IN ACCORDANCE WITH STANDARD 67-08-48 IN THE ROAD AND TRAFFIC ENGINEERING MANUAL

**GRAHAM FARMER FWY H20
LAND DEALINGS**

LOTS 52, 1105 & ROAD CLOSURE, 0 SLK

L ALA CITY (124) CITY OF PERTH

DRAWN TYPE	DRAWING NUMBER	AMEND.
7200	1660-003	

SCALE 1:750

SCAN DATE

A
3

SCHEDULE 16

SCHEDULE 17

2015/16 BUDGET			
FEBRUARY 2016 BUDGET REVIEW by NATURE and TYPE			
Operating Revenue	2015/16 Revised Budget	2015/16 Proposed Budget	Budget Adjustment Fav/(UnFav)
	(\$)	(\$)	(\$)
6100 - Rates	82,506,025	82,953,185	447,160
6220 - Recurrent Grants	1,483,539	1,313,946	(169,593)
6300 - Contributions & Donations	474,671	590,288	115,618
6510 - Rubbish Collection Fees	7,638,983	7,574,971	(64,012)
6520 - Rental & Hire Charges	5,208,233	5,082,241	(125,992)
6530 - Licence & Registration Fees	2,101,794	1,885,114	(216,680)
6540 - Parking Fees	75,778,365	75,497,882	(280,483)
6550 - Fines & Costs	9,458,652	9,375,930	(82,722)
6560 - Community Service Fees	1,646,654	1,593,139	(53,515)
6600 - Interest Earned	4,835,983	4,554,961	(281,021)
6900 - Other Revenue	2,760,896	2,585,188	(175,708)
Total Operating Revenue	193,893,795	193,006,845	(886,949)
Operating Expenditure	2015/16 Revised Budget	2015/16 Proposed Budget	Budget Adjustment Fav/(UnFav)
	(\$)	(\$)	(\$)
7100 - Employee Costs	72,063,689	72,063,689	0
7200 - Material Costs	53,613,031	52,758,422	854,609
7300 - Utilities	3,258,341	3,239,008	19,333
7400 - Insurance Expenditure	1,104,573	1,133,992	(29,419)
7510 - Amortisation	30,002,334	30,186,643	(184,309)
7600 - Interest Expense	1,156,345	1,359,057	(202,712)
7700 - Loss on Disposal of Assets	1,766,210	1,766,210	0
7800 - Expense Provisions	962,345	962,345	0
7900 - Other Expenditure	24,704,904	24,650,812	54,093
Employee cost recovery - Capital Works	(2,808,502)	(2,808,502)	0
Total Operating Expenditure	185,823,271	185,311,676	511,595
Change in Net Assets resulting from Operations - Gain/(Reduction)	8,070,524	7,695,169	(375,354)
Non Operating - Financing Activities	2015/16 Revised Budget	2015/16 Proposed Budget	Budget Adjustment Fav/(UnFav)
	(\$)	(\$)	(\$)
6210 - Grants & Subsidies	7,757,850	6,489,865	(1,267,985)

SCHEDULE 18

FEBRUARY REVIEW by Directorate and Unit

SCHEDULE 18

	Year to Date Jan 2016		Full Year				Variance Forecast to Revised Budget	Variance Forecast to Revised Budget %	Comments
	Rev Budget	Actual	Original Budget	Revised Budget	February Forecast	Variance Forecast to Revised Budget			
	\$	\$	\$	\$	\$	\$			
REVENUE									
Rates	\$ 81,293,492	\$ 81,740,652	\$ 82,692,367	\$ 82,506,025	\$ 82,953,185	\$ 447,160	1%	Higher interim rates than expected	
Recurrent Grants	\$ 483,464	\$ 805,454	\$ 1,508,499	\$ 1,483,539	\$ 1,313,946	\$ 169,593	-11%	Decrease in Local Road and Assistance Grants	
Grants & Subsidies	\$ 2,535,600	\$ 3,449,865	\$ 6,842,450	\$ 7,757,850	\$ 6,489,865	\$ 1,267,985		Decrease in Concert Hall Contribution \$1,037k	
Rubbish Collection Fees	\$ 7,579,180	\$ 7,470,168	\$ 7,158,186	\$ 7,638,983	\$ 7,574,971	\$ 64,012	-1%	Decrease in additional rubbish collection charges	
Parking Fees	\$ 43,113,369	\$ 42,832,967	\$ 78,153,380	\$ 75,778,365	\$ 75,497,882	\$ 280,483	0%	Decrease in Kerbside \$550k, increase Convention Car Park \$254k and increase in Elder Street \$231k	
Fines & Costs	\$ 5,495,923	\$ 5,368,176	\$ 10,443,348	\$ 9,458,652	\$ 9,375,930	\$ 82,722	-1%	Decrease in Health Act fines of \$67k	
Community Service Fees	\$ 944,312	\$ 935,230	\$ 1,677,044	\$ 1,646,654	\$ 1,593,139	\$ 53,515	-3%	Decrease in Occasional Day Care \$58k	
Interest Earned	\$ 2,853,966	\$ 2,808,362	\$ 5,157,319	\$ 4,835,983	\$ 4,554,961	\$ 281,021	-6%	Continuing lower interest rates & balanced funds returns	
Other Revenue	\$ 6,349,086	\$ 6,564,441	\$ 10,962,981	\$ 10,545,594	\$ 10,142,831	\$ 402,763	-4%	Christmas Pageant Grant of \$300k no longer available	
Total	\$ 150,648,391	\$ 151,975,313	\$ 204,595,574	\$ 201,651,645	\$ 199,496,710	\$ 2,154,934	-1%		
EXPENDITURE									
CEO									
Executive Support	\$ 1,336,816	\$ 1,689,846	\$ 5,682,941	\$ 2,341,497	\$ 2,746,164	\$ 404,667	17%	CEO termination and other adjustments	
Communication and Engagement	\$ 812,071	\$ 751,888	\$ -	\$ 1,580,899	\$ 1,517,321	\$ 63,578	-4%	Decrease in employee costs \$53k	
Total	\$ 2,148,887	\$ 2,441,734	\$ 5,682,941	\$ 3,922,396	\$ 4,263,485	\$ 341,088	9%		
Corporate Services Directorate									
Director of Corporate Services	\$ 352,263	\$ 345,245	\$ 619,491	\$ 674,852	\$ 694,581	\$ 19,729	3%	Increase in employee costs \$19k, finalisation of restructure	
Governance	\$ 1,083,304	\$ 993,452	\$ 1,657,929	\$ 1,781,941	\$ 1,676,667	\$ 105,274	-6%	Decrease in employee costs \$100k	
Finance	\$ 2,466,696	\$ 2,499,248	\$ 3,415,431	\$ 4,209,035	\$ 4,100,062	\$ 108,973	-3%	Decrease in employee costs \$54k, contract labour \$22k and valuation fees \$13k	
Human Resources	\$ 1,323,034	\$ 1,240,395	\$ 2,292,300	\$ 2,322,912	\$ 2,313,331	\$ 9,581	0%	Decrease in employee costs \$22k and increase in Other Professional fees \$13k	
Data and Information	\$ 13,309	\$ -	\$ -	\$ 79,853	\$ 37,960	\$ 41,893	-52%	Decrease in employee costs	
Information Technology	\$ 4,319,018	\$ 3,886,107	\$ 7,317,252	\$ 7,723,100	\$ 7,787,131	\$ 64,030	1%	Decrease in employee costs \$212k and increase in System Software licencing \$473k (ie Microsoft) offset by decrease in Other Professional Fees of \$112k	
Total	\$ 9,557,624	\$ 8,964,448	\$ 15,302,404	\$ 16,791,693	\$ 16,609,731	\$ 181,962	-1%		
Community and Commercial Services Directorate									
Director of Community and Commercial Services	\$ 439,581	\$ 371,466	\$ 529,333	\$ 763,294	\$ 961,804	\$ 198,511	26%	Increase in employee costs \$44k for finalisation of restructure and increases in contract labour (holiday cover) \$100k and Customer Services review consultant \$50k	
Customer Service	\$ 426,678	\$ 414,370	\$ 657,404	\$ 729,225	\$ 714,406	\$ 14,819	-2%	Decrease in contract labour \$17k	
Community Facilities	\$ 5,228,603	\$ 4,843,270	\$ 8,663,191	\$ 9,022,331	\$ 8,847,788	\$ 174,542	-2%	Decrease in other professional fees \$155k	
Parking Services	\$ 3,976,240	\$ 3,976,140	\$ 6,937,227	\$ 6,869,166	\$ 7,345,831	\$ 476,666	7%	Increase in employee costs \$224k and prosecution fees \$178k	
Library	\$ 2,332,337	\$ 2,332,339	\$ 4,464,740	\$ 4,128,263	\$ 4,274,869	\$ 146,606	4%	Increase in employee costs \$136k	
Community Amenity and Safety	\$ 2,346,858	\$ 2,388,880	\$ 3,690,576	\$ 4,163,102	\$ 4,204,783	\$ 41,682	1%	Increase in system software maintenance \$44k	
Commercial Parking	\$ 20,269,380	\$ 19,538,344	\$ 34,439,686	\$ 34,621,982	\$ 34,728,180	\$ 106,198	0%	Increase in employee costs \$399k and application software maintenance \$70k offset with decrease in contract labour \$413k	
Total	\$ 35,019,679	\$ 33,864,808	\$ 59,382,158	\$ 60,297,362	\$ 61,077,662	\$ 780,300	1%		

SCHEDULE 18

	Year to Date Jan 2016		Full Year			Variance Forecast to Revised Budget	Variance Forecast to Revised Budget	Comments
	Rev Budget	Actual	Original Budget	Revised Budget	February Forecast			
Construction and Maintenance Directorate								
Director of Construction and Maintenance	\$ 319,127	\$ 330,147	\$ 710,423	\$ 646,219	\$ 675,013	\$ 28,794	4%	Increase in employee costs \$30k, finalisation of restructure
Contracts and Asset Management Services	-\$ 721	-\$ 1,612	\$ 4,992,292	-\$ 721	-\$ 721	\$ -	0%	Moved due to restructure
Parks	\$ 4,607,952	\$ 4,581,487	\$ 7,934,226	\$ 7,756,449	\$ 8,098,094	\$ 341,645	4%	Street tree maintenance contractor increase of \$317k
Street Presentation and Maintenance	\$ 5,213,306	\$ 3,895,016	\$ 9,789,918	\$ 9,885,358	\$ 9,183,950	-\$ 701,409	-7%	Decrease in employee costs \$266k and infrastructure maintenance contractor \$530k - mainly within Asset Condition Management
Construction	\$ 59,497	\$ 29,292	\$ -	\$ 359,344	\$ 365,209	\$ 5,865	2%	
Waste and Cleansing	\$ 5,453,879	\$ 5,350,721	\$ 9,777,952	\$ 9,490,684	\$ 9,525,412	\$ 34,729	0%	Decrease in high pressure cleaning maintenance \$49k
Properties	\$ 6,402,489	\$ 5,929,677	\$ 11,137,334	\$ 10,548,349	\$ 10,162,420	-\$ 385,929	-4%	Decrease in property maintenance \$320k
Plant and Equipment	\$ 3,462,493	\$ 3,613,156	\$ 823,426	\$ 5,314,867	\$ 5,608,138	\$ 293,271	6%	Increase in employee costs \$177k and other maintenance \$110k
Total	\$ 25,518,022	\$ 23,727,884	\$ 45,165,570	\$ 44,000,548	\$ 43,617,515	-\$ 383,033	-1%	
Planning and Development Directorate								
Director of Planning and Development	\$ 847,096	\$ 849,807	\$ 1,677,485	\$ 1,280,813	\$ 1,301,300	\$ 20,487	2%	Increase in employee costs \$22k, finalisation of restructure
Strategic Planning	\$ 1,303,284	\$ 1,121,491	\$ 3,231,283	\$ 2,729,804	\$ 2,863,156	\$ 133,352	5%	Increase in consultancy \$52k and other professional fees \$41k mainly due to State of the City planning
Development Approvals	\$ 1,299,112	\$ 1,260,456	\$ 2,279,949	\$ 2,259,465	\$ 2,038,475	-\$ 220,991	-10%	Decrease in employee costs \$95k and external contract labour \$101k
Coordination and Design	\$ 1,765,336	\$ 1,632,963	\$ 4,939,127	\$ 3,205,141	\$ 3,056,870	-\$ 148,271	-5%	Increase in external contract labour \$64k and photography expense \$41k
Transport	\$ 887,814	\$ 697,112	\$ -	\$ 1,865,195	\$ 1,911,391	\$ 46,196	2%	Increase in consultancy \$45k mainly for Saturn Model development
Environment and Public Health	\$ 1,405,775	\$ 1,194,465	\$ 1,777,845	\$ 2,851,474	\$ 2,394,688	-\$ 456,787	-16%	Decrease in employee costs \$430k
Activity Approvals	\$ 455,771	\$ 453,898	\$ 841,627	\$ 851,255	\$ 893,246	\$ 41,991	5%	Increase in employee costs \$83k decrease in external contract labour \$40k
Total	\$ 7,964,187	\$ 7,210,191	\$ 14,747,316	\$ 15,043,147	\$ 14,459,126	-\$ 584,021	-4%	
Economic Development and Activation Directorate								
Director of Economic Development and Activation	\$ 278,335	\$ 210,535	\$ -	\$ 783,929	\$ 1,062,488	\$ 278,559	36%	Increase in employee costs \$47k, finalisation of restructure; increase in donations and sponsorships \$200k for Light Up the City
Economic Development	\$ 1,146,462	\$ 972,116	\$ 2,465,027	\$ 2,803,849	\$ 2,551,022	-\$ 252,828	-9%	Decrease in employee costs \$214k
Arts, Culture and Heritage	\$ -	\$ -	\$ -	\$ -	\$ 53,440	\$ 53,440		Newly created unit, yet to be fully activated
Business Support and Sponsorship	\$ -	\$ -	\$ -	\$ -	\$ 53,440	\$ 53,440		Newly created unit, yet to be fully activated
International Engagement	\$ 189,285	\$ 20,368	\$ -	\$ 425,891	\$ 135,420	-\$ 290,471	-68%	Decrease in employee costs \$290k
Marketing and Events	\$ 8,586,259	\$ 7,829,619	\$ 14,347,585	\$ 13,206,678	\$ 12,696,774	-\$ 509,903	-4%	Decrease in expenditure due to Christmas Pageant not taking place
Total	\$ 10,200,341	\$ 9,032,638	\$ 16,812,612	\$ 17,220,347	\$ 16,552,584	-\$ 667,763	-4%	
Depreciation	\$ 17,661,076	\$ 17,855,922	\$ 34,211,101	\$ 30,002,334	\$ 30,186,643	\$ 184,309	1%	Increase in buildings \$55k, computers \$54k and fixed plant \$44k
Total	\$ 17,661,076	\$ 17,855,922	\$ 34,211,101	\$ 30,002,334	\$ 30,186,643	\$ 184,309	1%	
TOTAL EXPENDITURE	\$ 108,069,815	\$ 103,097,625	\$ 191,304,102	\$ 187,277,828	\$ 186,766,234	-\$ 511,594	0%	
Employee costs capitalised	-\$ 1,532,181	-\$ 1,174,411	-\$ 2,808,502	-\$ 2,808,502	-\$ 2,808,502	\$ 0	0%	
(Gain) / Loss on Sale of Assets	\$ 1,116,938	\$ 476,356	\$ 1,558,253	\$ 1,766,210	\$ 1,766,210	\$ -	0%	
NET INCOME/(EXPENDITURE)	\$ 43,910,485	\$ 49,575,743	\$ 16,375,055	\$ 17,249,442	\$ 15,606,101	-\$ 1,643,341	-10%	

SCHEDULE 19

Capital Works Projects - February 2016 Budget Review

Ongoing Projects That Have Been Reprogrammed

Project Identity			Current Financial Year			Project Status
Account Number	Unit	Project Name	Forecast Expenditure - Current Year	Revised Budget	Budget Variance	Budget Review Comments
1840	Arts, Culture & Heritage	Public Art New Commissions Aboriginal Public Art Project 1		20,000	20,000	Project not yet commenced - pending completion of masterplan. Also impacted by staff resources and pending establishment of Aboriginal Reference Group and Aboriginal Public Art Visioning project.
1841	Arts, Culture & Heritage	Public Art New Commissions Landmark Public Art Project 1		15,000	15,000	Project not yet commenced - pending completion of Masterplan.
0578	Commercial Parking	CCTV and Access Control Systems Replacement Program		71,843	71,843	Project Complete. Request reallocation of funds to CW1806
1437	Commercial Parking	Parking Equipment and Systems Upgrade and or Replacement of Stock Management System and Equipment		22,737	22,737	Project Complete. Request reallocation of \$21,512 to CW1819
1659	Commercial Parking	Parking Equipment and Systems Light Fitting Replacement	106,338	294,111	187,773	His Majesty's car park completed. Close out report provided Nov 2015.
1803	Commercial Parking	Carbon Offset Tree Planting Program Stage 5		110,380	110,380	Project not proceeding in 2015/16
1805	Commercial Parking	CCTV and Access Control Systems Storage System		75,000	75,000	Changes to the architecture and virtualization of the CCTV have enabled scope of storage in virtualised environment. Potential project savings and funds to be returned.
1816	Commercial Parking	Parking Equipment and Systems Automatic Car Park Floors Shutdown Equipment		25,000	25,000	Returning \$25,000 during Feb review 2016
1820	Commercial Parking	Parking Equipment and Systems Digital Locking Mechanisms		120,000	120,000	Technology/ Innovation project on hold. The results from the trial conducted did not justify the feasibility of the project. ROI for the current technology does not permit justification for the expenditure.
1823	Commercial Parking	Parking Equipment and Systems Off Street Machines		200,000	200,000	Lack of direction for the project initiation. Project to commence post building/ structure built by Construction unit. Project likely to be deferred and funds returned
1825	Commercial Parking	Parking Equipment and Systems Off Street Parking System APM and CPM Internal Hardware	63,260	111,000	47,740	Returning \$47,740 during Feb review 2016
1826	Commercial Parking	Parking Equipment and Systems On Street Parking Meters		100,000	100,000	Returning \$100,000 during Feb review 2016
1831	Commercial Parking	Parking Equipment and Systems Contingency Replacement of Parking Equipment	26,559	55,000	28,441	Returning \$28,441 during Feb review 2016
1835	Commercial Parking	Parking Equipment and Systems Wheel Stop Replacement	57,587	75,000	17,413	Works completed, commissioning conducted. Close out report provided to CPP asset officer.
1847	Community Amenity & Safety	Rangers Two Way Radios		16,254	16,254	The contract to supply two way radios was extended for another year with Mobile Masters to cover the 2015/16 financial year (July 2016). Request for this budget (\$16,254) will be moved to the Parking Services budget CW1846 (12334/15) so a bulk purchase can be made.
1848	Community Amenity & Safety	Surveillance Two Way Radios		10,072	10,072	The two way radio contract was extended with Mobile Masters for another year (July 2016) to cover the 2015/16 financial year. Request for this budget (\$10,072) will be moved to the Parking Services budget (12334/15)CW1846 so a bulk purchase can be made.
1756	Construction	Urifit Toilet Install at James St Intersection of Milligan St	140,000	201,080	61,080	Close Out Complete- Hand Over 27/1 for operations. Currently procuring maintenance contractor
1602	Human Resources	Software HRIS Review	297,110	444,971	147,860	Project progressing slower than planned
1685	Information Services	Hardware Backup or archiving refresh or replacement	31,667	50,000	18,333	Equipment has been purchased. No further purchases are required from this cost code so the excess funds can be returned.
1854	Information Services	Software Alfresco RM or TRIM 8 - Evaluation of appropriate RK system		300,000	300,000	Due to system reviews being planned in 2016/17, there is no longer a requirement for a separate review. Funds to be returned.
1863	Library	Library LMS software Upgrade	103,426	110,000	6,574	Completed
0487	Parks	Irrigation Narrows Interchange - Pumping System Intake		65,000	65,000	Due to assets requiring full replacement, the project scope has changed, therefore a new project brief in the 2016/17 year is required.
0148	Plant & Equipment	Fleet, Plant and Equipment Health	183,000	221,000	38,000	\$38,000 to be reallocated to CW0264
0153	Plant & Equipment	Fleet, Plant and Equipment Sanitation - Household Refuse	1,257,000	1,393,000	136,000	Manager Waste & Cleansing has advised Qty 1 x Small Sweeper No Longer required - Return of \$136,000
0264	Plant & Equipment	Fleet, Plant and Equipment Parking Facilities	555,496	597,500	42,004	2 x Vans Life Extended from 3 years to 4 years, replacement now in 2016-2017 - \$ 80,000 funds returned. Refer to CW0148
0469	Plant & Equipment	Lighting Replacement of Bollard Lighting		250,000	250,000	Project unable to be commenced in financial year 2015/16 due to other projects and staff changes. (Additional resources required). \$250K budget is to be fully transferred to Trafalgar Bridge project.
1851	Plant & Equipment	Lighting Replacement - Various Locations	100,000	200,000	100,000	No street lighting has been replaced yet. Asset identification and Hansen system registration are in progress. Budget to be transferred to Trafalgar Bridge Project (new) in Feb review.
1619	Properties	Forrest Place Loading Dock - LED Lighting	54,343	100,000	45,657	Project completed and closed out Surplus funds \$45,657 to be released
1677	Properties	Council House New Diesel Fire Pump		67,000	67,000	Project is not required and has been cancelled. Funds given up.
1680	Properties	Various Locations Upgrade Air Conditioners		44,025	44,025	All works completed. Nothing further required at this stage. Funds released.
1761	Properties	Citiwatch Surveillance Centre Car Park Resurfacing	120,834	143,198	22,364	Completed and closed out - to be submitted with Surveillance Centre Refurb works. Release 15/16 remaining funds of \$22,364
1884	Properties	Depot Bin Store Roof	25,000	45,000	20,000	Release \$20K surplus funds.
1925	Properties	Council House Replace Office Chairs	102,952	112,000	9,048	Project completed - chairs purchased.
1800	Street Presentation & Maintenance	Parks & Places Minor Civil Works and Accessibility Improvements	85,000	90,001	5,000	
1887	Street Presentation & Maintenance	Drainage 15-16 Nelson Crescent - Plain to Hale Streets CW 1887	81,118	250,000	168,882	• Started on 7.10.15 to 9.10.15 ; 30.10.15 & completed on 2.11.15. Practical completion on 5 Nov. 2015. • Pipes were relined where possible leading to budget savings.
1889	Street Presentation & Maintenance	Drainage 15-16 Thomas Street - Rheola St to Kings Park Rd CW 1889	171,000	205,000	34,000	Reduced budget due to the suitability of the asset being relined rather than being replaced.
1893	Street Presentation & Maintenance	Footpath 15-16 Bennett Street - Hay St to Adelaide Tce - East Side	105,000	119,245	14,245	Completed

SCHEDULE 19

1894	Street Presentation & Maintenance	Footpath 15-16 DUP Replacement Program - Hackett Drive			65,000	Funds to be utilised CW1905
1895	Street Presentation & Maintenance	Footpath 15-16 Hill Street - Adelaide Tce to Terrace Rd - Both Sides	190,000	210,144	20,144	Completed
1899	Street Presentation & Maintenance	Footpath 15-16 Market Street - Freeway to Sutherland St - South Side	73,000	133,788	60,788	Utilise excess funds in CW1891
1900	Street Presentation & Maintenance	Footpath 15-16 Median and Island Replacement Program		48,000	48,000	Excess funds to be utilised CW1905
1902	Street Presentation & Maintenance	Footpath 15-16 Milligan Street - Hay St to St Georges Tce - East Side	87,000	125,441	38,441	Practical completion. Closeout report in progress
1903	Street Presentation & Maintenance	Footpath 15-16 Post Construction and Crossover Replacement Program		122,000	122,000	Excess funds to be utilised in CW1905
1904	Street Presentation & Maintenance	Footpath 15-16 Sutherland Street - Railway Road to Freeway - West Side	60,000	113,110	53,109	Part of excess funds to be utilised in CW1901
1909	Street Presentation & Maintenance	Road 15-16 City Farm Place - Lime St to Cul-de-sac	56,600	87,505	30,905	Closeout is in progress.
1910	Street Presentation & Maintenance	Road 15-16 Lime Street - Royal St to City Farmers Pl		68,365	68,365	Project cancelled. Road was resurfaced by building developer.
1941	Street Presentation & Maintenance	Footpath 15-16 Plain Street - Bowling Club to Ozone Pk East Side	32,000	45,000	13,000	Completed
1943	Street Presentation & Maintenance	Footpath 15-16 Kerbing Thomas Street - Heytesbury Rd to Saw Ave - East Side	75,000	98,000	23,000	Works complete, awaiting final invoice
1944	Street Presentation & Maintenance	Footpath 15-16 Kerbing Wellington St - Pier to Barrack - South Side	33,000	52,000	19,000	Closeout report in progress
1789	Transport	Harvest Terrace: Phase 1 Cycle Infrastructure	210,000	225,000	15,000	Project was delivered within budget
Total Surplus Funds			4,483,290	7,722,770	3,239,477	

Capital Works Projects - February 2016 Budget Review

Ongoing Projects Requiring Additional Funds

Project Identity			Current Financial Year			Project Status
Account Number	Unit	Project Name	Forecast Expenditure - Current Year	Revised Budget	Budget Variance	Budget Review Comments
1842	Arts, Culture & Heritage	Public Art New Commissions Point of Interest Public Art Project 1	17,500	15,000	(2,500)	Not commenced - pending completion of masterplan
1806	Commercial Parking	CCTV and Access Control Systems Equipment and Installation	621,843	550,000	(71,843)	Request reallocation of \$71843 from CW0578 during Feb review 2016
1819	Commercial Parking	Parking Equipment and Systems CPAMS (Stock Job management system)	74,512	53,000	(21,512)	\$21,512 transfer from CW1437 during February review 2016
0463	Community Amenity & Safety	CCTV Associated Equipment (Internal Requests)	70,000	60,000	(10,000)	Internal requests for CCTV cameras. Additional \$10,000 required as the quotes from Jacob's have increased for this project.
1765	Community Amenity & Safety	CCTV Network Expansion	119,132	100,000	(19,132)	Current year forecast amended to reflect actuals.
1797	Co-ordination & Design	Lighting St Georges Tce (Barrack - Irwin St)	126,000	80,000	(45,999)	Not sufficient funds in FY15/16 . The overall project budget is considered insufficient. Works ahead of schedule, next years budget can be reduced.
1957	Co-ordination & Design	Streetscapes Mount Street / Cliff Street	194,351	10,000	(184,351)	\$84,351 funds have been taken from the Minor Civil Works Project CW1800. \$100K is requested to bring forward this project to be completed this financial year. \$100K has been budgeted for the 2016/17 budget, which will be required for 2015/16 budget.
1937	Environment & Public Health	Environment Sound Level Meters and Sound Acquisition Systems	24,677	21,083	(3,594)	Current year forecast amended according to the current quoted price.
1846	Parking Services	Parking Two Way Radios	76,200	52,227	(23,973)	Rangers and Surveillance two way radios purchases have been absorbed by Parking Services so that a bulk purchase can be made. Current quote (019679/2016) received for 71 radios including base stations from Mobile Masters \$76,200.00. Refer to surplus in CW1847 and CW1848
0143	Plant & Equipment	Fleet, Plant and Equipment Governance	90,000	52,000	(37,999)	Additional vehicle required for Manager Communications and Engagement
0150	Plant & Equipment	Fleet, Plant and Equipment Other Recreation & Sport Plant	604,000	566,000	(38,000)	Additional vehicle required for Manager Arts, Culture and Heritage
0372	Plant & Equipment	Fleet, Plant and Equipment Other Community Amenities	140,000	105,000	(35,000)	New Additional Van for PPM approved via Memo by DCM - \$35,000
0373	Plant & Equipment	Fleet, Plant and Equipment Unclassified Fleet Purchases	456,000	380,000	(76,000)	2 x Additional Large Sedans Required - Manager Data & Information / Manager Construction
0430	Plant & Equipment	Fleet Plant and Equipment Economic Service	164,001	50,000	(114,001)	Additional 3 x New Manager Vehicles Required - Activity Approvals, Business Support, and International Engagement
1650	Properties	Depot Resurface Hardstand Area	336,448	236,448	(100,000)	Construction commencing Monday 8/2/16 Additional \$75K for construction (quotes exceeded initial estimate) & \$25K for project contingency
1675	Properties	Council House Lift Motor Room Economy Cycle System	70,000	40,000	(30,000)	Quotations declined as only one received, does not meet policy requirement. Potential bidders to be reviewed more thoroughly. Add \$30K required to undertake consultancy process.
1739	Street Presentation & Maintenance	Road 14-15 St Georges Terrace (EB) - Mill St to William St	229,584	199,584	(30,000)	A few Water Corp Man Hole covers need lifting to match with new asphalt surface.
1746	Street Presentation & Maintenance	Road 14-15 Wellington Street (WB) - Bennett St to Hill St	125,000	120,904	(4,096)	Construction complete
1891	Street Presentation & Maintenance	Footpath 15-16 Adelaide Terrace - Bennett St to Hill St - Both Sides	574,060	513,272	(60,788)	Additional funds from CW1899 required as contingency against pit adjustment costs
1901	Street Presentation & Maintenance	Footpath 15-16 Mill Street - St Georges Tce to Mounts Bay Road - Both Sides	275,000	247,954	(27,046)	Over budget due to pit adjustments
1905	Street Presentation & Maintenance	Footpath 15-16 Victoria Avenue - Riverside Dr to Victoria Sq - Both Sides	1,008,532	773,532	(235,000)	Additional funds required due to number of pits requiring adjustment by external telco services including Telstra. Quotations from service providers received. Budget allowed for only a minimal number of pits requiring adjustment but new paving works resulted in most pits requiring adjustment.
1919	Street Presentation & Maintenance	Road 15-16 Thomas Street & Hay Street (SB) - Intersection	66,765	41,250	(25,515)	Work extended impacting on four traffic loops

SCHEDULE 19

Sub-Total Additional Funds	5,463,605	4,267,254	(1,196,349)
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Capital Works Projects - February 2016 Budget Review

New Projects Requiring Funds

Project Identity			Current Financial Year			Project Status
Account Number	Unit	Project Name	Forecast Expenditure - Current Year	Revised Budget	Budget Variance	Budget Review Comments
PSU4	Community Amenity & Safety	CCTV Body Worn Cameras	75,475		(75,475)	Request to bring this project forward from the 16/17 financial year.
CDFR1	Co-ordination & Design	Streetscape Riverside Drive Footpath	150,000		(150,000)	
CDFR2	Co-ordination & Design	Streetscape Greenwall	60,000		(60,000)	
CDFR3	Co-ordination & Design	Streetscape Mounts Bay Road	40,000		(40,000)	
CDFR4	Co-ordination & Design	Streetscape Thomas Street Median	350,000		(350,000)	
CDU48	Co-ordination & Design	Streetscapes Gasworks - Laneways	80,000		(80,000)	Preliminary work to commence in this financial year
CDU53	Co-ordination & Design	Parks & Places Wellington Square	100,000		(100,000)	Preliminary work to commence in this financial year
ITFR1	Information Technology	Disaster Recovery Business Continuity Site(City Place) Build	200,000		(200,000)	Requirement to fit out a communication room at CitiPlace as part of Business Continuity Planning
PSU1	Parking Services	Parking Equipment & Systems PDA's	125,546		(125,546)	Request to bring the PDA purchases forward to the 15/16 financial year for PSU and CAS.
PSU3	Parking Services	Parking Equipment & Systems Vehicle Detection Sensors	94,800		(94,800)	Portion of the vehicle sensors budget to be brought forward to 15/16 \$38,800 and also an additional expense of \$56,000 for a consultant.
PLFR1	Plant & Equipment	Lighting Trafalgar Bridge Lighting Project	350,000		(350,000)	Refer to surplus funds identified in CW0469 and CW1851
SPM45	Street Presentation & Maintenance	Footpaths and Kerbs DUP - Narrows East to MRWA	60,000		(60,000)	Preliminary work to commence in this financial year ahead of the works which are identified for completion in 2016/17
Total New Project Funds			1,685,821	0	(1,685,821)	
Grand Total			11,632,716	11,990,024	357,307	

SCHEDULE 20

CITY OF PERTH

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

	Adopted Budget 2015/16	Actual YTD 31-Jan-16	Revised Budget 2015/16	Proposed Budget 2015/16	Revised Budget Variance
	\$	\$	\$	\$	\$
Proceeds from Operating Activities					
Operating Revenue					
<i>Nature of Income</i>					
Parking Fees	78,153,380	42,832,967	75,778,365	75,497,882	(280,483)
Fines and Costs	10,443,348	5,368,176	9,458,652	9,375,930	(82,722)
Investment Income and Interest	5,157,319	2,808,362	4,835,983	4,554,961	(281,021)
Community Service Fees	1,677,044	935,230	1,646,654	1,593,139	(53,515)
Rubbish Collection	7,158,185	7,470,168	7,638,983	7,574,971	(64,012)
Rentals and Hire Charges	5,100,956	2,982,284	5,208,233	5,082,241	(125,992)
Recurrent Grants	1,508,499	805,454	1,483,539	1,313,946	(169,593)
Contributions, Donations and Reimbursements	452,347	405,870	474,671	590,288	115,618
Other Income	5,409,678	3,176,287	4,862,690	4,470,302	(392,388)
	115,060,756	66,784,797	111,387,769	110,053,660	(1,334,109)
Less: Operating Expenditure					
<i>Nature of Expenditure</i>					
Employee Costs	69,135,566	38,014,889	69,255,187	69,255,187	-
Materials and Contracts	52,838,709	27,491,940	53,613,031	52,758,422	854,609
Utilities	3,069,080	1,774,091	3,258,341	3,239,008	19,333
Insurance Expenditure	1,836,750	688,717	1,104,573	1,133,992	(29,419)
Depreciation and Amortisation	34,211,101	17,855,922	30,002,334	30,186,643	(184,309)
Interest Expenses	1,166,259	862,032	1,156,345	1,359,057	(202,712)
Expense Provisions	962,345	555,334	962,345	962,345	-
Loss on Disposal of Assets	1,558,253	476,356	1,766,210	1,766,210	-
Other Expenditure	24,707,761	14,458,708	24,704,904	24,650,812	54,093
	189,485,824	102,177,990	185,823,270	185,311,676	511,594
Add back Depreciation	(34,211,101)	(17,855,922)	(30,002,334)	(30,186,643)	184,309
(Loss) / Profit on Disposals	(1,558,253)	(476,356)	(1,766,210)	(1,766,210)	-
	153,716,470	83,845,712	154,054,726	153,358,823	695,903
Net Surplus/(Deficit) from Operations	(38,655,714)	(17,060,915)	(42,666,956)	(43,305,162)	(638,206)
Investing Activities					
Capital Expenditure	(59,612,596)	(24,733,923)	(68,909,919)	(68,552,612)	357,307
Repayment of Borrowings	(6,441,707)	(4,184,303)	(6,441,707)	(6,441,707)	-
Transfers to Reserves	(28,095,017)	(1,992,145)	(28,095,017)	(28,251,928)	(156,911)
	(94,149,320)	(30,910,371)	(103,446,643)	(103,246,247)	200,396
Financing Activities					
Transfer from Reserves	31,752,812	23,207,904	30,752,812	30,575,818	(176,994)
Carry Forwards	13,979,765	7,366,427	21,681,358	21,681,358	-
Proceeds from Disposal of Assets/Investments	1,523,000	920,140	1,729,345	1,729,345	-
Distribution from TPRC	1,833,333	-	1,833,333	1,833,333	-
Capital Grants	6,842,450	3,449,865	7,757,850	6,489,865	(1,267,985)
	55,931,360	34,944,336	63,754,698	62,309,719	(1,444,979)
Add: Opening Funds	1,123,643	636,302	636,302	636,302	-
Net Surplus/(Deficit) before Rates	(75,750,031)	(12,390,648)	(81,722,599)	(83,605,388)	(1,882,789)
Amount Sourced from Rates	82,692,367	81,740,651	82,506,025	82,953,185	447,160
Closing Funds	6,942,337	69,350,003	783,426	(652,203)	(1,435,629)
Net Cash on Hand					
Cash On Hand	4,109,637	10,096,255	5,321,032	5,235,228	(85,804)
Money Market Investments	105,930,238	130,428,638	106,330,600	105,808,536	(522,064)
Funds on Hand	110,039,875	140,524,893	111,651,632	111,043,764	(607,868)
Analysis of Funds on Hand					
Reserves	85,600,968	63,665,950	86,669,717	86,889,850	220,133
Provisions	11,475,729	10,942,661	11,525,004	11,608,196	83,192
Carry forwards	-	8,801,857	-	-	-
Restricted Grants not yet utilised	-	202,122	-	-	-
General Funds	12,963,178	56,912,303	13,456,911	12,545,718	(911,193)
Funds on Hand	110,039,875	140,524,893	111,651,632	111,043,764	(607,868)

CITY OF PERTH

REVISED CURRENT POSITION for the year ending 30 June 2016

	Adopted Budget 2015/16 \$	Actual YTD 31-Jan-16 \$	Revised Budget \$	Proposed Budget \$	Revised Budget Variance \$
Current Assets					
Cash and Cash Equivalents	4,109,637	10,096,255	5,321,032	5,235,228	(85,804)
Deposits and Prepayments	1,539,537	9,402,969	1,783,674	1,655,094	(128,580)
Money Market Investments - Municipal Funds	20,329,270	66,762,688	19,660,883	18,918,686	(742,197)
Money Market Investments - Restricted Funds	85,600,968	63,665,950	86,669,717	86,889,850	220,133
Trade and Other Receivables	11,535,833	18,056,615	10,243,590	10,378,437	134,847
Inventories	2,737,778	1,172,650	2,865,990	2,721,425	(144,565)
Total Current Assets	125,853,023	169,157,127	126,544,886	125,798,720	(746,166)
Current Liabilities					
Trade and Other Payables	21,833,990	24,392,865	27,342,738	27,658,796	316,058
Employee Entitlements	10,750,892	10,942,661	11,525,004	11,608,196	83,192
Provisions	724,837	603,526	224,001	169,783	(54,218)
Borrowings	6,771,075	6,075,006	6,771,075	6,895,373	124,298
Total Current Liabilities	40,080,794	42,014,058	45,862,818	46,332,148	469,330
Working Capital Position Brought Forward	85,772,229	127,143,069	80,682,068	79,466,572	(1,215,496)
Deduct Restricted Cash Holdings	(85,600,968)	(63,665,950)	(86,669,717)	(86,889,850)	(220,133)
Deduct Unspent Borrowings					0
Deduct Restricted Capital Grants	-	(202,122)			0
Add Current Borrowings	6,771,075	6,075,006	6,771,075	6,771,075	0
Current Funds Position Brought Forward	6,942,337	69,350,003	783,426	(652,203)	(1,435,629)



CP 9.7 Purchasing

POLICY OBJECTIVE

The City is committed to setting up efficient, effective, economical and sustainable procedures in all purchasing activities. This policy:

- provides the City with an effective way of purchasing goods and services;
- ensures that purchasing transactions are carried out in a fair and equitable manner;
- strengthens integrity and confidence in the purchasing system;
- ensures that the City receives value for money in its purchasing;
- provides that the City considers the environmental and social impacts when purchasing goods and services;
- ensures the City complies with all regulatory obligations;
- promotes effective governance and definition of roles and responsibilities; and
- upholds respect from the public and industry for the City's purchasing practices that withstands probity.

Furthermore, this policy has been created to:

- provide compliance with the *Local Government Act 1995* (the "Act") and Part 4 of the *Local Government (Functions and General) Regulations 1996*; (the "Regulations") ;
- provide compliance to the *State Records Act 2000* and adherence to records management practices and procedures at the City;
- deliver a best practice approach and procedures to internal purchasing for the City; and
- ensure consistency for all purchasing activities that integrates within all of the City of Perth operational areas.

POLICY STATEMENT

1. ETHICS AND INTEGRITY

All officers and employees of the City shall observe the highest standards of ethics and integrity in undertaking purchasing activities and act in an honest and professional manner that supports the standing of the City.

The following principles, standards and behaviours must be observed and enforced through all stages of the purchasing process to ensure the fair and equitable treatment of all parties:



CP 9.7 Purchasing

- all purchasing practices shall comply with relevant legislation, regulations, and requirements consistent with the City's policies, procedures, Code of Conduct and Statement of Business Ethics;
- full accountability shall be taken for all purchasing decisions and the efficient, effective and proper expenditure of public monies based on achieving value for money;
- purchasing is to be undertaken on a competitive basis in which all potential suppliers are treated impartially, honestly and consistently;
- all processes, evaluations and decisions shall be transparent, free from bias and fully documented in accordance with applicable policies and to provide a clear audit trail;
- any actual or perceived conflicts of interest are to be identified, disclosed and appropriately managed; and
- information provided to the City by a supplier shall be treated as commercial-in-confidence and should not be released unless authorised by the supplier or relevant legislation.

2. VALUE FOR MONEY

Value for money is an overarching principle governing purchasing that allows the best possible outcome to be achieved for the City. It is important to note that compliance with the specification is more important than obtaining the lowest price, particularly taking into account user requirements, quality standards, risk factors, sustainability, life cycle costing, and service benchmarks.

An assessment of the best value for money outcome for any purchasing should consider the following:

- all relevant whole-of-life costs and benefits, whole of life cycle costs (for goods) and whole of contract life costs (for services) including transaction costs associated with acquisition, delivery, distribution, as well as other costs such as but not limited to holding costs, consumables, deployment, maintenance and disposal. For the disposal of any property (assets) reference shall be made to Council Policy 9.14 Disposal of Property;
- the technical merits of the goods or services being offered in terms of compliance with specifications, contractual terms and conditions and any relevant methods of assuring quality, including but not limited to an assessment of levels and currency of compliances, value adds offered, warranties, guarantees, repair and replacement policies, ease of inspection, ease of after sales service, ease of communications etc;
- financial viability and capacity to supply without risk of default. (Competency of the prospective suppliers in terms of managerial and technical capabilities and compliance history); and
- a strong element of competition in the allocation of orders or the awarding of contracts. This is achieved by obtaining a sufficient number of competitive quotations wherever practicable.



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- the safety requirements associated with both the product design and specification offered by suppliers and the evaluation of risk when considering purchasing goods and services from suppliers;
- purchasing of goods and services from suppliers that demonstrate sustainable benefits and good corporate social responsibility.

Where a higher priced conforming offer is recommended, there should be clear and demonstrable benefits over and above the lowest total priced, conforming offer.

3. SUSTAINABLE PROCUREMENT

Sustainable Procurement is defined as the procurement of goods and services that has positive economic, environmental and social outcomes, and fewer negative environmental and social impacts than competing products and services.

The City is committed to sustainable procurement and where appropriate shall endeavour to design quotations and tenders to minimise environmental and negative social impacts. Sustainable considerations must be balanced against value for money outcomes in accordance with the City's sustainability objectives.

4. PURCHASING LIMITS

4.1 Purchasing from Existing Contracts

Where the City has an existing contract in place, it must ensure that goods and services required are purchased under these contracts to the extent that the scope of the contract allows. When planning the purchase, the City must consult its Contracts in the first instance before seeking to obtain quotes and tenders on its own accord.

4.2 Purchasing Thresholds

In determining the purchasing value, the following considerations are to be taken into account:

1. All values are exclusive of the Goods and Services Tax (GST);
2. The actual or expected value of a contract over the full contract period, including any and all options to extend, as well as any potential for additional goods or servicing requirements;
3. The extent to which it could reasonably be expected that the City will continue to purchase a particular category of goods, services or works and what total value is or could be reasonably expected to be purchased; and
4. Where the value is expected to be in the vicinity of \$150,000 over a three year period, a tender process must be undertaken. The determination of the commencement of a tender process shall be in collaboration with the relevant Business Unit and the Finance Unit (Contracts Administrator).



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The following quotation/tender thresholds apply to the procurement of goods and services:

Amount of Purchase	Purchasing Requirements
<p>Up to \$5,000 Category A</p>	<p>Purchase directly from a supplier using a Purchasing or Corporate Credit Card issued by the City, or obtain at least one (1) verbal or written quotation from a suitable supplier, either from:</p> <ul style="list-style-type: none"> • an existing panel of pre-qualified suppliers administered by the City; or • a pre-qualified supplier on the WALGA Preferred Supply Program or State Government Common Use Arrangement (CUA); or • from the open market. <p>The continuous use of single suppliers is to be routinely tested to ensure that the City is receiving best value for money at a competitive market price and adequately distributing market share.</p>
<p>\$5,001 - \$50,000 Category B</p>	<p>Obtain a minimum of three written quotations from suppliers using a brief outlining the specific requirement, either from:</p> <ul style="list-style-type: none"> • an existing panel of pre-qualified suppliers administered by the City; or • a pre-qualified supplier on the WALGA Preferred Supply Program or State Government CUA; or • from the open market. <p>Notes:</p> <ol style="list-style-type: none"> 1. This category excludes quotations where the City is entering into a contract for services that are of an on-going nature and exceed one (1) year duration. Contracts with a duration of more than one (1) year are to be by Category C – Formal Quotation. 2. Consultancy services must be by formal quotation unless at the discretion of the Finance Unit (Contracts Administrator) it is deemed services are of low risk and complexity.
<p>\$50,001 - \$150,000 Category C</p>	<p>A formal quotation process is to be coordinated through the Finance Unit (Contracts Administrator) under the following guideline:</p> <p>Obtain at least three (3) written quotations from suppliers by formal invitation under a Request for Quotation, containing price and detailed specification of goods and services required. The procurement decision is to be based on pre-determined evaluation criteria that assess all value for money</p>



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	<p>considerations in accordance with the definition stated within this Policy.</p> <p>Quotations within this threshold may be obtained from:</p> <ul style="list-style-type: none"> • an existing panel of pre-qualified suppliers administered by the City; or • a pre-qualified supplier on the WALGA Preferred Supply Program or State Government CUA; or • from the open market. <p>Requests for quotation from a pre-qualified panel of suppliers (whether administered by the City, through the WALGA preferred supply program or State Government CUA) are not required to be invited using a Request for Quotation form, however at least three written quotes are still required to be obtained.</p>
<p>\$150,001 and above Category D</p>	<p>Where the purchasing requirement is not suitable to be met through a panel of pre-qualified suppliers, or any other tender-exempt arrangement as listed under section 4.9 of this Policy, conduct a public Request for Tender process in accordance with Part 4 of the <i>Local Government (Functions and General) Regulations 1996</i>, this policy and the City's tender procedures. The procurement decision is to be based on pre-determined evaluation criteria that assess all value for money considerations in accordance with the definition stated within this Policy.</p>

4.3 Insufficient Suppliers

Where this policy requires a certain number of quotations to be obtained, but it is not possible to obtain that number of quotations, then best endeavours must be used to obtain as many quotes as possible.

If it is not possible to obtain the required number of quotations then:

1. the requirement to obtain that number of quotations may be waived by
 - the Procurement Officer for Category A & B quotations, and
 - the Contracts Administrator and the Procurement Officer for Category C quotations,
 with justification being provided by an officer with the appropriate authority to incur the liability; but
2. all other requirements of this policy applicable to that type or value of purchase apply.

4.4 Term of Contracts

The following table defines the term to be applied to classes of contracts established under this policy:



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Procurement Type	Contract Period	Option Period
Contracts with the potential for short-term change in technology, specification, availability or a new untried service.	One (1) Year	Two (2) Years, or Two (2) x One (1) Year
Service contracts and contracts with a medium potential for a change in technology, specification or availability.	Three (3) Years	Two (2) Years, or Two (2) x One (1) Year
Information Technology, Equipment and contracts where there is a high cost of contract establishment or there is low potential for a change in technology, specification or availability	Ten (10) Years	Five (5) Years

In considering the term to be applied to a contract the following principles have been adopted:

- Short term contracts (one year) do not build the relationship that may be required to maintain an adequate level of service over time.
- Medium term contracts (three years) can discourage supplier complacency making them a useful tactic for the City.

Long Term contracts (five years and over) need to demonstrate significant benefit to the City and have mechanisms to review the adequacy of the services and ensure continued competitiveness.

4.5 Long Term Contracts

Where the City enters into a long term Contract, such as for the supply of Information Technology Software, a market test/analysis is to be carried out every five years to ensure value for money in the provided service.

4.6 Selection Criteria

Compliance and qualitative selection criteria shall apply to all formal quotations and tenders relative to the nature and complexity of the project or service.

4.7 Contract Reviews

All Contracts established by the City shall contain a requirement to review the performance of the Contractor/Supplier/Consultant at least annually and prior to the extension, if any, of the Contract term.



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4.8 Tendering Exemptions

An exemption to publicly invite tenders may apply in the following instances:

- the purchase is obtained from a pre-qualified supplier under the WALGA Preferred Supply Program or State Government Common Use Arrangement.
- the purchase is from a Regional Local Government or another Local Government;
- the purchase is acquired from a person registered on the WA Aboriginal Business Directory, as published by the Small Business Development Corporation, where the consideration under contract is worth \$250,000 or less and represents value for money;
- the purchase is acquired from an Australian Disability Enterprise and represents value for money;
- the purchase is from a pre-qualified supplier under a Panel established by the City; or
- any of the other exclusions under Regulation 11 of the *Local Government (Functions and General) 1996* apply.

4.9 Inviting Tenders under the Tender Threshold

Where it is considered beneficial, tenders may be called in lieu of seeking quotations for purchases under the \$150,000 threshold. If a decision is made to seek public tenders for goods/services of less than \$150,000, all of the steps of a public tender process must be followed.

4.10 Sole Source of Supply

Where the purchasing requirement is over the value of \$5,000 and of a unique nature that can only be supplied from one supplier, the purchase is permitted without undertaking a tender or quotation process. This is only permitted in circumstances where the City is satisfied and can evidence that there is only one source of supply for those goods, services or works. The City must use its best endeavours to determine if the sole source of supply is genuine by exploring if there are any alternative sources of supply. Once determined, the justification must be endorsed by the Chief Executive Officer in accordance with the applicable Corporate Procedure, prior to a contract being entered into.

From time to time, the City may publicly invite an expression of interest to effectively determine that one sole source of supply still genuinely exists.

5. PURCHASING FROM LEGAL SERVICE PROVIDERS

The City of Perth will utilise the WALGA preferred supplier contract for legal services. The selection of the service provider will be undertaken by the Chief Executive Officer, Director Corporate Services or the Manager Governance based on factors including the panel provider undertaking similar work on behalf of the City of Perth, specialist expertise as well as being based on standard contract performance. Circumstances requiring the use of a



CP 9.7 Purchasing

legal firm outside the panel may arise whereby the entire tender panel is conflicted from undertaking work for the City or that specialist skills cannot be sourced from the panel, in such circumstances procurement needs to be in accordance with the procedures contained within Clause 4.1.

6. PANELS OF PRE-QUALIFIED SUPPLIERS

6.1 Objectives

In accordance with Regulation 24AC of the *Local Government (Functions and General) Regulations 1996*, a Panel of Pre-qualified Suppliers ("Panel") may be created where most of the following factors apply:

- the City determines that a range of similar goods and services are required to be purchased on a continuing and regular basis;
- there are numerous potential suppliers in the local and regional procurement-related market sector(s) that satisfy the test of 'value for money';
- the purchasing activity under the intended Panel is assessed as being of a low to medium risk;
- the Panel will streamline and will improve procurement processes; and
- the City has the capability to establish, manage the risks and achieve the benefits expected of the proposed Panel.

The City will endeavour to ensure that Panels will not be created unless most of the above factors are firmly and quantifiably established.

6.2 Establishing a Panel

Should the City determine that a Panel is beneficial to be created, it must do so in accordance with Part 4, Division 3 the *Local Government (Functions and General) Regulations 1996*.

Panels may be established for one supply requirement, or a number of similar supply requirements under defined categories within the Panel.

Panels may be established for a minimum of two (2) years and for a maximum length of time deemed appropriate by the City.

Evaluation criteria must be determined and communicated in the application process by which applications will be assessed and accepted.

Where a Panel is to be established, the City will endeavour to appoint at least three (3) suppliers to each category, on the basis that best value for money is demonstrated.

Where less than three (3) suppliers are appointed to each category within the Panel, the category is not to be established.



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In each invitation to apply to become a pre-qualified supplier (through a procurement process advertised through a state-wide notice), the City must state the expected number of suppliers it intends to put on the panel.

Should a Panel member leave the Panel, they may be replaced by the next ranked Panel member determined in the value for money assessment should the supplier agree to do so, with this intention to be disclosed in the detailed information set out under Regulation 24AD(5)(d) and (e) when establishing the Panel.

6.3 Distributing work amongst Panel Members

To satisfy Regulation 24AD(5) of the Regulations, when establishing a Panel of pre-qualified suppliers, the detailed information associated with each invitation to apply to join the Panel must either prescribe whether the City intends to:

- i. Obtain quotations from each pre-qualified supplier on the Panel with respect to all purchases, in accordance with Clause 9.4; or
- ii. Purchase goods and services exclusively from any pre-qualified supplier appointed to that Panel, and under what circumstances; or
- iii. Develop a ranking system for selection to the Panel, with work awarded in accordance with Clause 9.3 b).

In considering the distribution of work among Panel members, the detailed information must also prescribe whether:

- a) each Panel member will have the opportunity to bid for each item of work under the Panel, with pre-determined evaluation criteria forming part of the invitation to quote to assess the suitability of the supplier for particular items of work. Contracts under the pre-qualified panel will be awarded on the basis of value for money in every instance; or
- b) work will be awarded on a ranked basis, which is to be stipulated in the detailed information set out under Regulation 24AD(5)(f) when establishing the Panel. The City is to invite the highest ranked Panel member, who is to give written notice as to whether to accept the offer for the work to be undertaken. Should the offer be declined, an invitation to the next ranked Panel member is to be made and so forth until a Panel member accepts a Contract. Should the list of Panel members invited be exhausted with no Panel member accepting the offer to provide goods/services under the Panel, the City may then invite suppliers that are not pre-qualified under the Panel, in accordance with the Purchasing Thresholds stated in section 4.3 of this Policy. When a ranking system is established, the Panel must not operate for a period exceeding 12 months.

In every instance, a contract must not be formed with a pre-qualified supplier for an item of work beyond 12 months, which includes options to extend the contract.



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6.4 Purchasing from the Panel

The invitation to apply to be considered to join a panel of pre-qualified suppliers must state whether quotations are either to be invited to every member (within each category, if applicable) of the Panel for each purchasing requirement, whether a ranking system is to be established, or otherwise.

Each quotation process, including the invitation to quote, communications with panel members, quotations received, evaluation of quotes and notification of award communications must all be captured on the City’s electronic records system. A separate file is to be maintained for each quotation process made under each Panel that captures all communications between the City and Panel members

7. AUTHORISATION OF EXPENDITURE

Acceptance of tenders and quotations and the authorisation of expenditure is to comply with the City’s purchasing requirements, associated policies and procedures and within the relevant delegation or limit of authority.

All purchases of goods or services other than those goods or services deemed an emergency or those outside of normal business hours are only to be purchased after the approval of an appropriate purchase requisition and the receipt of a relevant purchase order.

The confirmation of any purchase after the completion of a quotation / tender process must be authorised by an officer to whom authority to incur a liability has been delegated ensuring that sufficient funds have been provided for in the City’s annual budget.

Document Control Box					
Document Responsibilities:					
Custodian:	Contracts Administrator	Custodian Unit:	Finance		
Decision Maker:	Policy approved by Council				
Compliance Requirements:					
Legislation:	Part 4 of the <i>Local Government (Functions & General) Regulations 1996</i>				
Industry:					
Organisational:	PR0106 Calling of Quotations PR0105 Tendering for Goods and Services PR0660 Evaluation Panels for assessing Tenders, Expressions of Interest and Quotations PR0957 Authorisation of Purchase Orders PR0965 Sole Supplier Justification, Application and Approval				
Document Management:					
Risk Rating:		Review Frequency:		Next Due:	TRIM Ref: [AP####]
Version #	Decision Reference:	Synopsis:			
1.	OCM 28/06/11 (317/11)				
2.	OCM 18/11/14 (509/14)				
3.	OCM 30/04/15 (161/15)				
4.	OCM 15/12/15 (585/15)	Amended in line with updates to Legislation			

CP 9.7 Purchasing Policy

POLICY OBJECTIVE

The City is committed to setting up efficient, effective, economical and sustainable procedures in all purchasing activities. This policy:

- provides the City with an effective way of purchasing goods and services;
- ensures that purchasing transactions are carried out in a fair and equitable manner;
- strengthens integrity and confidence in the purchasing system;
- ensures that the City receives value for money in its purchasing;
- provides that the City considers the environmental and social impacts when purchasing goods and services;
- ensures the City complies with all regulatory obligations;
- promotes effective governance and definition of roles and responsibilities; and
- upholds respect from the public and industry for the City's purchasing practices that withstands probity.

Furthermore, this policy has been created to:

- provide compliance with the Local Government Act, 1995 and the Local Government (Functions and General) Regulations 1996;
- deliver a best practice approach and procedures to internal purchasing for the City; and
- ensure consistency for all purchasing activities that integrates within all of the City of Perth operational areas.

POLICY STATEMENT

1. ETHICS AND INTEGRITY

All officers and employees of the City shall observe the highest standards of ethics and integrity in undertaking purchasing activities and act in an honest and professional manner that supports the standing of the City.

The following principles, standards and behaviours must be observed and enforced through all stages of the purchasing process to ensure the fair and equitable treatment of all parties:

- full accountability shall be taken for all purchasing decisions and the efficient, effective and proper expenditure of public monies based on achieving value for money;

CP 9.7 Purchasing Policy

- all purchasing practices shall comply with relevant legislation, regulations, and requirements consistent with the City's policies, procedures and code of conduct;
- purchasing is to be undertaken on a competitive basis in which all potential suppliers are treated impartially, honestly and consistently;
- all processes, evaluations and decisions shall be transparent, free from bias and fully documented in accordance with applicable policies and to provide a clear audit trail;
- any actual or perceived conflicts of interest are to be identified, disclosed and appropriately managed; and
- information other than pricing provided to the City by a supplier shall be treated as commercial-in-confidence and should not be released unless authorised by the supplier or relevant legislation.

2. VALUE FOR MONEY

Value for money is an overarching principle governing purchasing that allows the best possible outcome to be achieved for the City. It is important to note that compliance with the specification is more important than obtaining the lowest price, particularly taking into account user requirements, quality standards, sustainability, life cycle costing, and service benchmarks.

An assessment of the best value for money outcome for any purchasing should consider the following:

- All relevant whole-of-life costs and benefits, whole of life cycle costs (for goods) and whole of contract life costs (for services) including transaction costs associated with acquisition, delivery, distribution, as well as other costs such as but not limited to holding costs, consumables, deployment, maintenance and disposal. For the disposal of any property (assets) reference shall be made to Council Policy 9.14 Disposal of Property;
- The technical merits of the goods or services being offered in terms of compliance with specifications, contractual terms and conditions and any relevant methods of assuring quality;
- Financial viability and capacity to supply without risk of default. (Competency of the prospective suppliers in terms of managerial and technical capabilities and compliance history); and
- A strong element of competition in the allocation of orders or the awarding of contracts. This is achieved by obtaining a sufficient number of competitive quotations wherever practicable.

Where a higher priced conforming offer is recommended, there should be clear and demonstrable benefits over and above the lowest total priced, conforming offer.

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3. SUSTAINABLE PROCUREMENT

Sustainable Procurement is defined as the procurement of goods and services that have fewer negative environmental and social impacts than competing products and services.

The City is committed to sustainable procurement and where appropriate shall endeavour to design quotations and tenders to minimise environmental and negative social impacts. Sustainable considerations must be balanced against value for money outcomes in accordance with the City's sustainability objectives.

4. PURCHASING PROCEDURES AND LIMITS

The City has established administrative procedures relating to the calling of quotations and tenders for goods and services which must be adhered to when seeking quotations or the calling of tenders. These procedures have been developed to establish effective procedures for calling quotations to achieve best value for money and quality of goods and services within specified time frames. The relevant procedures that officers must refer to are listed as follows:

- PR0106 – Calling of Quotations.
- PR0105 – Tendering for Goods and Services.
- PR0660 – Evaluation Panels for Assessing Tenders, Expressions of Interest and Quotations.
- PR0957 – Authorisation of Purchase Orders.
- PR0965 – Sole Supplier Justification, Application and Approval.

The confirmation of any purchase after the completion of a quotation / tender process must be authorised by an officer to whom authority to incur a liability has been delegated ensuring that sufficient funds have been provided for in the City's annual budget.

The purchasing of goods and services can only be undertaken once a purchasing requisition has been approved and a relevant purchase order has been obtained (other than those goods or services deemed an emergency or those outside of normal business hours. In these circumstances the requisition and order is to be approved and obtained the next day).

The following quotation / tender requirements apply to the procurement of goods and services, where the value of procurement (excluding GST) for the value of the contract over the full contract period (including options to extend) is, or is expected to be the following:



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Amount of Purchase	Purchasing Requirements
Up to \$1,000	One verbal or written quotation shall be obtained and alternative suppliers are encouraged to be used to ensure best value of money and adequate market sharing.
\$1,001 - \$5,000	A minimum of three quotations (verbal or written) shall be obtained, where possible, from alternative suppliers.
\$5,001 - \$50,000	Obtain a minimum of three written quotations (excluding requests for Consultancy Services where a formal quotation process is to be used at the discretion of the Manager Finance).
\$50,001 - \$150,000	A formal quotation process is to be coordinated through the Contract Management Unit (other than vehicles, plant, equipment or office equipment where the items are manufactured to industry or Australian Standards).
\$150,000 and above	Conduct a public tender process in accordance with prevailing legislation and the City's corporate procedures.

Where it is considered beneficial, tenders may be called in lieu of seeking quotations for purchases under the \$150,000 threshold (excluding GST). If a decision is made to seek public tenders for goods/services of less than \$150,000, all of the steps of a public tender process must be followed (see part 4.5).

The Chief Executive Officer shall develop and implement appropriate processes to monitor expenditure with individual contractors or suppliers to ensure that where it is reasonably foreseeable that expenditure with a single contractor or supplier may exceed \$150,000, tenders for the provision of those services are invited to ensure the City does not contravene the anti-avoidance provisions prescribed in Regulation 12 of the Local Government (Functions and General) Regulations 1996.

4.1 Up to \$1,000

Where the value of goods or services does not exceed \$1,000 (excluding GST), the purchase is on the basis that a verbal or written quote is obtained. The continuous use of single suppliers is to be avoided to ensure that the City is receiving best value for money at a competitive market price and adequately distributing market share.

A record of the verbal quotation must be maintained in accordance with the City's Record Keeping Plan.

4.2 \$1,001 to \$5,000

Where the value of goods or services is between \$1,001 and \$5,000 (excluding GST), the purchase is on the basis of a minimum of three quotations (written or verbal). Market testing with a greater number of suppliers or more formal forms of quotation is to be occasionally undertaken to ensure best value is maintained.

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This purchasing method is suitable where the purchase is relatively small and low risk.

Records of quotations sourced must be created and maintained in accordance with the City's Record Keeping Plan.

4.3 \$5,001 to \$50,000

This category is for the procurement of goods or services where the value ranges between \$5,001 and \$50,000 (excluding GST).

A minimum of three written quotations are required. Where this is not practical, (that is due to limited suppliers), it must be noted through records relating to the process. Where, due to the nature of the goods or services being sourced, there is unlikely to be more than one supplier, approval of that supplier as a "Sole Supplier" must be obtained in accordance with Corporate Procedure PR0965- Sole Supplier Justification, Application and Approval.

The general principles for obtaining written quotations are as follows:

- Ensure that the requirements are clearly understood by the employee seeking the quotations.
- Ensure that the requirement is clearly, accurately and consistently communicated to each of the suppliers being invited to quote.

The engagement of Consultancy Services are required to be conducted through a formal quotation process unless the Manager Finance assesses the proposed service as low risk to the City and/or is classified as a supply of service rather than a formal Consultancy Service.

Records of quotations sourced must be maintained in accordance with the City's Record Keeping Plan.

4.4 \$50,001 to \$150,000

For the procurement of goods or services where the value exceeds \$50,001 (excluding GST) but is less than \$150,000 (excluding GST), a formal quotation process is to be coordinated through the Finance Unit – Contracts Administration section in accordance with corporate procedures.

Where the supply of vehicles, plant or equipment (including office equipment) is required and the goods are manufactured to industry or Australian Standards, a minimum of three written quotations are required.

The responsible officer is expected to demonstrate due diligence and to comply with record keeping and audit requirements. Records of quotations sourced must be maintained in accordance with the City's Record Keeping Plan.

NOTES: The general principles relating to formal quotations are that they will include the following requirements:



CP 9.7 Purchasing Policy

- a. An appropriately detailed specification to communicate requirement(s) in a clear, concise and logical fashion.
- b. The request for quotation will include as a minimum:
 - i. General Conditions of Quotation.
 - ii. General Conditions of Contract.
 - iii. Written Specification.
 - iv. Selection Criteria to be applied.
 - v. Form of Quotation/Price Schedule.
 - vi. Conditions of responding.
- c. Invitations to quote will be issued simultaneously to ensure that all parties receive an equal opportunity to respond.
- d. All prospective suppliers to be advised at the same time of any new information that is likely to change the requirements.
- e. Responses should be assessed in accordance with corporate procedures for compliance, then against the selection criteria, and then value for money. All evaluations shall be documented and maintained in accordance with the City's Record Keeping Plan.
- f. Respondents will be advised in writing as soon as possible after the final determination is made and approved.

4.5 Over \$150,000

Where the value of the goods or services is estimated to be over \$150,000 (excluding GST), or where it is considered that a public tender process for goods or services under that value should be followed, all regulatory compliance in relation to the public tender process including established City procedures and guidelines, are to be adhered to.

5. AUTHORISATION OF EXPENDITURE

Acceptance of quotations and the authorisation of expenditure is to comply with the City's purchasing requirements, associated policies and procedures and within the relevant delegation of authority.

All purchases of goods or services other than those goods or services deemed an emergency or those outside of normal business hours are only to be purchased after the approval of an appropriate purchase requisition and the receipt of a relevant purchase order.



CP 9.7 Purchasing Policy

Document Control Box					
Document Responsibilities:					
Custodian:	Contracts Administrator	Custodian Unit:	Finance		
Decision Maker:	Policy approved by Council				
Compliance Requirements:					
Legislation:	Part 4 of the <i>Local Government (Functions & General) Regulations 1996</i>				
Industry:					
Organisational:					
Document Management:					
Risk Rating:		Review Frequency:		Next Due:	
				TRIM Ref:	75522/04
Version #	Decision Reference:	Synopsis:			
1.	OCM 28/06/11 (317/11)				
2.	OCM 18/11/14 (509/14)				
3.	OCM 30/04/15 (161/15)				
4.	OCM 15/12/15 (585/15)	Amended in line with updates to Legislation			

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of Western Australia
Department of Local Government and Communities

Perth - Compliance Audit Return 2015

Certified Copy of Return

Please submit a signed copy to the Director General of the Department of Local Government and Communities together with a copy of section of relevant minutes.

Commercial Enterprises by Local Governments					
No	Reference	Question	Response	Comments	Respondent
1	s3.59(2)(a)(b)(c) F&G Reg 7,9	Has the local government prepared a business plan for each major trading undertaking in 2015.	N/A	No major trading undertakings in 2015	Martin Mileham
2	s3.59(2)(a)(b)(c) F&G Reg 7,10	Has the local government prepared a business plan for each major land transaction that was not exempt in 2015.	N/A	No major land transaction that was not exempt in 2015	Martin Mileham
3	s3.59(2)(a)(b)(c) F&G Reg 7,10	Has the local government prepared a business plan before entering into each land transaction that was preparatory to entry into a major land transaction in 2015.	N/A	No preparatory land transaction to entry into a major land transaction in 2015.	Martin Mileham
4	s3.59(4)	Has the local government given Statewide public notice of each proposal to commence a major trading undertaking or enter into a major land transaction for 2015.	N/A	No major trading undertaking or major land transaction in 2015	Martin Mileham
5	s3.59(5)	Did the Council, during 2015, resolve to proceed with each major land transaction or trading undertaking by absolute majority.	Yes	Ordinary Council Meeting (OCM) 09/06/2015, Item 227/15 (TRIM 99056/15). ISPT Pty Ltd, regarding Forrest Chase walkaways improvements and ongoing management arrangements TRIM 316317/14.	Martin Mileham
Delegation of Power / Duty					
No	Reference	Question	Response	Comments	Respondent

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of Western Australia
Department of Local Government and Communities

No	Reference	Question	Response	Comments	Respondent
1	s5.16, 5.17, 5.18	Were all delegations to committees resolved by absolute majority.	Yes	Referenced in annual review: OCM 09/06/2015 Item 228/15 Schedule 25 (TRIM 99056/15).	Martin Mileham
2	s5.16, 5.17, 5.18	Were all delegations to committees in writing.	Yes	Referenced in 2015/16 Delegated Authority Register (TRIM 96408/15), Committee Terms of Reference TRIM 215602/15, 212738/15 and included in each agenda.	Martin Mileham
3	s5.16, 5.17, 5.18	Were all delegations to committees within the limits specified in section 5.17.	Yes	Referenced in 2015/16 Delegated Authority Register (TRIM 96408/15).	Martin Mileham
4	s5.16, 5.17, 5.18	Were all delegations to committees recorded in a register of delegations.	Yes	2015/16 Delegated Authority Register (TRIM 96408/15).	Martin Mileham
5	s5.18	Has Council reviewed delegations to its committees in the 2014/2015 financial year.	Yes	Referenced in annual review: OCM 09/06/2015, Item 228/15, Schedule 25 (TRIM 99056/15).	Martin Mileham
6	s5.42(1),5.43 Admin Reg 18G	Did the powers and duties of the Council delegated to the CEO exclude those as listed in section 5.43 of the Act.	Yes	OCM 09/06/2015 Item 228/15 Schedule 25 (TRIM 99056/15).	Martin Mileham
7	s5.42(1)(2) Admin Reg 18G	Were all delegations to the CEO resolved by an absolute majority.	Yes	OCM 09/06/2015 Item 228/15 Schedule 25 (TRIM 99056/15).	Martin Mileham
8	s5.42(1)(2) Admin Reg 18G	Were all delegations to the CEO in writing.	Yes	As per 2015/16 Delegated Authority Register (TRIM 96408/15).	Martin Mileham
9	s5.44(2)	Were all delegations by the CEO to any employee in writing.	Yes	As per File No. P1023849.	Martin Mileham
10	s5.45(1)(b)	Were all decisions by the Council to amend or revoke a delegation made by absolute majority.	Yes	As per annual review OCM 09/06/2015, Item 228/15, Schedule 25 (TRIM 99056/15).	Martin Mileham
11	s5.46(1)	Has the CEO kept a register of all delegations made under the Act to him and to other employees.	Yes	Referenced in 2015/16 Delegated Authority Register (TRIM 96408/15).	Martin Mileham
12	s5.46(2)	Were all delegations made under Division 4 of Part 5 of the Act reviewed by the delegator at least once during the 2014/2015 financial year.	Yes	Referenced in annual review OCM 09/06/2015, Item 228/15, Schedule 25 (TRIM 99056/15 and also 114329/15).	Martin Mileham
13	s5.46(3) Admin Reg 19	Did all persons exercising a delegated power or duty under the Act keep, on all occasions, a written record as required.	Yes	Based on audit sample. However, unable to confirm that a written record was kept on all occasions.	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of Western Australia
Department of Local Government and Communities

Disclosure of Interest					
No	Reference	Question	Response	Comments	Respondent
1	s5.67	If a member disclosed an interest, did he/she ensure that they did not remain present to participate in any discussion or decision-making procedure relating to the matter in which the interest was disclosed (not including participation approvals granted under s5.68).	Yes	Referenced in Financial and Non-financial Interest Disclosures Register (TRIM 4585/11).	Martin Mileham
2	s5.68(2)	Were all decisions made under section 5.68(1), and the extent of participation allowed, recorded in the minutes of Council and Committee meetings.	No	Disclosing member did not disclose the extent of the interest and there is no mention of extent of participation allowed by the Committee.	Martin Mileham
3	s5.73	Were disclosures under section 5.65 or 5.70 recorded in the minutes of the meeting at which the disclosure was made.	Yes	Referenced in the Financial and Non-financial Interest Disclosures Register (TRIM 4585/11) and various Council and Committee meetings.	Martin Mileham
4	s5.75(1) Admin Reg 22 Form 2	Was a primary return lodged by all newly elected members within three months of their start day.	Yes	A newly elected member appointed in 2015.	Martin Mileham
5	s5.75(1) Admin Reg 22 Form 2	Was a primary return lodged by all newly designated employees within three months of their start day.	Yes	As per Primary and Annual Return Register (TRIM 8700/13 and file No. P1026318).	Martin Mileham
6	s5.76(1) Admin Reg 23 Form 3	Was an annual return lodged by all continuing elected members by 31 August 2015.	Yes	As per Primary and Annual Return Register (TRIM 8700/13 and file No. P1026318).	Martin Mileham
7	s5.76(1) Admin Reg 23 Form 3	Was an annual return lodged by all designated employees by 31 August 2015.	Yes	As per Primary and Annual Return Register (TRIM 8700/13 and file No. P1026318).	Martin Mileham
8	s5.77	On receipt of a primary or annual return, did the CEO, (or the Mayor/ President in the case of the CEO's return) on all occasions, give written acknowledgment of having received the return.	Yes	As per Primary and Annual Return Register 8700/13 (File No. P1026318, P1023968-4, P1023968-5 and P1023968-6).	Martin Mileham
9	s5.88(1)(2) Admin Reg 28	Did the CEO keep a register of financial interests which contained the returns lodged under section 5.75 and 5.76	Yes	As per Primary and Annual Return Register (TRIM 8700/13, file No. P1023968).	Martin Mileham
10	s5.88(1)(2) Admin Reg 28	Did the CEO keep a register of financial interests which contained a record of disclosures made under sections 5.65, 5.70 and 5.71, in the form prescribed in Administration Regulation 28.	Yes	As per 2015 Financial Interest Disclosures Register TRIM 4585/11 (P1023968 and P1026318).	Martin Mileham
11	s5.88 (3)	Has the CEO removed all returns from the register when a person ceased to be a person required to lodge a return under section 5.75 or 5.76.	Yes	As per Primary and Annual Return Register TRIM 8700/13 (P1023968).	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of Western Australia
Department of Local Government and Communities

No	Reference	Question	Response	Comments	Respondent
12	s5.88(4)	Have all returns lodged under section 5.75 or 5.76 and removed from the register, been kept for a period of at least five years, after the person who lodged the return ceased to be a council member or designated employee.	Yes	As per Primary and Annual Return Register TRIM 8700/13 (P1023968).	Martin Mileham
13	s5.103 Admin Reg 34C & Rules of Conduct Reg 11	Where an elected member or an employee disclosed an interest in a matter discussed at a Council or committee meeting where there was a reasonable belief that the impartiality of the person having the interest would be adversely affected, was it recorded in the minutes.	Yes	As per various Council and Committee meeting minutes.	Martin Mileham
14	s5.70(2)	Where an employee had an interest in any matter in respect of which the employee provided advice or a report directly to the Council or a Committee, did that person disclose the nature of that interest when giving the advice or report.	Yes	As per 2015 Financial Interest Disclosures Register TRIM 4585/11 (File No. P1023968)	Martin Mileham
15	s5.70(3)	Where an employee disclosed an interest under s5.70(2), did that person also disclose the extent of that interest when required to do so by the Council or a Committee.	Yes	As per 2015 Financial Interest Disclosures Register TRIM 4585/11 (File No. P1023968)	Martin Mileham
16	s5.103(3) Admin Reg 34B	Has the CEO kept a register of all notifiable gifts received by Council members and employees.	Yes	Gift Register (TRIM 292011/14). Only once the gift has been notified.	Martin Mileham

Disposal of Property

No	Reference	Question	Response	Comments	Respondent
1	s3.58(3)	Was local public notice given prior to disposal for any property not disposed of by public auction or tender (except where excluded by Section 3.58(5)).	Yes	The City of Perth has consistently placed public notices in The West Australian newspaper, as well as the Council House and City of Perth Library public notice boards.	Martin Mileham
2	s3.58(4)	Where the local government disposed of property under section 3.58(3), did it provide details, as prescribed by section 3.58(4), in the required local public notice for each disposal of property.	Yes	Some examples are TRIM 181854/15, 99989/15, 83410/15	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of Western Australia
Department of Local Government and Communities

Elections					
No	Reference	Question	Response	Comments	Respondent
1	Elect Reg 30G (1)	Did the CEO establish and maintain an electoral gift register and ensure that all 'disclosure of gifts' forms completed by candidates and received by the CEO were placed on the electoral gift register at the time of receipt by the CEO and in a manner that clearly identifies and distinguishes the candidates.	Yes	As per Electoral Gift Register 292011/14.	Martin Mileham

Finance					
No	Reference	Question	Response	Comments	Respondent
1	s7.1A	Has the local government established an audit committee and appointed members by absolute majority in accordance with section 7.1A of the Act.	Yes	It was established at Special Council meeting on 11/05/2010. The Council appointed new members to the Audit & Risk Committee at Special Council meeting on 22/10/2015 and the appointment of the Presiding Member was endorsed by Council on 24/11/15 Item 546/15 (TRIM 215602/15).	Martin Mileham
2	s7.1B	Where a local government determined to delegate to its audit committee any powers or duties under Part 7 of the Act, did it do so by absolute majority.	N/A	No change to the Audit and Risk Committee delegation 1.1.3 in 2015. OCM 09/06/15 Item No. 228/15, Schedule 25. (TRIM 99056/15)	Martin Mileham
3	s7.3	Was the person(s) appointed by the local government to be its auditor, a registered company auditor.	Yes	Grant Thornton Audit Pty Ltd ACN 130 913 594, ABN 41 127 556 389.	Martin Mileham
4	s7.3, 7.6(3)	Was the person or persons appointed by the local government to be its auditor, appointed by an absolute majority decision of Council.	Yes	Referenced in OCM 03/08/10 Item N` 403/10 (TRIM 72297/10)	Martin Mileham
5	Audit Reg 10	Was the Auditor's report for the financial year ended 30 June 2015 received by the local government within 30 days of completion of the audit.	Yes	The Audit Report was completed on 30/10/15. The City of Perth received the Auditor's report through its Audit & Risk Committee on 16/11/15, Item AR46/15 schedule 5 and 6 (TRIM 207541/15) and by the Council on 24/11/15, Item 550/15 schedule 34 and 35 (TRIM 215602/15).	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of Western Australia
Department of Local Government and Communities

No	Reference	Question	Response	Comments	Respondent
6	s7.9(1)	Was the Auditor's report for 2014/2015 received by the local government by 31 December 2015.	Yes	Audit & Risk Committee on 16/11/15 (TRIM 207541/15). OCM 24/11/15, Item 550/15 schedule 34 and 35 (TRIM 215602/15).	Martin Mileham
7	S7.12A(3)	Where the local government determined that matters raised in the auditor's report prepared under s7.9 (1) of the Act required action to be taken by the local government, was that action undertaken.	N/A	No issues were raised in the auditor's report for the 2014/15 financial year. OCM 24/11/15, Item 550/15 (TRIM 215602/15).	Martin Mileham
8	S7.12A (4)	Where the local government determined that matters raised in the auditor's report (prepared under s7.9 (1) of the Act) required action to be taken by the local government, was a report prepared on any actions undertaken.	N/A	No issues were raised in the auditor's report for the 2014/15 financial year.	Martin Mileham
9	S7.12A (4)	Where the local government determined that matters raised in the auditor's report (prepared under s7.9 (1) of the Act) required action to be taken by the local government, was a copy of the report forwarded to the Minister by the end of the financial year or 6 months after the last report prepared under s7.9 was received by the local government whichever was the latest in time.	N/A	No issues were raised in the auditor's report for the 2014/15 financial year.	Martin Mileham
10	Audit Reg 7	Did the agreement between the local government and its auditor include the objectives of the audit.	Yes	As per Contract - Tender No. 136 09/10, Tender Specification 5.6, objectives of the audit has to be provided prior to the commencement of the audit for each subsequent audit by the auditors. Audit objective was sighted in the Audit Planning Memorandum dated 20/05/2015 (TRIM 220084/15) as well as within the Auditor's Engagement Letter dated 29/06/2015 (TRIM 220094/15). However, the Audit & Risk Committee did not receive either the Audit Planning Memorandum or Engagement Letter during 2015.	Martin Mileham
11	Audit Reg 7	Did the agreement between the local government and its auditor include the scope of the audit.	Yes	Scope of the audit was included in the above mentioned Audit Planning Memorandum and Engagement Letter.	Martin Mileham
12	Audit Reg 7	Did the agreement between the local government and its auditor include a plan for the audit.	Yes	Plan for the audit was included in the above mentioned Audit Planning Memorandum and Engagement Letter.	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of Western Australia
Department of Local Government and Communities

No	Reference	Question	Response	Comments	Respondent
13	Audit Reg 7	Did the agreement between the local government and its auditor include details of the remuneration and expenses to be paid to the auditor.	Yes	As per the above mentioned Contract Tender No. 136 09/10 and Audit Planning Memorandum.	Martin Mileham
14	Audit Reg 7	Did the agreement between the local government and its auditor include the method to be used by the local government to communicate with, and supply information to, the auditor.	Yes	As per the above mentioned Engagement Letter dated 29/06/2015.	Martin Mileham

Local Government Employees

No	Reference	Question	Response	Comments	Respondent
1	Admin Reg 18C	Did the local government approve the process to be used for the selection and appointment of the CEO before the position of CEO was advertised.	N/A	CEO recruitment did not occur during the Audit period – 1 January to 31 December 2015. The CEO was appointed on 06/09/2012 and took position in late October 2012.	Martin Mileham
2	s5.36(4) s5.37(3), Admin Reg 18A	Were all vacancies for the position of CEO and other designated senior employees advertised and did the advertising comply with s.5.36(4), 5.37(3) and Admin Reg 18A.	Yes	Three Director positions and the position of Manager Coordination and Design were advertised in The Australian newspaper.	Martin Mileham
3	Admin Reg 18F	Was the remuneration and other benefits paid to a CEO on appointment the same remuneration and benefits advertised for the position of CEO under section 5.36(4).	N/A	CEO was not recruited in 2014.	Martin Mileham
4	Admin Regs 18E	Did the local government ensure checks were carried out to confirm that the information in an application for employment was true (applicable to CEO only).	N/A	CEO was not recruited in 2014.	Martin Mileham
5	s5.37(2)	Did the CEO inform council of each proposal to employ or dismiss a designated senior employee.	Yes	OCM 03/02/2015 item 36/15. OCM 11/08/2015 item 343/15, 344/15, 345/15. OCM 03/11/2015 item 489/15.	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of Western Australia
Department of Local Government and Communities

Official Conduct					
No	Reference	Question	Response	Comments	Respondent
1	s5.120	Where the CEO is not the complaints officer, has the local government designated a senior employee, as defined under s5.37, to be its complaints officer.	N/A	The CEO is the Complaints Officer. TRIM 7064/13.	Martin Mileham
2	s5.121(1)	Has the complaints officer for the local government maintained a register of complaints which records all complaints that result in action under s5.110(6)(b) or (c).	N/A	No complaints of minor breaches during 2015.	Martin Mileham
3	s5.121(2)(a)	Does the complaints register maintained by the complaints officer include provision for recording of the name of the council member about whom the complaint is made.	N/A	No complaints of minor breaches during 2015.	Martin Mileham
4	s5.121(2)(b)	Does the complaints register maintained by the complaints officer include provision for recording the name of the person who makes the complaint.	N/A	No complaints of minor breaches during 2015.	Martin Mileham
5	s5.121(2)(c)	Does the complaints register maintained by the complaints officer include provision for recording a description of the minor breach that the standards panel finds has occurred.	N/A	No complaints of minor breaches during 2015.	Martin Mileham
6	s5.121(2)(d)	Does the complaints register maintained by the complaints officer include the provision to record details of the action taken under s5.110(6)(b) or (c).	N/A	No complaints of minor breaches during 2015.	Martin Mileham

Tenders for Providing Goods and Services					
No	Reference	Question	Response	Comments	Respondent
1	s3.57 F&G Reg 11	Did the local government invite tenders on all occasions (before entering into contracts for the supply of goods or services) where the consideration under the contract was, or was expected to be, worth more than the consideration stated in Regulation 11(1) of the Local Government (Functions & General) Regulations (Subject to Functions and General Regulation 11(2)).	No	Audit identified seven occasions where the procurement values exceeded or about to exceed the tender threshold. Evidence sighted in the Contracts Expenditure Report.	Martin Mileham
2	F&G Reg 12	Did the local government comply with F&G Reg 12 when deciding to enter into multiple contracts rather than inviting tenders for a single contract.	Yes	As per monthly Contract Expenditure Reports.	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of **Western Australia**
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No	Reference	Question	Response	Comments	Respondent
3	F&G Reg 14(1) & (3)	Did the local government invite tenders via Statewide public notice.	Yes	As per Tenders Register Book, the City has advertised tenders in the West Australian newspaper. Likewise, the tenders have been displayed on the Council House and Perth City Library public notice boards.	Martin Mileham
4	F&G Reg 14 & 15	Did the local government's advertising and tender documentation comply with F&G Regs 14, 15 & 16.	Yes	As per Tenders Register Book and tender file samples.	Martin Mileham
5	F&G Reg 14(5)	If the local government sought to vary the information supplied to tenderers, was every reasonable step taken to give each person who sought copies of the tender documents or each acceptable tenderer, notice of the variation.	Yes	Based on audit sample testing.	Martin Mileham
6	F&G Reg 16	Did the local government's procedure for receiving and opening tenders comply with the requirements of F&G Reg 16.	Yes	Confirmed by sample testing including review of tender register.	Martin Mileham
7	F&G Reg 18(1)	Did the local government reject the tenders that were not submitted at the place, and within the time specified in the invitation to tender.	Yes	As per recording in tender register.	Martin Mileham
8	F&G Reg 18 (4)	In relation to the tenders that were not rejected, did the local government assess which tender to accept and which tender was most advantageous to the local government to accept, by means of written evaluation criteria.	Yes	Evidence sighted in sample tenders files No.: 102-14/15, 73-14/15, 9-15/16.	Martin Mileham
9	F&G Reg 17	Did the information recorded in the local government's tender register comply with the requirements of F&G Reg 17.	Yes	As per review of Tender Register Book.	Martin Mileham
10	F&G Reg 19	Was each tenderer sent written notice advising particulars of the successful tender or advising that no tender was accepted.	Yes	Evidence sighted in sample tenders files No.: 102-14/15, 73-14/15, 9-15/16.	Martin Mileham
11	F&G Reg 21 & 22	Did the local governments's advertising and expression of interest documentation comply with the requirements of F&G Regs 21 and 22.	N/A	Only one EOI sighted in 2015 EOI 010-15/16 as per Tenders Register Book. No advertisement in this instance due to inviting contractors listed on the Department of Finance Common Use Arrangement - CUA14008 Information and Communication Technology (ICT) services.	Martin Mileham
12	F&G Reg 23(1)	Did the local government reject the expressions of interest that were not submitted at the place and within the time specified in the notice.	N/A	Five submissions received by closing date and time for the expression of interest EOI 010-15/16. As per Tenders Register Book.	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



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No	Reference	Question	Response	Comments	Respondent
13	F&G Reg 23(4)	After the local government considered expressions of interest, did the CEO list each person considered capable of satisfactorily supplying goods or services.	Yes	Evidence sighted in Memorandum TRIM file No. P1031806	Martin Mileham
14	F&G Reg 24	Was each person who submitted an expression of interest, given a notice in writing in accordance with Functions & General Regulation 24.	No	EOI 010-15/16. Letter to unsuccessful applicants not provided in two occasions.	Martin Mileham
15	F&G Reg 24AD(2)	Did the local government invite applicants for a panel of pre-qualified suppliers via Statewide public notice.	N/A	The panel of pre-qualified suppliers is included in a draft updated purchasing policy which has not yet been approved by Council.	Martin Mileham
16	F&G Reg 24AD(4) & 24AE	Did the local government's advertising and panel documentation comply with F&G Regs 24AD(4) & 24AE.	N/A	As above.	Martin Mileham
17	F&G Reg 24AF	Did the local government's procedure for receiving and opening applications to join a panel of pre-qualified suppliers comply with the requirements of F&G Reg 16 as if the reference in that regulation to a tender were a reference to a panel application.	N/A	As above.	Martin Mileham
18	F&G Reg 24AD(6)	If the local government sought to vary the information supplied to the panel, was every reasonable step taken to give each person who sought detailed information about the proposed panel or each person who submitted an application, notice of the variation.	N/A	As above.	Martin Mileham
19	F&G Reg 24AH(1)	Did the local government reject the applications to join a panel of pre-qualified suppliers that were not submitted at the place, and within the time specified in the invitation for applications.	N/A	As above.	Martin Mileham
20	F&G Reg 24AH(3)	In relation to the applications that were not rejected, did the local government assess which application(s) to accept and which application(s) were most advantageous to the local government to accept, by means of written evaluation criteria.	N/A	As above.	Martin Mileham
21	F&G Reg 24AG	Did the information recorded in the local government's tender register about panels of pre-qualified suppliers, comply with the requirements of F&G Reg 24AG.	N/A	As above.	Martin Mileham
22	F&G Reg 24AI	Did the local government send each person who submitted an application, written notice advising if the person's application was accepted and they are to be part of a panel of pre-qualified suppliers, or, that the application was not accepted.	N/A	As above.	Martin Mileham

SCHEDULE 23

Department of Local Government and Communities - Compliance Audit Return



Government of **Western Australia**
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No	Reference	Question	Response	Comments	Respondent
23	F&G Reg 24E	Where the local government gave a regional price preference in relation to a tender process, did the local government comply with the requirements of F&G Reg 24E in relation to the preparation of a regional price preference policy (only if a policy had not been previously adopted by Council).	N/A	No Regional price preference given in 2015.	Martin Mileham
24	F&G Reg 24F	Did the local government comply with the requirements of F&G Reg 24F in relation to an adopted regional price preference policy.	N/A		Martin Mileham
25	F&G Reg 11A	Does the local government have a current purchasing policy in relation to contracts for other persons to supply goods or services where the consideration under the contract is, or is expected to be, \$150,000 or less.	Yes	Corporate Policy No. 9.7 (Purchasing Policy)	Martin Mileham

I certify this Compliance Audit return has been adopted by Council at its meeting on _____

Signed Mayor / President, Perth

Signed CEO, Perth

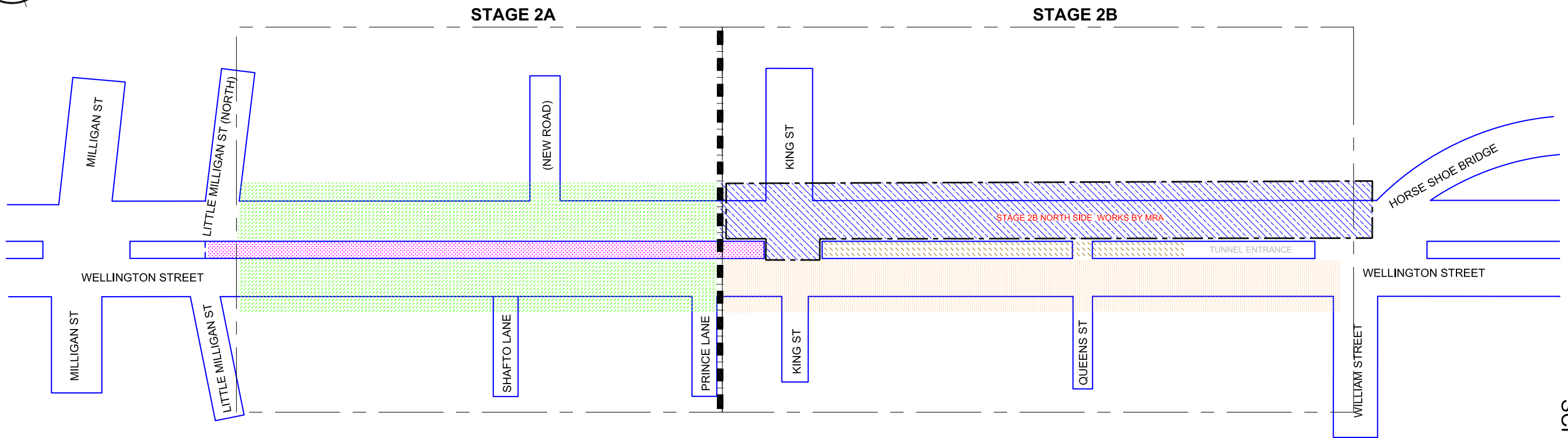
Council Meeting
15 March 2016

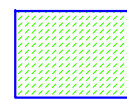
Confidential Schedule 24

(Minute 85/16 refers)

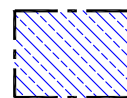
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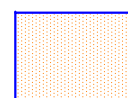
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Volume 1 2016



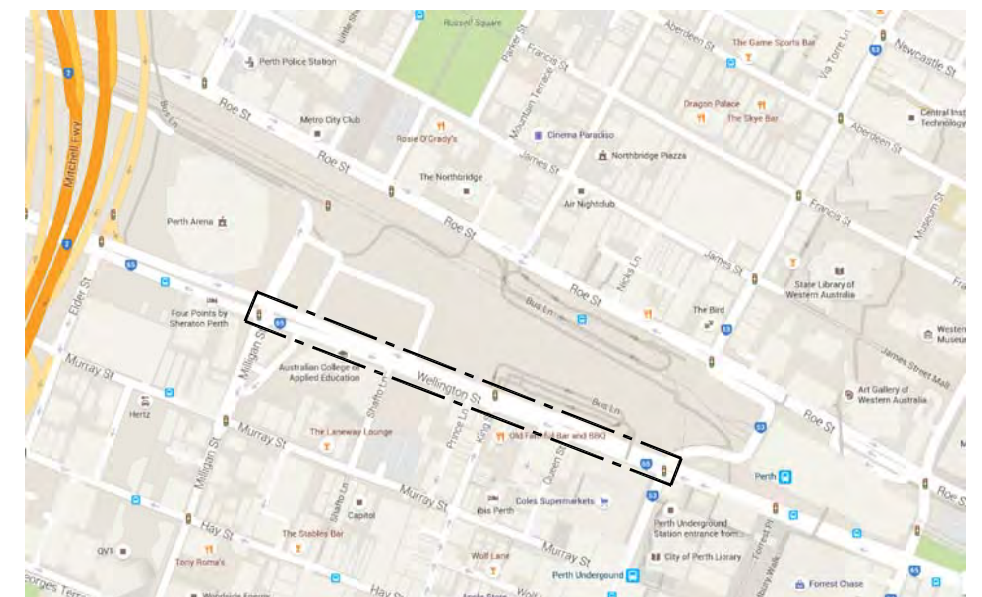
 STAGE 2A - COMPLETED
(PHASE 1 & 2 + KS1/KS2)

 STAGE 2A - PHASE 3
(250m Long)

 STAGE 2B - NORTHERN
SIDE (260m Long)

 STAGE 2B - SOUTHERN SIDE
(250m Long)

 STAGE 2B - MEDIAN ISLAND + PTA TUNNEL
(195M LONG)



SCHEDULE 25

PROPOSED CONSTRUCTION STAGING PLAN FOR WELLINGTON STREET - STAGE 2 PROJECT

SCHEDULE 26



Metropolitan
Redevelopment
Authority

23 December 2015

Mr Gary Stevenson PSM
Chief Executive Officer
City of Perth
GPO Box C120
Perth WA 6839

Our Ref: MRA-02651 / 533473

Dear Gary

PERTH CITY LINK – STAGE 2B WELLINGTON STREET AND STAGE 3 QUEEN STREET WORKS

The MRA has released a tender for its Stage 2B Wellington Street and Stage 3 Queen Street scheme service works. These works include the delivery of major scheme service infrastructure upgrades to support future development lots within the project. It is expected that the MRA will nominate a preferred contractor in March 2016, with works to commence from May 2016.

Following from discussions between representatives from the City of Perth and MRA, at the request of the City of Perth, the MRA has also included the City's Wellington Street landscape enhancement scope of works within its tender as priced options to be undertaken as separable portions:

- Wellington Street northern verge landscape works (Prince Lane to William Street);
- Wellington Street median island landscape works (King Street to William Street); and
- Wellington Street northern carriageway construction (Prince Lane to William Street).

The MRA's appointed Quantity Surveyor has prepared a pre tender estimate for the City's scope of works, inclusive of construction costs, contingency, consultant fees (project management, quantity surveyor, engineering and superintendent fees) and the MRA's administration fee. The estimate is currently \$2,560,000 (excluding GST).

Once the preferred contractor is nominated, the MRA will liaise with the City to confirm the tendered price of the preferred contractor and to seek the City's final confirmation to proceed. However, in the interim, the MRA requires confirmation that the City has adequate approved budget provisions for this scope of works during the 2016/17 financial year.

SCHEDULE 26

It is expected that the MRA's delivery of these works for the City would follow the same terms and conditions as those agreed for the most recent Perth City Link Stage 2A works package recently delivered by the MRA on behalf of the City and the MRA also requests the City's confirmation of this.

If the City has any queries in relation to this matter and wishes to discuss this further please contact Director Operations Richard Jeffcote on 6557 0700.

I look forward to your return confirmations.

Yours sincerely



Kieran Kinsella
Chief Executive Officer

**WELLINGTON STREET ENHANCEMENT – STAGE 2B
(King Street to William Street)**

INDICATIVE COST ESTIMATE

For

City of Perth

Prepared by:
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February 2016

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3	Cost Estimate Summary	3

FIGURES

Figure 1 – Cost Estimate Summary

APPENDICES

Appendix A – Cost Estimate

Rev	Originator	Approved	Authorised	Date
Final	Steven Harrison	Alistair Aitken	Alistair Aitken	15 th February 2016
Draft	Steven Harrison	Alistair Aitken	Alistair Aitken	28 th January 2016

1 Introduction

Rider Levett Bucknall (RLB) was appointed by the City of Perth to provide cost estimating services for the proposed Wellington Street Enhancement – Stage 2B project.

2 Basis of Estimate

2.1 Design Information

The following design information was provided to RLB for this report:

- King Street to William Street
 - Drawings referenced 0506106 (all revision D) L0-101, L3-101,102,103,104,105, L4-101,102,103,104,105, L6-101, L7-101,102,103,104.

2.2 Assumptions

The following assumptions and factors have been considered and included within this estimate:

- The scope of works for this estimate is limited to those works north of the pedestrian pavement kerb line.
- The construction duration has been assumed at between 3 – 4 months.
- The estimate assumes that the works will be carried out in a continuous manner.
- The scope of works will require some limited works (i.e. crossovers and at junction with existing works) to be carried out at weekends and/or nights to minimise disruption to road users and to provide for safe working.
- Excavation within the proximity of existing services will require care and allowances have been included in the estimate for hand-digging and spotters where appropriate.
- The works will be competitively tendered on a construct only basis.
- The estimate is based upon current rates at January 2016.

2 Basis of Estimate (continued)

2.3 Exclusions

The following items are excluded from the estimate:

- Roadworks and median strips to Wellington Street (south of kerb line to pedestrian pavement).
- Stormwater drainage (no details provided).
- Street lighting (no details provided).
- New road signage and road pavement markings – by MRWA.
- Street furniture including bollards, seating, ticket machines and the like.
- Removal of existing light poles.
- Traffic signals.
- Relocation and/or lowering of existing services, utilities and drains.
- Water reticulation to new landscaping.
- Vibration and movement monitoring of existing services.
- CCTV monitoring systems.
- Latent ground conditions including rock, unknown services and contaminated ground.
- Escalation.
- Goods and Services Tax.

3 Cost Estimate Summary

3.1 Estimate Summary

The construction cost estimate for these works is **\$3,023,000** (excluding GST). A summary of the estimate is contained in Figure 1 below:

Location		Total Cost
KING ST TO WILLIAM ST		\$1,956,000
ESTIMATED NET COST		\$1,956,000
MARGINS & ADJUSTMENTS		
Preliminaries	18%	\$352,000
Builders Margin	5%	\$116,000
CONSTRUCTION COST SUB-TOTAL		\$2,424,000
Contingencies	10%	\$242,000
Professional fees	8%	\$213,000
City of Perth project costs	5%	\$144,000
Escalation		Excl.
Goods and Services Tax		Excl.
ESTIMATED TOTAL COST		\$3,023,000

Figure 1 - Cost Estimate Summary

Please refer to Appendix A for a detailed breakdown of the estimate.



Existing Screening Wall



Proposed Vertical Garden (west-facing)
 Cost Estimate: \$60,000, with a maintenance cost of \$4,500 per annum



Example Vertical Garden using Australian native plants (east-facing)
 City of Subiaco library, corner Rokeby and Bagot Roads

Council Meeting
15 March 2016

Confidential Schedule 29

(Minute 88/16 refers)

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