



City of Perth

Lord Mayor and Councillors,

NOTICE IS HEREBY GIVEN that the next Ordinary Meeting of the Council of the City of Perth will be held in the Council Chamber, Level 9, Council House, 27 St Georges Terrace, Perth on **Tuesday, 22 November 2016 at 6.00pm.**

Yours faithfully

**ROBERT MIANICH
ACTING CHIEF EXECUTIVE OFFICER**

17 November 2016

VISION STATEMENT

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





City of Perth

Council Chambers Seating Layout



Manager Governance
Mark Ridgwell



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



Chief
Executive Officer
Martin Mileham



Director Community and
Commercial Services
Rebecca Moore



Cr Judy McEvoy



Cr Janet Davidson
OAM JP



Personal Aide to
the Lord Mayor
Paul Anastas



Acting Director Planning
and Development
Erica Barrenger



Cr Reece Harley



Cr Jemma Green



Director Construction
and Maintenance
Paul Crosetta



Manager
Development Approvals
Margaret Smith



Cr Keith Yong



Cr Lily Chen



Director
Corporate Services
Robert Mianich



Acting Director Economic
Development and Activation
Annaliese Battista



Deputy Lord Mayor
Cr James Limnios



Cr Jim Adamos



Governance Electoral
Officer - Minutes
Cathryn Clayton

Public Gallery

BUSINESS

1. Prayer
2. Declaration of Opening
3. Apologies
4. Question Time for the Public.
5. Members on Leave of Absence and Applications for Leave of Absence
6. Confirmation of Minutes:
Ordinary Council - 1 November 2016
7. Announcements by the Lord Mayor
8. Disclosure of Members' Interests
9. Questions by Members of which due notice has been given
10. Correspondence
11. Petitions

A petition containing 36 signatures has been received from Mr Charles Foti of PO Box 295, Tuart Hill WA 6939 in relation Lot 70 Haig Park Circle, East Perth. The Petition protests strongly against the advertised guidelines, proposals and concepts for the redevelopment of Lot 70 Haig Park Circle, East Perth and the proposed lifting of the Restrictive Covenant placed on the property in 2002.

OFFICER RECOMMENDATION

That, in accordance with Clause 4.9(4) of the City of Perth Standing Orders Local Law 2009, the petition from Mr. Charles Foti relating to the objection of the advertised guidelines, proposals and concepts for Lot 70, Haig Park Circle, East Perth, be received.

12. Matters for which the Meeting may be Closed

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

Item No.	Item Title	Reason
Confidential Item 15 and Confidential Schedule 20	Outstanding Internal Audit Recommendations – October 2016	s5.23(2)(a)

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

Schedule	Item No. and Title	Reason
Confidential Schedule 15	Item 13 - Internal Audit 2016/17 – Project Assurance Review	s5.23(2)(f)(i)
Confidential Schedules 16, 17, 18 & 19	Item 14 - Biennial Review of Systems and Procedures 2016	s5.23(2)(f)(i)

13. Reports (refer to Index of Reports on the following pages)

14. Motions of which previous notice has been given

In accordance with Clause 4.12 of the City of Perth Standing Orders Local Law 2009 the following notices of motion have been received for consideration by Council:

The following notice of motion was received from Deputy Lord Mayor Limnios on 16 November 2016

That Council approve from 3 to 31 December 2016 the City of Perth Parking provide free parking (from 10am to 7pm) on Saturdays and Sundays to the following carparks;

- ***His Majesty Carpark;***
- ***Citiplace Carpark;***
- ***State Library Carpark;***
- ***Pier Street Carpark;***
- ***Council House Carpark;***
- ***Terrace Road Carpark;***
- ***James Street Carpark;***
- ***Roe Street Carpark;***
- ***Aberdeen Street Carpark;***
- ***Cultural Centre Carpark;***
- ***Fire Station Carpark; and***
- ***The Garage Carpark.***

2. *That City of Perth Officers meet with representatives of the Public Transport Authority and consider a strong public transport incentive for future retail trading months with the costs to be funded from the Perth Parking Levy;*

3. *That a report be presented back to Council on the effectiveness of the free parking and public transport initiative.*

Background:

This is the City's most challenging economic period in more than 15 years.

This downturn is hitting the City hard.

Vacancy rates have hit 20% heading towards 24% very fast, the State Government is moving 1500 key workers from the CBD to Fremantle.

The Council needs to act to ensure current City retailers, ratepayers and small business owners can survive and new ones can open up and flourish.

I am being advised that expensive parking and inconvenient parking are major concerns and if attended to will potentially assist in reducing the burden for traders.

Christmas shoppers of Western Australia have a wealth of choices in shopping centres with free parking and air-conditioning.

We owe it to all of these stakeholders to do whatever is within our power to assist them, to help them compete with the large shopping centres who are undergoing an approximate \$4 billion dollar renovation coupled with Free Parking.

Reported on Monday November the 14th in the West Australian "One in Four Stores Shut as Shoppers Stay Away". In this Exclusive report it clearly stated the inconvenience and cost of City Parking!

We need to make it relatively more attractive for people to choose Perth City as their destination of choice for Christmas Shopping.

I propose a motion that the City of Perth for the month of December provide Free Car parking on weekends (Saturday and Sunday) to assist and promote the City as the Christmas Shopping Destination.

15. Urgent Business

16. Closure

INFORMATION FOR THE PUBLIC ATTENDING COUNCIL MEETINGS

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

Question Time for the Public

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

Disclaimer

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

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

EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

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

BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

ALERT ALARM

beep beep beep

All Wardens to respond.

Other staff and visitors should remain where they are.



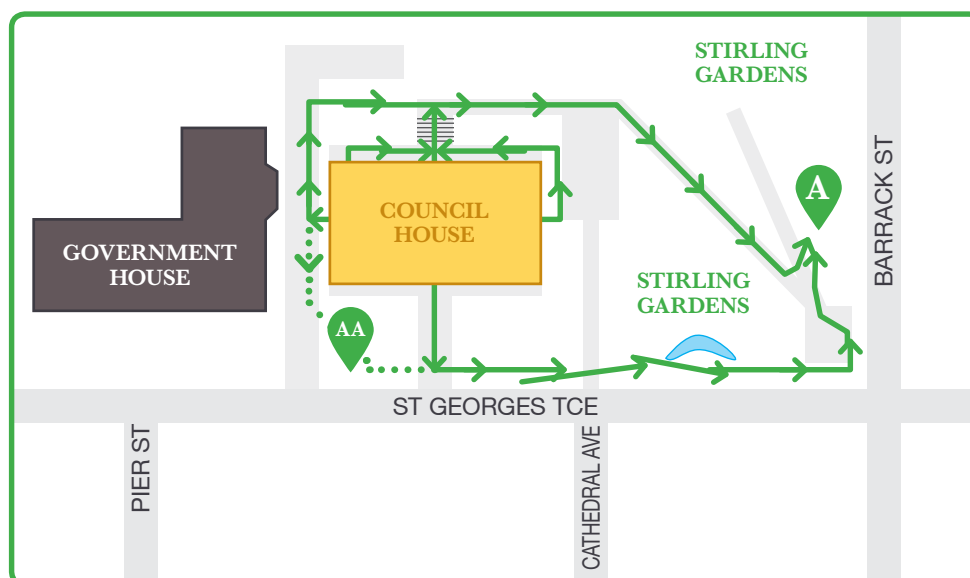
EVACUATION ALARM/PROCEDURES

whoop whoop whoop

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

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

EVACUATION ASSEMBLY AREA



A Assembly Area

AA Alternate Assembly Area

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PLANNING COMMITTEE REPORTS

ITEM NO: 1

43 (LOT 41) ARDEN STREET, EAST PERTH – PROPOSED ADDITIONS TO THE SECOND FLOOR AND NEW THIRD FLOOR TO THE EXISTING DWELLING

**PLANNING COMMITTEE
RECOMMENDATION:**

(REFUSAL)

That:

- 1. in accordance with the provisions of the City Planning Scheme No. 2 and Local Planning Scheme No. 26, and the Metropolitan Region Scheme, Council recommends refusal of the application for additions to the second floor and construction of a new third floor on the existing dwelling at 43 (Lot 41) Arden Street, East Perth as indicated on the Metropolitan Region Scheme Form One dated 16 August 2016 and as shown on the plans received on 18 August 2016 for the following reasons:***
 - 1.1 the proposal does not comply with the City Planning Scheme No. 2 Policy 3.1 – Design of Residential Development, given that the design of the additions is not sympathetic to the scale of the existing streetscape and neighbouring buildings and will have an adverse impact on the character and amenity of the locality;***
 - 1.2 the proposed residential additions will not comply with City Planning Scheme No. 2 Policy 4.1 – City Development Design Guidelines given that:***
 - (a) the proposed additions do not complement the existing scale of development in the area which features articulated frontages and maximum two storey boundary walls at the rear boundary;***

(Cont'd)

- (b) the proposed additions are not sufficiently articulated and are considered bulky in nature; and*
 - (c) the proposed additions increase restricting sunlight penetration into the laneway to the rear, are further imposing on the amenity of the laneway and cause overshadowing of windows to habitable rooms and balconies to dwellings to the south in midwinter,*
- 2. the design guidelines for East Perth Area 21 Constitution Hill North being revisited to include design guidelines for 33 to 47 Arden Street East Perth to guide the future development in this area.**

BACKGROUND:

SUBURB/LOCATION:	43 Arden Street, East Perth
FILE REFERENCE:	2016/5308
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	28 October 2016
MAP / SCHEDULE:	Schedule 1 – Locality map, elevations and 3D drawings for proposed additions to 43 Arden Street and existing Arden Street and laneway street view depictions
LANDOWNER:	Silvertop Nominees Pty Ltd
APPLICANT:	Ionic Property Group Pty Ltd
ZONING:	(MRS Zone) Urban Zone (Local Planning Scheme No. 26 Precinct) EP2 – Constitution Street
APPROXIMATE COST:	\$75,428

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 15 November 2016.

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

SITE HISTORY:

The 204m² subject lot is located in the 'Constitution Street' Precinct of East Perth and is currently occupied by a three storey residence (ground plus two floor levels) which fronts onto Arden Street and backs onto a rear laneway, used for vehicle access and servicing and is overlooked by north facing habitable rooms and upper level

balconies. The site is bound by residential development to the south, east and west and the foreshore and Victoria Gardens to the north-west.

DETAILS:

The proposal seeks approval for additions to the second floor and construction of a third floor to the existing three-storey residence.

Details of the proposed development are as follows:

Ground Floor Level	This level comprises a garage, store room, lobby, activity room, two bedrooms and a bathroom, laundry, sauna room and shower. (Existing)
First Floor Level	This level comprises a living, dining, kitchen, two bedrooms, walk-in-robe, two ensuites, a powder room and a terrace. (Existing)
Second Floor Level	This floor comprises a bedroom, an ensuite, a walk-in-robe and terrace. A living room, study and bathroom are proposed to be added as a part of the application.
Third floor level (New)	Games room, plant room, alfresco and stair case addition.

LEGISLATION / POLICY:

Legislation *Planning and Development Act 2005*
 City Planning Scheme No. 2 (CPS2)
 Local Planning Scheme No. 26 Clauses 1.1, 1.10 and 4.3

Policy
Policy No and Name: Design of Residential Development (3.1)
 City Development Design Guidelines (4.1)
 Residential Design Policy (4.9)

Consultation:

Neighbour Consultation:

The application was advertised to the adjoining landowners in the direct vicinity of the subject development due to the scale of the proposed development compared to the existing surrounding development. The plans were originally advertised to the owners of the neighbouring properties for 17 days, however the deadline was extended to 21 October 2016 following a collective request from neighbours for more time to submit comments. The consulted neighbours included 41, 42 and 45-47 Arden Street and 8, 10 and 12-14 Macey Street.

A formal submission in the form of a report was jointly submitted by 10 neighbours including six of the consulted neighbours (2, 4, 6, 8, 10, 12 and 14 Macey Street, 14 Vanguard Terrace and 41 and 42 Arden Street). Another individual submission was submitted by the owners of 6 Macey Street.

The following summary of objections and comments, classified under the appropriate headings, covers the issues that were raised.

Absence of Specific Design Guidelines for the subject and neighbouring sites

Concerns were raised over the anomaly presented by a lack of development standards for the subject site under the Scheme and Design Guidelines compared to the surrounding area with a request that this be addressed. It is noted that current residences had been built in line with the required building envelopes and that failure to amend the anomaly of these particular properties, currently not subject to building envelope constraints, would result in a precedent for similar developments occurring in the area.

Neighbourhood Character

Strong concern was raised for the proposal's potential to threaten the harmony of the Claisebrook Village area. The respondents believe that the scale of the proposed development does not respect the scale of current development along Arden Street as it projects 1-2 floors above the other houses on Arden Street and in the area in general.

The respondents further suggest the proposed plans misrepresent the true scale of the development. It is noted that the overall height will be 13.24 metres while the plans only show the height to the internal ceiling, noting that an entire fourth storey (third level) is being proposed as a part of the development.

Neighbouring Amenity

A number of concerns were raised by the neighbours in relation to overshadowing and access to natural light. It was identified that the proposed additional floors will increase the existing height at the rear (facing onto the laneway between Macey Street and Arden Street) from 6.257 metres to over 13 metres. This would reduce the amount of sunlight entering neighbouring residences on the southern side of the site and cast shadows into active habitable rooms including living, kitchen and meals rooms.

Building Bulk

The respondents have raised concerns that the proposed additions significantly add to the bulk of the existing residence which is visually detrimental to the access laneway and Arden Street streetscapes. They describe the addition as representing a 'square concrete box with a flat roof some 13 metres high' and conclude that the additions will exclude 'blue sky vistas' and create a claustrophobic, dark feeling in the laneway area due to the scale of the additions.

COMPLIANCE WITH PLANNING SCHEME:

Development Requirements

The subject site is located within the East Perth Precinct (P15) under City Planning Scheme No. 2 and is subject to Local Planning Scheme No. 26 (LPS26) being the East Perth Normalised Area. The subject property falls within the Constitution (EP2) Precinct under LPS26. The Precinct is predominantly residential development, encouraging 'housing diversity that varies in type and form'.

The proposal's compliance with the LPS26 development requirements are summarised below:

There are no specific design guidelines for only six Arden Street Lots (being 33 to 47 – Lots 40 to 45 - Arden Street) and therefore no development standards are applicable to residential development on this site, apart from plot ratio and land use permissibility. These six properties in Arden Street are however developed to a similar bulk and scale to the adjoining areas which are typically ground plus a first and second level. The proposed second floor additions and new third floor level results in an overall maximum height of 13.25 metres and overall boundary height of 10.6 metres to the rear laneway. The proposal's compliance with the following development standards is summarised below:

Heights and Setbacks

The lots directly to the south of the subject site and south of the laneway (Lot 16-30) are bound by the requirements of Design Guidelines Section 2.21 East Perth Area 21 Constitution Hill North. These impose a height restriction on the subject lots of 12 metres (four storeys) projected at 45° for a point 6 metres (two storeys) above the finished ground level at the lot street and mews boundary frontages. This limits the height of development for those lots, at the front and rear boundary lines, to 6 metres or two stories.

The proposed second floor addition differs from this requirement by proposing a boundary height of 9.514 metres with a 1.2 metres glass parapet on top at the southern boundary line, adjoining the laneway. The overall height of the residence also varies the maximum overall height requirement (12 metres) by 1.25 metres.

Overshadowing and Privacy

The overshadowing diagrams that have been provided by the applicant demonstrate that for the majority of the year, the bulk of overshadowing falls directly onto the rear laneway between the hours of 10.00am and 2.00pm. However, the additional height will cast additional shadows which will impact on north facing windows to habitable rooms, balconies and private open space abutting the laneway between March and September and more specifically the dwellings located at 6 to 14 Macey Street.

Legislation/Policy

Local Planning Scheme No. 26 (Normalised Redevelopment Areas)

Local Planning Scheme No. 26 (LPS26) sets out the following objectives and principles as they are considered applicable to the subject development:

- “(a) deliver sustainable urban development within the Scheme Area, with outcomes such as compact growth, mixed land use, good design;*
- (a) deliver vibrant and attractive urban environments which infuse the city with vitality, life and character.”*

The proposed development is not considered to be a good design solution impacting negatively on the aesthetic of the streetscape and the laneway. It does not contribute to improving the immediate environment impacting negatively on the laneway which is the northern aspect of the dwellings located on Macey Street with habitable spaces looking onto the laneway and providing some greenery to the laneway softening its service and access function.

3.1 Design of Residential Development

The following general design criteria apply to residential development within the City:

“the design of the buildings should be sympathetic to existing building or buildings on site and those nearby;”

The proposed additions do not complement the existing pattern of development in the area which consists of articulated frontages facing the rear laneway. Furthermore, the development will be at least one level higher than any adjoining development in Arden Street and will also exceed the maximum height limit of 12 metres, (generally applicable to pitched roofs) as applies to the majority of dwellings in the area.

4.1 City Development Design Guidelines

The following aspects of Policy 4.1 (City Development Design Guidelines) apply to the proposed development in the absence of site specific design guidelines:

- *“Scale and Massing: New developments should take into account the scale, massing and grain (i.e.; the proportions) of surrounding buildings.”*

The proposed addition to the second floor does not match the existing scale of development along the rear laneway as it proposes a nil setback third storey wall on the boundary. The remaining streetscape features a maximum two storeys to the boundary wall, with the second storey generally being articulated.

- *“Articulation: Buildings should be articulated to break up their perceived bulk, particularly with buildings occupying a large frontage site, to match the prevailing rhythm of buildings and architectural structure along the street.”*

The proposed additions add to the building bulk of the existing residences by increasing the height of the rear boundary wall from 6.257 metres to 9.514 metres. This three storey solid wall with articulation limited to 10 small windows does not complement the existing streetscape along the rear laneway.

- *Private Amenity: Buildings should be setback from side and rear lot boundaries to maximise sunlight penetration, natural light access, natural ventilation and internal privacy within buildings and to maximise outlook from buildings.*

The proposed additions reduce sunlight penetration and access to natural light to the rear properties compared to the existing development in the street. The overshadowing diagrams indicate that for most of the autumn and spring the bulk of overshadowing caused by the additions fall on the rear laneway, however, in winter the overshadowing will extend to the windows of habitable rooms as well as balconies and courtyards of some of the dwellings located south of the laneway.

Considering the bulk, height and scale of the existing houses surrounding 33 to 47 Arden Street, the proposed development at 43 Arden Street, by being modified to include a nil setback on the existing second level for the full width of the lot and with an additional level being added to the building, the proposed development is not considered to be sympathetic to the existing streetscape and neighbouring buildings. The proposed development will not complement the existing scale of development and will be out of place and have an adverse impact on the surrounding properties and neighbourhood. In addition it is considered that the form of the proposed development will make the dwelling appear bulky in comparison to adjacent dwellings.

The additional building height and width will be imposing on the existing laneway, reducing sunlight penetration to the laneway and also causing some overshadowing of windows and courtyards to the properties located directly south. Should this be approved and becoming a precedent for future development the cumulative shadow impact on the laneway will adversely impact on the laneway and the properties with a northern aspect looking down on the laneway. Currently these properties add some activity by using balconies and providing some greenery and providing informal surveillance and security. These positives will be impacted on should the laneway amenity be reduced by this development which is considered out of the current character. Although aspects of the development can be supported in a modified format (including extension of level two, however setback from the laneway), as a whole, it is considered that the development should not be supported and therefore is recommended for refusal.

Conclusion

The proposed residential additions at the subject site are inconsistent with the existing development in the immediate area and the relevant planning policies and do not respond to the orderly and proper planning of the locality. In accordance with the reasons stated in the report above, it is recommended that the proposal be refused.

ITEM NO: 2

5 (LOTS 2 AND 3) FRANCIS STREET, PERTH – NEW EXHIBITION CENTRE AND ALTERATIONS TO THE STATE LISTED HERITAGE BUILDINGS AT THE WESTERN AUSTRALIAN MUSEUM

**PLANNING COMMITTEE
RECOMMENDATION:**

**(ADVICE TO METROPOLITAN
REDEVELOPMENT AUTHORITY)**

That the Metropolitan Redevelopment Authority be advised that Council commends the applicant on the high standard of design excellence of the new museum project and supports in principle the proposed new exhibition centre and alterations to the State listed heritage buildings at the Western Australian Museum site at 5 (Lots 2 and 3) Francis Street, Perth and recommends and advises of the following:

- 1. the setback to the new first floor exhibition link building between the Jubilee Building and Hackett Hall being further reviewed as it is considered to unnecessarily project beyond the existing building line into James Street, detracting from the character and appearance of the streetscape, the setting of the heritage buildings and the grand gesture of the level four volume over Hackett Hall;*
- 2. the further review and the submission of detailed elevation plans for the proposed new entrance through the Beaufort Street Wing building, demonstrating how the new entrance sensitively relates to the heritage building and its architectural features, noting the principle of a new entrance is supported along this otherwise inactive frontage of over 100 metres, providing a connection to and from the adjacent Stirling Precinct to the east;*
- 3. the retention of the existing brick additions at the western end of the Old Perth Gaol building and the retention of the heritage staircase in the Beaufort Street Wing building as indicated in the revised plans dated 26 October 2016 is supported;*

(Cont'd)

4. ***Council supports the redesign of the ground floor plane along Francis Street to improve its interface with the street including a new exhibition display area as indicated in the revised plans dated 26 October 2016;***
5. ***Council suggests that the tenancies indicated as 'commercial opportunities' at the ground floor plane along Francis Street and at Jubilee Hall be occupied with uses that provide for street level interest and activity including 'Dining and Entertainment', 'Culture and Creative' and 'Retail' rather than offices or other similar uses with potentially inactive frontages;***
6. ***the roof space of the new exhibition link building and Francis Street building be activated as museum display and outdoor entertainment areas;***
7. ***all significant trees being retained and protected on site and within the road reserve, including during the construction phase, in accordance with AS4970-2009, with any trees proposed for removal within the road reserve on Beaufort Street or Francis Street requiring a separate application for consideration by the City;***
8. ***an updated waste management plan for the museum being submitted to the City for approval prior to the occupation of the new building; and***
9. ***a construction management plan for the proposal being submitted for approval prior to applying for a building permit, detailing how it is proposed to manage;***
 - 9.1 ***the delivery of materials and equipment to the site;***
 - 9.2 ***the storage of materials and equipment on the site;***
 - 9.3 ***the parking arrangements for the contractors and subcontractors;***
 - 9.4 ***any dewatering of the site;***
 - 9.5 ***the protection of heritage buildings/fabric; and***
 - 9.6 ***other matters likely to impact on the surrounding properties.***

BACKGROUND:

SUBURB/LOCATION: 5 (Lots 2 and 3) Francis Street, Perth
FILE REFERENCE: 2016/5363
REPORTING UNIT: Development Approvals
RESPONSIBLE DIRECTORATE: Planning and Development
DATE: 31 October 2016
MAP / SCHEDULE: Schedule 2 – A map and colour perspectives for 5 Francis Street

LANDOWNER: State of Western Australia – Department of Culture and the Arts

At the Planning Committee meeting held on 15 November 2016 the Committee agreed to amend Parts 6 and 7 of the Officer recommendation as follows:

6. ~~further consideration be given to the activation of~~ the roof space of the new exhibition link building and Francis Street building be activated as museum display and outdoor entertainment areas;
7. all significant trees being retained and protected on site and within the road reserve, including during the construction phase, in accordance with AS4970-2009, with any trees proposed for removal within the road reserve on Beaufort Street or Francis Street requiring a separate application for ~~approval from consideration by~~ the City;

Reason: The Planning Committee considered it appropriate to outline the importance of the roof space activation and to ensure the retention of all significant trees on the site including within the road reserve.

The subject site is located within the Metropolitan Redevelopment Authority Area in the Culture Centre Project Area Precinct. The site is bounded by James Street pedestrian mall to the south, Beaufort Street to the east, Francis Street to the North and the Museum Street pedestrian mall to the west. The site contains four heritage buildings which are listed on the State Register of Heritage Places including the Old Perth Gaol Building, Hackett Hall, the Jubilee Building and the Beaufort Street Wing building.

DETAILS:

The Metropolitan Redevelopment Authority (MRA) has referred to the City for comment an application for the new museum project at the existing Western Australian Museum site including a new exhibition centre building and alterations to the existing heritage buildings. The application is a State Government initiated project together with Brookfield Multiplex and Hassell and Oma Architects to provide a world class museum and exhibition space. The key objectives of the new museum project are 'People First; Western Australia; Design Excellence; and an Activated Museum.'

The new museum will be designed around an outdoor civic space at the centre of the site called 'City Room' which together with the Old Perth Gaol museum cafe will form

a central focal point for visitors to the museum. The design of the museum is based on horizontal and vertical narrative loops with linkages between the new exhibition centre building and the existing heritage buildings; Hackett Hall; the Jubilee Building and the Beaufort Street Wing.

More specifically the development of the new museum project will involve:

- the retention, restoration and activation of Hackett Hall, the Jubilee Building, the Old Goal and the Beaufort Street Wing to activate the buildings and provide pedestrian access through the buildings and around the site and to link in with the new buildings;
- a new building wrapping around Francis Street and Museum Street to provide exhibition spaces, function rooms and museum facilities;
- the integration of the new museum with the surrounding public spaces including James Street and Museum Street (subject to further discussions with the State Government and MRA);
- a sustainability outcome for the project based on a whole of life approach, which will significantly exceed the sustainability requirements of the MRA;
- the provision of services, delivery and waste management integrated with the adjoining State Library of Western Australia; and
- the development of an Energy and Thermal System to provide services to ultimately all of the buildings within the Perth Cultural Centre.

LEGISLATION / POLICY:

Legislation	Sections 64 and 65 of the <i>Metropolitan Redevelopment Authority Act 2011</i> Central Perth Redevelopment Scheme No. 2
Integrated Planning and Reporting Framework Implications	Strategic Community Plan Council Four Year Priorities: Community Outcome Perth as a capital city The City is recognised internationally as a city on the move and for its liveability, talented people and centres of excellence and business opportunities

COMPLIANCE WITH PLANNING SCHEME:

Land Use

The site is located within the Metropolitan Redevelopment Authority Area and is therefore subject to the provisions of the MRA's Central Perth Redevelopment Scheme No. 2 ('CPRS2'). More specifically the site is located within the Perth Cultural Centre Project Area of CPRS2 and Precinct 36 – James Street. The vision for the Perth Cultural Centre Project Area is to realise the potential of the State's

principle cultural hub in the heart of the city centre. An exciting urban environment will be created, which is infused with creativity, culture and talent. It will provide visitors with a space that engages the senses and contributes to the uniqueness of the area by way of its function, aesthetics and design.

It is considered that the proposed redevelopment of the Western Australian Museum site to include a new exhibition centre and the alterations to the heritage buildings are consistent with the project areas vision and the statement of intent for the James Street Precinct. This includes the incorporation of heritage conservation and the adaptive reuse of the existing heritage buildings. The project will also provide enhanced cultural facilities which will contribute to the uniqueness and cultural identity of the area by way of its design.

The proposed ancillary land uses including the museum café located in the Old Perth Gaol building, the retail tenancy adjacent to the Francis Street foyer and the Hackett Hall function centre are supported. The revised proposal to enhance the level of pedestrian interest and activity on Francis Street with a new exhibition display area is also supported.

The tenancies which have been identified as 'Commercial Opportunities' along Francis Street and at the Jubilee Hall but without any indication of their intended use should provide for pedestrian interest and activity. Uses such as 'Dining and Entertainment', 'Retail', and 'Culture and Creative' should be encouraged to locate in these tenancies rather than offices or other similar uses with inactive frontages. It is also recommended that further investigations take place to improve the utilisation of the roof space of the new exhibition link building and Francis Street building, including an outdoor exhibition space for the museum and outdoor entertainment areas.

Heritage and Design Interventions

The applicant has advised that the new museum project aims to unite the heritage buildings through a holistic design that creates an exciting dialogue between contemporary architecture and the heritage buildings. The old and the new structures will form two holistic narrative circulation loops, one vertical and one horizontal, linking together the historic and new exhibition buildings. The narrative loops are conceived as storylines centred on Western Australian nature and culture from the past through to the present through to the future.

The museum project seeks to provide an appropriate design response in terms of integrating the existing heritage buildings with the new contemporary additions. The new building on Francis Street, for example, is designed of a similar scale to the adjacent Beaufort Street Wing building and to the Old Swan Barracks on the opposite side of Francis Street, increasing in height as it moves away from the heritage buildings towards the north-west corner of the site. This is considered an acceptable design response in terms of maintaining the character and appearance of the existing streetscape along Francis Street and respectfully integrating the new addition with the existing heritage building.

With respect to the level four and five addition, some concern has been raised regarding the design of the cantilevered section and its relationship to the existing heritage building below. The City's heritage team considers the cantilevered section over Hackett Hall to be particularly intrusive, with the preference for this portion of the building to be further setback from James Street, providing some visual relief to the building below.

The new level four and five volumes are however clearly separated from the heritage building below. Whilst a setback to this portion of the building may provide further visual separation between the old and the new, it will also significantly detract from the design and architectural intent of the new museum project in terms of delivering an exciting and iconic landmark building within the Cultural Centre Precinct. This bold architectural response is considered to be consistent with the MRA's intent for the Precinct in terms of creating an exciting urban environment which attracts creativity, culture and talent. The architectural response is considered to deliver the new museum project with a confident and grand gesture which reflects Perth's maturity and recognition as a world class City.

The replacement of the existing link building on James Street with a new first floor exhibition building between the Jubilee Building and Hackett Hall is generally supported. The new link building will open up views to the Old Perth Gaol building and create an important linkage through the site at the ground floor level. Further consideration should, however, be given to the forward projection of the link building from the building line of the adjacent Hackett Hall and into James Street which is considered to detrimentally impact on the character and appearance of the streetscape, the adjacent heritage buildings and the grand gesture of the level four and five volume over Hackett Hall. It is considered that the forward projection of the first floor exhibition link building is not necessary in terms of identifying the main entrance into the museum and will not contribute to a significant amount of exhibition space. It is recommended that the design of this portion of the museum development be further reviewed to address the above.

Some concern has been raised regarding the creation of a new entrance from Beaufort Street through the Beaufort Street Wing building and its impact in terms of the removal of significant heritage fabric. It is noted that an entrance from Beaufort Street would create an important linkage through the site to an otherwise inactive frontage of over 100 metres along Beaufort Street. The City has also been involved in negotiations with other developers to create pedestrian linkages from the adjacent Stirling Precinct to Beaufort Street and this would be consistent with those objectives, particularly as the buildings in this location tend to turn their backs to pedestrians through inactive frontages. It is acknowledged that a new entrance which impacts on heritage fabric can be achieved in a sensitive manner. The level of detail provided in the elevation plans, however is considered insufficient to make a thorough assessment of this part of the proposal. It is recommended that further detailed plans of the entrance proposal be provided and that it be designed to sensitively relate to the existing architectural features of the building.

With respect to the interventions to the Old Perth Gaol and the heritage staircase within the Beaufort Street Wing building, it is noted that the applicant has submitted

revised plans which propose to retain the brick western additions to the Gaol and the heritage stair. The retention of these elements should be supported.

Trees and Landscaping

The proposed landscape concept plan is generally supported, noting that the landscape of the Old Perth Gaol courtyard garden has been revised to be more in keeping with the historic context of the building. It is also recommended that all trees be protected, including during the construction phase, however only those trees which are located within the road reserve along Francis Street and Beaufort Street are located within the City's jurisdiction. The two trees which are proposed for removal in the revised plans along Francis Street and Beaufort Street will require a separate application for approval from the City and the MRA should be advised of this. It is recommended that all significant trees within the MRA controlled site be retained where possible.

Vehicle Parking and Service Access

A dual purpose pedestrian link and service loading bay will be provided at the ground floor level along Francis Street. It is proposed that this area will accommodate up to a 19 metre semi-trailer which will enable large exhibits to be transported to and from the site. This bay is only intended to be used infrequently, typically during major exhibition changes with normal operations providing pedestrian access to the museum from Francis Street. The existing State Library Carpark will continue to be used to provide access for service vehicles, however due to clearance restrictions of 2 metres will be limited to small service vehicles.

There are no new commercial tenant car parking bays proposed as part of the new museum project. The museum staff will continue to use the existing tenant bays allocated within the State Library Carpark. This is consistent with the Perth Parking Policy and the ample availability of public transport and public car parking available in close proximity to the site.

Conclusion

The new museum project will deliver an iconic development of a high standard of design excellence within the Perth Cultural Centre Precinct. The project will unite the existing heritage buildings through a holistic design and create an exciting dialogue between contemporary architecture and heritage.

It is recommended that further investigations take place to ensure the design of the new exhibition link building does not result in any adverse impacts to the streetscape the existing heritage buildings or the grand gesture of the levels four and five volumes over Hackett Hall. The land uses within the commercial tenancies should be limited to those which create interest and activity at the pedestrian level. The use of the roof space as museum display and entertaining space should also be further investigated. Further details should be provided regarding the Beaufort Street Wing entrance in terms of how it will be designed to sensitively relate to the architectural features of the heritage building.

Based on the above it is recommended that Council commend the applicant on the museum project's high standard of design excellence and advises the MRA that the proposal for the new exhibition centre and alterations to the heritage buildings are supported in principle subject to further investigation of the issues identified above and the protection of all significant trees where possible.

ITEM NO: 3

45 (LOT 110) FRANCIS STREET, NORTHBRIDGE – REFURBISHMENT OF THE EXISTING BUILDING, INSTALLATION OF TWO GLASS CANOPIES AND RECONFIGURATION OF CAR PARKING

**PLANNING COMMITTEE
RECOMMENDATION:**

(APPROVAL)

That:

- 1. in accordance with the provisions of City Planning Scheme No. 2 and the Metropolitan Region Scheme, Council approves the application for refurbishment of the existing building, installation of two glass canopies and reconfiguration of car parking at 45 (Lot 110) Francis Street, Northbridge as detailed on the Metropolitan Region Scheme Form One dated 29 July 2016 and as shown on the plans received on 21 October 2016 subject to:***

1.1 final details of the:

- a) design consistent with the plans received 21 October 2016 and a sample board of the high quality and durable materials, colours and finishes for the building being submitted by the applicant and approved by the City prior to applying for the relevant building permit;***
- b) proposed plaza security screen being submitted by the applicant and approved by the City prior to applying for the relevant building permit;***
- c) design and treatment of the public plaza, open space areas, soft and hard landscaping; reticulation, furniture and lighting, with a sample board of the materials, colours and finishes of the spaces being submitted by the applicant and approved by the City prior to applying for the relevant building permit and being installed prior to the occupation of the new tenancies on the plaza level and thereafter being maintained to a high standard; and***

(Cont'd)

- (Cont'd)**

- 1.7 the proposed awnings and canopy being a minimum of 600mm from the adjacent kerblines;**
- 1.8 the use of the ground floor commercial tenancies fronting the pedestrian level being restricted to 'Dining', 'Retail – General' or 'Retail – Local' land uses with any other proposed uses not listed above or external alterations to the tenancy requiring a separate application to the City for approval;**
- 1.9 the applicant/owner of the building exempting the City in writing from any liability resulting from claims due to the proposed screen encroachments, with the applicant/owner accepting all responsibility for any such claims with this being submitted to the City prior to applying for a building permit;**
- 1.10 a construction management plan for the proposal being submitted for approval 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; and**
 - d) other matters likely to impact on the surrounding properties,**
- 2. the applicant is strongly encouraged to pursue the relocation of the Loreto Bell Tower as discussed with the City's Officers; and**
- 3. the applicant be advised that a BA20 "Notice and Request for Consent to Encroach or Adversely Affect" is required to be submitted and approved by the City prior to the submission of the relevant building permit.**

BACKGROUND:

SUBURB/LOCATION: 45 Francis Street, Northbridge
FILE REFERENCE: 2016/5289
REPORTING UNIT: Development Approvals
RESPONSIBLE DIRECTORATE: Planning and Development
DATE: 31 October 2016
MAP / SCHEDULE: Schedule 3 – Map and coloured perspectives for 45 Francis Street, Northbridge

LANDOWNER: Warrington 45 Francis Pty Ltd
APPLICANT: Town Planning Group, Urban Design and Heritage
ZONING: (MRS Zone) City Centre Area Zone
(City Planning Scheme Precinct) Precinct 1 Northbridge
(City Planning Scheme Use Area) City Centre

APPROXIMATE COST: \$4.5 million

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 15 November 2016.

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

SITE HISTORY:

The 6,762m² subject site is located on the south-western corner of William Street and Francis Street in Northbridge. The site has a 128.16 metre frontage to Francis Street to the north and a 47.45 metre frontage to William Street to the west with a 4.24 metre frontage to the corner truncation at the intersection of Francis Street and William Street.

The site is currently occupied by a six storey (plus basement level) office building that currently houses the WA branch of the Australian Taxation Office, along with ground floor retail and restaurant tenancies at the Francis Street and William Street frontages.

The site currently has a total of 125 tenant car parking bays, licenced under the Perth Parking Policy across the basement and ground floor level, in addition to a number of loading/service bays. A single vehicle crossover to Francis Street provides access to five at-grade bays adjacent Francis Street and 98 basement bays. There are an additional 22 external at-grade bays located to the rear of the building accessed via a right of way from James Street.

The site also contains the former Loreto Bell Tower, which covers an air vent for the underground car parking area. The Bell Tower is constructed of brick in a Romanesque style and has an overall height of 20.2 metres. The Bell Tower originally stood in the grounds of the Loreto Convent in Claremont, where it was constructed in 1937. When the Convent was demolished, the Bell Tower was taken

down and reconstructed in its present location when the office building was constructed.

The site is subject to an easement in benefit to 223 William Street over a portion of the site which provides access to the existing right of way to the rear of the site. The site also has an easement in benefit over the same lot for party wall purposes.

DETAILS:

The development proposes to refurbish the existing building to increase its aesthetic appeal, to enhance public and tenant access, and to upgrade the commercial tenancies.

The existing Loreto Tower is proposed to be demolished or removed, opening up the space on the corner, creating a new plaza, referred to by the applicant as “William Square”. This space will be protected from the elements by a glass canopy at second floor level, eight metres above the plaza. A new glass canopy is proposed to extend over the footpath along William Street and a refurbished arcade along Francis Street to provide pedestrian shelter.

Public access to the main forecourt on Francis Street is proposed via the refurbished undercover walkway, bounded by refurbished commercial tenancies. The proposal seeks to install a glass roof eight metres above the forecourt complementing the William Street canopy. This will convert the forecourt into a habitable space for the public, the commercial tenancies patrons and office tenants alike, and will achieve a microclimate that improves its current thoroughfare function. Tables and chairs will be provided for public use to activate this currently underutilised space.

The forecourt will be secured afterhours by visually permeable gates to ensure that the new finishes and fixtures are not subjected to vandalism. During the day, these gates will fold away to enable full public access to the forecourt.

The heavily tinted glass and precast concrete panels of the first two levels of the existing building façade overlooking the forecourt will be replaced by contemporary clear floor to ceiling glazing to extend views to and from the internal spaces and the newly refurbished forecourt.

The plans show a projector television screen proposed to be located within the Francis Street forecourt area however the applicant has since advised that this screen is no longer proceeding. As such a condition should be imposed on any approval granted advising the screen does not form part of this approval and would be subject to a separate application.

The office foyer is proposed to be refurbished and activated by adjoining food and beverage tenancies. The existing lightwell that currently terminates at first floor level, will be extended to the lobby level to provide natural light into the ground level foyer with planting introduced at its base.

New two storey perforated aluminium façade screens are proposed along the William Street and Francis Street elevations to improve the building presentation on this

prominent corner. These screens will provide solar protection for the office spaces behind, whilst maintaining views through, and passive surveillance of the street below. The screens will be illuminated at night.

One existing bin store within the William Street laneway is proposed to be removed, to better enable future pedestrian access to the existing laneway along the southern boundary of the site. The applicant has stated that the existing building is appropriately provided with bin stores, noting the existing areas being retained adjacent to the Francis Street crossover, and within the basement level.

The application also proposes to reconfigure the existing 125 commercial tenant car parking bays and three loading bays on the site to accommodate new services within the basement. Despite the deletion of one tenant car parking bay, it has been requested that the existing number of 125 tenant bays remains to allow for a degree of flexibility at the detailed design stage.

LEGISLATION / POLICY:

Legislation

Planning and Development Act 2005 s. 162

City Planning Scheme No. 2 (CPS2) Clauses 6, 26, 27, 40, 44, 45, 47 and 48 and the Northbridge Precinct Plan requirements.

Planning and Development (Local Planning Scheme) Regulations 2015 – Deemed Provisions for Local Planning Schemes Clauses 60, 66, 67, 68 and 74

Metropolitan Region Scheme

Perth Parking Policy 2014 (PPP)

Policy

Policy No and Name: City Development Design Guidelines (4.1)
Building Heights and Setbacks (4.4)
William Street Conservation Area Design Guidelines (6.9)

COMPLIANCE WITH PLANNING SCHEME:

Land Use

The subject site is located within the City Centre Use Area of the Northbridge Precinct (P1) of the City Planning Scheme No. 2 (CPS2). The Precinct will remain Perth's primary entertainment and night life area and will provide a variety of residential and visitor accommodation and commercial services. Mixed residential and commercial developments will be encouraged throughout the Precinct to strengthen its residential component as well as creating employment opportunities.

The applicant has proposed 'Dining', Retail' and 'Office' uses for the ground floor commercial tenancies. 'Retail – General', 'Retail - Local' and 'Dining' are Preferred uses ('P') and an 'Office' is a Contemplated ('C') use within the City Centre use area of the Northbridge Precinct (P1), for properties east of Russell Square. The office tenancy is located to the rear of the building and as such does not occupy the shop front at pedestrian level with more active uses and communal spaces provided

instead. It is considered that the retail, dining and office uses are consistent with supporting a day and night time economy which is identified as a priority in the Northbridge Precinct.

Development Requirements

New developments in the Northbridge Precinct will continue to have regard to the scale and character of existing streets. Developments will have a nil street setback and be of a low scale along the street frontage with additional building height setback from all lot boundaries. In addition, the height of buildings must allow for adequate sun penetration into key pedestrian streets and public places. The Precinct will also be characterised by versatile building forms which will be easily adaptable to new uses and be able to accommodate a variety of interesting and informative signs. The facades will also add interest and vitality to the street, and be characterised by continuous shopfronts and traditional designs, incorporating verandahs, awnings and artwork.

The proposal has been assessed against the City Planning Scheme requirements and the proposal's compliance with the following development standards is summarised below:

Development Standard	Proposed	Required / Permitted
Maximum Plot Ratio:	3.31:1 (22,400m ²)	Base Plot Ratio 4:1 (27,048m ²)
Maximum Street Building Height:	13 metres	14 metres
Maximum Building Height:	28.5 metres	33 metres
Setbacks:		
<u>Francis Street:</u> - Lower Building Levels	Nil (screen projecting over boundary) to 12 metres	Nil up to 14 metres in height
- Upper Building Levels	3.5 - 11.9 metres (existing building)	5 metre setback up to 33 metres in height
<u>William Street:</u> - Lower Building Levels	Nil (screen projecting over boundary) to 17.6 metres	Nil up to 14 metres in height
- Upper Building Levels	8.2 to 16.6 metres (existing building)	5 metre setback up to 33 metres in height

Development Standard	Proposed	Required / Permitted
<u>Side (West):</u> - Lower Building Levels	1.7 (no openings) to 3.2 metres (openings) (existing building)	Nil (no openings/balconies) 3 metres (with openings/balconies)
- Upper Building Levels	11.2 to 19.6 metres	3 metres
<u>Rear (South):</u> - Lower Building Levels	Nil (no openings), 3 to 11.5 metres (openings)	Nil (no openings/balconies) 3 metres (with openings/balconies)
- Upper Building Levels	3.1 to 11.5 metres (existing building)	3 metres
Car Parking: - Commercial	125 commercial car bays and 3 loading bays (existing)	68 bays (at grade access)
Bicycle Parking: - Bicycle Bays	85 bays 170 female lockers and 10 showers, 176 male lockers and 11 showers	14 bays Parking for 14 bicycles is provided, along with male and female lockers, showers and change room facilities

The proposed modifications to the building setbacks seeks to vary the requirements of the City's Building Heights and Setbacks Policy. Variations to the Building Heights and Setbacks Policy provisions applicable to the development can be granted by an absolute majority decision of Council, in accordance with clause 47(3) of the City Planning Scheme and provided Council is satisfied that:

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

- (A) the orderly and proper planning of the locality;*
- (B) the conservation of the amenities of the locality; and*
- (C) the statement of intent set out in the relevant precinct plan; and*

(ii) the non-compliance would not have any undue adverse effect on:

- (A) the occupiers or users of the development;
- (B) the property in, or the inhabitants of, the locality; or
- (C) the likely future development of the locality'.

Design Guidelines/Policy

William Street Conservation Area Design Guidelines

The subject site (including the Loreto Bell Tower) is not subject to any statutory heritage listings; however the site is located within the William Street Conservation Area and is therefore subject to the William Street Conservation Area Design Guidelines. The Guidelines identify that the site (including the Loreto Bell Tower) have “no Cultural Heritage Significance” in the context of the William Street Conservation Area.

The policy does however outline that new development on lots where there are no heritage buildings should achieve design excellence and use quality materials without compromising the heritage significance of the individual heritage buildings or the Conservation Area. The Built Form policies are intended to guide new works to ensure that new development maintains and enhances the cultural heritage significance of the Conservation Area.

The policy also outlines particular design that should be utilised within the Conservation Area including:

- Subtle architectural style using simple forms and limited material palette;
- Distinct architectural approach that enhances the existing character of the place; and
- Design principles that derive from the architectural language of the existing heritage fabric without imitation.

The policy requires that new materials, finishes and colours to non-heritage buildings and additions should enhance the character of the existing heritage fabric without visually dominating the streetscape or adjacent heritage buildings/heritage fabric.

City Development Design Guidelines

The City Development Design Guidelines state that buildings on prominent sites, such as corner sites, sites which terminate views and vistas, and sites which define and identify squares and public spaces, should accentuate the built character of an area. Corner elements of buildings (on corner sites) should be emphasised by greater scale or differing geometry relative to the remainder of the building or surrounding development. This could include chamfering, curving, additional height, different roof forms, verandahs, balconies or other design elements which accentuate building corners.

The application proposes to remove a prominent feature being the Loreto Bell Tower which currently defines and identifies the corner site. The application proposes to install an artwork or prominent free-standing sculptural element to replace the

existing Tower, and which will act as an identifying feature and way-finding device for pedestrians as well as screening the car park vent. The applicant has stated that this will act as the identifier for the proposed 'William Square' and is consistent with the intent of the Guidelines for prominent (corner) sites.

COMMENTS:

Consultation

Department of Transport

The application was referred to the Department of Transport (DoT) as intended under clause 42 CPS2 as the development proposed to maintain the existing 125 commercial tenant car parking bays which is no longer compliant with the number of bays permitted for this site in the Perth Parking Management Area.

In its letter dated 23 August 2016, the DoT noted the proposal consists of cosmetic improvements and refurbishments and minor change of use which do not impact on the use of the parking. The demolition of the Tower is not considered to constitute redevelopment on the site and as such as confirmed by the DoT under the Perth Parking Policy the development is permitted to retain the existing number of commercial tenant parking bays on the site.

City of Perth Design Advisory Committee

At its meeting held on 25 August 2016, the City of Perth's Design Advisory Committee (DAC), having considered the development proposed including the Loreto Bell Tower advised that it:

- "1. considers that if the Loreto Bell Tower is to be removed the applicant should explore the possibility of relocating the tower to another appropriate site and that, in the absence of the tower, the corner treatment of the site needs to provide an improved outcome for the 'public plaza'. To this end, it is considered that the design of the corner treatment requires further resolution, including additional detail of the ground level facades and uses;*
- 2. acknowledges the attempts to reference local cultural influences in the design of the perforated aluminium screens, however, considers that further design development is required to more sympathetically reflect the grain and scale of the surrounding heritage fabric to achieve design excellence without compromising the heritage significance of the area, as required by the William Street Conservation Design Guidelines;*
- 3. requests an explanation of the rationale for the extent that the perforated aluminium screens encroach over both the William Street and Francis Street road reserves, including an investigation of the extent to which the screen to the William Street façade might impact on the views or vistas along William Street;*
- 4. suggests that the Francis Street façade design be further reviewed so that the untreated sections of the façade are similarly upgraded through the application*

of screens or similar complementary treatment to integrate the design of the key façade elements as viewed from Francis Street;

- 5. requests additional detail of the design of the proposed retractable gates to the Francis Street forecourt space and asks that consideration be given to repositioning the gates to align with the existing shop fronts on either side of the forecourt to allow pedestrians to walk under the canopy cover when the gates are closed; and*
- 6. the applicant is encouraged to consider the potential for activation of the setback area currently used for bin storage to the south of the building with the potential to create a pedestrian link to the existing right-of-way to the south connecting to James Street."*

In response to the DAC's recommendation the applicant has modified the design and provided the justification in support of the revised application.

In response to item one the proponent has commenced discussions with a party who has expressed interest in obtaining the Loreto Bell Tower once removed from the subject site. The applicant has advised that they considered this process is best managed privately between the parties, and is not a relevant planning consideration for the determination of this development application.

The applicant has also reiterated that the Loreto Bell Tower has no heritage significance on the subject site, as noted by the City's William Street Conservation Area Design Guidelines which identify the subject site (specifically including the Tower) as having "no Cultural Heritage Significance in the context of the William Street Conservation Area." Furthermore, the applicant has provided a background as to how the Loreto Bell Tower came to be placed on the site with the Tower to emphasise the corner.

The removal of the Tower has been justified by the applicant by maintaining this corner emphasis, which has been achieved via the provision of an open and publically accessible forecourt, with a striking canopy structure. The proponent is cognisant of the need to select an appropriate tenant, and put in place an appropriate management strategy, to ensure the success of the proposed 'William Square' space as a public feature. Further details regarding the removal of the Tower are discussed later in this report.

In response to item two the applicant has provided revised plans proposing to simply the perforation patterning to the William Street façade, which are to be acceptable.

In response to item three the applicant has provided justification for the encroachment of the screens within the road reserve, which has been minimised to a maximum of 1.37 metres to William Street. The applicant has stated that this encroachment will not only contribute to the public realm by providing a visually striking architectural feature, but also enable discrete ongoing building maintenance to occur, through the effective screening of maintenance platforms for window cleaning.

The applicant has also acknowledged that the screen encroachments will be subject to separate approval from the Department of Lands, outside the scope of any development approval.

In response to item four the applicant has reviewed the Francis Street façade design such that patterning which references the screens is provided further along the building. Notwithstanding, it has been a conscious design decision to restrict the façade screen features to the corner only, so as to emphasise the corner.

In response to item five further details of the proposed aluminium security screen to the Francis Street forecourt have been submitted to the City, showing quality, perforated, and visually permeable material. This design will allow for visual surveillance to the street whilst also allowing for the plaza area to be secured when not in operation. It is considered this outcome is an acceptable compromise however final details regarding the design of the security screen is to be provided to ensure the design intent is maintained. A condition requiring the final details of the security screen should be imposed on any approval granted.

In response to condition 6 the applicant has advised that the existing bin store area is not part of this current refurbishment scope of works, due to existing leasing arrangements. However the proponent will consider improvements to this area in the future and would engage with the City as part of any wider proposal to activate the existing right of way which connects to James Street.

Land Use

The applicant has proposed 'Dining', 'Retail' and 'Office' uses for the ground floor commercial tenancies. It is considered the proposed land uses are appropriate for the area and however any office should not be permitted where the tenancy fronts the street at pedestrian level. It is considered a condition be imposed permitting the tenancies on the ground floor being used for 'Dining', 'Retail – General' and 'Retail – Local' with 'Office' uses only permitted where the tenancy does not front the street at pedestrian level.

Development Standards

The proposed development is generally in accordance with the required setbacks with the exception of proposed screens which encroach over the boundary by 1.05 metres to Francis Street and 1.37 metres to William Street. Given the limited impact on the adjoining properties there is no requirement to advertise the variation to the adjoining landowners.

The proposed height of the encroachments from the screens above the street level will have little impact on the streetscape within the area and pedestrians will still have a clear line of sight southwards on William Street.

New awnings and a canopy is proposed to be provided on both William Street and Francis Street to provide pedestrian shelter around the site when the proposed internal plaza to Francis Street is closed in the evening. The new awnings and canopy will encroach into the road reserve up to 2.5 metres however these structures

are considered to be 'prescribed encroachments' under the *Building Regulations 2012* and as such no approval for the encroachment is required.

Design Guidelines/Policy

William Street Conservation Area Design Guidelines

No objection is raised to the removal of the Loreto Bell Tower as the structure is not listed on the City's Heritage List and has been relocated from Claremont and therefore there is no connection with the place or Heritage Area.

The applicant also seeks to install public art on the corner of William and Francis Streets to reinforce the corner and assist in way finding. No detail regarding this public art work has been provided at this stage however the artwork will require approval from the City. A condition imposing the details of this artwork to be submitted prior to installation should be imposed on any approval granted.

The Loreto Bell Tower does not hold any heritage value to the area and the revised design for the corner is considered to achieve a good outcome for accentuating the corner site but it does tell a story and has sentimental value to some. Whilst it is considered a good outcome for the Tower to potentially be relocated to a new site imposing a condition to this affect is considered onerous and not considered to be a reasonable planning condition. It is considered that an advice note should be provided on any determination stating the City would strongly encourage the applicant to pursue the relocation of the Tower.

The proposed screens to the eastern and northern facades of the building have been simplified to ensure they do not adversely impact the adjacent heritage buildings and the Conservation Area. It is considered a condition should be imposed on any approval granted requiring final details of the screens consistent with the approved plans being submitted prior to a building permit being submitted.

The policy requires that new materials, finishes and colours to non-heritage buildings and additions should enhance the character of the existing heritage fabric without visually dominating the streetscape or adjacent heritage buildings/ heritage fabric. The addition of the screens defines the lower building façade from the remainder of the building which complements the bulk, height and scale of those surrounding buildings.

City Development Design Guidelines

The City Development Design Guidelines require buildings on prominent sites, such as corner sites, sites which terminate views and vistas, and sites which define and identify squares and public spaces to accentuate the built character of an area. As the application proposes to remove the Loreto Bell Tower a new canopy is proposed to be installed to the corner of the William and Francis Street which will act as a defining feature. The canopy is proposed to be approximately eight metres above the plaza area below giving the corner additional emphasis and grandeur. An artwork or prominent free-standing sculptural element is proposed to replace the existing Tower, which will act as an identifying feature and way-finding device for pedestrians as well

as screening the car park vent. The applicant has stated that this will act as the identifier for the proposed 'William Square' and is consistent with the intent of the Guidelines for prominent (corner) sites.

Screen Encroachment in Road Reserve

Advice from the Department of Lands (DoL) is that a structural easement pursuant to section 144 of the *Land Administration Act 1997* is required for the screens. The easement will provide protection and clarity as to who will be responsible for the encroached structure within the road reserve. The granting of the easement will be subject to the approval from the City of Perth, as the management body responsible for the road reserve. A Crown subdivision will be undertaken to create a new Crown lot for the road reserve and for the easement to be registered against this title.

It should be noted that the proponent will be responsible for all costs associated with the grant of an easement. In addition to this it is recommended if the City supports the encroachment, public liability insurance should be required to be provided to ensure the City is protected against any claims that may result from the screens. The applicant should be advised of the above which may be included in any approval.

As the screens to the William and Francis Street are not considered to be 'prescribed encroachments' under the Building Regulations 2012 separate approval is required to be obtained from the City for the structures to encroach into the road reserve.

Conclusion

The proposed redevelopment will facilitate the refurbishment of the existing building, pedestrian interest and activation at the ground floor level. The architectural sun screens are considered to be an acceptable outcome and further reduce the bulk of the existing building by 'breaking up' the façade.

In response to the concerns of the DAC the applicant has provided revised plans and elevations to improve the overall presentation and quality of the design.

The development generally complies with the requirements of the CPS2, with the proposed building height and setbacks and bicycle parking variations being supported in accordance with clause 47 of the CPS2. Other aspects of the development including materials/finishes can be conditioned to address Council's requirements.

Given the above, it is recommended that the proposed development be supported subject to relevant conditions.

ITEM NO: 4

5 (LOTS 2 AND 3 - PROPOSED) THE ESPLANADE, PERTH – ‘IN PRINCIPLE’ PROPOSAL FOR A 25 STOREY HOTEL/SERVICED APARTMENT BUILDING AND 50 STOREY RESIDENTIAL BUILDING

**PLANNING COMMITTEE
RECOMMENDATION:**

**(ADVICE TO METROPOLITAN
REDEVELOPMENT AUTHORITY)**

That the Metropolitan Redevelopment Authority be advised that Council supports the ‘in principle’ the proposal for a 25 storey hotel/serviced apartment building and 50 storey residential building on future ‘Site 2’ and ‘Site 3’ within the Elizabeth Quay Project Area subject to the following considerations:

- 1. the height and setbacks of the residential tower building being extensively reviewed to ensure they align with the objectives of the Elizabeth Quay Design Guidelines with additional analysis being undertaken with regards to the impacts of overshadowing and wind on the immediate locality;*
- 2. residential car parking and hotel/serviced car parking bays being reduced in accordance with the maximums prescribed by the Elizabeth Quay Design Guidelines and Perth Parking Policy, noting the increased traffic likely to be generated by other developments located adjacent to the site and the high accessibility of the site via alternative means of transport;*
- 3. the preparation and submission of a detailed management plan for the proposed plaza space addressing matters including (but not limited to) tenure, safety/security, lighting, noise, events/uses and need/nexus for the area;*
- 4. all balconies being designed as predominantly transparent, naturally ventilated, non-habitable structures that cannot be fully enclosed, with no temporary or permanent window treatments or furnishings being permitted that could diminish the transparency of the balcony or obstruct views to and from the public domain; and*

(Cont’d)

5. the preparation and submission of a draft/preliminary:

5.1 construction management plan providing for early consideration of how the proposed development will be constructed noting the constrained nature of the sites;

5.2 waste and servicing management plan noting the limited vehicular access to and from the site;

5.3 acoustic report demonstrating proposed measures to mitigate noise impacts within and external to the development; and

6. the preparation and submission of a detailed transport impact assessment addressing all matters related to traffic management, vehicular and pedestrian access to and from the site.

BACKGROUND:

SUBURB/LOCATION:	Elizabeth Quay, Perth
FILE REFERENCE:	2016/5398
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	3 November 2016
MAP / SCHEDULE:	Schedule 4 – Location map and coloured perspectives for 'Sites 2 and 3'
LANDOWNER:	Metropolitan Redevelopment Authority
APPLICANT:	CA & A Associates Pty Ltd
ZONING:	(MRS Zone) Redevelopment Scheme/Act Area (MRA Central Perth Redevelopment Scheme Precinct) Elizabeth Quay - Inlet (P39) (City Planning Scheme Use Area) N/A
APPROXIMATE COST:	Unknown

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 15 November 2016.

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

SITE HISTORY:

At its meeting held on **8 November 2011**, Council granted 'in-principle' approval for the acquisition of Lot 79 The Esplanade and Lots 901 and 302 Riverside Drive by the State Government for the Perth Waterfront Project.

Numerous subdivision and development applications have since been approved for the land assembly and construction of the public and private realms within 'Elizabeth Quay', with the most recent being:

Development Application 10 (DA10 Approving Authority: Metropolitan Redevelopment Authority): This development application relates to the 28 storey hotel and apartment buildings on Lots 9 and 10. DA10 is currently under construction.

Subdivision 3 – (SD3 Approving Authority; Western Australian Planning Commission): Consisting of 3 lots in the public realm to accommodate the three food and beverage kiosks (being those in the above DA6 and DA7 and also the proposed DA9). This included a new road reserve (Riverside Lane) to provide access to one of the FBO lots. SD3 was approved by the Minister for Planning on 29 December 2015.

Site 2 has a total land area of 3060m², whilst Site 3 is 3148m². The proposed development includes a shared basement level that will continue under William Lane which centrally bounds the two Sites. The developer will seek the appropriate title arrangement via the subdivision/amalgamation process to allow this to occur. Site 2 is bound by William Lane to the north, Western Promenade to the east, William Street Landing to the south, and William Street to the west. Site 3 is bound by Station Park to the north, Western Promenade to the east, William Lane to the south, and William Street to the west.

DETAILS:

An 'in principle' development application for a new 25 storey hotel/serviced apartment building and a 50 storey residential building for 'Site 2' and 'Site 3' of the Elizabeth Quay Project Area has been referred to the City for preliminary comment by the Metropolitan Redevelopment Authority (MRA). Where an applicant considers it beneficial to obtain a preliminary position on a proposal prior to lodging a formal development application, an application for in-principle development approval may be lodged with the MRA.

The proposed development includes two common basement levels comprising of car parking and services, separate hotel/serviced apartment and residential podium elements (five storeys each) linked by a covered plaza, with separate hotel/serviced apartment (20 storeys) and residential (45 storeys) towers above.

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

Hotel/Serviced Apartments	A total of 209 hotel rooms and 171 short stay serviced apartments will be provided at the tower levels of Site 3.
Residential	A total of 323 residential dwellings will be provided at the podium and tower levels of Site 2. The development will comprise of a mixture of dwelling types including 73 one-bedroom apartments, 208 two-bedroom apartments and 42 three-bedroom apartments.

Other Uses	A variety of retail, office, dining, gymnasium and shared amenity spaces are proposed for the ground and podium levels including covered plaza, laneway and alfresco spaces. In addition a sky deck and art gallery space is proposed within the roof levels of the residential tower.
Vehicle Parking	Approximately 375 car parking bays will be provided for the proposed development within two basement levels spanning the two sites.

With respect to the physical design of the proposal, the applicant advises that the design of the buildings is based on the following principles:

- *“provision of an east-west pedestrian link through the site, connecting through from William Street to the Western Promenade via a covered plaza area that will provide a high quality public space;*
- *a north-south covered laneway connecting the proposed covered plaza to Station Park to the north of Site 3 to ensure a high degree of permeability through the site;*
- *provision of a classic podium and tower typology that reconciles the scale of the building with the surrounding public realm. The podium and tower form provides for a reduced visual presence at the pedestrian level, as well as maximising sunlight penetration, ventilation and outlook between tower elements;*
- *design of the podium level to provide for a high degree of activity with the surrounding public realm, and is conceived as a light-weight, largely transparent structure activated by a range of retail/food and beverage tenancies at the ground floor level;*
- *activation of upper podium levels via the provision of a food and beverage outlet at the first floor level, a commercial health club at the second floor level, and commercial office tenancies and residential apartments throughout the upper podium levels;*
- *continuous pedestrian awnings provided for the full extent of the ground floor facades, providing weather protection throughout the year; and*
- *tower elements providing a unique and high quality contribution to the city skyline, exhibiting a contemporary aesthetic, with the hotel/serviced apartment building being a long rectilinear volume that orients east-west allowing views of Kings Park and the inlet, contrasted with the slender residential tower which will form an emblematic and defining structure for the western frame of the inlet.”*

LEGISLATION / POLICY:

Legislation

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

Policy

Metropolitan Redevelopment Authority's Elizabeth Quay
Design Guidelines

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

The form and function of development within Elizabeth Quay is guided by the MRA's associated Elizabeth Quay Design Guidelines. The Guidelines aim to transform the relationship between the city and the river and enhance the identity of central Perth. The vision for Elizabeth Quay under the Guidelines is:

“a highly interactive civic space, accessible to the whole region and within walking distance of all major facilities within central Perth.”

The specific statement of development intent for Sites 2 and 3 within the Guidelines are as follows:

“Site 2

The ground floors of the development will incorporate highly activated food and beverage uses while the residential/hotel tower above will command significant views of the Inlet, the Swan River, Kings Park and the city.

The new building will be a landmark architectural design that responds to the prominent location of the site, the river context and provides highly activated interface with the public realm.”

“Site 3

The ground floor level will provide significant food and beverage opportunities, particularly on the north-east corner of the site, where the adjacent Promenade and Station Park provide opportunities for alfresco dining.

The podium and tower above will command significant views of the inlet, the Swan River, Kings Park and the city while the building will be designed to appropriately terminate the view lines from Riverside Drive.”

The Central Perth Development Policies set out development approval requirements and performance standards for the development of land in the CPRA. The policies relevant to this development include Green Building Design, Sound and Vibration Attenuation, Providing Public Art, Signage, Affordable and Diverse Housing, Hosting Public Events 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 exception being the proposed office located within the ground and podium levels of the hotel/serviced apartments building. Whilst 'Commercial' uses are preferred within the Precinct under the CPRS, the Design Guidelines include 'shop' and 'restaurant/café' as preferred uses within the podium for Sites 2 and 3. Given the level of ground and podium level activation proposed, it is considered that the inclusion of the office use will not detract from the safety and vibrancy of the development and the adjacent public realm.

While the above land uses are desirable in this location, it is noted that the potential for land use conflict exists, particularly between the residential apartments and hotel/serviced apartments and the various entertainment and hospitality uses. The design and management of the development will be critical to its success.

Building Height and Setbacks

The proposed development includes a significant variation to the height controls contained within the Design Guidelines. In particular, 50 storeys is proposed for the residential tower (inclusive of a compliant five storey podium) in lieu of the prescribed maximum 25 storey total development height. The variation has been justified by the applicant based on the following:

- *"The proposed development is considered to be of an exemplary design quality that is worthy of the requested building height variation;*
- *The building height variation permits an appropriate expression of built form that enables the residential tower to provide a new landmark entry statement for the western frame of the Elizabeth Quay inlet, and will contribute to the provision of legibility markers in the city skyline;*
- *A significant portion of the tower on Site 2 at the very highest levels will be accessible to the public and will function as a notable new tourist attraction, and a cultural and iconic emblem for Perth;*
- *The proposed development has been specifically designed to enhance east-west visual permeability through the site, and to maintain minimum solar access levels to the Western Promenade; and*
- *The proposal will provide an architecturally designed building of the highest standard of presentation and design that will have a positive overall impact on the streetscape, skyline and the amenity of the locality, in line with the MRA's vision for the Elizabeth Quay project area."*

Whilst the Design Guidelines are intended to allow for flexibility to avoid over-regulation of heights and setbacks, it is noted that variations should only be supported where 'innovation and exemplary design quality can be demonstrated to have a positive impact on the project area and the city skyline as a whole'. Given the residential tower is effectively double the height prescribed by the Guidelines it is considered that significant justification by way of overshadowing analysis, wind

assessment and overall design will need to be submitted with the formal development application.

It is considered that whilst the Guidelines allow for flexibility, the recommended building heights and envelopes were formulated based on a rigorous analysis of the site context and overall vision for Elizabeth Quay. The Guidelines which included Council's consideration of building heights, amongst other requirements, provides the anticipated bulk and scale of development and there is an inherent expectation that development will proceed generally in accordance with the prescribed requirements. While it is acknowledged that this preliminary design is the winner of an international design competition for Sites 2 and 3, judged by eminent architects, the degree to which the residential tower varies the height requirement requires additional detailed consideration.

It is noted that the combined podium and hotel/serviced apartment tower are compliant with respect to the maximum five storey podium and 25 storey tower height limits prescribed by the Guidelines.

The following table summarises the proposals compliance with the setback requirements of the Design Guidelines.

Setbacks:	Proposed	Required
Podium (combined Sites 2 and 3):		
North (Station Park)	5 metres	Nil
East (Promenade)	Nil – 3.8 metres	Nil
South (Landing)	2.85 metres	Nil
West (William Street)	4 metres	Nil
Residential Tower (Site 2):		
North (to Hotel/Serviced Apartments Tower)	34.4 metres	N/A
East (Promenade)	3.8 metres	5 metres
South (Landing)	2.85 metres	5 metres
West (William Street)	4 metres	5 metres
Hotel/Serviced Apartments Tower (Site 3):		
North (Station Park)	5 metres	5 metres

Setbacks:	Proposed	Required
East (Promenade)	21 metres	5 metres
South (to Hotel/Serviced Apartments Tower)	34.4 metres	N/A
West (William Street)	4 metres	5 metres

As outlined above the proposed development includes numerous variations with respect to the setback and siting requirements of the Design Guidelines. With regards to the podium, the applicant advises that the proposed development has been designed to provide a range of setbacks in order to provide visual interest and create a variety of spaces for pedestrian activation. Given the combined size of Sites 2 and 3, it is considered that the variations can be supported given mandating nil setbacks to all boundaries would not meet the objectives of the Guidelines to provide for activated and interesting frontages.

With regards to setbacks of the towers, the applicant advises that the intent is to allow for the towers to be positioned to minimise the overshadowing impact on the Western Promenade in particular, allowing for the maintenance of solar access to the key public space. Whilst the intent is acknowledged and considered a desirable outcome, the impact of the reduced setbacks on the other frontages requires additional consideration, particularly in terms of the additional height being sought for the residential tower.

Building Design

The preliminary application does not include final detailed plans or elevations and as such only a limited assessment of the aesthetic merits of the proposal has been undertaken. In this regard the proposal follows the general intent of the Design Guidelines for podium and tower style developments. The aim of which is to provide a human scale at the pedestrian level with slender, well separated tower elements above. The main variation to the Guidelines proposed by the combined nature of the development is removal of the east-west Williams Lane and replacement with a 35 metre wide covered plaza (measuring approximately 1,400m²) further south than the proposed lane. The modified layout, as justified by the applicant, aims to *“ensure a high degree of permeability through the site and responds to the layout of the surrounding public realm. The covered plaza and laneway have been designed to provide weather protection for pedestrians, whilst allowing natural light and ventilation to penetrate the proposed public areas”*.

Conceptually it is considered that the proposed variation has merit providing a weather protected event space to complement the public offerings within Elizabeth Quay. However, the benefits of providing a privately owned and maintained covered plaza over a public east-west laneway will need to be assessed in greater detail at the formal development application stage. The applicant should provide details to demonstrate to the City and MRA's satisfaction how the space will be managed to

ensure that events at Elizabeth Quay are coordinated in addition to managing during and after hours in terms of access, safety and noise.

Given the height of the proposed residential tower, the applicant advises that the majority of the dwelling balconies will be provided in the form of enclosed 'winter gardens'. Whilst issues relating to wind and usability of traditional style open balconies in the development context are considered valid, the City recommends that appropriate design mechanisms be put in place to ensure the spaces remain as 'outdoor' as possible with minimal potential for conversion into habitable rooms.

Car Parking and Traffic Management

The Design Guidelines require the provision of residential car parking at a maximum rate of 0.7 car parking bays per dwelling for residential development which equates to a maximum of 226 parking bays for the 323 dwellings proposed. Non-residential parking is to be provided in accordance with the maximums prescribed by the Department of Transport's Perth Parking Policy.

Whilst the preliminary plans do not delineate between residential and non-residential car parking bays and the exact allocation is yet to be determined, the applicant will be seeking a variation to the 0.7 maximum bays for residences. The initial justification for the variation is in order for the development to meet current market trends and expectations for residential apartments. It is recommended that the MRA be advised of the City's preference for the prescribed maximums being adhered to in the final submission based on the increased traffic likely to be generated by other developments located adjacent to the site. In addition, the high accessibility of the site via alternative means of transport further justifies the recommended reduction in bays.

With regards to on-site car parking and servicing management, access to on-site car parking is proposed via a two-way crossover along William Street which is consistent with the Design Guidelines. In addition a one-way 'vehicle arrival' area is proposed via William Street adjacent to the proposed plaza area. The City has a general presumption against internal port-cochere driveways given their potential impact on the streetscape and conflict with pedestrians. However in this case, noting that vehicles cannot stop or park in William Street and the position adjacent to the covered plaza area, it may be supported subject to appropriate design and management measures being addressed and implemented.

It is noted that the final location of crossovers will require input and approval from Main Roads Western Australia given the proximity of traffic signals to the development site. City officers consider that the crossover locations will require further analysis and refinement given the existing traffic volumes on William Street, the location of existing traffic signals and pedestrian crossings. The locations as shown on the preliminary plans are likely to cause access conflicts and ultimately result in all exiting vehicles towards the freeway South/Mounts Bay Road onramps. As such there is a need to address integrated access on William Street and accessibility issues with respect to the median south of the Freeway North signals. Additionally there is a need to consider the impact of the generated traffic on the operation and functionality of the Freeway North traffic signals.

With regards to pedestrian access, the east/west connection as shown provides access to and from William Street south of the existing freeway north signals and may encourage pedestrians to cross William Street in this location across the freeway slip roads to access the Perth Convention and Exhibition Centre and Elizabeth Quay Train Station. It is considered that pedestrian access would be better located further north at the freeway north traffic signals where there is an existing pedestrian crossing.

The above matters related to traffic management, vehicular and pedestrian access will need to be addressed in an appropriate Transport Impact Assessment in support of the formal application.

Technical Reports

In recognition of the subject location, scale of development proposed and potentially constrained nature of the sites, it is recommended that early consideration be given by the applicant in relation to wind impacts, noise generation (within the plaza) and amelioration (to the residential dwellings and hotel rooms/serviced apartments) and future construction management.

Conclusion

The MRA should be acknowledged for conducting a design competition for one of the City's most prominent sites to achieve the MRA's objective of bringing world class architecture to Elizabeth Quay. Whilst the proposed development is generally consistent with the MRA's associated guiding documents, the fundamental issue of building height for the residential tower effectively being double the recommended limit requires further consideration. While it is considered that the project has considerable merit, it is recommended that the MRA be advised of the issues identified within this report, with the detailed design and management matters being addressed prior to the submission of a formal development application with the MRA.

ITEM NO: 5

39 AND 39A (LOTS 52 AND 53) MOUNT STREET, WEST PERTH – MINOR AMENDMENT TO THE LIFT SERVICES OF AN APPROVED RESIDENTIAL DEVELOPMENT CONTAINING TWO, SEVEN-LEVEL DWELLINGS

**PLANNING COMMITTEE
RECOMMENDATION:**

(APPROVAL)

That:

- 1. in accordance with the provisions of the City Planning Scheme No. 2, the Council APPROVES BY AN ABSOLUTE MAJORITY the application for a minor amendment to the lift services of an approved residential development containing two, seven-level dwellings at 39 and 39A (Lots 52 and 53) Mount Street, West Perth subject to any external plant on the roof being integrated into the design of the roof so as to minimise any visual and noise impact on the adjacent developments and being screened from view, with details of the location, design and screening of such plant and services being submitted by the applicant to the City for approval prior to applying for the relevant 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.***

BACKGROUND:

SUBURB/LOCATION:	39 and 39A (Lots 52 and 53) Mount Street, West Perth
FILE REFERENCE:	2016/5383
REPORTING UNIT:	Development Approvals
RESPONSIBLE DIRECTORATE:	Planning and Development
DATE:	28 October 2016
MAP / SCHEDULE:	Schedule 5 – Map and coloured perspectives for 39 and 39A Mount Street

LANDOWNER: Huiqing Li
APPLICANT: Baltinas Architects
ZONING: (MRS Zone) Urban
(City Planning Scheme Precinct) West Perth Precinct
10
(City Planning Scheme Use Area) Residential – R160
APPROXIMATE COST: \$320,000

The Committee recommendation to the Council for this report was resolved by the Planning Committee at its meeting held on 15 November 2016.

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

SITE HISTORY:

At its meeting held on **9 December 2014**, Council approved an application for two, seven-level residential dwellings including eight car parking bays at the subject site. As the site is located within a Metropolitan Region Scheme (MRS) clause 32 Area – Parliament House Outer Precinct, with a variation to the maximum height specified under this policy, the application was referred to the Western Australian Planning Commission (WAPC) for determination under the MRS. The WAPC subsequently approved the application on 19 January 2015.

On 7 April 2016 the City issued the building permit approval to commence works on site. The approved seven-level residential development is currently under construction.

DETAILS:

The application is seeking approval to modify the building's lift system. This will result in an additional lift overrun to each of the dwellings, extending 1 metre above the approved roof level. The lift overruns will be located to the rear of the development and will incorporate solar roof panels above.

LEGISLATION / POLICY:

Legislation *Planning and Development Act 2005*
City Planning Scheme No. 2

Policy No and Name: Parliament House Precinct Policy 1983
3.1 Design of Residential Development
4.1 City Development Design Guidelines
4.9 Residential Design Policy
6.5 Mount Street Design Policy

COMPLIANCE WITH PLANNING SCHEME:

Land Use

The subject site is located in the Residential – R160 Use Area of the West Perth Precinct 10 under City Planning Scheme No. 2 (CPS2). The Statement of Intent for the Precinct notes it will be developed as a residential quarter accommodating a range of housing types along with support facilities and will also provide a secondary business area adjacent to the city centre.

The use of the building for residential purposes has not changed as part of the current application. A residential use is a preferred ('P') use in the Residential-R160 area of the West Perth Precinct.

Development Requirements

There are no changes to the approved development in terms of building setbacks, plot ratio or the general form and layout. A minor variation to the maximum height limit is sought as a result of a new lift system which will create a lift overrun above the approved roofline. The approved development had a maximum height of 19 metres or 38.86 metres AHD which complied with the City's Mount Street Design Policy but exceeded the height limits specified under the Parliament House Precinct Policy. The lift overrun will result in an increase in height of the building by 1 metre (total height of 20 metres or 39.86 metres AHD).

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

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

- (A) the orderly and proper planning of the locality;*
- (B) the conservation of the amenities of the locality; and*
- (C) the statement of intent set out in the relevant precinct plan; and*

(iii) the non-compliance would not have any undue adverse effect on:

- (A) the occupiers or users of the development;*
- (B) the property in, or the inhabitants of, the locality; or*
- (C) the likely future development of the locality."*

COMMENTS:

Consultation

As the application proposes a variation to the maximum height limit specified under the CPS2 Mount Street Design Policy, the application was advertised for a period of 14 days expiring on 31 October 2016. No submissions were received during this period.

Building Height

The addition of a lift overrun will result in an increase in the height of this portion of the building from 19 metres to 20 metres which is a 1 metre variation to the maximum height limit specified in the Mount Street Design Policy. The lift overrun also results in a further variation to the Parliament House Precinct Policy which stipulates a maximum height of 34.46 metres on the Australian Height Datum (AHD), with the lifts being up to 5.4 metres above the maximum height requirement at 39.86 metres AHD. Due to the further variation to the Parliament House Precinct Policy the application has been referred to the Western Australian Planning Commission (WAPC) for determination under the Metropolitan Region Scheme, noting that the approved development already exceeds the maximum height limit prescribed under this policy by 4.4 metres.

The lift overrun for the two apartments will be located to the rear of the building with the remainder of the roof line remaining unchanged from the height of the substantive approval. Given its location to the rear of the building and being only a partial increase in the overall building height, it is considered there will be no adverse impact to the streetscape and no detrimental impact to the neighbouring properties in terms of local amenity.

The impact in terms of the clause 32 - Parliament House Precinct Policy will be determined by the WAPC however it is considered that the minor amendment to the lift system will not have any significant impact in terms of views to and from Parliament House.

Based on the above it is considered that the variation to the maximum height can be supported in accordance with clause 47 of CPS2 and the City's Mount Street Design Policy.

Conclusion

The proposed amended application for the installation of a new lift system and the associated lift overrun for the two residential apartments will result in a variation to maximum height specified under the Mount Street Design Policy and Parliament House Precinct Policy.

The location and extent of the height variation however is considered to be consistent with clause 47 of CPS2 and the Mount Street Design Policy and therefore can be supported.

Based on the above it is recommended that the amended application should be approved.

MARKETING, SPONSORSHIP AND INTERNATIONAL ENGAGEMENT COMMITTEE REPORTS

ITEM NO: 6

CORPORATE SPONSORSHIP – UNEARTHED BUSINESS DEVELOPMENT EVENTS 2016-17

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

That Council:

- 1. approves cash Corporate Sponsorship of \$25,000 (excluding GST) to Uearthed Solutions Pty Ltd to present a range of activities to support resource-based start-up businesses and initiatives in Perth over the 2016/17 financial year;***
- 2. notes that the event organisers will provide the following sponsorship benefits to the City of Perth:***
 - 2.1 City of Perth branding to be included on all branding, marketing and communication materials relating to local Uearthed events;***
 - 2.2 City of Perth crest to be displayed on Uearthed website;***
 - 2.3 Opportunity to display two City of Perth banners at all local Uearthed events;***
 - 2.4 City of Perth Council representative to be invited to make the keynote address at the 2016 Demo Day to be held at the Perth Town Hall on Wednesday 7 December 2016;***

(Cont'd)

- 2.5 City of Perth representative to be invited to deliver opening address at the 2017 Unearthed Hackathon;**
- 2.6 Provision of event related content and material for future use by the City of Perth;**
- 3. a detailed acquittal report, including all media coverage obtained by 30 June 2017.**

BACKGROUND:

FILE REFERENCE:	P1027729
REPORTING UNIT:	Economic Development Unit
RESPONSIBLE DIRECTORATE:	Economic Development & Activation
DATE:	19 October 2016
MAP / SCHEDULE:	Schedule 6 – Target market of startups compared to top WA industries

The Committee recommendation to the Council for this report was resolved by the Marketing, Sponsorship and International Engagement Committee at its meeting held on 8 November 2016.

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

The Marketing, Sponsorship and International Engagement Committee requested additional information in relation to the Sponsorship request be provided to Council prior to the Council Meeting to be held 22 November 2016. A Memo was distributed to the Elected Members with the additional information on 15 November 2016.

Unearthed Solutions Pty Ltd, based in Perth, was established in 2014 to improve the efficiency and competitiveness of the resources sector by driving sustainable technology and innovation. Unearthed Solutions Pty Ltd is a for-profit organisation that receives funding support for its events from the resource and technology sectors as well as the government sector. The company hosts open innovation *Hackathon* events where resource companies host challenges supported by proprietary data, providing an environment where entrepreneurs and innovators can build prototype solutions that solve particular industry challenges. Unearthed also runs an Accelerator Program which invests in early-stage companies that will deliver efficiency gains in the resource sector.

Hackathons bring together software developers, designers and industry insiders to develop prototype solutions to real-world resources sector problems over the space of a weekend. To date, these solutions have been adopted by resource companies such as BHP Billiton, Rio Tinto, Anglo American, Newcrest and Woodside.

Unearthed engages with these organisations and other key stakeholders and policy-makers that play a part in influencing the future of Australia's resources sector.

Unearthed also acts as a facilitator between new technologies and industry, and assists in providing opportunities to start-up businesses hoping to break into the resources sector. This has been identified as a key area of opportunity in the 2016 Start-up WA Ecosystem Report, as mining and resources comprise over 30 per cent of WA's Gross State Product (GSP), but has yet to attract significant numbers of tech companies to focus on the sector. (See Schedule 6)

The 2016 Start-Up WA report detailed that technology start-ups have increased by 235% over the last two years, playing an important role in alleviating vacancy rates in the city.

Unearthed's Directors all have significant experience in the resources and oil and gas industry, and have contributed to the growth in Perth's creative industries network through their contributions to initiatives such as Start-up Weekend, GovHack, West Tech Fest and Morning Start-up.

Summary of Event:

The City has received a request for \$25,000 corporate sponsorship (excluding GST) from Unearthed Solutions Pty Ltd to support the following key activities in Perth during the 2016/17 financial year:

Unearthed Demo Day

First held in December 2015, the Demo Day celebrates and showcases the results of the previous years' worth of Unearthed challenges and the solutions that have been developed. The event includes keynote speakers, panel discussions and presentations from representatives of startup companies that are focused on the resources and energy sector.

The Demo Day will be held on 7 December 2016 at the Perth Town Hall and is a featured event within the 2016 West Tech Fest program.

Unearthed Hackathon Perth

The next scheduled Unearthed Perth *Hackathon* event is scheduled to be held in May 2017.

An Unearthed *Hackathon* is a 54 hour open-innovation event where software developers, engineers, designers, data scientists and entrepreneurs gather together to produce prototype solutions to challenges faced by global resources companies. Unlike other *Hackathon* events the City of Perth supports, Unearthed *Hackathons* are specifically related to the mining and resources sector and have been well received from industry and participants previously.

In 2015, Unearthed hosted *Hackathon* events in Perth, Brisbane, Sydney, Adelaide and Melbourne. So far this year, Unearthed has held *Hackathons* around Australia as

well as in Cape Town, South Africa, prior to Africa's largest mining conference, Mining Indaba and more recently in San Francisco prior to the MINExpo Conference.

Previous Sponsorship Provided

The City has previously provided the following sponsorship amounts to Uearthed:

Year	Amount (ex GST)	Purpose
2014/15 ¹	\$10,000	2015 Uearthed Perth Hackathon
2015/16 ¹	\$5,000	2015 Uearthed Demo Day as part of the 2015 West tech Fest
2015/16¹	\$5,000	2016 Uearthed Perth Hackathon

The City's sponsorship funding will be used to support the development and execution of these two events, as well as any additional events that may be held within Perth over the 2016-17 financial year. The City will look to leverage its financial contribution by also providing promotional support for Uearthed events across the City's various communication channels.

The recommended increase in funding relates to an increase in the size and quality of the scheduled events, the increased ongoing recognition the City will receive for its support and recognises the strategic value the City places on its relationship with Uearthed and the work that they undertake.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

Council Four Year Priorities: Perth as a Capital City
S6 Maintain a strong profile for Perth as a city that is attractive for investment

Policy

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

DETAILS:

Eligibility for Sponsorship:

Criterion	Satisfied
Awards, presentations, acknowledgement for excellence in relevant professional fields	Yes
Support for the activities of organisations or individual which provide positive positioning for the City of Perth	Yes

Markets / audiences who will be exposed to sponsorship information:

The following audiences will be exposed to the sponsorship information:

¹ Information amended to reflect financial support based on financial year.

- entrepreneurs;
- university students;
- developers;
- creative industry networks;
- mining/oil/gas industry networks;
- local and national media; and
- current and potential City business owners/representatives.

The events will also be promoted across mainstream media outlets, innovation related publications and throughout the networks of the technology startup ecosystem.

Promotion of City of Perth to Markets / audiences:

The City of Perth will be promoted to key target markets as a supporter of innovation and knowledge intensive industries.

The City of Perth crest will be featured on all marketing and communications materials for local events, including event posters, name badges and sponsor presentation slides at local events.

The City of Perth will also be featured as a sponsor on the Uearthed website, with the City's crest displayed on the "Supporters" section of the website.

Assessment of Application (Corporate):

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

The City's continuing support for Uearthed will contribute to the City's reputation as a supporter of innovation and the emerging technology and start-up ecosystem.

The City will receive significant interstate and international exposure through promotion of the event in key markets.

Therefore, the City will be seen to support the innovation sector and events such as this which attract a broad demographic to engage with and participate in the tech start-up scene.

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

Knowledge intensive industries are recognised as integral to the development of a modern economy and sponsorship of this event will help to strengthen industry networks and attract innovative businesses to the city.

Sponsorship of this event will contribute to the growing recognition of Perth as a destination for pioneering the development of innovative technology as well as reinforce Perth's reputation as a global resources and energy hub. The proposed change in sponsorship model to cover activities over the course of the financial year will result in greater promotion and acknowledgement of the City and its role in supporting Unearthed.

The event also promotes and encourages young entrepreneurs in forming their own businesses, which is great outcome for the Western Australian economy as well as assisting in reducing office vacancy rates in the city.

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

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

Unearthed events have gained a strong reputation amongst the tech start-up community around Australia and internationally. As such, the City's support for Unearthed events will assist in the City being recognised as a supporter of innovation, entrepreneurship and start-ups as well as enhancing Perth's growing reputation as a developing creative industries hub of global significance.

Both the Demo Day and the 2017 *Hackathon* event will feature global resources companies, whose global presence and marketing reach, as well as Unearthed's growing international presence, will contribute towards the international significance of this event.

Traveling guests from overseas and interstate will also increase the economic investment and visitation to the city.

4. Benefits to be provided to the City.

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

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	9379 3000 7901
BUDGET ITEM:	Recreation and Culture – Other Culture – Other Cultural Activities
BUDGET PAGE NUMBER:	85
	BUDGET ITEM
BUDGETED AMOUNT:	\$198,000
AMOUNT SPENT TO DATE:	\$ 66,000
PROPOSED COST:	\$ 25,000
BALANCE:	\$107,000

All figures quoted in this report are exclusive of GST.

COMMENTS:

The events organised by Uearthed closely align with the objectives and priorities identified by the City's Economic Development Strategy. The events will deliver positive outcomes for the City by demonstrating its firm commitment to supporting entrepreneurial activity within the technology and knowledge intensive industries in Perth which have the potential to have a positive impact the Western Australian economy.

Ongoing support for this initiative will contribute to strengthened industry networks and increased opportunities for collaboration and innovation, ultimately supporting the aim of attracting and supporting technology and knowledge intensive industries in the city and driving economic growth in Perth.

The events also capitalise on Western Australia's global reputation as a centre of excellence for Mineral Engineering Technical Services and innovation in the mining and resource sector.

Therefore, it is recommended that Council approve corporate sponsorship of \$25,000 (excluding GST) for Uearthed Solutions Pty Ltd to undertake their local activities over the 2016-17 financial year.

ITEM NO: 7

DONATION 2016/17 – GREEK ORTHODOX EASTER CELEBRATION

**MARKETING, SPONSORSHIP
AND INTERNATIONAL
ENGAGEMENT COMMITTEE
RECOMMENDATION:**

(APPROVAL)

That Council approves a donation of \$10,000 (excluding GST) to the Hellenic Community of Western Australia Inc. to assist with costs associated with the Greek Orthodox Easter services to be conducted in Parker Street, Northbridge commencing 14 April 2017.

BACKGROUND:

FILE REFERENCE: P1010627-33
REPORTING UNIT: Business Support and Sponsorship
RESPONSIBLE DIRECTORATE: Economic Development and Activation
DATE: 18 October 2016
MAP / SCHEDULE: N/A

At the Marketing, Sponsorship and International Engagement Committee meeting held on 8 November 2016 the Committee agreed to amend the recommendation as follows:

That Council ~~the Marketing, Sponsorship and International Engagement Committee~~ approves a donation of \$10,000 (excluding GST) to the Hellenic Community of Western Australia Inc. to assist with costs associated with the Greek Orthodox Easter services to be conducted in Parker Street, Northbridge commencing 14 April 2017.

Reason: The Marketing, Sponsorship and International Engagement Committee agreed that the report be presented to Council for determination after giving the Hellenic Community of Western Australia an opportunity to provide greater clarity in respect to the stated budget surplus.

A Memo was distributed to the Elected Members with additional information in relation to the donation request on 16 November 2016.

The Hellenic Community of Western Australia Inc. has applied to the City of Perth for financial assistance of \$15,000 to assist with costs associated with the annual Orthodox Easter services held at the Church of Saints Constantine and Helene in Parker Street, Northbridge. The costs incurred include charges for traffic management, road closures and security for the Resurrection and Procession

Service, the largest Crucifixion service, held near Russell Square commencing Friday, 14 April 2017 to Sunday, 16 April 2017.

The City of Perth has assisted in meeting the costs associated with this significant event in the Orthodox Christian Calendar for a number of years with support as indicated:

2006/07	\$ 4,548
2007/08	\$ 3,300
2008/09	\$ 9,052
2009/10	\$16,320
2010/11	\$10,000
2011/12	\$10,000
2012/13	\$12,000
2013/14	\$15,000
2014/15	\$17,000
2015/16	\$15,000
2016/17 (requested)	\$15,000
(proposed)	\$10,000

Cash support of \$10,000 is recommended for the event in 2017. This is a reduction of \$5,000 on the donation provided in 2016 and is recommended to more closely align with the cost of operating the event.

The Hellenic Community of Western Australia Inc. is comprised of three controlled entities: the Hellenic Community Benevolent Association, St Andrew's Greek Orthodox Grammar School and the Greek Orthodox School of Western Australia.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

Council Four Year Priorities: Capable and Responsive
Organisation

S15 Reflect and celebrate the diversity of Perth

S20 Meaningful and contemporary community
engagement and communications

Policy

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

DETAILS:

The Hellenic Community of Western Australia Inc., located at 20 Parker Street, Northbridge, is a not-for-profit organisation that has operated since 1921. The organisation relies mainly on volunteers to provide a range of services that include a play group, social event coordination, aged care, education and other charitable activities.

The Hellenic Community of Western Australia Inc. has provided the following aims and objectives:

- To promote the religious, moral and intellectual education and learning of the members of the community;
- To do and perform all acts, manners and things as are charitable and/or benevolent purposes having public benefit;
- To render assistance for the promotion of welfare and relief of persons of Greek origin and/or Greek Orthodox Faith in necessitous circumstances, whether such circumstances are caused by social or psychological problems, old age, poverty, illness, disease or otherwise; and
- To promote and maintain a closer friendship between the members of the Community and other Australians generally and for that purpose support any national, patriotic or community purpose.

The organisation states that City of Perth residents benefit from services provided by the Hellenic Community of Western Australia through:

1. The celebration of a significant religious event within their Council (estimated to be 15,000 Greek Orthodox in Perth);
2. The commercial trade from the influx of parishioner families who reside in other Council areas;
3. The event is observed by other persons in Northbridge as Eastern Orthodox and non-Orthodox Easters coincide every few years and serves to promote inter-faith awareness through the public display of an important religious ritual; and
4. Assists the community at large through the Homeless Connect Program collecting food and clothing for the disadvantaged as well as offering the community hall free of charge for the Homeless Connect Program.

The City of Perth is acknowledged each year in all media prepared by the community, including radio and print media. In addition, acknowledgements are made in each Annual Report.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	9374 0000 7901
BUDGET ITEM:	Recreation and Culture – Other Culture – Other Cultural Activities
BUDGET PAGE NUMBER:	11
	BUDGET ITEM
BUDGETED AMOUNT:	\$ 60,000
AMOUNT SPENT TO DATE:	\$ 0
PROPOSED COST:	\$ 10,000
BALANCE:	\$ 50,000

All figures quoted in this report are exclusive of GST.

Costs provided by the applicant for the 2017 celebrations have not yet been finalised. The event will have to alter its course slightly to make allowances for the redevelopment of Russell Square.

The 2016 costs are detailed below:

Traffic Management	\$ 4,900
Fencing	\$ 560
Security	\$ 3,500
Sound Equipment	\$ 1,237
Reserve Hire; Event Parking	\$ 5,775
Road Closure Advert	\$ 1,945
TOTAL	\$17,917

Other costs to be borne by the Hellenic Community for the 2016 Greek Easter celebrations amount to \$3,630 and include flowers, candle cups to collect wax, cleaning of Church, crowd barriers and additional electricity costs.

COMMENTS:

The City of Perth has met costs associated with supporting the Orthodox Christian Easter celebrations in Northbridge for many years and there is an expectation from the Hellenic Community that the City will continue to support this religious celebration regarded as a very significant event for the Greek Community.

A donation of \$10,000 is recommended for the event in 2017. This is a reduction of \$5,000 on the donation provided in 2016 and is recommended to more closely align with the cost of operating the event. It should be noted that the budget submitted for the event shows a surplus of \$5,190 with the requested \$15,000 sponsorship from the City.

The organisation has operated for 93 years during which time significant contributions have been made to the community at large by the Greek community.

ITEM NO: 8

CORPORATE SPONSORSHIP – UNITED NATIONS YOUTH AUSTRALIA

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

That Council:

- 1. approves in-principle cash corporate sponsorship of \$15,000 (excluding GST) to United Nations Youth Australia to present the UN Youth Australia National Conference 2017 from Wednesday, 5 July 2017 to Tuesday, 11 July 2017;***
- 2. notes that the event organisers will provide the following sponsorship benefits to the City of Perth:***
 - 2.1 naming rights to a conference event including but not limited to an associated workshop, panel discussion, round table or committee;***
 - 2.2 naming rights to a UN Youth Australia National Conference 2017 award, the 'City of Perth Best Speaker Award';***
 - 2.3 inclusion of the City of Perth crest in all promotions and advertising relating to the conference;***
 - 2.4 display of City of Perth crest on conference screens;***
 - 2.5 sponsor profile on the UN Youth Australia website including active weblink;***
 - 2.6 opportunity for the City of Perth to provide marketing collateral at the conference;***
 - 2.7 verbal recognition of the City's support in official speeches;***

(Cont'd)

2.8 an invitation for the Lord Mayor or City of Perth representative to present the opening speech;

2.9 provision of reports, data, images and video related to the conference;

3. a detailed acquittal report, including all media coverage obtained, to be submitted to the City by 30 October 2017.

BACKGROUND:

FILE REFERENCE:	P1033034
REPORTING UNIT:	Economic Development Unit
RESPONSIBLE DIRECTORATE:	Economic Development and Activation
DATE:	5 October 2016
MAP / SCHEDULE:	N/A

The Committee recommendation to the Council for this report was resolved by the Marketing, Sponsorship and International Engagement Committee at its meeting held on 8 November 2016.

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

United Nations (UN) Youth Australia is a national youth-led Australian Public Company, registered with the Australian Charities and Not-for-Profits Commission. UN Youth is coordinated by young volunteers aged 15 to 24.

UN Youth Australia is dedicated to educating young people about international relations, providing an avenue for the expression of youth opinion and empowering young people to engage with society.

Through UN Youth Australia's eight divisions in each state and territory, the organisation provides a comprehensive annual program of events for secondary and tertiary students, focused on global affairs and world events. Approximately 3,500 students attend UN Youth Australia programs each year.

Summary of Event:

National Conference is UN Youth Australia's flagship event.

Now in its 56th year, National Conference 2017 will be hosted in Perth from Wednesday, 5 July 2017 to Tuesday, 11 July 2017.

Perth National Conference will bring together the most engaged young people selected from around Australia and the Asia Pacific, with delegates from all states and territories, as well as from New Zealand, United States, Japan and South Korea.

Over 40 volunteer youth facilitators run the week's activities.

National Conference provides an opportunity for young leaders of tomorrow to network, develop their leadership and communication skills, and formulate policy proposals on issues of global significance.

The conference is designed to conceptually challenge some of Australia's 'brightest minds'. UN Youth Australia will develop its educational content in conjunction with a number of peak educational institutions, as well as bodies relating to innovation and technology.

In 2017, the conference theme will be '*The Innovation Revolution: Adapting to Change in the 21st Century*' and will challenge delegates with the question of how we can use new ideas and technological advancements to counter the pressing global issues of our generation.

Domestic and New Zealand delegates are selected through a competitive application process, conducted within each state and territory. UN Youth has affiliate organisations operating in each state and territory and New Zealand, with delegates not selected by schools. International delegations are organised directly through overseas schools, and selection is conducted internally within those schools.

Participating students pay a registration fee of \$900 to attend the National Conference. This fee includes all flights, catering, transport and accommodation. Students are part or full-funded by their school. Many receive additional sponsorship from local government and Members of Parliament.

Conference participants will be accommodated at Scotch College, Swanbourne, for the duration of the conference. Workshops, speaker sessions and other conference activities will be held at the University of Western Australia, Curtin University's St Georges Terrace Campus and Perth Town Hall. Formal debates will be held at Parliament House and Government House.

The organisers are currently planning sight-seeing excursions and social activities around the City of Perth, including:

- Workshops: To focus on the theme of technological change, innovation and new ideas;
- Speaker Sessions: To invite some of WA's most high-profile community members to present interesting arguments on a variety of topics;
- Advocacy Program: Running sessions designed to equip students with the skills to formulate their own action plans to solve some of the most pressing global issues of our time;
- Debates: Based on the procedures of Model UN Debating, delegates will represent individual countries and formally debate matters of global significance; and
- Themed excursions: to be held around the City of Perth including more speaker sessions and field trips.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Strategic Community Plan

Council Four Year Priorities: Perth as a Capital City
S6 Maintain a strong profile and reputation for Perth
as a city that is attractive for investment
S15 Reflect and celebrate diversity in Perth

Policy

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

Past Support

The City has sponsored the National Conference on the two previous occasions the conference was held in Perth. Sponsorship amounts are listed in the table below.

Financial Year	Sponsored Project	Cash Sponsorship
2003/04	National Conference convened by UN Youth	\$5,000
2010/11	National Conference convened by UN Youth	\$12,000
2016/17 requested	National Conference	\$15,000
2016/17 recommended	National Conference	\$15,000

DETAILS:

Eligibility for Sponsorship:

Criterion	Satisfied
Awards, presentations, acknowledgement for excellence in relevant professional fields	Yes
Support for activities which award endeavour in community service	Yes
Events and activities held outside of the city of Perth which will increase awareness of, and goodwill for, the City of Perth	Yes
Support for the activities of organisations or individual which provide positive positioning for the City of Perth	Yes

Markets/audiences who will be exposed to sponsorship information:

National Conference 2017 will be attended by 143 delegates from around Australia, New Zealand, the United States, Japan and South Korea. Additionally, over 40 young people and tertiary aged students will attend the conference as volunteers. National Conference is considered a prestigious educational event and will be widely promoted through schools Australia-wide. Invited guests and speakers include Members of Parliament, university academics, philanthropists and other community leaders.

Promotion of City of Perth to markets/audiences:

The City of Perth's name and crest will appear on promotional material, distributed to conference delegates, in addition publications and audio-visual recognition. A representative of the City will also be invited to present the City of Perth Best Speaker Award at the National Conference Awards Ceremony.

The markets exposed to the sponsorship will primarily be secondary and tertiary educational institutions. However, high profile guests and speakers will ensure increased reach.

Assessment of Application (Corporate):

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

National Conference 2017 will be primarily staged within the City of Perth, with some satellite events occurring at University of Notre Dame and Curtin University. The conference will provide an opportunity for the City of Perth to showcase its facilities, state of the art function and conference centres and world class entertainment hubs.

By attracting a number of high profile community members, and interstate and international delegates, the event will help showcase Perth as a Capital City.

2. The value of the increased goodwill from markets/audiences exposed to the sponsorship by the City of Perth.

The theme for the National Conference 2017 will revolve around the "Innovation Revolution", which is a part of the Federal Government's new prominent economic revitalisation campaign. The conference will involve a collaborative effort from a variety of community groups to ensure the best educational outcomes. This will include groups such as Scitech, the University of Western Australia and other research and knowledge based institutions operating within the City of Perth.

Sponsorship of the National Conference 2017 strengthens the City of Perth's existing support for international engagement, the knowledge economy and technology. National Conference 2017 will also showcase Perth as a destination for international student education.

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

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

UN Youth Australia intends to attract a number of international delegations to National Conference 2017, particularly from Asian cities and including some of

Perth's Sister Cities (Nanjing, Taipei, Chengdu and Kagoshima). Past delegations for National Conferences have included delegates from Korea, Japan, New Zealand and the US. The conference provides a unique opportunity to promote cross-cultural and educational exchanges with international delegations to enhance the City of Perth's profile.

It is anticipated that a total of 143 delegates will attend the National Conference; approximately 96 delegates will attend from interstate in addition to 25 international delegates. National Conference is expected to create a total of approximately 883 visitor nights for City of Perth hotels and a direct economic impact of \$181,000.

Events of this nature are likely to request a Civic Function be hosted at Council House closer to the event.

4. Benefits to be provided to the City of Perth.

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

FINANCIAL IMPLICATIONS:

Full funding for this initiative will be budgeted in the Business Support and Sponsorship 2017/18 Draft Budget.

All figures quoted in this report are exclusive of GST.

COMMENTS:

It is recommended that the Marketing, Sponsorship and International Engagement Committee approves sponsorship of the National Conference 2017.

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

Perth National Conference has broad appeal to students, families and communities across the Asia-Pacific. Sponsorship of the National Conference will positively profile the City to these stakeholders.

The project responds to the City's International Engagement Strategy. National Conference is an exciting opportunity for young leaders of tomorrow to network, develop their leadership and communication skills, and formulate their own policy proposals on issues of global significance, profiling the City of Perth as a city of international significance.

WORKS AND URBAN DEVELOPMENT COMMITTEE REPORTS

ITEM NO: 9

PERTH CITY LINK - KING STREET LINK BETWEEN WELLINGTON STREET AND ROE STREET

**WORKS AND URBAN
DEVELOPMENT COMMITTEE
RECOMMENDATION:**

(APPROVAL)

That Council:

- 1. endorses the installation of traffic signals, signs and line markings at the intersections of:***
 - 1.1 Wellington Street / King Street intersection;***
 - 1.2 Roe Street / Lake Street / King Street intersection.***
- 2. endorses the installation of two five minute pick up and set down bays on the east side, and two five minute pick up and set down / charter (dual use) bays on the west side of the new King Street link road;***
- 3. APPROVES BY AN ABSOLUTE MAJORITY the unbudgeted expenditure of \$275,000 (excluding GST);***
- 4. notes that expenditure in Recommendation 3, can be accommodated from Capital Works project number CW 2084 - Strengthen Pedestrian Connections from City to Pt Fraser – Heirisson Island.***

BACKGROUND:

FILE REFERENCE:	PO1029786
RESPONSIBLE DIRECTOR:	Planning and Development
RESPONSIBLE UNIT:	Transport Unit
DATE:	21 October 2016
MAP / SCHEDULE:	Schedule 7 – King Street Link Map Schedule 8 – Location Map

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 8 November 2016.

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

Under the Northbridge Link Agreement 2008, the Government of Western Australia through collaboration between the Metropolitan Redevelopment Authority (MRA), the Public Transport Authority and the City of Perth, launched the Master Plan for the Perth City Link project to reconnect the Central Business District with Northbridge.

The Perth City Link development site was an underutilised area of land that included at grade rail and bus infrastructure, car parks and the Perth Entertainment Centre in the centre of Perth.

The Perth City Link redevelopment project included sinking of the Fremantle railway line from the Horseshoe Bridge heading west as well as the undergrounding of the Wellington Street Bus Station which have now been completed. Also included within the Northbridge Link Agreement was the streetscape improvement on Wellington Street between Elder Street and the Horseshoe Bridge which is well underway.

The Roe Street Streetscape Enhancement works between Fitzgerald Street and William Street was put on hold and will commence in 2018. An information report was presented to Council in January 2016 outlining the delays.

It is acknowledged that these projects deliver a range of benefits for the community, including improved public safety, access and connectivity, increased residential, retail and commercial opportunities.

Perth City Link project area bounded by Wellington Street, the Horseshoe Bridge, Roe Street and Milligan Street will be public space with busy squares and piazzas, and relaxing natural spaces for residents, workers and visitors. This area will celebrate Western Australia's natural beauty and heritage through the materials used in the artworks, paving, landscaping and urban furniture.

Under the Link Implementation deeds for contributions and responsibilities, it was agreed between the City of Perth and the Metropolitan Redevelopment Authority that the City is responsible for funding and coordinating the upgrade to Wellington Street and Roe Street.

This report outlines the funding required for the traffic signalisation, sign and line marking requirements to connect Wellington Street with Roe Street through a new King Street Link road. It also provides an overview of the pedestrian, cycling, traffic movements and parking on Wellington Street and its intersections with Roe Street and the new King Street Link road.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

Council Four Year Priorities: Getting Around Perth
S4 Enhance accessibility in and around the City including parking.
IP7 Advocate and work in partnership with others to provide safe and convenient ways to get around Perth, including cycling, light rail and CAT buses.
IP8

DETAILS:

As part of the master plan for Wellington Street and Roe Street, the main objectives are:

- To raise the profile towards stimulating economic vitality in the area;
- Improve access and the general level of amenity for pedestrians and cyclists, balanced with the needs of traffic and transport; and
- Improve the aesthetics and ambience of the street for the increasing number of residents and workers anticipated in the area.

The master plan was developed based on the following key design principles:

- improvement of pedestrian safety and amenity;
- the provision of new street furniture, lighting and street tree planting consistent with City Centre urban design treatments;
- the retention of kerbside services;
- the provision of Universal Access, ensuring compliance with applicable standards to facilitate access by people with disabilities; and
- environmentally sensitive urban design.

King Street Link road between Wellington Street and Roe Street

The new King Street link road between Wellington Street and Roe Street will be a low speed local access two way road providing pedestrians, cyclists and motorists with an alternative route between Central Perth and Northbridge. This road will carry approximately 6,000 to 7,000 vehicles per day and is likely to reduce congestion on the other north/south roads between Wellington Street and Roe Street, the most significant being the Horseshoe Bridge. The posted speed is proposed at 40 km/hr.

The new King Street Link road has also been designed as an integrated cycle route which was part of the approved City of Perth Cycle Plan 2029 and will connect with the cycle path on Wellington Street's north side and the principle shared path on Roe Street's south side.

Four parking bays are proposed on the King Street Link road, these bays are centrally located within the Kings Square Precinct. Two five minute pick up and set down bays on the east side, and two five minute pick up and set down / charter (dual use) bays on the west side. The charter bay is to assist the tourism industry for peak

period pick up and drop offs. As these bays are short stay, they are not subject to State Government Levy conditions.

The King Square precinct, named City Walk, will generate heavy pedestrian demand through the central core of the Perth City Link area between the Perth Arena, the bus port pedestrian entrance, the future Queens and Yagan Square and the train station. It is proposed that King Street Link road includes a new midblock controlled pedestrian crossing installed which will cater for all east/west pedestrian traffic through this busy precinct. The traffic signals will be integrated with new lighting, CCTV and signage onto new multi-function poles reducing street clutter.

Wellington Street / King Street – New traffic signal intersection

Wellington Street is classified as a 'District Distributor A' two lane east/west dual carriageway road separated by a central median. Wellington Street carries over 16,000 vehicles per day either through the city or from the Primary Distributor roads (Freeways). This section of Wellington Street currently has a posted speed limit 50 km/hr. The City will be looking to reduce this to 40 km/hr in early 2017 as part the extension to the current Central City 40 km/hr zone.

King Street south of Wellington Street is classified as a 40 km/hr northbound single carriageway local access road carrying approximately 2,500 vehicles per day.

Prior to the closure of the temporary Wellington Street Bus Port, Wellington Street / King Street used to be a signal controlled intersection. This intersection allowed for all traffic and pedestrian movements from King Street and the old surface bus port. During construction of the Wellington Street second bus port entrance to the new underground bus port, the traffic signals at Wellington Street / King Street intersection were decommissioned to improve efficiency on Wellington Street. King Street became 'left turn only' under 'give way' control.

A temporary midblock controlled pedestrian crossing was installed on Wellington Street between Telethon Ave and King Street to assist pedestrians crossing between the south side of Wellington Street and Perth City Link.

The new Wellington Street / King Street intersection will allow for all traffic movements except for the northbound through and right turn movements out of King Street. Northbound vehicle movements will be subject to 'left turn only' as it is today. Northbound cyclists and pedestrians will be permitted to cross Wellington Street on both sides at this intersection. This decision was made for the following reasons:

- Ensures maximum efficiency of east/westbound traffic movements on Wellington Street;
- Allows great efficiency gains when King Street northbound left turn is running. Additional traffic movements can run in conjunction, which are the southbound left turn movements out of the new King Street link and westbound right turn movements into the new King Street link;

- Providing the through movement into Perth City Link area will create a rat run within King Street between St Georges Terrace and Northbridge. In the PM peak the queue it predicted to block back across Murray Street; and
- The alignment between King Street and the new King Street Link is poor, meaning the traffic signal control for north and southbound traffic movements would have to operate separately, which significantly reduces efficiency at the intersection.

It should be acknowledged that the demand for right turn movements out of King Street northbound was always low. Traffic volumes prior to the traffic management showed that approximately 80% of traffic turned left and only 20% of traffic turns right. The City has received no complaints from the public since the right turn has been banned from King Street onto Wellington Street to facilitate road works.

The City has recently undertaken surveys to investigate introducing right turn movements from Murray Street westbound into Milligan Street. Initial discussions with Main Roads WA indicate that they would support a trial removal of the existing right turn ban subject to review. This will allow existing King Street users to use Milligan Street to access Wellington Street eastbound.

It is proposed that the traffic signals will be integrated with new lighting, CCTV and signage onto new multi-function poles reducing street clutter.

Roe Street / King Street / Lake Street – New traffic signalled intersection

Roe Street is classified as a 'District Distributor B' two way dual carriageway road with parking outside of clearway times. This effectively reduces Roe Street to a single lane carriageway within sections. Roe Street carries over 10,000 vehicles per day and has a posted speed limit 50 km/h. The City will be looking to reduce this to 40 km/hr in early 2017 as part the extension to the current Northbridge 40 km/hr zone.

Lake Street is classified as a local access road with a single lane in each direction carrying approximately 3,000 vehicles per day. The posted speed limit is 40 km/hr. The Lake Street southbound approach to Roe Street was changed to 'left turn only' when the temporary Roe Street bus station was in operation. The 'left turn only' has remained in place as the right turn demand is low and there is an alternative right turn under signal control at Milligan Street which is less than 250 metres away.

The construction of new Roe Street / King Street / Lake Street intersection will be undertaken in two stages as Roe Street is programmed for underground utility works and a full streetscape enhancement in 2017/18.

Stage One – Interim works

- Temporary realignment of kerbs to tie in new King Street Link road into the existing Roe Street kerb alignment;
- Temporary median islands and kerb build out on the north east corner;
- Right turn ban from Lake Street southbound - this traffic movement would require Lake Street to be widened as part of Stage Two;

- Traffic signal poles – Yellow traffic signal poles will be installed temporarily; and
- Multi-Function Poles will be installed on the New King Street northbound approach as these will be on the ultimate alignment.

Stage Two

- Full Roe Street Streetscape enhancement between Milligan St and William Street, which takes into consideration Lake Street interim, works in Stage One; and
- Providing leader lanes for the north/south cyclists on the King Street and Lake Street approaches.

FINANCIAL IMPLICATIONS:

Wellington Street / King Street – New traffic signal intersection

The cost to install the traffic signals, signs and lines at this intersection are estimated at \$300,000 and will be funded from CW1801 Wellington Street Stage 2B project this Financial Year. An additional \$300,000 would then have to be made available in Financial Year 2016/17 to complete the Wellington Street Streetscape Enhancement Project.

The cost to install the new mid-block controlled pedestrian crossing, signs and lines is estimated at \$180,000. This will be funded by the MRA. The City will fund the works through CW1801 Wellington Street Stage 2B project this Financial Year and be reimbursed by the MRA.

ACCOUNT NO:	CW1801
BUDGET ITEM:	Wellington Street – (Perth City Link Project) - Stage 2B
BUDGET PAGE NUMBER:	38
BUDGETED AMOUNT:	\$ 4,568,063.00
AMOUNT SPENT TO DATE:	\$ 2,642,861.70
PROPOSED COST:	\$ 480,000.00

All figures quoted in this report are exclusive of GST.

Note: \$480,000 needs to be made available in financial year 2017/18 budget in addition to allocated funds for Wellington Street Project CW1801.

Roe Street / King Street / Lake Street – New traffic signal intersection

ACCOUNT NO:	CW 0225
BUDGET ITEM:	Streetscape Enhancement - Roe St (Perth City Link)
BUDGET PAGE NUMBER:	38
BUDGETED AMOUNT:	\$ 50,000
AMOUNT SPENT TO DATE:	\$ 7,835
PROPOSED COST:	\$ 275,000
BALANCE:	\$ 317,165

The cost to install the traffic signals, signs and lines at this intersection are estimated at \$275,000 and will be funded from Capital works project Strengthen Pedestrian Connections from City to Pt Fraser – Heirisson Island. This project has been downgraded due to changes in the State's proposals regarding the Heirisson Island Pedestrian Bridge. Further work will be required in next financial year.

COMMENTS:

The introduction of a new north and southbound link between the Central City and Northbridge (Wellington Street to Roe Street) is a major milestone in the city's development by opening up a new road for all users and taking pressure off other local roads.

It is anticipated that the King Street Link road work will commence construction in early 2017 with traffic using this new link road by mid-2017. Sections of the new King Street Link may be opened earlier to provide access, however this would be under traffic management conditions. It should be noted that if the MRA experience delays in construction of the new King Street Link road, this could result in the City of Perth having to carry the majority of funds into next financial year 2017/18.

As part of the commissioning of the new traffic signalled intersection at Wellington Street / King Street, the existing temporary midblock controlled pedestrian crossing on Wellington Street between Telethon Avenue and King Street will be decommissioned on the same weekend.

Once the new King Street Link is operational the City will undertake further survey investigations at the Wellington Street / William Street intersection to see how we can improve efficiency for pedestrians at this intersection, especially during peak periods.

ITEM NO: 10

ROE STREET - PUBLIC TRANSPORT AUTHORITY RAIL REPLACEMENT STOP FOR PLANNED AND UNPLANNED EVENTS

**WORKS AND URBAN
DEVELOPMENT COMMITTEE
RECOMMENDATION:**

(APPROVAL)

That Council:

- 1. approves the use of the on-street parking bays located on the south side of Roe Street between Beaufort Street and William Street for planned and unplanned rail replacement services subject to;***
 - 1.1 an event traffic management plan being endorsed by the City of Perth which takes into consideration operational and pedestrian queue management and the safety of the principal shared path users on Roe Street;***
 - 1.2 City of Perth approval to use the proposed parking bays for all planned rail replacement services;***
- 2. authorises the Chief Executive Officer to negotiate appropriate fees and charges for the Public Transport Authority use of the City's assets.***

BACKGROUND:

FILE REFERENCE:	P1029786
REPORTING UNIT:	Transport Unit
RESPONSIBLE DIRECTOR:	Planning and Development
DATE:	31 October 2016
MAP / SCHEDULE:	Schedule 9 – Existing Roe Street on-street parking plan - Map Schedule 10 – Proposed Roe Street on-street parking plan - Map

The Committee recommendation to the Council for this report was resolved by the Works and Urban Development Committee at its meeting held on 8 November 2016.

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

The Public Transport Authority (PTA) currently operates rail and bus services from Perth Railway Station and the new Perth Bus Port. During general operation, the major pick up and drop off points for services are within these facilities.

In the event of an emergency (eg. fallen overhead wires or fire etc) on either the railway, at the railway station or at the bus port, the PTA is required to provide an alternative service, known as a rail replacement service. These services need to be provided from an alternative location in close proximity to the permanent facilities to simplify the safe management of passengers. Should the PTA not have a facility, passengers would be effectively stranded in Perth, creating major operational and reputational risks to the City.

While the primary need for this location is unplanned emergency services, there is also a need for planned replacement services to use this facility, particularly in the short term while the new Perth Bus Port is fully commissioned.

The City of Perth has been working with the PTA to find a safe and efficient bus stop location. The on-street parking area on the south side of Roe Street between Beaufort Street and William Street has been identified as the most suitable location with the added benefit that it is likely to minimise disruption to traffic and parking in the city. The City has also identified other service requirements for this area.

By providing this facility, the City will be helping to ensure that the impact of a closure is minimised, particularly given additional pressures on the road network will be expected. This report outlines a proposal that enables PTA to utilise the on-street parking bays quickly for planned and unplanned events.

LEGISLATION / STRATEGIC PLAN / POLICY:

Integrated Planning and Reporting Framework Implications

Corporate Business Plan

Council Four Year Priorities: Getting Around Perth

S4 Enhance accessibility in and around the City including parking.

IP7 Advocate and work in partnership with others to provide safe and convenient ways to get around Perth, including cycling, light rail and CAT buses.
IP8

DETAILS:

Existing On-street Parking Bays - (Refer to Schedule 9)

There are ten, two hour general parking bays located on the south side of Roe Street between Beaufort Street and William Street. The parking bays operate from 8.00am - 4.15pm (Monday to Friday) with a PM Clearway between (4.15pm – 6.00pm), 8.00am

– 6.00pm (Saturday) and 12.00pm – 6.00pm (Sunday). All other times are unrestricted.

There are three, on-street five minute pickup and set down bays located on the south side of Roe Street at the western end near the Citiplace car park exit. These bays are five minute pickup and set down bays at all times outside of the PM clearway times. These bays were installed to service the Child Care Centre and Perth Central Train Station.

An on-street survey undertaken in October 2016 identified that there is a requirement for a loading zone within this street block. Trucks were observed unloading within the no stopping area and on-street parking bays at the eastern end in order to service the upper concourse of Perth Central Train Station.

Proposed Changes to On-street Parking Bays – (Refer to Schedule 10)

It is proposed to reduce the number of two hour parking bays from ten to eight in order to facilitate a loading zone at the eastern end close to the Citiplace car park entrance. It has also been identified that a clearway is not required during the PM peak, therefore it is intended to increase the parking operational times from 8.00am - 4.15pm to 8.00am – 6.00pm (Monday to Friday).

It is proposed to relocate the three, five minute pickup and set down bays further east, which will still serve the same purpose as above and will also assist a quick change to unplanned bus operation changes when required.

It is proposed to install one, on-street loading zone at the eastern end which will operate 30 minute maximum stay, 8.00am – 6.00pm (Monday to Saturday).

Transperth – Planned and Unplanned Works

While it is intended for Transperth to use the Perth Busport as much as possible for train replacement services, there is only space to operate planned rail replacement services from Perth Busport after 7.00pm on weekdays and at the weekend for up to two line closures. This is because train replacement services operate less frequently at these times and journeys can be scheduled in advance to ensure that the facility can handle the required movements.

Roe Street is seen as an interim solution for planned works, however it will be used more frequently for unplanned disruptions that occur. Transperth will develop an event management plan that outlines how parking and the Roe Street principle shared path users will be managed when replacement services are operating.

Planned Works

For planned works, the PTA would book all the on-street parking bays located on the south side of Roe Street between Beaufort Street and William Street through City of Perth Parking. These bays would be hooded and PTA personnel would manage the pick-up of passengers, queuing and management of shared path users. All of this will be outlined in the event traffic management plan.

Unplanned Works

For unplanned works, PTA would inform the City of Perth of an unplanned shut down and start to take over the on-street parking bays located on the south side of Roe Street between Beaufort Street and William Street. Approximately 40 metres of bus pick-up space would be available within 30 minutes of notification, with all other bays being available within two hours.

Infrastructure

A changeable lockable sign will be developed by PTA in accordance with Australian Standards which can be opened and closed by Transperth personnel to change the signage quickly from parking to bus zone. The sign design and installation requirements will be sent to the City of Perth for approval.

A hardstand and raised kerb area will also be developed to meet Disability Standards. This design will also be issued to the City of Perth for approval.

FINANCIAL IMPLICATIONS:

The revenue loss to the City of Perth as a result of removing two of the two hour parking bays.

	Revenue	Levy	Nett
Maximum Utilisation	\$22,920	\$2000	\$20,920
Current Utilisation	\$3600	\$2000	\$1600

The PTA will fund all parking sign, civil, and operations for planned or unplanned events.

COMMENTS:

The new Perth Busport has 16 active stands and 25 layover stands. The Dynamic Stand Management System has been designed so that the Busport can handle projected future growth in bus movements over the next few years.

It is acknowledged that there has to be an area outside of the bus port which can be used for planned or unplanned bus services in order to get commuters home. Roe Street between Beaufort Street and William Street is seen as an ideal area centrally located to serve this purposes.

Effectively working with the PTA to provide a facility will minimise the public safety risk in an unknown situation, while also helping to facilitate movement of people in an abnormal road operation.

AUDIT AND RISK COMMITTEE REPORTS

ITEM NO: 11

RISK MANAGEMENT POLICY, APPETITE AND ASSESSMENT CRITERIA

**AUDIT AND RISK COMMITTEE (APPROVAL)
RECOMMENDATION:**

That Council approves:

- 1. the amended Policy 19.1 - Risk Management Policy detailed in Schedule 12;***
- 2. the City of Perth's Risk Appetite Statement detailed in Schedule 13; and***
- 3. the City of Perth's Risk Assessment Criteria detailed in Schedule 14.***

BACKGROUND:

FILE REFERENCE:	P1020410
REPORTING UNIT:	Governance
RESPONSIBLE DIRECTORATE:	Corporate Services
DATE:	10 October 2016
MAP / SCHEDULE:	Schedule 11 – Current Policy 19.1 – Enterprise Risk Management Policy Schedule 12 – Amended Policy 19.1 – Risk Management Policy Schedule 13 – Risk Appetite Statement Schedule 14 – Risk Assessment Criteria

The Committee recommendation to the Council for this report was resolved by the Audit and Risk Committee at its meeting held on 31 October 2016.

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

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Local Government Act 1995*
Regulation 17 of the *Local Government (Audit) Regulations 1996*

Integrated Planning and Reporting Framework Implications **Strategic Community Plan**
Council Four Year Priorities: Community Outcome
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

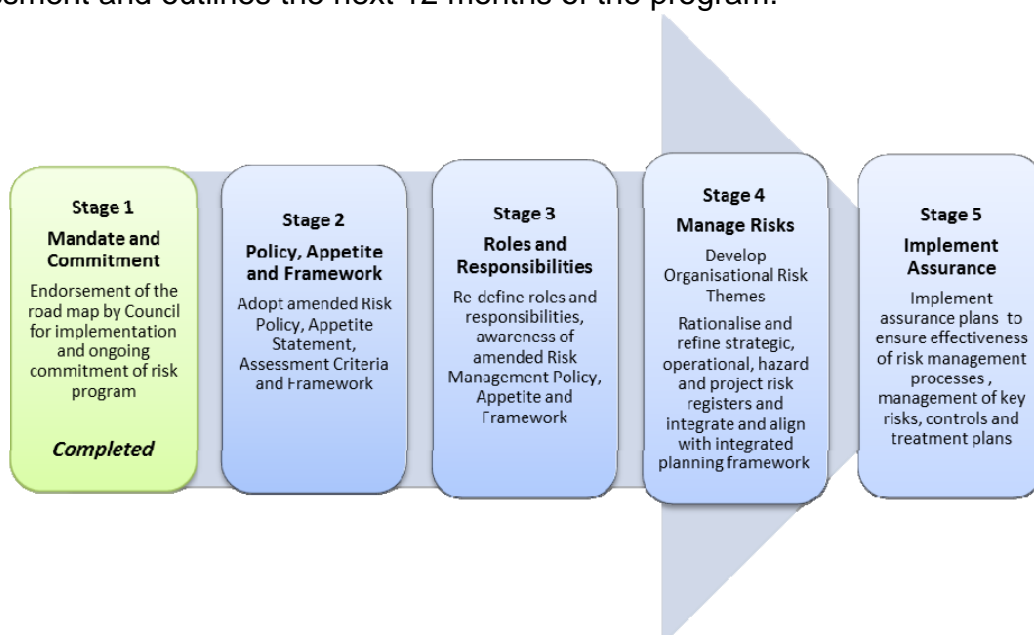
BACKGROUND

The City of Perth completed the Organisational Risk Management Maturity Assessment in July 2016, with the report containing the recommendations presented to the Audit and Risk Committee on 8 August 2016 and subsequently reported to Council on **30 August 2016**.

The City is progressing in implementing the recommendations from the maturity assessment in line with the road map. This report provides an update on the milestones achieved in the last 2 months following the Council Meeting on the **30 August 2016**. The amended Risk Policy, Risk Appetite Statement and Risk Assessment Criteria are included in this report for Council endorsement.

DETAILS:

The following table is a representation of the “road map” from the maturity assessment and outlines the next 12 months of the program.



In line with the road map, the below milestones have been achieved;

1. Stage 1 - Mandate and Commitment

A briefing was conducted with the Executive Leadership Group (ELG) and Audit and Risk Committee on the findings, recommendations and road map. The road map was endorsed for implementation, with an agreement for updates to be provided to the Audit & Risk Committee every quarter on how the City was progressing in implementing the road map.

2. Stage 2 - Risk Management Policy

The Enterprise Risk Management Policy has also been amended in line with the recommendations in the risk maturity report. The changes include;

- Removal of the word “Enterprise” in the policy title;
- Additional objective to outline the commitment to achieve best practice in line with the risk management standard - *AS/NZS ISO 31000 2009 Risk Management: Principles and Guidelines*;
- Definitions of Risk Management and AS/NZS ISO 31000:3009 added to the policy;
- Amendments to the policy statement to make it more concise and to also include Business Continuity Management;
- Addition of a “Scope” section for which this policy applies;
- The City’s commitment has been added to the policy;
- Employee Obligations under the policy have been added;
- The Implementation of policy included; and
- Formatting of the policy in line with the City’s new policy template.

The current Policy 19.1 – Enterprise Risk Management is detailed in Schedule 11 and the amended Policy 19.1 - Risk Management is detailed in Schedule 12 to be endorsed by Council.

3. Stage 2 - Risk Appetite Statement and Risk Assessment Criteria

Facilitated workshops have been held with the Executive Leadership Group (ELG), to review the City’s existing Risk Policy, Appetite Statement and Risk Assessment Criteria. The Risk Appetite Statement guides the City’s decision making processes in regards to defining the acceptable level of risk the City is willing to take, as well as, the amount of risk which the City is prepared to be exposed to before necessary action is required.

The Risk Assessment Criteria defines the City’s criteria for assessing risks in line with the Appetite set by ELG and will help guide decision making when it comes to management of risks. The existing Risk Assessment Criteria has been amended in line with the recommendations in the risk maturity report. The changes include:

- Changes to the format of the consequence table for ease of use;
- Changes to the people and financial categories within the consequence table to align with the Risk Appetite Statement;
- Changes to the service delivery / strategic objectives category within the consequence table to align with Business Continuity Planning provisions for service disruption times;
- Change the term “moderate” to “possible” in the likelihood table;
- Risk acceptance criteria included in line with maturity assessment recommendations this determines the frequency to which risks are reviewed, monitored and reported; and
- Included criteria for measuring existing controls’ effectiveness.

The Risk Appetite Statement and amended Assessment Criteria are detailed within Schedules 13 and 14 respectively for endorsement by Council.

Once endorsed by Council the Risk Policy, Appetite and Criteria will be included in the Risk Management Framework currently undergoing a review in line with the recommendations of the risk maturity assessment.

The amended Risk Management Framework document will be presented to the next Audit & Risk Committee meeting and subsequently Council for final endorsement.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	75B21000-7230
BUDGET ITEM:	Risk Management
BUDGET PAGE NUMBER:	-
BUDGETED AMOUNT:	\$15,000
AMOUNT SPENT TO DATE:	-
PROPOSED COST:	\$1,920
BALANCE:	\$13,080
ANNUAL MAINTENANCE:	N/A
ESTIMATED WHOLE OF LIFE COST:	\$1,920

All figures quoted in this report are exclusive of GST.

COMMENTS:

Following the endorsement of the Risk Policy, Appetite and Criteria, the City will undertake a complete review of all operational and strategic risks contained in the City’s RMSS risk system. The review will focus on aligning the risk information and ratings with the endorsed Risk Appetite and Criteria.

A summary of this review will be provided to the Audit and Risk Committee once completed.

ITEM NO: 12

RISK MANAGEMENT UPDATE – OCTOBER 2016

**AUDIT AND RISK COMMITTEE (INFORMATION)
RECOMMENDATION:**

That Council receives the report titled Risk Management Update – October 2016.

BACKGROUND:

FILE REFERENCE: P1013822-3
REPORTING UNIT: Governance
RESPONSIBLE DIRECTORATE: Corporate Services
DATE: 10 October 2016
MAP / SCHEDULE: N/A

The Committee recommendation to the Council for this report was resolved by the Audit and Risk Committee at its meeting held on 31 October 2016.

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

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Local Government Act 1995*
Regulation 17 of the Local Government (Audit) Regulations 1996

Integrated Planning and Reporting Framework Implications **Strategic Community Plan**
Council Four Year Priorities: Community Outcome
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:

Policy and Framework

The City is committed to a culture of risk management, where risk is considered at three levels; strategic, operational and project. Operational and Strategic Risks are currently housed in the City's risk management system (RMSS) and are reviewed on an annual basis as part of the Business Planning Process. Project level risks are managed by relevant staff in the delivery of the projects and where relevant, are documented within specific service areas.

The Enterprise Risk Management Policy 19.1 states the purpose of risk management being:

"To protect the community, the City of Perth and its workers against foreseeable risks through developing a whole of enterprise culture of risk awareness, plans that reduce our risk exposure and systems that provide information to assist in informed decision making, maximising asset potential and enhancing community wellbeing."

Under the framework the Audit and Risk Committee has the responsibility for the systems and processes for risk management in line with the *Local Government (Audit) Regulations 1996*. The strategic and high level operational risks will be reported to the Audit and Risk Committee and Council on a quarterly basis.

RISK MANAGEMENT UPDATE

Organisational Risk Maturity Assessment Update

The Organisational Risk Management Maturity Assessment was completed by the consultant from LGIS (Local Government Insurance Scheme) and the City's Risk Management Coordinator with the findings and recommendations presented at the last Audit and Risk Committee held on 8 August 2016.

The recommendations indicated within the maturity assessment are currently being implemented throughout the organisation with the below milestones in the 'road map' having been completed:

- 1. Mandate and Commitment** – A briefing was conducted with the Executive Leadership Group (ELG) and Audit and Risk Committee on the findings, recommendations and road map. The road map was endorsed for implementation, with an agreement for updates to be provided to the Audit & Risk Committee every quarter on how the City was progressing in implementing the road map.
- 2. Policy, Risk Appetite and Assessment Criteria** - Facilitated workshops were held with ELG to review the City's existing Risk Management Policy, Risk Appetite Statement and Risk Assessment Criteria and as a result these documents have been presented to the Audit and Risk Committee for endorsement.

Once endorsed by Council the Risk Policy, Appetite and Criteria will be included in the Risk Management Framework currently undergoing a review in line with the recommendations of the maturity assessment. The amended Risk Management Framework document will be presented to the next Audit & Risk Committee and Council meeting for final endorsement.

Business Continuity Management

The City is progressing rolling out the Crisis Management and Business Continuity Framework, with the below milestones achieved;

- Inclusion of Crisis and Business Continuity Management within the Risk Management Policy;
- Finalisation of the City's Crisis Management Plan and associated procedures, with relevant staff briefed on the plans and their responsibilities;
- Formalisation of the City's Crisis Management Team (CMT) and the Critical Incident Control Team (CICT), with briefing and training conducted for both teams by the Risk Management Coordinator and the Manager Community Amenity & Safety;
- Commissioning of the IT Communications Room at Citiplace (the alternate location for Council House); and
- Completion of the Depot Business Continuity Plan.

Crisis Exercises will be conducted with both teams in the current financial year to test the effectiveness of the plans and familiarise relevant staff with their roles and responsibilities. Briefing sessions on the City's Crisis and Business Continuity Framework will be held with Directorates to further raise awareness and build resilience into the City's planning.

Ongoing Crisis Exercises and Training will be provided to relevant staff in line with the Business Continuity testing schedule.

UPDATE ON HIGH AND EXTREME RISKS:

Under the City's amended Risk Management Framework, the Audit and Risk Committee has the responsibility for the overseeing of the City's systems and processes for risk management in accordance with regulation 17 of the *Local Government (Audit) Regulations 1996*. The framework states that strategic and high level operational risks will be reported to the Audit and Risk Committee and Council on a quarterly basis.

22 Strategic Risks and 437 operational risks currently sit on the City's risk registers.

There is minimal change to the number of risks contained in the City's risk registers. However, as the City has amended the Risk Appetite and Risk Assessment Criteria used to assess risks, a process to review all the risks on the registers will be undertaken following the endorsement of both items.

All risks have been rated using the City's risk matrix and compiled on the City's Risk System RMSS. As at 7 October 2016, there are:

0 EXTREME risks
4 HIGH risks
286 MEDIUM risks
169 LOW risks

Updates on the identified HIGH / EXTREME risks are detailed below with two high risks having been moved to a medium rating since the previous update.

Risk Update: Shifting of costs from other sectors onto the City

Risk Owner: Manager Finance

Risk ID	Risk Statement	Existing Controls	Risk Rating
78	Shifting of costs from other sectors onto the City resulting in financial impacts or affecting service delivery	Monitoring of government policy direction The City budgeting process takes into account forecasted increases in levies and taxes and in most instances will pass them on to ratepayers.	High

Comment: There are no significant changes to this risk. With the challenges of the current economic climate, the City continues to monitor the risk to ensure the impacts are minimised. The 2016/17 annual budget was adjusted in line with the changes to the parking levy, with a focus on limiting the impacts on the City's ratepayers.

The risk remains High on the City's financial planning agenda.

Risk Update: Insufficient revenue generated from Elizabeth Quay (EQ) for servicing and maintenance.

Risk Owner: Manager Finance

Risk ID	Risk Statement	Existing Controls	Risk Rating
83	Revenue generated from EQ (MRA contribution + Rates) insufficient to cover maintenance and servicing of EQ.	<ul style="list-style-type: none">Agreement with Metropolitan Redevelopment Authority (MRA)Monitoring of costs of servicing and maintaining EQModelling of cash flows for the precinct (rates revenue + funding vs costs of serving and maintenance)	Medium

Comment: The negotiations with the MRA regarding the level of service provided by the City for the EQ precinct have been completed. The rates levied on the precinct

are sufficient to cover the agreed service level; however the MRA has made a commitment to procure additional services from other service providers, to compliment the City's efforts in the precinct as required. The controls in place to mitigate this risk are considered adequate; hence the risk level has been reviewed to Medium for the remainder of the current financial year. The agreement with the MRA will be reviewed in the new financial year.

Risk Update: Non-disclosures of gifts and travel by staff and Elected Members

Risk Owner: Manager Governance

Risk ID	Risk Statement	Existing Controls	Risk Rating
1092	Non-disclosures of gifts and travel by staff and Elected Members leading to investigations or findings against the City resulting in reputational harm.	<ul style="list-style-type: none">▪ Enhanced Governance practices▪ Policies and Procedures around gifts and travel disclosures▪ Training and induction for new employees and Elected Members on gift and travel disclosures▪ Awareness raising sessions with staff and Elected Members▪ Monitoring of legislative amendments to the LG Act and regulations.▪ Accountability and Governance webpage on the City's Internet.	Medium

Comment: Given the City has introduced a number of transparency measures related to Gifts & Travel, with these measures being over and above the legislative provisions, this risk rating has been reviewed and amended from High to a rating of Medium.

The City has adequate controls in place to manage this risk, further mitigation measures also includes a review and update to the City of Perth Code of Conduct proposed to be presented to Council in late 2016.

The City will continually be looking for new opportunities to further enhance governance practices.

Risk Update: Reduction in Parking revenue

Risk Owner: Manager Commercial Parking

Risk ID	Risk Statement	Existing Controls	Risk Rating
108	Parking revenue decreases leading to revenue loss for the City	<ul style="list-style-type: none">▪ Market research done every 2 years▪ The Commercial Parking Unit is currently looking at other sources of alternate revenue streams (other LGs, State agencies and private sector)▪ Annual budgeting based on projected increases in parking levies.▪ Liaison with officials with regards to parking levies	High

Comment: The City operates in a competitive commercial parking industry in which it is required to be innovative, flexible and continuously improve to retain its competitiveness. The City's strategy is to engage in and improve alternate revenue streams and increase market share via customer experience.

The Commercial Parking Unit (CPP) has been focussing considerable effort in exploring alternate revenue streams, with the following having been undertaken:

- A recent presentation to the City of Vincent for the provision of parking management services, the City is awaiting response from Vincent as they consider their operating model.
- A Tender has been formulated, for the provision of parking management services at the City of Subiaco in which the City is currently awaiting an outcome.
- The City is renewing its current contract with the Town of Victoria Park for the provision of parking services for a further three years.
- The technical services and IT systems team within CPP Unit has also increased its technical capabilities by taking on additional parking machines that add to the City's current portfolio.

Other mitigation strategies to increase revenue and market share include a restructure for the Commercial Parking Unit, with a new focus on business development work streams and project management. As a result of the restructure a new position of Business Development Coordinator will be created. The focus of the new position is indicated as follows:

- Set up of increased revenue projects;
- Benchmarking within CPP unit; and
- Research provisions within the *Local Government Act 1995* for Major Trade Undertaking.

The recruitment for the Business Development Coordinator will commence in October.

There is no change to this risks rating or controls.

Risk Update: Occurrence of a significant OSH incident

Risk Owner: Manager Human Resources

Risk ID	Risk Statement	Existing Controls	Risk Rating
1123	Occurrence of a significant OSH incident	<ul style="list-style-type: none">▪ OSH induction training for new employees▪ OSH policies and procedures▪ OSH & Risk Committee▪ Directorate OSH & Risk Group meetings▪ Workplace safety inspections systematically controlled on RMSS▪ Risk assessments on high risk work▪ Job Safety Analysis▪ Safe work statements▪ PPE procedures	High

Comment: The City continues to acknowledge the importance of health and safety throughout the organisation and to encourage a positive OSH culture. The City has now implemented the new OSH structure, with a collaborative approach between Human Resources and Construction and Maintenance directorate that will focus on identifying the organisations high risk areas and safety needs over the next three months.

An appropriately qualified Senior Safety Officer was successfully recruited and has begun developing an OSH Strategy that will set the direction for safety over the next 18 months. As part of this strategy the following activities will be conducted:

- A review of the City's Safety Management Systems (which includes OSH Policies, Procedures and Systems) to ensure it is compliant with legislation, demonstrates industry best practice and is practical and applicable to the relevant employee groups.
- An analysis of the City's OSH training needs and requirements which will be addressed and delivered through the City's Learning and Development Strategy.
- A gap analysis and audit of the whole organisation that will assist in measuring the City's current performance against the appropriate standards, to identify areas of improvement and where external accreditation may be required.

The City has started to see improvements through the reduction in Lost Time Injury (LTI) frequency and the recent attainment of 100 days LTI free. The City will continue to reduce the continuum of LTI frequency with the aim to maintain it at zero.

This risk will remain high, as the uncertainty of human behaviour is factored into the risk rating. This risk will continue to be monitored and reviewed as appropriate controls are implemented.

There is no change to this risks rating or controls.

Risk Update: Inadequate Condition Rating of City Assets

Risk Owner: Manager Properties

Risk ID	Risk Statement	Existing Controls	Risk Rating
1053	Inadequate Condition Rating of City Building Assets to enable appropriate asset renewal and maintenance.	<ul style="list-style-type: none">▪ Adhoc inspections▪ Property maintenance helpdesk system (Hansen)▪ The City is currently engaging potential surveyors to undertake a portfolio wide condition assessment of building assets▪ The Information Technology Unit is conducting a business analysis to obtain specifications for the procurement of a property management system▪ Feedback from occupants of City buildings	High

Comment: The Tender for the comprehensive condition assessment on the City's properties portfolio has closed, and the assessment panel will finalise the decision on October 2016 to appoint.

The condition assessment will take approximately 6 months to complete. Once completed, the data from this assessment will allow the City to understand the potential back log maintenance liability and any under investment that has been occurring in the past. The City will then develop a strategy to address this issue which will likely require resources to undertake.

The aging infrastructure and structural issues around the Perth Concert Hall (PCH) and the Perth Convention and Exhibition Centre (PCEC) are still being managed by the City through the Properties Unit.

The City has a current agreement with the providers at PCH, in that no performances will be booked for the months of January and February, in both 2017 and 2018, to enable the City to undertake necessary maintenance and structural projects on the site within that time.

PCEC is still recognised as a High Risk with the ongoing subsidence which the City is exploring avenues to remedy.

There is no change to this risks rating or controls.

Risk Profile

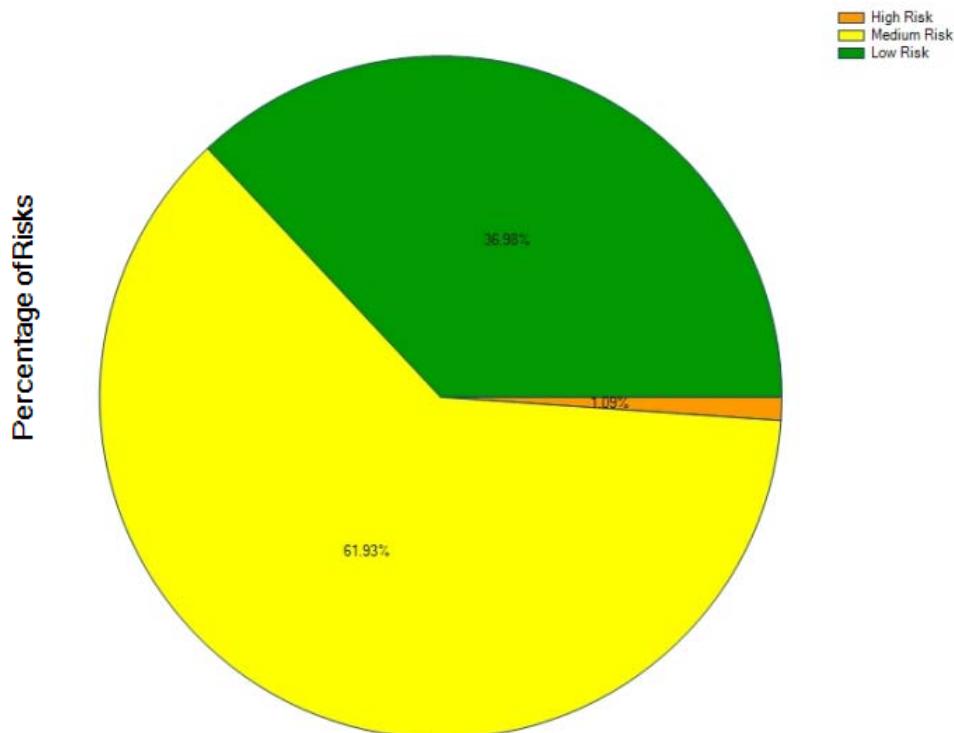
The distribution of risk ratings for both strategic and operational risks throughout the organisation is shown in the following risk matrix and pie chart. The pie chart demonstrates the overall image of the City's risk categorised into Low, Medium, High and Extreme risks. As indicated by the pie graph the City is proactively managing its risks with no risks rated as Extreme and 1.09% rated as High. Detailed information on each of the organisational risks including the risk causes, consequences and relevant risk actions are provided for in RMSS.

As a result of the request from the last Audit and Risk Committee meeting, the City compared its distribution of risk ratings with three other Councils within Western Australia.

Overall the City has a lower high risk percentage than the other Councils. This is likely to be as a result of the review to likelihood table and changes made to the probability descriptors to a percentage. However, this distribution is likely going to change in line with amended Risk Appetite as the City transitions through the road map and reviews all operational and strategic risks.

It is also noted that each Council has adopted their own risk policy, framework and appetite which is relative to each Councils' operating environment. So therefore this comparison provides limited value.

Figure 1: Distribution of risk ratings as at 7 October 2016



HIGH Risks – 1.09%
MEDIUM Risks – 61.93%
LOW Risks – 36.98%

Figure 2: Risk Matrix



Residual Risk Matrix

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost Certain	7 Risk(s)	M	H	E	E
	Likely	7 Risk(s)	23 Risk(s)	2 Risk(s)	E	E
	Moderate	15 Risk(s)	58 Risk(s)	46 Risk(s)	2 Risk(s)	E
	Unlikely	5 Risk(s)	57 Risk(s)	68 Risk(s)	25 Risk(s)	H
	Rare	9 Risk(s)	23 Risk(s)	60 Risk(s)	28 Risk(s)	24 Risk(s)

L	Low	Low level residual risks generally do not need to be treated, however they should be recorded in the risk register and reviewed periodically to determine if the level of risk has changed.
M	Medium	Medium level residual risks should be treated if it is practical and cost effective to do so.
H	High	All extreme and high rated residual risks are to be immediately treated (where practical to do so) and will be reported to the Risk Management Task Force with treatment solutions.
E	Extreme	All extreme and high rated residual risks are to be immediately treated (where practical to do so) and will be reported to the Risk Management Task Force with treatment solutions.

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FINANCIAL IMPLICATIONS:

Each risk identified may have its own financial implications which will be the subject of normal budget consideration.

The financial cost associated with testing the Business Continuity Plan's is included in the Governance Unit operational budget.

COMMENTS:

Following the completion of the organisational risk maturity assessment all the risks on both the strategic and operational risk registers will be reviewed and reported through both the Corporate OSH & Risk Committee and the Audit and Risk Committee as required.

All current High and Extreme risks will continue to be reported to this committee during this review process.

ITEM NO: 13

INTERNAL AUDIT 2016/17 – PROJECT ASSURANCE REVIEW

AUDIT AND RISK COMMITTEE (APPROVAL)
RECOMMENDATION:

That Council approves the Project Assurance Review as part of the Internal Audit Plan 2016/17 as detailed in Confidential Schedule 15.

BACKGROUND:

FILE REFERENCE: P102969-8
RESPONSIBLE UNIT: Internal Audit
RESPONSIBLE DIRECTORATE: Corporate Services
DATE: 28 September 2016
MAP / SCHEDULE: Confidential Schedule 15 – Project Assurance Review
(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 31 October 2016.

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

The City of Perth Internal Audit Plan 2016/17 was approved by Council at its meeting held on **17 May 2016**.

As part of the City's 2016/17 Internal Audit Plan, a Project Assurance Review was carried out in August and September 2016. Confidential Schedule 15 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 15.

FINANCIAL IMPLICATIONS:

There are no financial implications related to this report.

ITEM NO: 14

BIENNIAL REVIEW OF SYSTEMS AND PROCEDURES 2016

**AUDIT AND RISK COMMITTEE
RECOMMENDATION:**

(APPROVAL)

The Council in accordance with Regulation 17 of the Local Government Act 1995 approves the review of the appropriateness and effectiveness of systems and procedures in relation to risk management, internal control and legislative compliance as per Confidential Schedules 16, 17, 18 and 19.

BACKGROUND:

FILE REFERENCE:	P1013788-5
RESPONSIBLE UNIT:	Internal Audit
RESPONSIBLE DIRECTORATE:	Corporate Services
DATE:	4 October 2016
MAP / SCHEDULE:	Confidential Schedule 16 – Review of systems and procedures in regards to risk management Confidential Schedule 17 – Review of systems and procedures in regards to internal control Confidential Schedule 18 – Review of systems and procedures in regards to legislative compliance Confidential Schedule 19 - Organisational Risk Management Maturity Assessment Report, July 2016. (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 31 October 2016.

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

As required by regulation 17 of the *Local Government (Audit) Regulations 1996*, a review of the appropriateness and effectiveness of systems and procedures in relation to risk management, internal control and legislative compliance is to be undertaken at least once every two calendar years. Regulation 17 came into effect on 8 February 2013.

The first biennial review was required by the Department of Local Government and Communities to be completed by December 2014 and was presented to the Audit and Risk Committee during its October 2014 meeting.

This is the second biennial review undertaken.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	Regulation 17 of the <i>Local Government (Audit) Amendment Regulations 2013</i>
Integrated Planning and Reporting Framework Implications	Corporate Business Plan Corporate Business Plan 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 structure of this review follows Appendix 3 of the Local Government Operational Guideline No. 9 “Audit in Local Government” (the Guideline) as issued by the Department of Local Government and Communities (the Department) in September 2013. This appendix contains issues that should be considered for inclusion in the biennial review. No further guidance on completion of the biennial review has been issued by the Department.

In addition, as suggested within the Guideline, reference was made to Section 7 of the Department’s Western Australian Local Government Accounting Manual during the carrying out of this review.

Confidential Schedule 16 documents the results of a review of the systems and procedures relating to risk management. This review was carried out by the Governance Unit and refers to the report on the Organisational Risk Management Maturity Assessment undertaken in 2016 by Local Government Insurance Services (LGIS) (refer Confidential Schedule 19).

A review of the systems and procedures in regards to internal control and legislative compliance was performed by Internal Audit (refer to Confidential Schedules 17 and 18 respectively). Input on legislative compliance was supplied by the Governance Unit.

The overall conclusion from this biennial review is that the City has established appropriate and effective systems and procedures (in accordance with the above mentioned guideline) in regards to risk management, internal control and legislative compliance.

Planned initiatives and opportunities to improve these systems and procedures are highlighted within the above mentioned schedules. Where applicable, Internal Audit will follow up on these planned initiatives and opportunities for improvement.

In terms of risk management, a number of recommendations as contained within the above mentioned maturity assessment report will be implemented through a road map of set milestones over an agreed period of time.

FINANCIAL IMPLICATIONS:

There are no financial implications related to this report.

COMMENTS:

As a result of following the structure within Appendix 3 of the Guideline, an extensive scan of systems and procedures in the areas of risk management, internal controls and legislative compliance has taken place.

Completion of this biennial review and presentation of results at the October 2016 Audit and Risk Committee (and Council following the Committee Meeting) enables the City to meet the above mentioned requirements of regulation 17 of the *Local Government (Audit) Regulations 1996*.

OTHER REPORTS

CONFIDENTIAL ITEM NO: 15

OUTSTANDING INTERNAL AUDIT RECOMMENDATIONS – OCTOBER 2016

AUDIT AND RISK COMMITTEE (INFORMATION) RECOMMENDATION:

That Council receives the report summarising the status of outstanding internal audit recommendations as at October 2016.

BACKGROUND:

FILE REFERENCE: P1029698
RESPONSIBLE UNIT: Internal Audit
RESPONSIBLE DIRECTORATE: Corporate Services
DATE: 3 October 2016
MAP / SCHEDULE: Confidential Schedule 20 – Outstanding
Recommendations – October 2016
(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 31 October 2016.

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

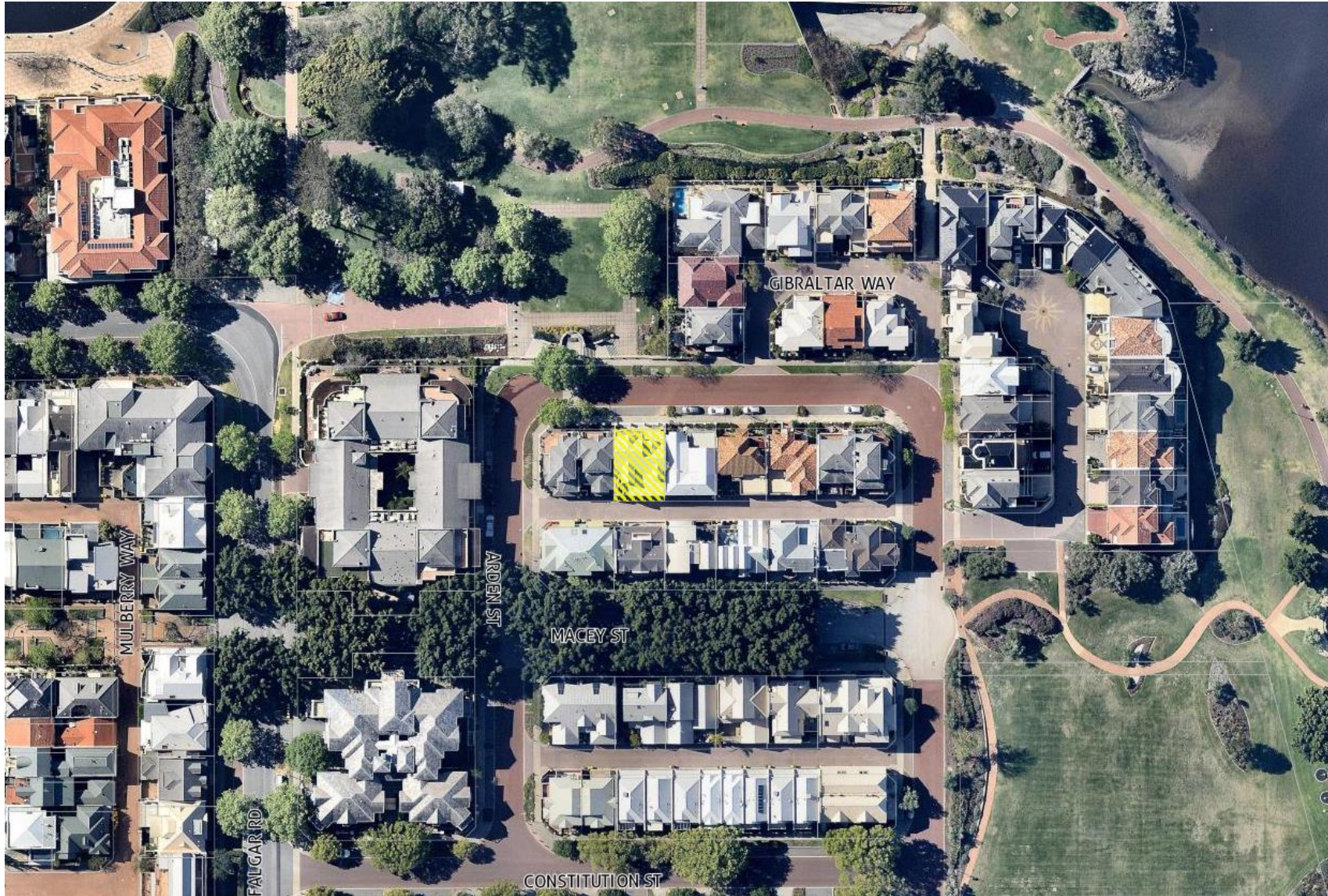
In accordance with Section 5.23(2)(a) of the *Local Government Act 1995*, this item is confidential and has been distributed to the Elected Members under separate cover.

ITEM NO: 16

ANNUAL REPORT AND AUDITED FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2016

This report is to be presented to the Special meeting of the Audit and Risk Committee to be held at 4.00pm on Tuesday, 22 November 2016. The report will be distributed under separate cover to Elected Members once resolved by the Committee and will be tabled as a late Item at the Council Meeting to be held at 6.00pm on Tuesday, 22 November 2016.

SCHEDULES
FOR THE COUNCIL
MEETING
TO BE HELD ON
22 NOVEMBER 2016



2016/5308 - 43 (LOT 41) ARDEN STREET, EAST PERTH



2016/5308 - 43 (LOT 41) ARDEN STREET, EAST PERTH (LANEWAY FROM EAST)



2016/5308 - 43 (LOT 41) ARDEN STREET, EAST PERTH (LANEWAY FROM WEST)



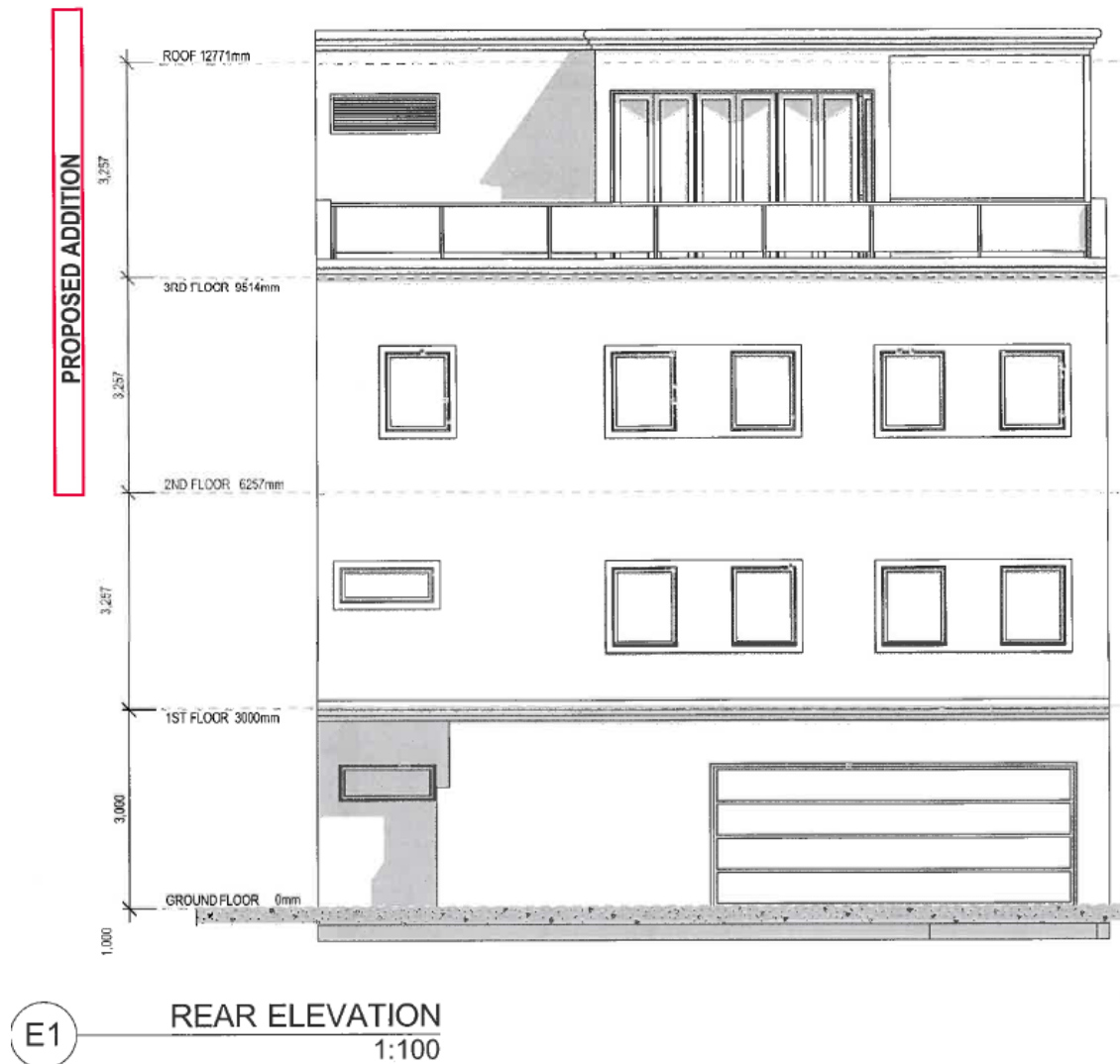
2016/5308 - 43 (LOT 41) ARDEN STREET, EAST PERTH (ARDEN STREET NORTH-EAST)



2016/5308 - 43 (LOT 41) ARDEN STREET, EAST PERTH (ARDEN STREET NORTH-WEST)



2016/5308 - 43 (LOT 41) ARDEN STREET, EAST PERTH (LANEWAY 3D)



2016/5308 - 43 (LOT 41) ARDEN STREET, EAST PERTH (LANEWAY ELEVATION)



FRONT ELEVATION

2016/5308 - 43 (LOT 41) ARDEN STREET, EAST PERTH (ARDEN STREET ELEVATION)



2016/5363 – 5 (LOTS 2 AND 3) FRANCIS STREET, PERTH



2016/5363 – 5 (LOTS 2 AND 3) FRANCIS STREET, PERTH



2016/5363 – 5 (LOTS 2 AND 3) FRANCIS STREET, PERTH



2016/5363 – 5 (LOTS 2 AND 3) FRANCIS STREET, PERTH



2016/5363 – 5 (LOTS 2 AND 3) FRANCIS STREET, PERTH



2016/5363 – 5 (LOTS 2 AND 3) FRANCIS STREET, PERTH



2016/5363 – 5 (LOTS 2 AND 3) FRANCIS STREET, PERTH



2016/5289 – 45 (LOT 110) FRANCIS STREET, NORTHBRIDGE



2016/5289 – 45 (LOT 110) FRANCIS STREET, NORTHBRIDGE



2016/5289 – 45 (LOT 110) FRANCIS STREET, NORTHBRIDGE



2016/5289 – 45 (LOT 110) FRANCIS STREET, NORTHBRIDGE



2016/5289 – 45 (LOT 110) FRANCIS STREET, NORTHBRIDGE



2016/5289 – 45 (LOT 110) FRANCIS STREET, NORTHBRIDGE



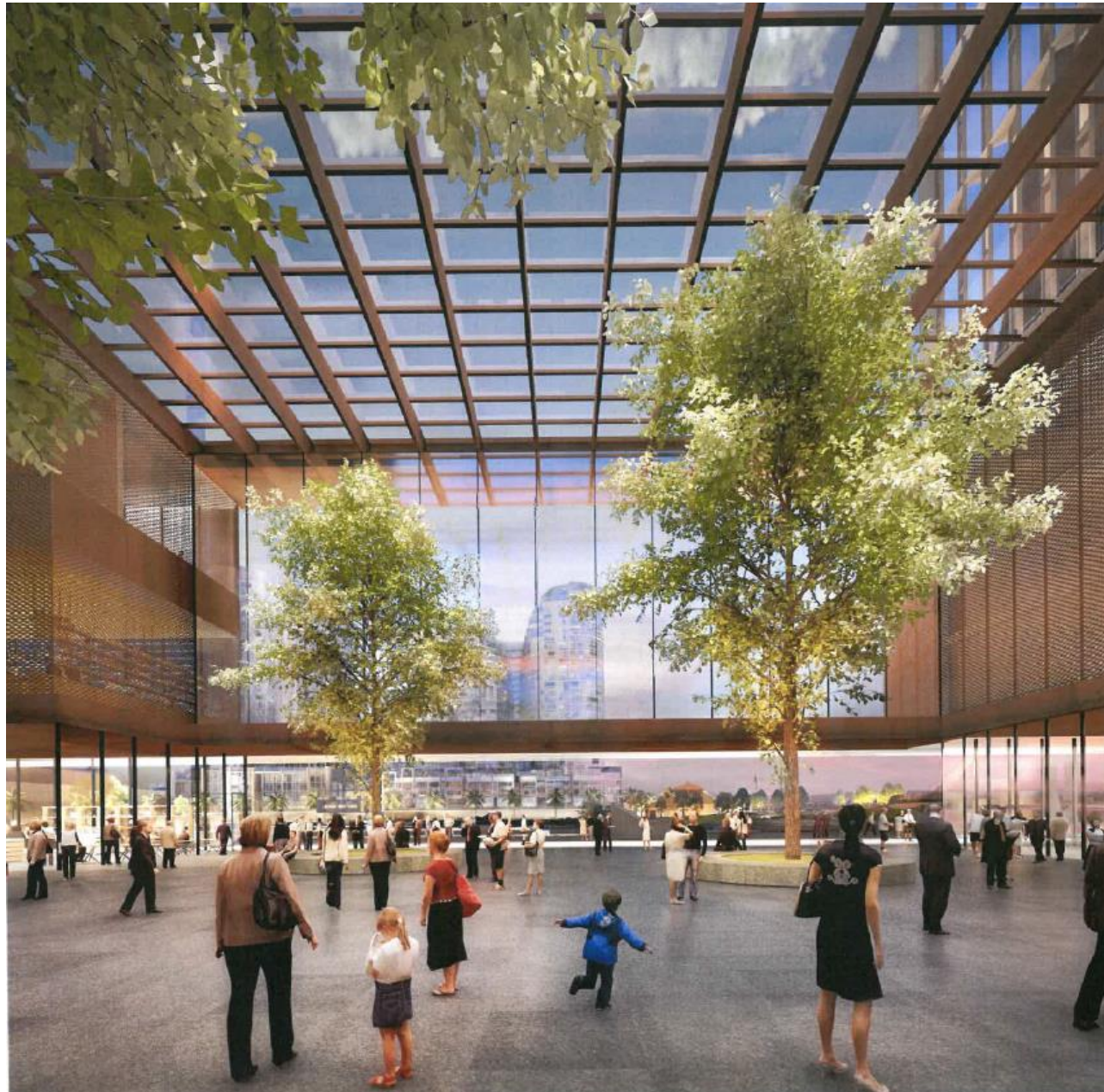
2016/5398: SITES 2 AND 3 ELIZABETH QUAY, PERTH



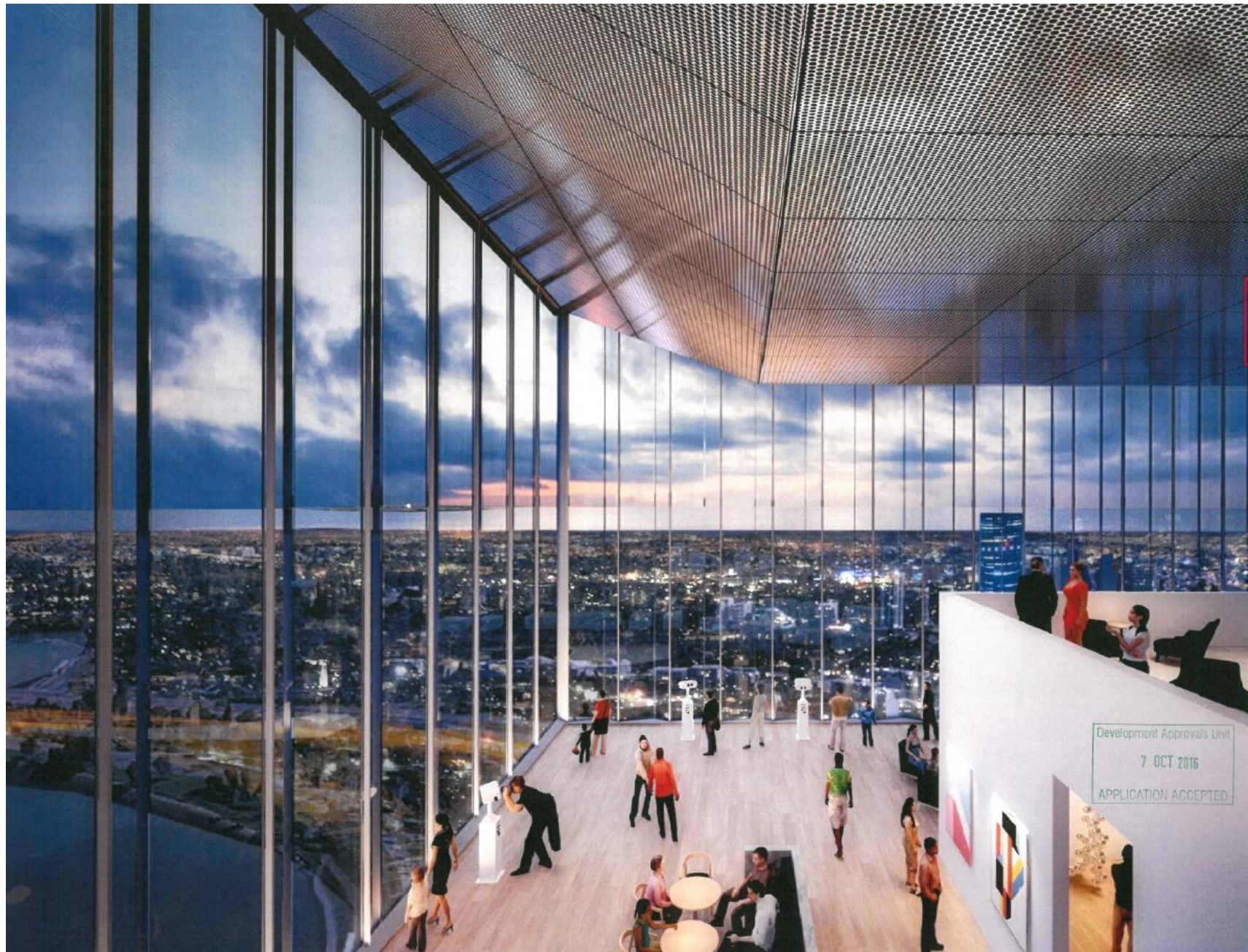
2016/5398: SITES 2 AND 3 ELIZABETH QUAY, PERTH (PERSPECTIVES)



2016/5398: SITES 2 AND 3 ELIZABETH QUAY, PERTH (PERSPECTIVES)



2016/5398: SITES 2 AND 3 ELIZABETH QUAY, PERTH (PERSPECTIVES)



2016/5398: SITES 2 AND 3 ELIZABETH QUAY, PERTH (PERSPECTIVES)



2016/5383 – 39 AND 39A (LOTS 52 AND 53) MOUNT STREET, WEST PERTH



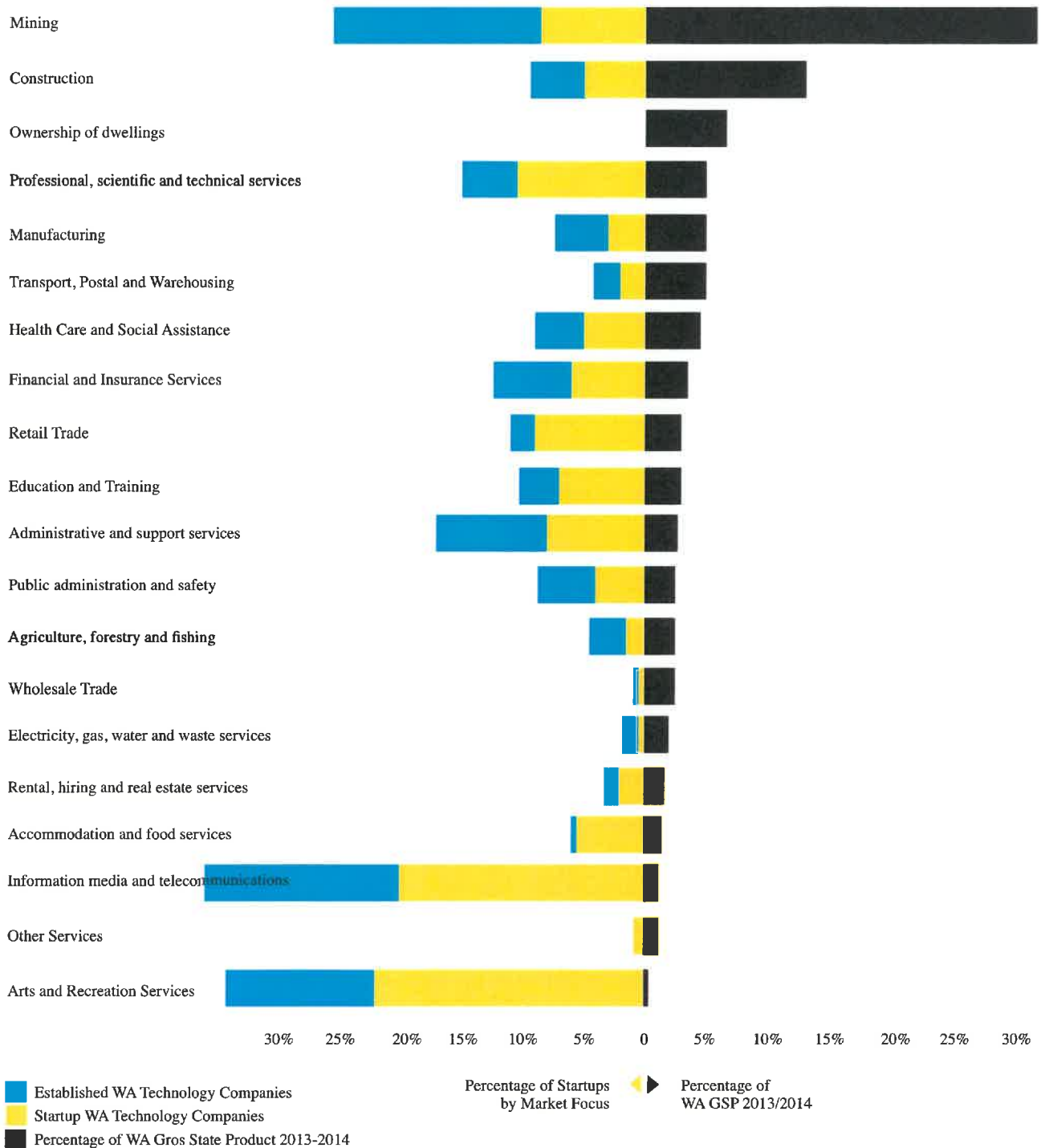
2016/5383 – 39 AND 39A (LOTS 52 AND 53) MOUNT STREET, WEST PERTH



2016/5383 – 39 AND 39A (LOTS 52 AND 53) MOUNT STREET, WEST PERTH

MARKET FOCUS

TARGET MARKET OF STARTUPS COMPARED TO TOP 20 WESTERN AUSTRALIAN INDUSTRIES



ROE ST / KING ST / LAKE ST SCHEDULE 7
NEW TRAFFIC SIGNALLED INTERSECTION

NEW KING STREET

ROE STREET

LAKE STREET

MALL / CITY WALK

CITY WALK

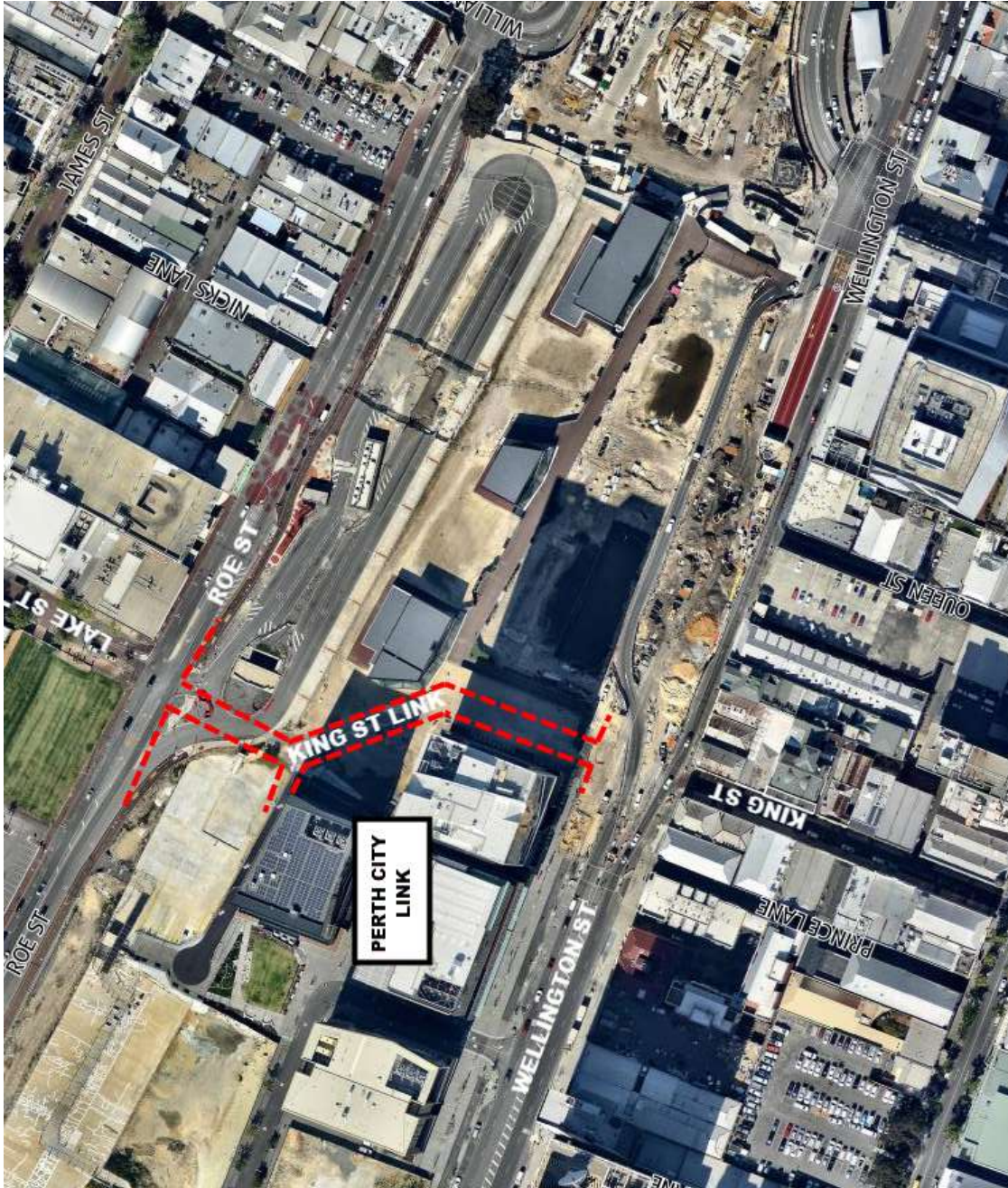
BUS PORT
PEDESTRIAN ENTRANCE

KING SQUARE
NEW MID-BLOCK CONTROLLED
PEDESTRIAN CROSSING

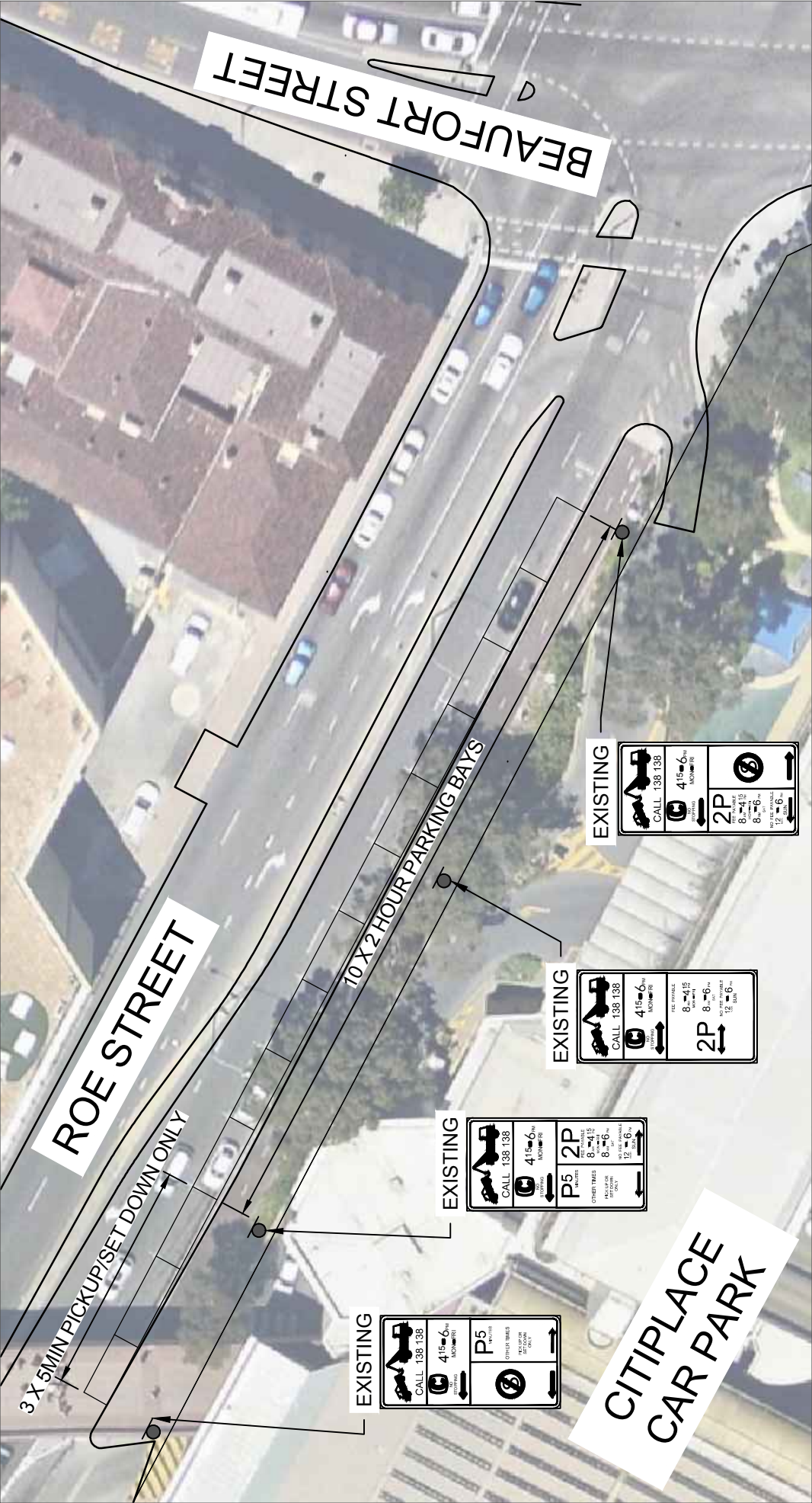
WELLINGTON ST / KING ST
NEW TRAFFIC SIGNALLED
INTERSECTION

WELLINGTON STREET

PERTH CITY LINK
KING STREET LINK - MAP X



LOCATION MAP



CITY OF PERTH

COUNCIL HOUSE,
27-29 ST. GEORGE'S TERRACE, PERTH.

DESIGNED

TRAFFIC ENG.

PROJECT ENG.

SENIOR ENG.

DRAWING STATUS

ISSUED FOR INFORMATION

RKS FILE No.

A.Lee

M. Groves

A.Lee

M. Groves

A.Lee

M. Groves

A.Lee

M. Groves

A.Lee

M. Groves

A.Lee

M. Groves

A.Lee

M. Groves

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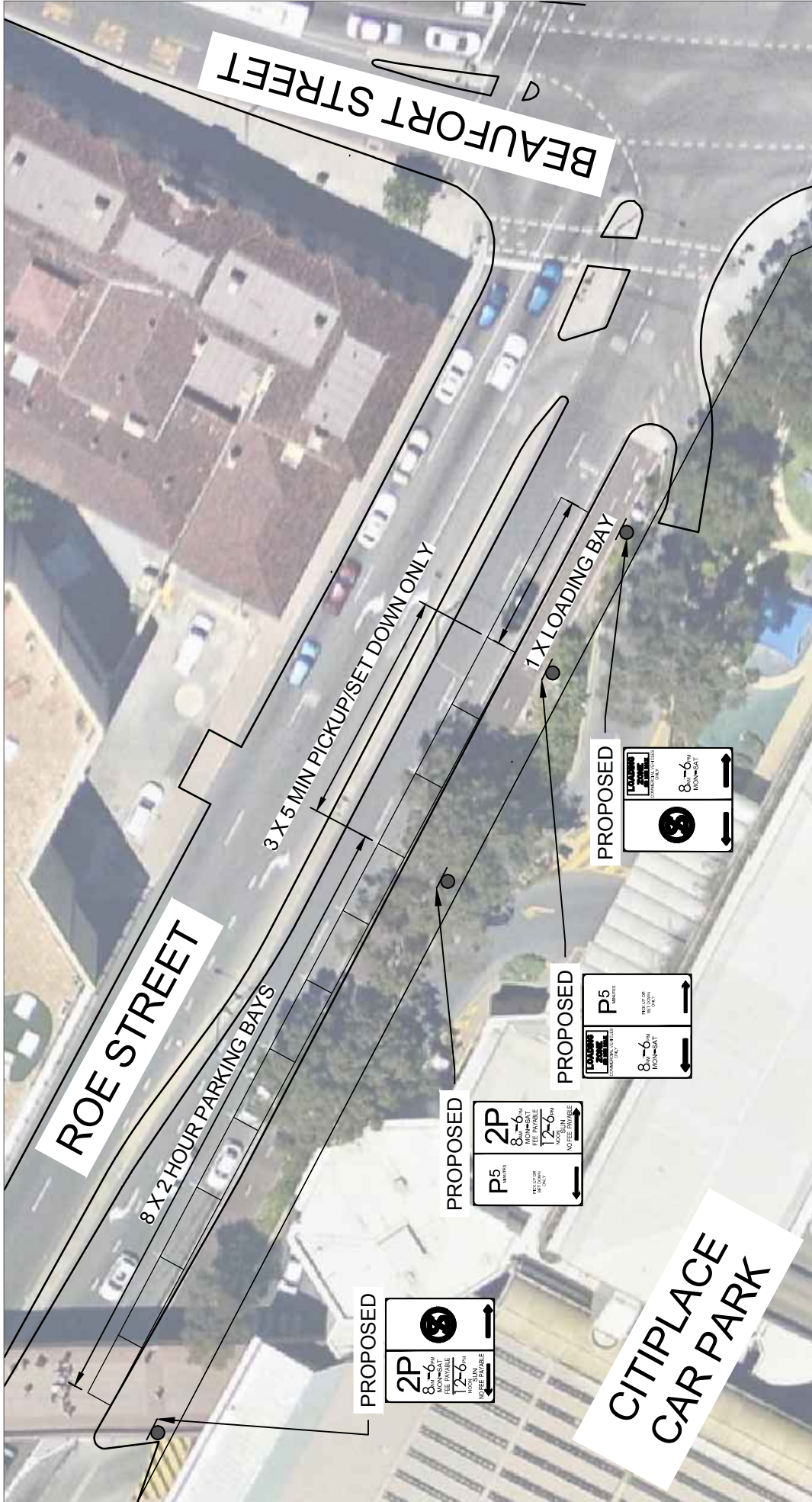
M. Groves


A.Lee

M. Groves

A.Lee

M. Groves





CITY OF PERTH
COUNCIL HOUSE,
27-29 ST. GEORGE'S TERRACE, PERTH.

ROE STREET
PROPOSED ON-STREET PARKING
PARKING PLAN
MAP XX

DESIGNED: ---

TRAFFIC ENG. A.Lee

PROJECT ENG. A.Lee

SENIOR ENG. M.Groves

DRAWING STATUS

DRAWN: A.Lee

DATE: 31/10/2016

SCALE: 1:500

CO-ORD SYS. MGA 50 / AHD

ISSUED FOR INFORMATION

Michael Groves - SENIOR ENG.,
TRANSPORT

DWG SET No. 168111

DISPLN C - LM - 01

DWG TYPE

SHEET No. 00

REV. A4

RKS FILE No. ---

CAD REF: 168111-ROE-BEAUF-TU_XX.dwg

1:TU11_PROACTIONAsigns\Ro

01/11/2016 03:04:41 PM

POLICY NO: 19.1**ENTERPRISE RISK MANAGEMENT**

ORIGIN/AUTHORITY

Council meeting - 4 June 2013 (278/13)
(Previous Policy 19.1 revoked 4 June 2013)

FILE NO.

75522/04

OBJECTIVE

To protect the community, the City of Perth and its workers against foreseeable risks through developing a whole of enterprise culture of risk awareness, plans that reduce our risk exposure and systems that provide information to assist in informed decision making, maximising asset potential and enhancing community wellbeing.

POLICY STATEMENT

Council is committed to:

1. Enterprise risk management utilising the principles and practices outlined in the Australia / New Zealand and International Risk Management Standard AS/NZS ISO 31000:2009.
2. Developing and maintaining appropriate documentation to guide the implementation of enterprise risk management throughout the organisation.
3. Promoting a culture within the City of Perth of awareness and active management of risks.
4. Providing regular education to its staff in risk management practices.
5. Using generally accepted best practice for managing its risks.
6. Regular assessment of its risk exposure and development of plans to manage the level of risk to within stated risk criteria.
7. Prioritisation of risks so that resources can be devoted to managing high priority risks.
8. Regular monitoring of risk management plans to ensure the Council's risk management objectives are achieved.
9. Provision of information and reports to decision makers so that they are able to make informed decisions.

POLICY NO: 19.1

10. Requiring all staff and other stakeholders including contractors and suppliers to assume responsibility and accountability for managing risks within their own areas and expertise.
 11. Developing systems that continually improve the ability to manage risks and reduce exposure.
 12. Utilising enterprise risk management to facilitate the realisation of business opportunities.
 13. These principles will be implemented in the City's Operations through the Enterprise Risk Management Framework, as adopted by Council.
-

Amendments/Review:

CP [19.1] Risk Management

POLICY OBJECTIVE

1. To protect the community, the City of Perth and its workers against foreseeable risks through developing a whole of organisation culture of risk awareness, plans that reduce our risk exposure and systems that provide information to assist in informed decision making, maximising asset potential and enhancing wellbeing.
2. To achieve best practice in risk management by implementing a culturally effective and efficient risk management program which has been developed in accordance with Standards Australia AS/NZS ISO 31000 2009 *Risk Management: Principles and Guidelines*.

POLICY STATEMENT

The City of Perth will develop and maintain a risk management program to ensure that sound risk management practices and procedures are fully integrated into its strategic and operational processes and day to day business practices.

The City will also develop and maintain a Business Continuity Management Program to reduce the impact of disruptions to services and to ensure that business objectives can continue to be met for the benefit and protection of the City's:

- ratepayers, residents, customers, clients and other stakeholders;
- employees and community volunteers;
- natural and built environment;
- quality of service delivery;
- assets and intellectual property;
- contractual and statutory obligations;
- image and reputation

1. SCOPE

This policy applies to all staff, suppliers and contractors.

1.1 Definitions

Risk Management : is the identification, assessment, and prioritisation of risks (defined in ISO 31000 as the effect of uncertainty on objectives, whether positive or negative) followed by coordinated and economical application of resources to minimise, monitor, and control the probability and/or impact of unfortunate events or to maximise the realisation of opportunities. Risks can come from uncertainty in service delivery, threats from project failures (at any phase in design, development, production, or sustainment life-cycles), legal

CP [19.1] [Risk Management]

liabilities, hazard risk, accidents, natural causes and disasters as well as deliberate attack, or events of uncertain or unpredictable root-cause.

AS/NZS ISO 31000: is the Australian/New Zealand standard developed by Standards Australia as *AS/NZS ISO 31000:2009 Risk Management Principles and Guidelines* which addresses the entire management system that supports the design, implementation, maintenance and improvement of risk management processes.

1.2 The City is committed to:

- Utilising the principles and guidelines outlined in the standard
- Promoting a culture within the City of awareness and active management of risks
- Providing regular education to its staff in risk management practices
- Implementation of these principles in the City's operations through the Risk Management Framework, as adopted by Council.

1.3 Employee obligations

- Risk management will be a core responsibility for all staff and will be incorporated into the employees' key performance indicators.
- Risk management is a continuous process demanding awareness and a proactive attitude from each of the City's employees and outsourced service providers.

1.4 Implementation

Implementation commences with risk identification, followed by risk evaluation and the development of cost-effective and practical management measures within the framework of the City's Risk Management Framework developed and maintained by the City's Governance Unit.

Document Control Box									
Document Responsibilities:									
Custodian:		Risk Management Coordinator				Custodian Unit:		Governance	
Decision Maker:		Council							
Compliance Requirements:									
Legislation:		Local Government (Audit) Regulations 1996							
Industry:		n/a							
Organisational:		n/a							
Document Management:									
Risk Rating:			Review Frequency:			Next Due:			TRIM Ref: [AP####]
Version #	Decision Reference:			Synopsis:					
1.	Council Meeting (278/13)			Previously Enterprise Risk Management Policy					
2.									
3.									

City of Perth Risk Appetite Statement

Introduction

The City of Perth provides a diverse range of services across a variety of workplaces, in a Capital City location, which presents opportunities, threats and uncertainties that may have a positive or negative impact on the organisations deliverables and the community. The City seeks to manage these risks in accordance with its Risk Management Policy and Framework.

To guide the City's decision making its risk appetite will be defined using terms describing acceptable tolerances such as None (no appetite); Low; Moderate; High. The defined risk appetite is the amount of risk to which the City is prepared to be exposed to before it judges action to be necessary.

The following sections describe the City's risk appetite over the main areas of consequence:

People

The safety of employees, contractors and the public is an explicit priority for the City. Safe working practices are continually being improved and refined and there is no appetite for employees not following due process where their or others safety may be at risk. Due to the scale, nature (24 hr operations), locations and diversity of City deliverables, it is realistic to acknowledge that minor injuries may occur from time to time, however the City has a low tolerance for these. Where injuries or near misses occur legislative requirements and the endorsed City's safety management system are to be followed.

The City seeks opportunities to develop a multi-skilled workforce that includes employees increasing their skills and knowledge as well as encouraging initiative and enthusiasm. Whilst these are considered positive aspects, the City has no appetite for employees performing duties for which they are not suitably qualified or trained or acting outside of their delegated authority. Where legislative requirements allow and/or formal qualifications and training are not required to perform certain duties, the City has a moderate tolerance but appropriate supervision and oversight of activities and outcomes must be in place.

The City has a low appetite for implementing practices and procedures that may result in large scale dissatisfaction within the workforce. The City will, within established guidelines and practices, consult with its workforce but does have a moderate tolerance for change that impacts its workforce when focused on delivering appropriate, effective and efficient outcomes.

Financial

There is a low appetite for activities that threaten the long term financial stability of the City. It is recognised however that sustainability will require investigation into enhancing and/or diversifying income streams so there is a moderate tolerance for discrete activities or projects that may provide additional income streams or enhances economic diversity. Opportunities of this nature may require external stakeholder support and are expected to be subject to due diligence and appropriate controls implemented.

The City's investment policy stipulates a very low appetite for risks in investments, which is imposed by legislation. There is no appetite for being illiquid with the focus on maintaining liquidity within imposed statutory financial ratios.

Effective management of projects is important to the City and consequently there is a low appetite for project cost or time overruns exceeding a 10% variation. Acknowledging a historical legacy, multiple external stakeholders and 'Capital City' complexities a moderate tolerance towards project cost and time overruns exists but appropriate reporting and escalation are to occur and lessons learnt from these are to be reviewed to prevent reoccurrence.

Strategic Objectives / Service Delivery

The City has no appetite for unplanned service disruptions to critical and core services, including contracted services, as defined by the City's business continuity management process. In reality there exists a low tolerance for disruption to core services which are to be addressed within recovery time objectives established in the City's business continuity plans. There is a low appetite for disruption to other supplementary services which may be relaxed to a moderate tolerance recognising that resources may need to be directed to continuity of critical and core services.

To support service delivery across all City deliverables there is a very low appetite for Information Technology systems failures, data loss or security breaches.

The City wishes to encourage innovation and to position itself as a leading 'Capital City' and therefore has a high appetite for considering and implementing service level enhancements and efficiencies when aligned with all other aspects of this risk appetite statement.

Due to their high level nature, internal and external change and relevance to day to day services the City currently has a moderate appetite to risks that may result in strategic objectives not being achieved.

Environmental

The City has no appetite for not fulfilling its obligations to the built and natural environment including management of contaminated sites, sensitive or high profile sites, waste services or the City's preparation, planning, response and recovery to hazards. The City recognises the multiple stakeholders and responsibilities involved in fulfilling the obligations and needs to accept a very low tolerance to those environmental risks.

Reputational

The City has a low appetite for reputational risks that may result in substantiated complaints from the community and/or key stakeholders. It is recognised the City has a diverse community and stakeholder needs and expectations and therefore accepts a moderate tolerance for complaints.

The City has a low appetite for sustained and substantiated negative media coverage.

The City has no appetite for the provision of inaccurate qualified advice or unethical actions, and a low tolerance for errors in unqualified advice or the provision of information.

Legal and Regulatory / Ethical

The City has obligations both mandated and recommended through numerous statutory and regulatory requirements and the City has no appetite for non-compliance, breaches of legislation or regulatory requirements or non-reporting of breaches and non-compliance to appropriate authorities. There is recognition that the City must accept a very low tolerance for some non-compliance due to competing or changing requirements or minor breaches from time to time.

The City does have a moderate appetite to lead challenges to out of date, restrictive and unnecessarily risk averse legislation and requirements.

The City has no appetite or any tolerance for theft, fraud or misconduct by Elected Members and/or Officers.

Risk Appetite Summary

		NONE	LOW	MODERATE	HIGH
People	Not following safe work practices				
	Minor injuries				
	Performing duties where not suitably qualified / delegated				
	Multiskilling / development opportunities				
	Implementing workforce change				
Financial	Long term stability				
	Additional income streams				
	Liquidity				
	Investments				
	Project cost / time overruns >10%				
Strategic Objectives / Service Delivery	Critical and core services disruption				
	Supplementary services disruption				
	IT systems failures, data loss or breaches				
	Service level efficiencies and enhancements				
	Strategic objectives not achieved				
Environmental	Not fulfilling natural environment obligations				
	Not fulfilling built environment obligations				
Reputational	Substantiated complaints from community and key stakeholders				
	Sustained and substantiated negative media coverage				
	Incorrect qualified / professional advice				
	Incorrect unqualified provision of information				
	Unethical actions				
Legal and Regulatory / Ethical	Non-compliance, breaches of legislation				
	Non-reporting of breaches / non-compliance				
	Lead change in regulatory environment				
	Theft, fraud or misconduct				

	None
	Tolerable
	Appetite

Risk Assessment Criteria

MEASURES OF CONSEQUENCE

Measures of Consequence						
Rating	People	Financial	Service Delivery / Strategic Objectives	Legal and Regulatory / Ethical	Reputation and External Stakeholders	Environmental
Insignificant	Incident only, no medical treatment required	<100K recurrent reduction in Council budget<\$500K one off loss (<u><5% overrun of project budget</u>)	<u>Key services</u> disrupted for less than 1 day, for up to half a day , usual scheduled interruptions. Negligible impact on objectives	Minor breach of contractual or statutory obligations with request to comply. One off minor legal matters. Minor opportunistic incident involving a single person	Insignificant public comment or local media coverage.	Transient impact on environment, no long term effect or short term negative impact on urban design, or loss of sense of place for part of area.
Minor	Minor injuries treated by first aid, routine industrial issues	\$100K-\$1M recurrent reduction in Council budget \$500K-\$2M one off loss (<u>5-10% overrun of project budget</u>)	<u>Key services</u> disrupted for 1 to 2 days a full day . Isolated customer complaints. Isolated service standard failure. Minor setbacks that are easily remedied.	Minor breach of contractual or statutory obligations with request to comply. The City sued or fined or otherwise liable for up to \$50K. Opportunistic incident involving several people.	Heightened concerns from a narrow group of residents, one off negative metro media coverage.	Short term effects on environment, no long term effect or short term negative impact on urban design, or loss of sense of place for part of area.
Moderate	Serious injury requiring medical treatment, staff turnover slightly higher than 20%, one off industrial issues	\$1M-\$2.5M recurrent reduction in Council budget \$2M-10M one off loss (<u>10-15% overrun of project budget</u>)	<u>Key services</u> disrupted for between 2 and 20 days up to 2 days . Higher than normal level of one off customer complaints. One off service standard failure affecting multiple people. Some of the organisation's objectives cannot be met.	Breach of contractual or statutory obligations resulting in investigation, ongoing legal issues not easily addressed. The City sued or fined or otherwise liable for between \$50K and \$250K. Planned unethical action by one or more staff.	Concerns from cross section of public, ongoing negative metro media coverage.	Medium term effects on environment, long term recovery or long term negative impact on urban design, or loss of sense of place for part of area.
Major	Life threatening injury or multiple serious injuries requiring hospitalisation, fatality , staff turnover well above 20%, ongoing industrial action	\$2.5M - \$10M recurrent reduction in Council budget \$10M - \$25M one off loss (<u>15-20% overrun of project budget</u>)	<u>Key services</u> disrupted for between 20 and 60 days 2 and 5 days . High level of customer complaints over sustained period. Repeated service standard failure or one that affects multiple people. Some important objectives of the organisation cannot be met.	Major breach of contractual or statutory obligations resulting in significant legal action. The city sued or fined or otherwise liable for between \$205K and \$1M. Major one off fraud or corruption by a senior person.	Significant outcry from public, significant negative state level media coverage.	Major environmental impact, long term negative impact on urban design, or loss of sense of place for the whole area.
Catastrophic	Multiple Fatalities , Fatality , sustained and serious industrial action, loss of multiple staff at once	>\$10M recurrent reduction in Council budget >\$25M one off loss (<u>20-25% overrun of project budget</u>)	<u>Key services</u> disrupted for over 60 days 5 days . Systemic customer complaints or serious complaints relating to more than one programmed area over a sustained period. Most of the organisation's objectives cannot be met.	Serious breach of contractual or statutory obligations resulting in significant prosecution and fines. The city sued or fined or otherwise liable for more than \$1M. Systemic fraud and corruption, major external investigation with adverse findings.	Significant and widespread public outcry, sustained negative national media coverage.	Irreversible environmental harm or permanent negative impact on urban design.

MEASURES OF LIKELIHOOD

Code	Likelihood	Qualitative descriptor	Probability of occurrence
A	Almost certain	Is expected to occur in most circumstances	Greater than 95%
B	Likely	Will probably occur in most circumstances	66% to 95%
C	<u>Possible</u> moderate	Might occur at some time	36% to 65%
D	Unlikely	Could occur at some time	5% to 35%
E	Rare	May occur only in exceptional circumstances	less than 5%

RISK EVALUATION MATRIX

Likelihood		Consequence				
		1 Insignificant	2 Minor	3 Moderate	4 Major	5 Catastrophic
A	Almost certain	Medium	Medium	High	Extreme	Extreme
B	Likely	Medium	Medium	High	Extreme	Extreme
C	<u>Possible</u> moderate	Low	Medium	Medium	High	Extreme
D	Unlikely	Low	Low	Medium	Medium	High
E	Rare	Low	Low	Low	Medium	Medium

RISK ACCEPTANCE CRITERIA

RISK RANK	LEVEL OF RISK	DESCRIPTION	CRITERIA FOR RISK ACCEPTANCE	RESPONSIBILITY
EXTREME	17 - 25	Urgent Attention Required	Risk only acceptable with excellent controls and all treatment plans to be explored and implemented where possible, managed by highest level of authority and subject to monthly continuous monitoring Quarterly reports will be provided to Council on all Extreme Risks.	CEO
HIGH	10 – 16	Attention Required	Risk acceptable with excellent controls, managed by senior management / executive and subject to quarterly monitoring Quarterly reports will be provided to Council on all High Risks.	Director / CEO
MEDIUM	5 – 9	Monitor	Risk acceptable with adequate controls, managed by specific procedures and subject to semi-annual monitoring	Business Manager / Director
LOW	1 – 4	Acceptable	Risk acceptable with adequate controls, managed by routine procedures and subject to annual monitoring	Business Manager

MEASURE OF EXISTING CONTROLS

Rating	Foreseeable	Description
Effective	Doing more than what is reasonable under the circumstances	<ol style="list-style-type: none"> Existing controls exceed current legislated, regulatory and compliance requirements, and surpass relevant and current standards, codes of practice, guidelines and industry benchmarks expected of this organisation Subject to continuous monitoring and regular testing
Adequate	Doing what is reasonable under the circumstances	<ol style="list-style-type: none"> Existing controls are in accordance with current legislated, regulatory and compliance requirements, and are aligned with relevant and current standards, codes of practice, guidelines and industry benchmarks expected of this organisation Subject to continuous monitoring and regular testing
Inadequate	Not doing some or all things reasonable under the circumstances	<ol style="list-style-type: none"> Existing controls do not provide confidence that they meet current legislated, regulatory and compliance requirements, and may not be aligned with relevant and current standards, codes of practice, guidelines and industry benchmarks expected of this organisation Controls not operating as intended and have not been reviewed or tested

CONFIDENTIAL SCHEDULE 15
ITEM 13 – INTERNAL AUDIT 2016/17 – PROJECT
ASSURANCE REVIEW

FOR THE COUNCIL MEETING

22 NOVEMBER 2016

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RECOMMENDATIONS – OCTOBER 2016

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