



City of **Perth**

Agenda

Ordinary Council Meeting
30 September 2025

Notice of Meeting

To the Lord Mayor and Councillors

The next Ordinary Council Meeting will be held on Tuesday, 30 September 2025 in the Council Chamber, Level 9, 27 St Georges Terrace, Perth commencing at 5:00 PM.

Michelle Reynolds
Chief Executive Officer
25 September 2025

Information

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 Governance team via governance@cityofperth.wa.gov.au.

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 to allow the City time to prepare a response.

The Presiding Person may nominate a member of staff to answer the question and may also determine that any complex question requiring research be answered in writing. No debate or discussion can take place on any question or answer.

To ask a question, please complete the Public Question Time form available on the City's website www.perth.wa.gov.au/council/council-meetings.

Disclaimer

Members of the public should note that in any discussion during a meeting regarding any item, a statement or indication of approval by any council member, committee member or officer of the City is not intended to be, and should not be taken as, notice of approval from the City. No action should be taken on any item discussed at a meeting of a Committee prior to written advice on the Committee or Council's resolution being received.

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1. Declaration of Opening
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3. Attendance
 - 3.1 Apologies
 - 3.2 Leave of Absence
 - 3.3 Applications for Leave of Absence
4. Announcements by the Lord Mayor
5. Disclosures of Interests
6. Public Participation
 - 6.1 Response to Public Questions Previously Taken on Notice
Nil.
 - 6.2 Public Questions
7. Confirmation of Minutes

Recommendation

That Council:

1. CONFIRMS the minutes of the Ordinary Council Meeting held on 26 August 2025 as a true and correct record; and
2. AMENDS AND RE-CONFIRMS the minutes of the Ordinary Council Meeting held on 1 July 2025 as a true and correct record, subject to:
 - a. an amendment to the response to Question 1 from Robin Harvey on page 9 to state:
“Yes. The Deputy Lord Mayor met with Daniel Pastorelli, Parliamentary Secretary to the Premier on 14 May 2025.”
 - b. The provision of the updated public question time response, as provided at point a., to Robin Harvey for their information.

8. Questions by Members which due Notice has been Given

9. Correspondence

10. Petitions

11. Planning and Sustainability Alliance Reports

11.1 Submission on Draft Perth Convention and Exhibition Centre (PCEC) Precinct Improvement Scheme No. 1

Responsible Officer	Maria Cooke – General Manager Planning and Sustainability
Voting Requirements	Simple Majority
Attachments	Attachment 11.1A – City of Perth Submission on Perth Convention and Exhibition Centre (PCEC) Precinct Improvement Scheme No. 1 ↓ Attachment 11.1B – Perth Convention and Exhibition Centre Precinct Improvement Plan No. 64 ↓ Attachment 11.1C – Perth Convention and Exhibition Centre Redevelopment Concept - October 2024 ↓ Attachment 11.1D – Perth Convention and Exhibition Centre (PCEC) Precinct Improvement Scheme No. 1 ↓

Purpose

For Council to consider a submission to the Western Australian Planning Commission (WAPC) regarding the draft *Perth Convention and Exhibition Centre (PCEC) Precinct Improvement Scheme No. 1*.

Recommendation

That Council:

1. **ENDORSE** the submission to the Western Australian Planning Commission on the draft *Perth Convention and Exhibition Centre (PCEC) Precinct Improvement Scheme No. 1*, as shown in **Attachment A**.
 2. **ENDORSE** the City advocating to the Western Australian Planning Commission for the re-commencement of the Capital City Planning Committee. Noting the Committee's role is to provide oversight of the strategic direction, and coordinated land use and transport planning, and land development in a sustainable manner within the central Perth area and surrounds.
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Background

1. On 9 October 2024, the State Government announced that a concept proposal for the redevelopment of the PCEC site had been considered. The proposal is led by the Wylie Group and Brookfield who have a lease over a portion of the site until 2039.
2. On 10 January 2025, the WAPC's *Improvement Plan No. 64 Perth Convention and Exhibition Centre Precinct* (IP64) came into effect. IP64 sets the boundary of the area where an Improvement Scheme will be prepared, as illustrated in **Attachment B**. The Improvement Plan was implemented in response to the redevelopment concept.
3. Concept renders released in October 2024 are included in **Attachment C**, though it should be noted that these may not reflect the concept plan that has informed further planning of the area.
4. The redevelopment of the PCEC involves various State Government decisions. For the PCEC the key decision is a final investment decision before any construction begins. This decision is guided by a Project Definition Plan, that provides a clear scope and cost assessment for the project. The State Government has not yet made a final investment decision.
5. The Improvement Plan enables the WAPC to undertake all steps to advance planning and development of the PCEC precinct and establish the strategic planning and development framework, including an Improvement Scheme. If the State Government approves the redevelopment this calendar year, then it is likely that finalisation of the Improvement Scheme would follow shortly thereafter.
6. The creation of an Improvement Scheme is to provide a statutory framework to guide planning decisions if the State Government approves the redevelopment of the PCEC. That is, to give clear land use and built form controls for development applications within the improvement area.
7. The Perth Convention and Exhibition Centre (PCEC) Improvement Scheme No. 1 includes the following:
 - a. Perth Convention and Exhibition Centre;
 - b. Elizabeth Quay Bus and Train Stations;
 - c. the former EY Building;
 - d. the Adina Grand Hotel; and
 - e. City of Perth Parking's Convention Centre Car Park.
8. This land is currently reserved for 'Public Purposes – Special Uses' under the Metropolitan Region Scheme (MRS). The Western Australian Planning Commission (WAPC) is the responsible planning authority for development applications on the site, with the City of Perth acting as a referral body.
9. Under an Improvement Scheme, the same decision-making responsibilities would apply.
10. The Improvement Scheme also includes portions of Mounts Bay Road, and Mill and Spring Streets. These roads currently rest within the planning responsibility of the City of Perth; however, through this Improvement Scheme, planning responsibility would transfer to the WAPC. The Administration is not aware of any proposal to remove the City's responsibility for controlling and maintaining these roads, including responsibility for approving any changes to the design of the roads.
11. Separate to consideration of the Improvement Scheme, the City is engaging with State Government agencies on road design matters and the impact of a multi-year construction program on the road network. A separate report was presented at the Ordinary Council Meeting on 20 July 2025 that considered early works relating to the road network. Therefore, consideration of roads matters will not be addressed in this report.

Local Planning Strategy

12. The City's *Local Planning Strategy* (Strategy) outlines the strategic direction for the future planning and development of the city. The Strategy was adopted by Council on 13 December 2022 and endorsed by the Western Australian Planning Commission (WAPC) on 30 May 2023.
13. The Strategy includes an action to work with the State Government to undertake a detailed planning study of the area, including Elizabeth Quay Train Station, Elizabeth Quay Bus Station, and PCEC, that addresses the following planning directions:
 - a. better connect and integrate the precinct with the Swan River;
 - b. improve ease of movement within the precinct and between the precinct to surrounding areas including Elizabeth Quay and the Capital City Office area;
 - c. optimise development opportunities on underutilised land to accommodate residential population, business and employment growth, and build upon the tourism offering; and
 - d. enhance the public realm and ensure that development positively contributes to it.

Draft Improvement Scheme No. 1

14. On 8 May 2025, the WAPC released the draft *Perth Convention and Exhibition Centre (PCEC) Precinct Improvement Scheme No. 1* (draft Improvement Scheme) for public comment, as provided in **Attachment D**. The comment period concludes on 6 October 2025.
15. Once adopted, an improvement scheme becomes the statutory planning scheme for an area, serving a similar function to a local planning scheme. It allows the creation of improvement scheme policies, and sets out the zoning of the land, the permissibility of land uses, and the general requirements for future redevelopment. Most of the land, other than the portions of abutting roads, is already reserved under the Metropolitan Region Scheme. The impact on the City of Perth from a statutory planning control perspective is therefore limited.
16. Generally, improvement schemes should conform with the model and deemed provisions for local planning schemes, as set out in Schedules 1 and 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations), with some flexibility in their format.
17. The draft Improvement Scheme broadly follows the model provisions, with some variation, and states that the deemed provisions are to be taken to form part of the Scheme, noting that any reference to the local government therein should be read as a reference to the WAPC as the responsible authority.
18. The stated aims of the draft Improvement Scheme are to enable:
 - *The creation an (sic) accessible, integrated, and high amenity waterfront precinct with a strong Western Australian identity that will be an active part of the city and a recognisable destination for local, interstate and overseas visitors.*
 - *Redevelopment of the PCEC to increase the capacity of the exhibition and conference spaces, and improve the centre's relationship with the city, Swan River, Elizabeth Quay and Kings Park.*
 - *The creation of up to seven development sites suitable for office, residential, hotel, retail and hospitality uses, which will help to activate the wider precinct.*
 - *Upgrades to the public realm across the precinct making it more legible, comfortable, safe, and inviting for visitors.*
 - *Upgrade of the Elizabeth Quay Bus Station to improve the wayfinding, comfort, and experience for passengers.*

- *Modifications to the surrounding road network to improve pedestrian safety and amenity while maintaining traffic flows.*
- *Improved pedestrian connections to the city, Swan River and Elizabeth Quay.*
- *The appropriate management of environmental, cultural and heritage values.*

Discussion

19. The State Government's intent to redevelop the Precinct presents a significant and once-in-a-lifetime opportunity to help reshape central Perth. Whilst the aims of the draft Improvement Scheme align with the planning directions set out for the Precinct in the Strategy, the draft Improvement Scheme, needs to provide a clear, ambitious vision for the future of the Precinct that has regard to its important Capital City location.
20. The draft Improvement Scheme will allow the State Government to guide redevelopment in a coordinated manner and remedy the existing design shortcomings of the Precinct, particularly its lack of integration with Derbarl Yerrigan / the Swan River, Elizabeth Quay and its train station, and the wider area. The opportunity is to make a significant contribution to enhancing the liveability and prosperity of the city and ensure that the final development delivers the ultimate transformation and does not fall short of its potential.
21. The draft Improvement Scheme is focused on administrative matters and land use permissibility for the PCEC Precinct. It contains no provisions relating to built form or other development requirements, and it is understood these are to be detailed in scheme policies and guidelines yet to be released. These scheme policies and guidelines would ultimately be used to shape the form of future redevelopment within the Precinct.
22. The provisions of the draft Improvement Scheme set out that scheme policies and design guidelines would only be advertised for comment for a period of 21 days, consistent with a policy prepared under a local planning scheme. This would be insufficient for the administration to seek Council's endorsement of a further submission. For this reason, and to assist the State Government on more detailed planning and design of the Precinct, the submission to the WAPC on the draft Improvement Scheme, as provided in **Attachment A**, has included advice and recommendations on further planning of the Precinct.
23. In doing so, Council is afforded the opportunity to establish a formal position on these other matters and make it known to the WAPC. The administration will then be able to comment on any scheme policies and / or design guidelines with reference to this position.
24. The submission is divided into two sections, with the first providing the advice and recommendations on further planning of the Precinct, which is aligned with the aims of the draft Improvement Scheme and the Strategy and addresses the following:
 - Built form;
 - Land use;
 - Public realm;
 - Pedestrian movement;
 - Environmental values;
 - Transport;
 - Sustainability; and

- Timing of redevelopment.
25. Section two of the submission focuses on the technical aspects of the draft Improvement Scheme, with recommended modifications and their rationale. The modifications are primarily for consistency with the model and deemed provisions, that apply to local planning schemes, as set out in the *Planning and Development (Local Planning Schemes) Regulations 2015*. These modifications also seek to ensure that the mix and permissibility of land use classes aligns as closely as possible with those assigned to the surrounding areas in draft Local Planning Scheme No. 3 (LPS3).
 26. It is important to note that the submission does not seek to address the City's commercial car parking interests in the PCEC Precinct, which will be subject to separate negotiations between the City and the State Government.
 27. The content of the submission is informed by the State Government's *Perth and Peel @ 3.5million* framework, the City's *Local Planning Strategy (2023)*, *Sustainability Strategy (2025)*, *Transport Strategy (2017)*, *Bike Plan 2025-2035*, *Urban Forest Plan (2016)*, *Public Spaces and Public Life Perth 2009* study (Gehl Architects, 2009), *Towards 2036 – 2025 Public Spaces and Public Life Report Card* (Gehl, 2025), draft *Local Planning Scheme No. 3*, and draft *General Design Local Planning Policy*.

Built Form

28. The built form within the Precinct should be guided by the following key principles:
 - a. Building heights should be stepped down from Mounts Bay Road toward the river foreshore.
 - b. The visual effect of the redevelopment, particularly on significant vistas toward the city, such as those from Kings Park, should be carefully considered and appropriately addressed.
 - c. Buildings should be orientated, set back, and assigned appropriate height limits to manage microclimates and overshadowing of the public realm.
 - d. Active frontages should be incorporated at ground (street) and plaza levels.
 - e. Service areas and utilities within the public realm should be avoided.

Land Use

29. Whilst the proposed land use classes and their permissibility within the Precinct are addressed in detail in the recommended modifications to the draft Improvement Scheme, one of the key aims of the Strategy is to increase the city's permanent population to 55,000 residents by 2036. Therefore, specific emphasis is placed on the inclusion of a substantial permanent residential component within the Precinct.
30. This would assist in meeting the City's strategic aim and would help to activate the precinct outside programmed event times, build a community and sense of place, and support the economic viability of surrounding businesses. The location of a significant number of new residents close to the city and Elizabeth Quay Bus and Train Stations would also encourage active and public transport use, reducing car dependency.
31. Emphasis is also placed on making provision for an appropriate mix of land uses with a range of opening hours along the edges of the public realm, which would ensure activation and passive surveillance. A specific opportunity to provide a small commercial tenancy at the south-western corner of the intersection of Mounts Bay Road/The Esplanade and William Street is highlighted, as it would activate the corner and act as an attractor to the Precinct when approached from the north and east.

Public Realm

32. The public realm design within the Precinct should be guided by the following key principles:
- Staircases and ramps should be widened to a more civic scale.
 - Obvious ground level entrances should be provided to buildings.
 - Open lines of sight should be provided between destination points.
 - The landings of the pedestrian overpasses should be enhanced by active frontages to buildings.
 - Spaces should be appropriately dimensioned, open to the sky, and free of enclosure to ensure that they are legible as public realm.
 - Orientation and location of public spaces should optimise the microclimate.
 - Landscaping should be sustainable and appropriate for the scale and orientation of the space.
 - Public realm should appear as a continuation of Elizabeth Quay, with ground level connections between the two precincts.
 - The river foreshore promenade should be sufficiently dimensioned to accommodate all users and programmed activations.
33. Specific opportunities to enhance the open space at the southern extent of the Scheme area, along with the river foreshore, and to incorporate incidental play elements within the public realm have also been identified.

Pedestrian Movement

34. The existing pedestrian network within the Precinct should be rationalised, according to the following key principles:
- Bold, simple wayfinding markers or signage to guide pedestrians from the surrounding streets and plazas to destinations within the Precinct should be introduced.
 - Pathways should be kept free from obstructions, such as bollards, utility cabinets, and street furniture.
 - Variations in level should be avoided wherever possible.
 - Where changes in level must be addressed, routes should be legible, direct, and offer a high-quality pedestrian experience.
 - Staircase and ramp lengths should be minimised to remove perceived barriers.
35. Specific opportunities to open the southern end of the Train Station pavilion to pedestrian movement, offering an alternative route to Elizabeth Quay and the river foreshore, and to remove existing obstructions to the north of the Train Station to improve the pedestrian experience have also been identified.

Environmental Values

36. There are several environmental values within and around the Scheme area that should be protected and enhanced wherever possible:
- Mature trees around the periphery of the Precinct, and on the open-air car park at its western extent.
 - Mature trees on the eastern side of William Street, within the Elizabeth Quay precinct.

- David Carr Lake.
 - Shrubland within the river foreshore.
37. These features contribute to reduced ambient temperatures, provision of shade, provision of habitat, and enhanced biodiversity. They are also significant elements in the identity of the area and contribute to its sense of place.

Transport

38. The Precinct is a significant arrival point for the city; however, it is also recognised that the surrounding road network and the configuration of the Elizabeth Quay Bus and Train Stations are significant constraints on the accessibility, connectedness, and activation of the precinct. Although opportunity exists to reconfigure the surrounding road network and vehicle access/egress points, this must be carefully planned to avoid impacting the functionality of the transport network.
39. If reconfiguration of the road network is considered, it should align with or respond to Main Roads WA's CBD Freeway Project, and if any prospective changes to the river foreshore cycleway contemplated, the route must remain as direct as possible with little interruption and cyclists and pedestrians separated to avoid conflict.
40. An opportunity to examine the future of the Elizabeth Quay Bus Station has also been identified, which although well-placed in relation to the Freeway and Elizabeth Quay Train Station, is poorly integrated with the Train Station and city centre, contributes to traffic congestion, and removes activity from Mounts Bay Road and William Street.
41. Were relocation of the Bus Station contemplated, the ongoing transition of the Transperth bus fleet to electric propulsion may present new opportunities to locate it closer to more sensitive land uses, which would not previously have been possible.

Sustainability

42. Several of the recommendations and opportunities already detailed would make positive contributions to the sustainability of the Precinct and wider city; however, coordinated redevelopment presents an opportunity to deeply embed sustainability principles throughout.
43. Whilst the *Local Planning Strategy* and the *City's Sustainability Strategy 2022-2032 (2025)* are strongly aligned on land use and development planning matters, the Sustainability Strategy identifies a variety of other sustainability outcomes that are sought by the City and how success in achieving them will be measured. To assist in achieving these outcomes, the following should be implemented in the redevelopment of the Precinct:
- All measures to reduce greenhouse gas emissions throughout the development lifecycle.
 - Provision of new urban tree canopy.
 - All measures to reduce resource consumption and waste production, including on-site renewable energy generation, and systems to reduce water consumption and divert waste from landfill.
 - Sustainability certifications through Green Star and/or NABERS.
44. The coordinated redevelopment of the Precinct also presents a unique opportunity to investigate installation of integrated power networks, community batteries, and district cooling systems, and to eliminate gas connections and centralise waste collection.

Timing of Redevelopment

45. The redevelopment of the Precinct is likely to take place concurrently with other major projects across the city that are either already approved or are in detailed planning stages. The scale and likely duration of these projects has the potential to be highly disruptive to the city's movement network, which along with the localised effects of construction works, could significantly diminish the wider amenity of the city.
46. It is suggested that this may be alleviated by coordinating works programs to stagger the most disruptive elements of construction.

Improvement Scheme Modifications

47. The recommended modifications to the draft Improvement Scheme are set out in a schedule for clarity. Each relevant Scheme clause is identified, the corresponding modification detailed, and the reason for the recommendation provided.
48. As noted in paragraph 12, the content of the draft Improvement Scheme broadly follows the model provisions, with some variation, and states that the deemed provisions are to be taken to form part of the Scheme. However, it is considered that the draft Improvement Scheme should more closely align with the model provisions and draft LPS3.
49. The following key modifications are recommended to the WAPC:
 - Insertion of a note stating that any reference to the local planning scheme in the deemed provisions applies as if it were a reference to the Improvement Scheme to allow Part 2 – Planning Framework to be aligned with the model provisions (Part 2 – Reserves).
 - Replace Part 2 – Planning Framework with model provisions Part 2 – Reserves to remove duplication of another clause in the Improvement Scheme and duplication of the deemed provisions for the preparation, amendment, and revocation of a scheme policy.
 - Delete Part 3 – Design Guidelines, as they are not a recognised planning instrument in the *Planning and Development Act 2005*, nor the LPS Regulations, but can be prepared as scheme policies.
 - Replace the 'Special Use' zone with an alternative zone for greater consistency with the model provisions.
 - Amend the permissibility of various land use classes to better align with the aims of the draft Improvement Scheme, the objectives of the zone, and draft LPS3.
 - Delete superfluous development requirements relating to residential development and the Swan Canning Development Control Area.
 - Amend the Scheme Map to include the appropriate colour to identify the zone, along with a Residential Design Code boundary and R-Code label, and to expand the map legend accordingly.

Other Implications/Considerations:

50. Historically the State Government has recognised that planning for the capital city is unique because of its state-significant role economically, culturally, government institutions, its transport infrastructure, as well as the complex land matters that unique arise of the capital city. Strategic oversight has been provided by the Capital City Planning Committee, with membership from the key State Government agencies and the City of Perth.
51. Whilst the Committee has not met for approximately two years, it is considered timely that the WAPC reconvene the Committee. Significant investment by government and the private sector over the next 10 years will potentially see the culmination of important city shaping projects. These include the

redevelopment of the PCEC, a revitalised Perth Concert Hall, development of the Aboriginal Cultural Centre, completion of an Improvement Scheme for the UWA-QEIIIMC Precinct, opening of the East Perth Primary School, redevelopment of Carillon City, revitalisation of Perth Cultural Centre, the opening of Edith Cowan University’s ECU City campus, and many purpose-built student housing developments.

52. Looking beyond local government boundaries will see the continued redevelopment of key areas that influence the growth and direction of the Capital City. These include the development of the Burswood Peninsula for sport, recreation, and entertainment and a growing residential population, and the development of the SubiEast Precinct as a high-density residential precinct on the doorstep of West Perth.
53. These important government interventions will occur at a time when the City is looking to put into effect the entirely new LPS3. LPS3 seeks to build momentum for increased levels of private sector investment and achievement of a residential population of 55,000 by 2036, with the latter requiring continued investment in community infrastructure by State and local government.
54. While the Capital City Planning Committee has not functioned as a statutory decision-making body, the value it can bring is as a strategic forum within government. Focusing on the bigger picture, it can build understanding and consensus on the planning and delivery of the many projects and more, as listed above.

Consultation

55. Nil.

Decision Implications

56. Should Council support the recommendation, the City’s submission on the draft Improvement Scheme will be lodged with the WAPC
57. If Council does not support the recommendation, Council can resolve to amend the submission prior to lodgement with the WAPC.
58. If Council does not support the recommendation and does not resolve to amend the submission, the City will not lodge a submission.

Strategic, Legislative and Policy Implications

Strategic Community Plan	
Strategic Pillar (Objective)	Liveable
Related Documents (Issue Specific Strategies and Plans):	<p><i>Strategic Community Plan 2022-2032</i></p> <p>The Strategic Community Plan’s sets the following goals:</p> <ul style="list-style-type: none"> ● A safe, active, vibrant, and connected community. ● An inclusive community, with distinctive and thriving neighbourhoods. ● A well-planned, designed, and managed city. ● A resource efficient, climate-conscious, green city.

	<ul style="list-style-type: none"> • Job rich, with economic sector development and thriving small businesses. <p>The City’s submission advocates for redevelopment of the PCEC Precinct in a people-centric manner that will provide a safe, active, vibrant environment for residents, workers, and visitors, and will accommodate a variety of business that contribute to the daytime and night-time economies. It also highlights the importance of protecting environmental assets and locating residents where their environmental footprint is minimised by access to local amenities and active and public transport options.</p> <p><i>Local Planning Strategy (May 2023)</i></p> <p>The Strategy identifies an opportunity to better capitalise on key transport infrastructure and sets a direction to develop an appropriate planning framework and plans for transit-oriented development catchments, rail line, and rail station interfaces.</p> <p>In relation to the PCEC Precinct, the Strategy sets an action to work with the State Government to undertake a detailed planning study of the area, including Elizabeth Quay Train Station, Elizabeth Quay Bus Station, and PCEC, that addresses the following planning directions:</p> <ol style="list-style-type: none"> better connect and integrate the precinct with the Swan River; improve ease of movement within the precinct and between the precinct to surrounding areas including Elizabeth Quay and the Capital City Office area; optimise development opportunities on underutilised land to accommodate residential population, business and employment growth, and build upon the tourism offering; and enhance the public realm and ensure that development positively contributes to it. <p>The draft Improvement Scheme broadly aligns with these directions and the City’s submission strongly advocates for improved connection and integration with the Swan River, Elizabeth Quay, and the Capital City Office Area, the optimisation of development opportunities to accommodate residential population, business and employment growth, and build upon the tourism offering, and the enhancement of the public realm.</p>
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Legislation, Delegation of Authority and Policy	
Legislation:	Nil.
Authority of Council/CEO:	The City of Perth submission on the draft Improvement Scheme is being considered by Council at the discretion of the CEO.
Policy:	Nil.

Financial Implications

59. Redevelopment of the Precinct may have implications for the City's commercial car parking interests, including financial; however, this submission focuses on the planning and design of the precinct. The commercial parking interests will be addressed through separate negotiations between the City and the State.

Further Information

60. Nil.

City of Perth Submission
30 September 2025
Draft Perth Convention and Exhibition Centre Precinct
Improvement Scheme No. 1

INTRODUCTION

The City supports the intent to redevelop the Perth Convention and Exhibition Centre (PCEC) Precinct. It presents a significant and once-in-a-lifetime opportunity to help reshape Central Perth and as such, it must be clear in its vision and must be bold and ambitious for the future of the Capital City. Redevelopment presents the opportunity to remedy the design shortcomings of the precinct, with its lack of integration to the Swan River, Elizabeth Quay and its train station, and the wider city.

The aims of the Improvement Scheme align with the high-level aspirations set out in the City of Perth *Local Planning Strategy* (endorsed in May 2023) to create a liveable, sustainable, and prosperous city. The Strategy is one of the key guiding documents for the growth of Perth city over the next 10-15 years and has informed the City's draft *Local Planning Scheme No. 3* (LPS3) and accompanying planning policies. Draft LPS3 is currently with the Department for consent to advertise.

The Strategy includes an action to work with the State Government to undertake a detailed planning study of the area, including Elizabeth Quay Train Station, Elizabeth Quay Bus Station, and PCEC. The Strategy identifies the following planning directions:

- a. better connect and integrate the precinct with the Swan River;
- b. improve ease of movement within the precinct and between the precinct to surrounding areas including Elizabeth Quay and the Capital City Office area;
- c. optimise development opportunities on underutilised land to accommodate residential population, business and employment growth, and build upon the tourism offering; and
- d. enhance the public realm and ensure that development positively contributes to it.

The draft Improvement Scheme provides an opportunity for the State Government to guide the precinct redevelopment to achieve these aims in a coordinated manner and enhance the liveability and sustainability of Central Perth. The City welcomes the opportunity to work with the State on the redevelopment.

It is important to note that this submission focuses on the planning and design of the precinct. It does not seek to address the City's separate, and important, commercial car parking interests in the precinct. This will be addressed through separate negotiations between the City and the State.

This submission has been divided into two sections. The first section focuses on key planning and design considerations for the precinct. The second section focuses on the technical aspects of the draft Improvement Scheme, with recommended modifications and their rationale. The focus

of the modifications is on consistency with the model and deemed provisions as set out in the *Planning and Development (Local Planning Schemes) Regulations 2015*. These modifications also seek to ensure that the mix and permissibility of land use classes aligns as closely as possible with those assigned to the surrounding areas in draft LPS3.

Acknowledging that future development will be guided by planning policies and/or design guidelines, the City provides comment on the following to inform further planning of the area, in line with the aims of the draft Improvement Scheme and the City's *Local Planning Strategy*:

- Built form;
- Land use;
- Public realm;
- Pedestrian movement;
- Environmental values;
- Transport;
- Sustainability; and
- Timing of redevelopment.

These comments are informed by the State Government's *Perth and Peel @ 3.5million* framework, the City's *Local Planning Strategy (2023)*, *Sustainability Strategy 2022-2032 (2025)*, *Transport Strategy (2017)*, *Bike Plan 2025-2035*, *Urban Forest Plan (2016)*, *Public Spaces and Public Life Perth 2009* study (Gehl Architects, 2009), *Towards 2036 – 2025 Public Spaces and Public Life Report Card* (Gehl, 2025), draft *Local Planning Scheme No. 3*, and draft *General Design Local Planning Policy*.

BUILT FORM

Built form will be one of the most critical aspects of the redevelopment of the PCEC Precinct, both in terms of its effect on the cityscape and in how it shapes the public realm.

Ideally, building heights should step down from Mounts Bay Road toward the river foreshore to avoid significant overshadowing of the public realm and create a human-scaled environment. This will also open the view corridor along William Street toward the river. Due to the precinct's prominent location, and recognising that it is overlooked by taller structures, the visual effect of the redevelopment must be given due consideration, especially on significant vistas such as those from Kings Park.

The effects of building orientation, setbacks, and heights on microclimates requires careful consideration to avoid strong winds at street level, and to regulate solar access to avoid significant overshadowing of the public realm, whilst still offering pockets of shade.

At ground (street) and plaza levels, expanses of blank wall or soft landscaping fronting the public realm should be avoided in favour of active frontages. Similarly, street-level service areas and utilities should be removed from the public realm insofar as possible.

LAND USE

Whilst the City's feedback on land use classes and their permissibility are detailed in the modifications to the draft Improvement Scheme, specific emphasis must be placed on the inclusion of residential and active ground floor uses within the PCEC Precinct to support activation outside of programmed event times.

One of the key aims of the City's *Local Planning Strategy* is to increase its permanent population to 55,000 residents by 2036. Incorporation of a significant residential component within the redevelopment of the precinct would make an important contribution to building a community and sense of place, and to the economic viability of surrounding businesses. The location of a significant number of new residents close to the city and Elizabeth Quay Bus and Train Stations would also encourage active and public transport use, reducing car dependency.

Including a significant residential population, whether permanent or short-term, is an important element to the activation of the precinct, especially on weekends and when events are not occurring.

Provision for an appropriate mix of land uses along the edges of the public realm, is strongly encouraged. This is necessary at both at the ground (street) and plaza level, street corners and where paths narrow and where changes of level occur. This will create activity to draw pedestrians toward destination points, particularly the river foreshore. Ensuring that the land use mix covers a range of opening hours will ensure activation and passive surveillance to enhance pedestrian safety and comfort during the day, night, and at weekends. Passive surveillance will also be provided by permanent residential uses, especially at lower levels in buildings.

Presently, there are no active frontages to Mounts Bay Road and William Street, which disconnects the precinct from the wider city. Whilst there is limited scope to create active frontages due to the location of the Elizabeth Quay Bus and Train Stations, there may be an opportunity to activate the south-western corner of the intersection of Mounts Bay Road/The Esplanade and William Street with a small commercial tenancy. This could act as an attractor to the precinct when approached from the north and east.

PUBLIC REALM

Acknowledging that much of the existing public space is provided at plaza level and significantly elevated above the river, strong, legible connection to the surrounding street network is of great importance. This may be improved by widening staircases and ramps to a more civic scale, and if possible, providing obvious ground level entrances to buildings. Opening lines of sight between destination points and enhancing the landings of the pedestrian overpasses with active frontages to buildings would also improve connections to the surrounding street network and plazas and help to make wayfinding more intuitive.

Public realm will benefit from being appropriately dimensioned, open to the sky, and free of enclosure to ensure that it is legible as public space, as narrow, covered, and/or enclosed spaces can often be perceived as private realm.

The orientation and location of public realm elements, whether spaces or pedestrian links, should optimise the microclimate to ensure that they are comfortable to use and encourage people to

linger. Similarly, the provision of appropriate, sustainable landscaping for the scale and orientation of the space will ensure its ongoing viability.

It is important that the public realm appears as a continuation of Elizabeth Quay, with the City's preference being for ground level connections between the two precincts. The promenade must also be sufficiently dimensioned to accommodate all users and programmed activations.

A significant opportunity exists to enhance the open space at the southern extent of the Scheme area, along with the river foreshore, to create an attractive space for active and passive recreation. Integration with any north-south movement axes would be essential in making the space feel well-connected to the city and easily accessible, whilst naturalised landscape design should be employed to integrate the southern edge of the precinct with the City's foreshore reserve (Lot 502).

Opportunity also exists to incorporate incidental play elements throughout the public realm, which would enhance the experience of moving through the space, especially for children, who are often forgotten as users of streets and public spaces.

PEDESTRIAN MOVEMENT

Any new pedestrian links should not detract from the use and performance of the existing pedestrian network of streets, laneways, malls, and arcades, but rather improve connections to these.

Whilst most of the public realm enhancements to improve connection to the existing street network and, by extension, pedestrian movement are outlined above, the existing network within the PCEC Precinct would also benefit from rationalisation to improve legibility.

This could be supplemented by the introduction of bold, simple wayfinding markers or signage, particularly direction on how to access the Bus Station and PCEC from ground (street) level and from St Georges Terrace via Westralia Plaza, Brookfield Place, and The Quadrant. This is currently lacking, and the network of plazas and overpasses create convoluted and unsafe routes.

To ensure smooth pedestrian flow and easy navigability, pathways should be kept free of obstructions, such as bollards, utility cabinets, and street furniture and variations in level avoided wherever possible. Where changes in level must be addressed, routes should be legible, direct, and offer a high-quality pedestrian experience; however, staircases and ramps can also be perceived as barriers and so their length should be minimised if possible.

There is an opportunity to open the southern end of the Train Station pavilion to pedestrian movement, offering an alternative route to Elizabeth Quay and the river foreshore, though this would require a new signalised pedestrian crossing on William Street. Opportunity also exists to improve the pedestrian experience to the north of the Train Station by removing obstructions to improve flow at peak times.

ENVIRONMENTAL VALUES

Existing environmental assets, particularly mature trees, and the riparian environment of the river foreshore, should be protected and enhanced wherever possible.

According to the WAPC's Urban Tree Canopy Dashboard, Central Perth has very low tree canopy cover at only 7% in 2024; however, thermal imaging from 2016 reveals that the mature trees around the periphery of the PCEC Precinct, and on the open-air car park at its western extent, significantly reduce ambient temperatures.

Should any new connections to Elizabeth Quay be provided, there is also potential to negatively affect the mature trees on the eastern side of William Street and this should be considered as part of the design process.

Trees to be retained as part of the redevelopment should be clearly identified at the earliest possible stage in the process and appropriate measures put in place to ensure their protection during any demolition and/or construction works.

David Carr Lake, which lies in the south of the Scheme area, is one of few freshwater bodies in the area and is an important habitat for a variety of fauna. It is essential that it is adequately protected during any construction works that could affect it, and on an ongoing basis after completion of the redevelopment.

Whilst the precinct is on reclaimed land and most of the riverbank is rock armoured, the shrubland behind may provide fauna habitat. This should be investigated to inform the design of any development on the river's edge.

TRANSPORT

The PCEC Precinct is a significant arrival point for the city; however, the Elizabeth Quay Bus and Train Stations, Mitchell and Kwinana Freeway on and offramps, and the district distributor function of Mounts Bay Road and William Street present significant constraints on the accessibility, connectedness, and activation of the precinct.

The redevelopment of the precinct has the potential to cause significant traffic congestion across Mounts Bay Road, Spring Street, and surrounding networks, with broader implications for the freeway off-ramps and Point Lewis Rotary. This is likely to be felt for at least 12 months during construction, adding to existing strains on the City's road network.

It is anticipated that construction will take place concurrently with other significant State Government Projects and possible road closures, such as the Causeway Bridge alterations for ferry services, and the Water Corporation's major pipeline replacement at Point Fraser and Ozone Reserve, further affecting the operation of the wider network.

Post-construction, there remains potential for William Street and The Esplanade to become heavily congested during peak periods, particularly as development within Elizabeth Quay is completed, generating increased traffic volumes. Without careful planning and prioritisation of public and active transport movements, these key corridors may experience gridlock, affecting access, efficiency, and the overall functionality of the precinct and the wider street network.

There is an opportunity to reconfigure the surrounding road network and vehicle access/egress points to improve traffic flow, particularly vehicle movements to and from the Freeway and Bus Station. Reconfiguration could also enhance pedestrian safety and amenity and create an opportunity to activate frontages to Mounts Bay Road and William Street, acknowledging that

the established service entrances to buildings on Elizabeth Quay from William Street must be preserved.

Should reconfiguration of the road network be considered, it should align with or respond to Main Roads WA's CBD Freeway Project, which at a high level indicates potential realignments in the western extent of the precinct.

The existing cycleway along the river foreshore is a key route in the city's cycling network for recreational cyclists and commuters. The City's *Bike Plan 2025-2035* identifies the separation of cyclists from pedestrians, where space allows, as a key design principle in future planning for bikes, noting that bikes and pedestrians often come into conflict where required to share space. It states that the safety and comfort of pedestrians should be the highest priority. Therefore, any prospective changes to this route must be as direct as possible with little interruption and cyclists and pedestrians should be separated to avoid conflict, especially where there are active edges to buildings.

The City's *Transport Strategy (2017)* supports a wholesale review of the metropolitan bus network, including the CAT services, to improve the legibility of the network and minimise issues that are currently being experienced within the city.

The current network of bus routes, particularly the routing of many services through the city centre, has created an over-reliance on some streets, such as the cross-city Adelaide and St Georges Terrace corridor, and Barrack and William Streets. Whilst this has the benefit of providing good public transport accessibility, it has created problems of congestion, noise, pollution, and visual obstruction.

Review of cross-city bus routes and rationalisation of services will be important in addressing these issues, as will be the consideration of the best locations for the city's bus stations in the long term. The redevelopment of the PCEC Precinct presents an opportunity to examine the future of the Elizabeth Quay Bus Station, which although well-placed in relation to the Freeway and Elizabeth Quay Train Station, is poorly integrated with the Train Station and city centre, contributes to traffic congestion, and removes activity from Mounts Bay Road and William Street.

Whilst the transition of the TransPerth bus fleet to electric propulsion will significantly reduce the negative effects of noise and emissions in the city centre, this may also present new opportunities for relocation of the Bus Station closer to more sensitive land uses, which would not previously have been possible.

SUSTAINABILITY

The City's *Sustainability Strategy 2022-2032 (2025)* identifies a variety of sustainability outcomes that are sought and how success will be measured. Whilst several of the recommendations and opportunities already detailed would make positive contributions to the sustainability of the precinct and wider city, coordinated redevelopment presents an opportunity to deeply embed sustainability principles throughout.

To reduce community greenhouse gas emissions, it is the City's intention to establish a baseline by 2026 and, in the medium to long-term, seek to reduce community emissions in line with the State Government target for net zero by 2050. Therefore, all measures that may be implemented

to reduce greenhouse gas emissions throughout the development lifecycle are strongly encouraged.

The retention of mature trees and protection of habitats have already been detailed; however, the City would also encourage the provision of new urban tree canopy, which will assist in meeting its target of 30% canopy cover by 2036 and reduce the number of temperature hotspots observed across the city.

All measures that may be implemented to reduce resource consumption and waste production are strongly encouraged, including on-site renewable energy generation, and systems to reduce water consumption and divert waste from landfill. Coordinated redevelopment of the precinct presents a unique opportunity to investigate installation of integrated power networks, community batteries, and district cooling systems and to eliminate gas connections and centralise waste collection.

The Planning and Sustainability Strategies are strongly aligned on land use and development planning matters, including increasing the city's permanent residential population, providing additional open space, and increasing active and public transport as primary travel methods. However, in line with the Sustainability Strategy, the City also strongly encourages developers to seek sustainability certifications, whether through Green Star or NABERS.

TIMING OF REDEVELOPMENT

The timing of redevelopment of the PCEC Precinct, including any forward works, needs to consider the cumulative effects of several major projects likely to take place concurrently across the city, and how they may be managed in a coordinated manner.

The scale and likely duration of these projects has the potential to be highly disruptive to the city's movement networks, with the prospect of temporary footpath, cycle path, road, and car park closures, detours, and re-routing, reduction, or suspension of bus and train services. Such measures would have to be carefully coordinated to avoid causing unreasonable levels of congestion and delay.

This disruption, along with localised effects resulting from construction works, also have the potential to diminish the wider amenity of the city, making it a less desirable place to visit. This may be alleviated by coordination of works programs to stagger the most disruptive aspects of construction.

Modification No.	Reference – proposed provision	Recommended modification	Reason
General			
1	Various subclauses	Place all subclause letters and numbers in closed brackets (i.e., (a), (i) etc.).	For consistency with the model provisions.
Title Page			
2	N/A	Correct the spelling of ‘exhibition’ in the document title.	To correct a typographical error.
Contents			
3	N/A	Update contents as necessary.	For consistency with any subsequent changes to the Scheme Text.
Part 1 – Preliminary			
4	Clause 2 – Commencement	Place ‘Planning and Development Act 2005’ in italics.	For consistency with the model provisions.
5	Clause 3 – Scheme revoked	Replace with: ‘The following planning schemes are revoked as they apply to the Scheme area: (1) City Planning Scheme No. 2 (CPS 2) – Gazetted 9 January 2004 (2) Metropolitan Region Scheme – Gazetted 31 March 2025’	To clarify that the local and region planning schemes are both revoked where they currently apply to the Improvement Scheme No. 1 area.
6	Clause 5 – Responsibility for Scheme	Insert ‘and the execution of any works required to be executed under this Scheme.’ after ‘implementation of this Scheme’.	For consistency with the model provisions.
7	Clause 7 – Contents of Scheme	Place ‘(the Scheme Text)’ in bold italics.	For consistency with the model provisions.
8	Clause 7 – Contents of Scheme	Delete ‘)’ after ‘Schedule 2’ in subclause (1)a).	To correct a typographical error.
9	Clause 7 – Contents of Scheme	Insert a carriage return following ‘Notes for this clause.’	For consistency with the model provisions.
10	Clause 7 – Contents of Scheme	Number the note as ‘1.’	For clarity when introducing a further note.
11	Clause 7 – Contents of Scheme	Insert ‘the’ before ‘Planning and Development (Local Planning Schemes) Regulations 2015’.	To correct a typographical error.

Modification No.	Reference – proposed provision	Recommended modification	Reason
12	Clause 7 – Contents of Scheme	Place 'Planning and' in italics.	To correct a typographical error.
13	Clause 7 – Contents of Scheme	Insert an additional note as follows: '2. A reference to the local planning scheme in the deemed provisions set out in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Schedule 2 apply as if they were a reference to this Scheme.'	Addition of the recommended note would clarify the relationship between the Improvement Scheme and the deemed provisions and allow Part 2 – Planning Framework to be aligned with the model provisions (Part 2 – Reserves) – see recommended Modification No. 17.
14	Clause 8 – Purposes of Scheme	Delete 'b) set aside land as reserves for public purposes; and' and amend the lettering of the remaining purposes accordingly.	No land is identified as a reserve for public purposes on the Scheme Map.
15	Clause 9 – Aims of Scheme	Insert 'of' after 'creation' in aim a).	To correct a typographical error.
16	Clause 9 – Aims of Scheme	Capitalise the 'C' in 'centre's' in aim b).	To correct a typographical error.
Part 2 – Planning Framework			
17	Part 2 – Planning Framework	Replace Part 2 – Planning Framework with model provisions Part 2 – Reserves.	Recommended Modification No. 13 would clarify the relationship between the draft Improvement Scheme and the deemed provisions. This would allow Part 2 – Planning Framework to be aligned with the model provisions (Part 2 – Reserves) for consistency with other planning schemes. Clause 13 may be deleted, as it effectively duplicates clause 7(2), which states that: <i>This Scheme is to be read in conjunction with any Improvement Scheme report for the Scheme area.</i> Similarly, clauses 15-17 may be deleted, as they deal with the preparation, amendment, and revocation of a scheme policy, duplicating clauses 3-6 of the deemed provisions.

Modification No.	Reference – proposed provision	Recommended modification	Reason
Part 3 – Design Guidelines			
18	Part 3 – Design Guidelines	Delete Part 3 and amend the numbering of the following parts accordingly.	<p>Design guidelines are not a recognised planning instrument in the <i>Planning and Development Act 2005</i>, nor the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> (LPS Regulations) but can be prepared as scheme policies.</p> <p>It is considered that design guidelines would be more appropriately treated as scheme policies, as this would give them statutory weight and require that they are given due regard in decision-making.</p> <p>Recommended Modification No. 13 would clarify the relationship between the draft Improvement Scheme and the deemed provisions, allowing Part 3 to be deleted in favour of clauses 3-6 of the deemed provisions.</p>
Part 4 – Zones and use of land			
19	Clause 19 – Zones	Replace ‘Special Use’ in subclause (2) and the zoning table with an alternative zone.	<p>The model provisions include ‘special use’ zones as a separate element under clause 21 and specify the objectives of special use zones as being:</p> <ul style="list-style-type: none"> • to facilitate special categories of land uses which do not sit comfortably within any other zone. • to enable the Council (WAPC) to impose specific conditions associated with the special use. <p>The first of these objectives is at odds with the model land use classes contained in the zoning table, and no specific conditions have been applied.</p>

Modification No.	Reference – proposed provision	Recommended modification	Reason
			Therefore, application of an alternative zone would ensure greater consistency with the model provisions.
20	Clause 19 – Zones	Amend subclause (2) objective b) from: 'Development of a range of office, commercial and residential development which is compatible with the PCEC.' to 'A range of office, commercial and residential development that is compatible with the PCEC.'	Presumably, permitting a range of office, commercial and residential development would be conditional on its compatibility with the PCEC, rather than having already been determined to be compatible with the PCEC in any circumstance. Therefore, the use of 'that', rather than 'which', would be grammatically correct. The recommended modification would also avoid repetition of the word 'development' in the same sentence.
21	Clause 19 – Zones	Amend subclause (2) objective c) from: 'Development of a mix of complementary retail and hospitality uses which are compatible with the PCEC.' to 'Development of a mix of complementary retail and hospitality uses that are compatible with the PCEC.'	Presumably, development of a mix of complementary retail and hospitality uses would be conditional on its compatibility with the PCEC, rather than having already been determined to be compatible with the PCEC in any circumstance. Therefore, the use of 'that', rather than 'which', would be grammatically correct.
22	Clause 20 – Zoning table	Replace 'Special Use' in the zoning table header row with an alternative zone, consistent with recommended Modification No. 19.	Per recommended Modification No. 19.
23	Clause 20 – Zoning table	Delete the following uses: <ul style="list-style-type: none"> ▪ Amusement Parlour ▪ Trade Display ▪ Transport Depot. 	These uses have not been included in the City's draft <i>Local Planning Scheme No. 3</i> (LPS3) and their deletion from the draft Improvement Scheme would ensure greater consistency between the two schemes.

Modification No.	Reference – proposed provision	Recommended modification	Reason
24	Clause 20 – Zoning table	<p>Insert the following uses and associated permissibilities:</p> <ul style="list-style-type: none"> ▪ Animal Establishment as an 'X' use ▪ Fast Food Outlet – Drive Through as an 'X' use ▪ Funeral Parlour as an 'X' use ▪ Garden Centre as a 'D' use ▪ Motor Vehicle, Boat or Caravan Sales as an 'X' use ▪ Motor Vehicle Repair as an 'X' use ▪ Student Accommodation as a 'D' use ▪ Trade Supplies as an 'X' use ▪ Warehouse / Storage as an 'X' use. 	<p>These uses and their associated permissibilities have been included in the City's draft <i>Local Planning Scheme No. 3</i> (LPS3) and their inclusion in the draft Improvement Scheme would ensure greater consistency between the two schemes.</p>
25	Clause 20 – Zoning table	<p>Amend the permissibility of Recreation – Private from 'X' to 'D'.</p>	<p>Amending the permissibility of 'Recreation – Private' from 'X' to 'D' would allow the use to be considered where its specific location, scale, form, and nature may be considered acceptable (e.g., a private gym), consistent with LPS3.</p> <p>This would also be consistent with the aims of the Scheme:</p> <p>'The creation an accessible, integrated and high amenity waterfront precinct with a strong Western Australian identity that will be an active part of the city and a recognisable destination for local, interstate and overseas visitors.'</p>
26	Clause 21 – Interpreting zoning table	<p>Clarify subclause (6)(b).</p>	<p>Subclause (6)(b) includes a reference to clause 24 of the deemed provisions, which refers to structure plans providing for later approval of details of subdivision or development. However, the draft Improvement Scheme does not make provision for structure plans.</p>

Modification No.	Reference – proposed provision	Recommended modification	Reason
			Clause 24 also does not correlate with the model provisions, nor regulation 24 of the LPS Regulations. It is therefore unclear if this reference has been included in error or if it should be a reference to another clause in the LPS Regulations e.g., clause 63 of the deemed provisions.
27	Clause 24 – Register of non-conforming uses	Amend subclause (3)b) from: 'must make a copy of the register available for public inspection during business hours at the offices of the Commission; and' to 'must ensure that an up-to-date copy of the register is published in accordance with clause 87 of the deemed provisions.'	For consistency with the model provisions.
28	Clause 24 – Register of non-conforming uses	Delete subclause (3)c).	For consistency with the model provisions.
29	Clause 24 – Register of non-conforming uses	Insert an additional subclause (3A) as follows: '(3A) Subclause (3)(b) is an ongoing publication requirement for the purposes of clause 87(5)(a) of the deemed provisions.'	For consistency with the model provisions.
Part 5 – General development requirements			
30	Part 5 – General development requirements	Insert clauses 25, 26, 29, and 30 from the model provisions and amend the numbering of the remaining clauses (from clause 25 – Environmental conditions onward) accordingly.	For consistency with the model provisions.
31	Clause 26 – Site and development requirements	Insert 'Additional' before 'Site and development requirements'.	For consistency with the model provisions.
32	Clause 26 – Site and development requirements	Replace subclauses (1) and (2) with 'There are no additional site and development requirements that apply to this Scheme.'	Clause 29 of the <i>Planning and Development Act 2005</i> requires that: <i>A person or body performing a function under this Act must have due regard to any State planning</i>

Modification No.	Reference – proposed provision	Recommended modification	Reason
			<p><i>policy to the extent that the policy is relevant to the function.</i></p> <p>On this basis, the WAPC, as a public sector body, must have due regard to State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) in its decision-making. By logical extension, this would mean that any development would be required to be planned and designed with reference to SPP 7.0.</p> <p>Design guidelines could be applied either as scheme policies under the deemed provisions, or under Part 2 or Part 3 of the draft Improvement Scheme if one or both parts remain unmodified.</p>
33	Clause 27 – Residential development	Delete clause 27.	<p>The Residential Design Codes (R-Codes) apply to all residential development throughout Western Australia, whilst the R-Codes Volume 2 transfers the primary controls for R-AC0 coded areas to the local planning scheme, local development plan(s), and/or precinct controls, as applicable.</p> <p>The designation of R-AC0 coding should appear on the Scheme Map per other planning schemes, rather than in the Scheme Text, and it is expected that primary controls will be set out in scheme policies in the form of design guidelines.</p>
34	Clause 28 – Swan Canning Development Control Area	Delete clause 28.	<p>Clause 28 is effectively an abridged version of Part 5 of the <i>Swan and Canning Rivers Management Act 2006</i>, albeit with some variation in decision-making process and responsibility.</p> <p>Acknowledging that under clause 132 of the <i>Planning and Development Act 2005</i> the Governor may modify or suspend law to enable a planning scheme to have effect, the <i>Swan and Canning</i></p>

Modification No.	Reference – proposed provision	Recommended modification	Reason
			<i>Rivers Management Act 2006</i> would take precedence over the Improvement Scheme, rendering clause 28 redundant.
Part 6 – Terms referred to in Scheme			
35	Clause 29 – Terms used	Delete the following terms: <ul style="list-style-type: none"> ▪ Hosted short-term rental accommodation ▪ Unhosted short-term rental accommodation. 	‘Hosted short-term rental accommodation’ and ‘unhosted short-term rental accommodation’ should be deleted, as they are included in the deemed provisions and do not have to be inserted into the Scheme.
36	Clause 29 – Terms used	Insert ‘Scheme’ before ‘commencement day’ and move the term and associated definition into alphabetical order.	For consistency with the model provisions.
37	Clause 30 – Land use terms used	Delete the following terms: <ul style="list-style-type: none"> ▪ Amusement Parlour ▪ Trade Display. 	Per Modification No. 23.
38	Clause 30 – Land use terms used	Insert the following terms: <ul style="list-style-type: none"> ▪ Animal Establishment ▪ Fast Food Outlet – Drive Through ▪ Funeral Parlour ▪ Garden Centre ▪ Motor Vehicle, Boat or Caravan Sales ▪ Motor Vehicle Repair ▪ Student Accommodation ▪ Trade Supplies ▪ Warehouse / Storage 	Per Modification No. 24.

Modification No.	Reference – proposed provision	Recommended modification	Reason
Schedule One – Improvement Scheme Map			
39	Improvement Scheme Map	<ul style="list-style-type: none"> ▪ Identify the zone with an appropriate colour; ▪ apply a Residential Design Code boundary around the Scheme area; ▪ apply an 'R-AC0' label; and ▪ expand the Scheme Map legend accordingly. 	For consistency with the model provisions and other improvement schemes.

IMPROVEMENT PLAN NO. 64

PERTH CONVENTION AND EXHIBITION CENTRE PRECINCT



WESTERN AUSTRALIAN PLANNING COMMISSION

November 2024

IMPROVEMENT PLAN NO. 64

PERTH CONVENTION AND EXHIBITION CENTRE PRECINCT

Introduction

1. Under section 119 of the *Planning and Development Act 2005* (the Act), the Western Australian Planning Commission (WAPC) is authorised to certify and recommend to the Minister for Planning that an Improvement Plan should be prepared for the purpose of advancing the planning, development and use of any land in Western Australia.
2. The improvement plan provisions of the Act provide for the WAPC, with the approval of the Governor, to:
 - Plan, replan, design, redesign, consolidate, re-subdivide, clear, develop, reconstruct or rehabilitate land held by the State under the Act or enter into agreement with any owner of land not held by it within the improvement plan area.
 - Provide for the land to be used for such purposes as may be appropriate or necessary.
 - Make necessary changes to land acquired or held by it under the Act.
 - Manage the tenure of ownership of the land or any improvements to that land held by it under the Act or enter into agreement with other owners of land within the improvement plan area for the same purposes.
 - Enter into agreement for the purchase, surrender, exchange, vesting, allocation or other disposal of land, including the adjustment of boundaries.
 - Recover costs in implementing the agreement with any owner of land within the Improvement Plan area; and
 - Do any act, matter or thing for the purposes of carrying out any agreement entered into with other landowners.
3. Improvement Plan No. 64 is prepared under section 119 of the Act to advance planning for the Perth Convention and Exhibition Centre (PCEC) Precinct, conferring on the WAPC the authority to undertake the necessary tasks to plan for and progress the project on behalf of the Western Australian Government.

Background

4. The State Government is considering a proposal from the PCEC Lessees to:
 - increase the capacity of the PCEC exhibition and conference spaces, and improve the centre's relationship with the Swan River, Elizabeth Quay and Kings Park.
 - undertake additional development to activate the PCEC precinct and make it a more accessible, comfortable and inviting city destination

5. Improvement Plan No. 64 has been prepared in advance of the State making a decision on whether to proceed with the PCEC Lessees proposal, to ensure that a decision in favour of proceeding can be implemented without delay.

Purpose

6. The purpose of Improvement Plan No. 64 is to:
 - a) Enable the Western Australian Planning Commission to undertake all steps to advance the planning and development of the PCEC precinct as provided for under Part 8 of the Act.
 - b) Establish the strategic planning and development framework for the PCEC Precinct.
 - c) Authorise the preparation of an Improvement Scheme for the PCEC Precinct; and
 - d) Provide guidance to the preparation of statutory plans, statutory referral documentation and policy instruments.

Improvement Scheme

7. This Improvement Plan authorises the making of an Improvement Scheme, by resolution of the WAPC and approval of the Minister for Planning.
8. Section 122A of the Act enables the WAPC to introduce an Improvement Scheme in areas where an Improvement Plan is in place. Where applied, the provisions of an Improvement Scheme will prevail over applicable region and local planning schemes.
9. An Improvement Scheme made under this Improvement Plan will be informed by the following objectives:
 - Plan and deliver a contemporary convention and exhibition centre that promotes Western Australia as a global business events destination.
 - Create a new tourism and hospitality precinct that improves connections to Elizabeth Quay, Perth central business district, the Swan River and Kings Park.
 - Create opportunities for new commercial, residential, hotel and hospitality development to improve activation of the precinct; and
 - Introduce a series of well-designed public spaces that are inviting, safe and accessible.

Improvement Plan Area

10. Improvement Plan No. 64 incorporates the area depicted on the attached Western Australian Planning Commission Plan No. 3.2841.

Affected Local Governments

11. Consultation on this improvement plan has occurred with the City of Perth, in accordance with section 119(3B) of the Act.

**WESTERN AUSTRALIAN PLANNING COMMISSION
IMPROVEMENT PLAN NO. 64**

CERTIFICATE AND RECOMMENDATION

Pursuant to Part 8 of the *Planning and Development Act 2005* it is hereby:

1. Certified that the land shown on Western Australian Planning Commission Plan No. 3.2841, annexed hereto for the purpose of advancing the planning, development, and use, be made the subject of Improvement Plan No. 64 - Perth Convention and Exhibition Centre Precinct.
2. Recommended to the Minister for Planning and His Excellency the Governor that the identified land area be made the subject of Improvement Plan No. 64 - Perth Convention and Exhibition Centre Precinct.

This certificate and recommendation is given in accordance with a resolution of the Western Australian Planning Commission passed on the 20 November 2024.

The Common Seal of the Western Australian Planning Commission was hereunto affixed in the presence of:



CHAIRMAN



SECRETARY



28 November 2024


DATE

**IMPROVEMENT PLAN NO. 64
PERTH CONVENTION AND EXHIBITION CENTRE PRECINCT**

CERTIFICATE

This Improvement Plan is accompanied by a Certificate given in accordance with Part 8 of the *Planning and Development Act 2005*. It has been endorsed by the Commission for submission to the Minister for Planning.

The Common Seal of the Western Australian Planning Commission was hereunto affixed
In the presence of:



CHAIRMAN

Sam Bouche

SECRETARY

28 November 2024

DATE



THIS RECOMMENDATION IS ACCEPTED:



MINISTER FOR PLANNING

10/12/24

DATE

THIS RECOMMENDATION IS ACCEPTED:

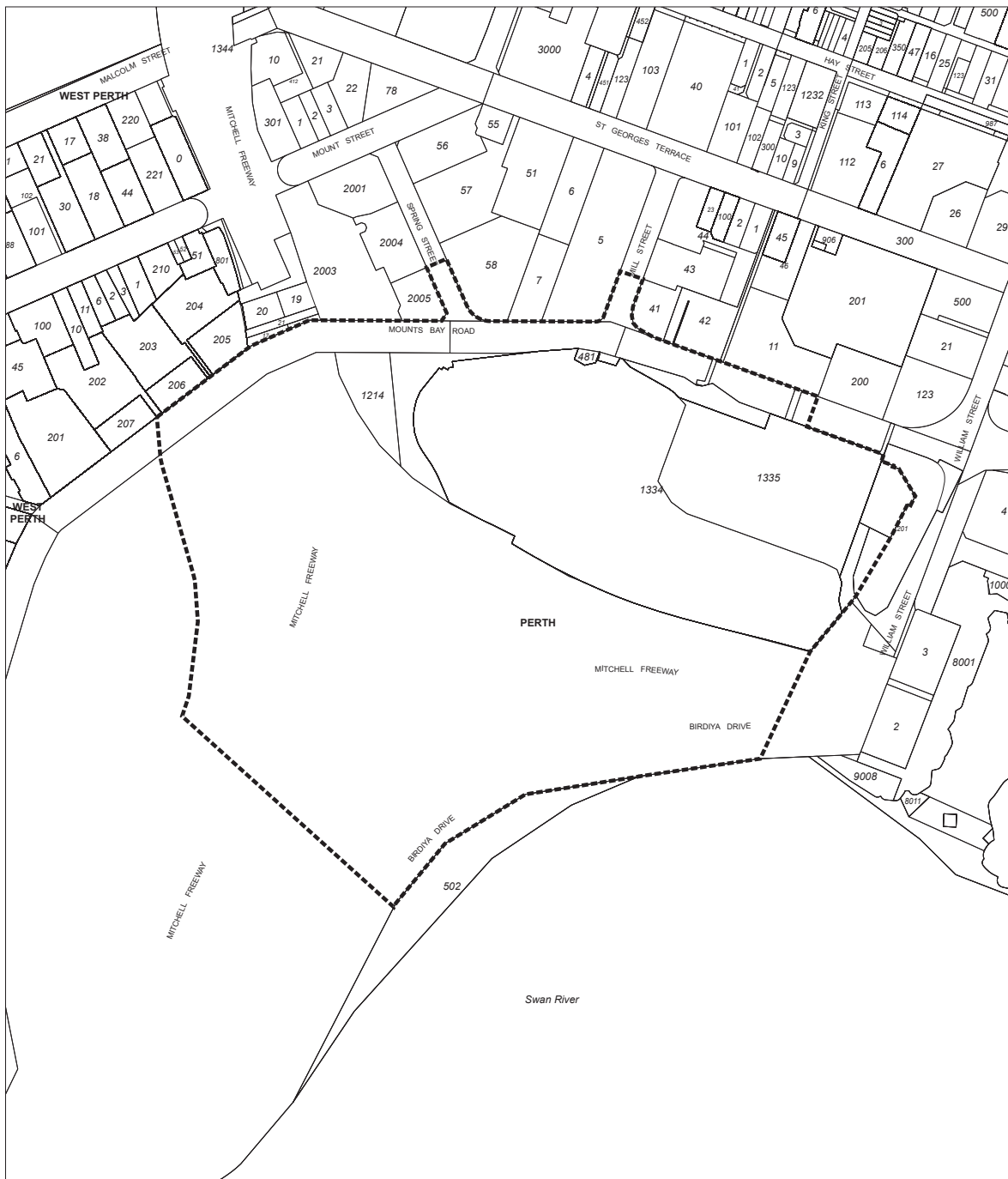


GOVERNOR

17/12/2024

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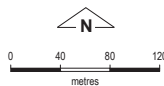
Improvement plan
No. 64

IMPROVEMENT PLAN NO. 64 - PERTH CONVENTION AND EXHIBITION CENTRE



Improvement plan

Project Manager: P. Elliott
Geospatial Officer: K. Rampellini
Examined: T. Servaas
Revised:
Version No: 2
Date: WAPC / 4.4
20 November 2024



Plan Number:

3.2841

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Perth Exhibition and Conference Centre redevelopment concept (Department of Planning, Lands and Heritage, 9 October 2024)

DRAFT– SEPTEMBER

ATTACHMENT 1

IMPROVEMENT SCHEME No. 1

PERTH CONVENTION AND EXHIBITION CENTRE PRECINCT

This Improvement Scheme of the Western Australian Planning Commission consists of this Scheme Text and the Scheme Map. The Improvement Scheme should be read in conjunction with the Perth Convention and Exhibition Centre Precinct Improvement Scheme Report.

Amendments

Amd. #	Gazettal date	Updated		Details
		When	By	

DRAFT– SEPTEMBER

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Part 1 — Preliminary

1. Citation

This Scheme is the Perth Convention and Exhibition Centre (PCEC) Precinct Improvement Scheme No.1.

2. Commencement

Under section 122B of the *Planning and Development Act 2005*, this Scheme comes into operation on the day on which it is published in the *Gazette*.

3. Scheme revoked

The following planning scheme is revoked:

- (1) City Planning Scheme No. 2 (CPS 2) – Gazetted 9 January 2004

4. Notes do not form part of Scheme

Notes, and instructions printed in italics, do not form part of this Scheme.

Note: The *Interpretation Act 1984* section 32 makes provision in relation to whether headings form part of the written law.

5. Responsibility for Scheme

The Western Australian Planning Commission (the Commission) is the responsible authority for the enforcement and implementation of this Scheme.

6. Scheme area

This Scheme applies to the area shown on the Scheme Map.

7. Contents of Scheme

- (1) In addition to the provisions set out in this document (the Scheme Text), this Scheme includes the following:

- a) the deemed provisions set out in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2);
- b) the Scheme Map.

- (2) This Scheme is to be read in conjunction with any Improvement Scheme report for the Scheme area.

Notes for this clause: A reference to the local government in the deemed provisions set out in Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 apply as if they were a reference to the Commission.

8. Purposes of Scheme

The purposes of this Scheme are to:

- a) set out the Commission's planning aims and intentions for the Scheme area; and
- b) set aside land as reserves for public purposes; and
- c) zone land within the Scheme area for the purposes defined in this Scheme; and

12. Community Development Alliance Reports

Nil.

13. Infrastructure and Operations Alliance Reports

Nil.

14. Commercial Services Alliance Reports

Nil.

15. Corporate Services Reports

15.1 Monthly Financial Statements - July 2025

Responsible Officer	Michael Kent – General Manager Corporate Services
Voting Requirements	Simple Majority
Attachments	<p>Attachment 15.1A – Statement of Financial Activity P1-26 ↓</p> <p>Attachment 15.1B – Notes to Statement of Financial Activity P1-26 ↓</p> <p>Attachment 15.1C – Supplementary Notes to Statement of Financial Activity P1-26 ↓</p> <p>Attachment 15.1D – Monthly Financial Statistics P1-26 ↓</p> <p>Attachment 15.1E – Statement of Financial Position P1-26 ↓</p> <p>Attachment 15.1F – Alliance Variances P1-26 ↓</p> <p>Attachment 15.1G – Capital Variances P1-26 ↓</p> <p>Attachment 15.1H – Investment Report P1-26 ↓</p> <p>Attachment 15.1I – Rates Monthly Report P1-26 ↓</p>

Purpose

This suite of reports provides Council with timely, meaningful financial insights regarding the City’s operating activities, financial performance, and financial position.

Recommendation

That Council RECEIVES the following financial reports for the period ended 31 July 2025:

- a. Statement of Financial Activity (SFA) - **Attachment 15.1A.**
- b. Notes on Significant Variances - **Attachment 15.1B.**
- c. Supplementary Notes to the Statement of Financial Activity - **Attachment 15.1C.**
- d. Monthly Financial Statistics - **Attachment 15.1D.**
- e. Statement of Financial Position - **Attachment 15.1E.**
- f. Alliance Operating Variances - **Attachment 15.1F**
- g. Capital Variances - **Attachment 15.1G**
- h. Investment Report - **Attachment 15.1H.**
- i. Rates Monthly Debtors Report - **Attachment 15.1I.**

Background

1. Presentation of a monthly financial report to Council is both a statutory obligation and good financial management practice that:
 - a. Demonstrates the City's commitment to managing its operations in a financially responsible and sustainable manner.
 - b. Provides timely identification of variances from budget expectations for revenues and expenditures and identification of emerging opportunities or changes in economic conditions.
 - c. Ensures proper accountability to the community for the use of financial resources.
2. Preparation of a monthly Statement of Financial Activity (SFA) is the minimal statutory requirement of the *Local Government Act 1995* and regulation 34 of the *Local Government (Financial Management) Regulations 1996*. It is also a responsible financial management practice to allow Council to effectively execute their financial management responsibilities.
3. Financial information that is required to be reported directly to Council monthly includes:
 - a. Operational financial performance against budget expectations.
 - b. Explanations for identified variances from expectations.
 - c. Financial position of the City at each given month end.
4. This statutory financial information is supported by additional supplementary information including investments performance and reports on rates and general debtors.

Understanding the Financials

5. When reading the financial information provided in this report, 'variances' (deviations from budget expectations) are classified as being either:
 - a. Favourable variance.
 - b. Unfavourable variance.
 - c. Timing variance.
6. A timing variance relates to a budgeted revenue or expense that has not occurred at the time it was expected, but which is still expected to occur within the budget year. That is, the financial transaction will still occur - but just in a different month. There should be no impact on the projected budget surplus by year end.
7. A realised favourable or unfavourable variance is different to a timing variance. It represents a genuine difference between the actual and budgeted revenue or expenditure item.
8. A realised favourable year to date variance on a revenue item is a positive outcome for the City as it increases the projected budget surplus. An unfavourable variance on a revenue item has the opposite effect, resulting a decrease to the projected budget surplus.
9. A realised favourable variance on an expenditure item may have either of two causes - one being a saving because the outcome was achieved for a lesser cost, which has the effect of increasing the projected budget surplus. The other cause may be that the proposed expenditure may not have been undertaken and is not expected to be incurred in that financial year. Whilst this may seem positive from the financial position perspective, it may not be a positive outcome for the community if the service or project is not delivered.

10. A realised unfavourable year to date variance on an expenditure item, (over-expenditure) results in a decrease to the projected budget surplus.
11. The Schedule of Significant Variances (**Attachment 15.1B**) provides commentary on whether the nature of the variance is savings related, timing related or otherwise.
12. If a realised favourable or unfavourable variance is material in value (of significant size), it will be amended through a formal budget review process.

Discussion

13. It is a statutory requirement to present a set of Monthly Management Accounts within two months of the end of the month to which they refer.
14. The SFA by Nature & Type - **Attachment 15.1A** presents a whole of organisation perspective on the attainment of revenue and expenditure targets overall - classified by nature and type.
15. The headline data from the SFA at month end is shown in Table 1 below.

Table 1:

Item Details	Annual Budget	YTD Budget	YTD Actual 24/25	Variance	F/ U
Operating Revenue	\$126.37 M	\$19.73 M	\$20.89 M	\$1.16 M	F
Rates Revenue	\$112.25 M	\$111.68 M	\$111.62 M	\$0.06M	F
Cash Operating Exp	\$196.30 M	\$14.97 M	\$14.38 M	\$0.59 M	F
Non-Operating Revenue	\$7.03 M	\$0.00 M	\$0.00 M	\$0.00 M	-
Property, Plant & Equip	\$37.02 M	\$0.98 M	\$1.02 M	\$0.04 M	U
Capital - Infrastructure	\$24.84 M	\$0.21M	\$0.24 M	\$0.03 M	U
Capital Contributions	\$15.25 M	\$0.00 M	\$0.00 M	\$0.00 M	-

16. Material operating revenue and expenditure variances from **Attachment 15.1A** are detailed (with explanatory comments) in the Notes on Significant Variances (**Attachment 15.1B**).
17. Each line item listed in the SFA by Nature & Type **Attachment 15.1A** can be cross referenced (using the Note reference) back to the relevant note.
18. Examining the SFA (**Attachment 15.1A**) in more detail; the aggregation of operating revenues and operating expenses reflects a year-to-date Net Cash Position from Operations of \$117.96M compared to a year-to-date budget of \$116.44M. This is a favourable variance of \$1.52M at the end of the month.
19. Investing activities reflect a result of (\$1.26M) compared to a year-to-date budget of (\$1.19M). This is a unfavourable variance of (\$0.07M).
20. Construction of infrastructure to month end is \$0.03M ahead budget expectations.
21. Acquisition of non-infrastructure to month end is \$0.04M ahead budget expectations.
22. Adjusting for opening funds (Net Current Position), generates the Budget Deficiency before Rates. This then indicates the Amount Required to be Raised from Rates. The difference between the Rates amount, and the Deficiency before Rates, is the Closing Position.

23. The SFA for the period to 31 July shows a rate yield of \$111.62M has been levied compared to the budget of \$111.69M.
24. The disclosed SFA Closing Position of \$155.15M compares favourably to the projected year to date budget closing position of \$153.42M - due to improved operating revenue and reduced expenditure.
25. Key financial statistics at each month end are presented graphically in **Attachment 15.1D** as an alternative representation of the data.
26. The Net Current Position Note (**Attachment 15.1C**) at month end reflects an indicative adjusted Net Current Position value of \$155.15M compared the year to date value of \$153.42M and a year-end budget projection of \$6.18M.
27. Headline data from this month's Net Current Position report is shown in Table 2 below.

Table 2:

Item Details	June 25 Actual	June 26 Annual Budget	YTD 25 Actual
Current Assets	\$ 243.60 M	\$ 212.16 M	\$ 391.63M
Current Liabilities	(\$ 43.55 M)	(\$ 40.72 M)	(\$ 75.02 M)
Unadjusted Net Assets	\$ 202.57 M	\$ 166.89 M	\$ 225.56 M
Less Restricted Items & Adjustments	(\$ 160.15 M)	(\$ 165.26 M)	(\$ 161.46 M)
Adjusted Net Current Position	\$ 39.90 M	\$ 6.18 M	\$ 155.15 M

28. The Net Current Position at year end is impacted by the factors noted at paragraph 24 above.
29. A Statement of Financial Position as at month end (showing 2024/25 Actual balances, the Revised 2025/26 Budget and the 2025/26 Year to Date Actual balances) is presented as **Attachment 15.1E**.
30. In line with recent local government financial management reporting changes, **Attachments 15.1A** to **Attachment 15.1C** form the portion of monthly management accounts that is a statutory obligation.
31. The remaining **attachments 15.1D through to 15.1I** are supplementary information provided to give Council additional transparency of the City's financial management performance.
32. **Attachment 15.1H** - Investment Report for July 2025 presents detail of the City's cash investment portfolio in terms of performance, percentage exposure of total portfolio by credit risk, counterparty exposure and maturity profile.
33. The report indicates the City has adequate cash flow to meet its financial obligations as and when they will fall due; and it has achieved compliance with the various Investment Policy limits.
34. **Attachment 15.1I** - Rates Debtors provides a monthly update and analysis of rates collections by differential property rating category and overall. The 2025/26 rates notices were issued on 26 July and none of the instalment dates have passed. Collections currently represent 1% of total rates collectable.

Consultation

35. Nil.

Decision Implications

36. Council’s acknowledgement of receiving the Statement of Financial Activity and supporting documents will meet its statutory obligation in respect of overseeing the City’s financial resources.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	A Well-Governed City
Related Documents (Issue Specific Strategies and Plans):	Nil.

Legislation, Delegation of Authority and Policy	
Legislation:	<p>Section 6.4(1) and (2) of the Local Government Act 1995 Regulation 34(1) of the Local Government (Financial Management) Regulations 1996</p> <p>This section of the Act and the related regulation prescribe the requirement to prepare and present to Council a Monthly Financial Report including a Statement of Financial Activity (SFA). That Statement of Financial Activity (SFA) should contain:</p> <ul style="list-style-type: none"> • Annual Budget estimates, and approved revisions to these for comparison purposes. • Actual amounts of income and expenditure to the end of the month of the SFA. • Material variances between the comparable amounts and commentary on reasons for these variances. <p>The Monthly Financial Report should also contain:</p> <ul style="list-style-type: none"> • A Statement of Financial Position at the end of the month. • An explanation of the composition of the Net Current Position at the end of the month to which the SFA relates. <p>Any other information which the local government deems relevant.</p>
Authority of Council/CEO:	The above legislation prescribes that this report be presented to Council on a monthly basis.
Policy:	CP 2.1 Management of Investments.

Financial Implications

37. There are no direct financial implications of receiving this report as it reflects a historical accounting of financial transactions. When material variances are noted, appropriate remedial action will be initiated by the administration in a timely and prudent manner.

Further Information

38. Questions and Responses forming part of the Agenda Briefing Session on 23 September 2025 are as follows:

	Question	Response
1.	I notice in the Rates Collection Profile the number of vacant is now 82. Previously it was around 70. Can I please have some commentary on this increase.	<p>The number of properties in the Vacant differential rating classification for 25/26 is 82. It was also 82 in 24/25. In the 23/24 year it was 77 and in 22/23 it was 76. A variance of 6 or 7 properties over 4 years is not thought to be unusual as this can reflect the normal cycle of property redevelopment.</p> <p>Over the same period (22/23 to 25/26), the number of rateable properties in the City increased by 321.</p>

15.2 Schedule of Accounts Paid - July 2025

Responsible Officer	Michael Kent – General Manager Corporate Services
Voting Requirements	Simple Majority
Attachments	Attachment 15.2A – Schedule of Accounts Paid - July 2025 ↓

Purpose

For Council to note details of payments made under delegated authority for the month of July 2025.

Recommendation

That Council:

- 1. RECEIVES the Schedule of Accounts Paid for the period ended 31 July 2025 as attached as **Appendix 15.2A**.
- 2. RECORDS in the Ordinary Council Meeting minutes the summary of accounts paid being:

Total Accounts Paid	
Municipal Fund	\$28,822,119.12
Trust Fund	\$0
Total - All Funds	\$28,822,119.12

Background

1. In accordance with Regulation 13(2) and 13(3) of the *Local Government (Financial Management) Regulations 1996*, where this power has been delegated, a list of payments for each month is to be compiled and presented to the Council. The Chief Executive Officer is delegated this authority under Delegation 2.14.
2. This authority has then been subdelegated by the Chief Executive Officer.
3. The listing of payments with full disclosure of all required information, is presented as an attachment to this report.
4. The listing of payments was made available to the Elected Members via the Council Hub, ahead of the agenda distribution, to provide additional time for review.
5. This summary report then facilitates the acknowledgement of the listing having been received.

Discussion

6. The Schedule of Accounts Paid (**Attachment 15.2A**) contains the following payments made under Delegated Authority 2.14 - Payments from the Municipal & Trust Fund:

Schedule of Accounts Paid – July 2025		
Municipal Fund		
EFT & Cheque Payments	Direct Creditor Payments	22,621,474.36
Sub Total - EFT & Cheques		22,621,474.36
Direct Debits	Bank Charges and Merchant Fees	13,947.63
Sub Total - Direct Debits		13,947.63
Payroll	01/07/2025	2,030,072.87
	15/07/2025	2,077,359.12
	29/07/2025	2,048,321.16
Sub Total - Payroll		6,155,753.15
Corporate Cards		30,943.98
Sub Total - Cards		30,943.98
Total per Attachment 15.2A		28,822,119.12
Total Payments from Municipal Fund		28,822,119.12
Investments in Term Deposits		0
Trust Fund		
Trust EFT & Cheques		0
Total - Trust Funds		0

Consultation

7. Nil.

Decision Implications

8. Council's acknowledgement of receiving the Schedule of Accounts Paid will meet its statutory obligation under Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	Prosperous
Related Documents (Issue Specific Strategies and Plans):	Annual Budget

Legislation, Delegation of Authority and Policy	
Legislation:	<p>Section 6.10 of the <i>Local Government Act 1995</i>. Regulation 13(1) of the <i>Local Government (Financial Management) Regulations 1996</i>.</p> <p>This section of the Act and the related regulation prescribes the requirement to prepare a list of all payments made for each month and to present them to Council. The Schedule of Accounts Paid (the 'list') should contain, for each payment:</p> <ul style="list-style-type: none"> • Payee Name. • Amount of the Payment. • Date of the Payment. • Sufficient information to identify the transaction.
Authority of Council/CEO:	In accordance with Regulation 13(2) and 13(3) of the <i>Local Government (Financial Management) Regulations 1996</i> , where this power has been delegated, a list of payments for each month is to be compiled and presented to the Council.
Policy:	Nil.

Financial Implications

9. There are no direct financial implications of receiving this report as it reflects a historical accounting of financial transactions that were provided for in the adopted budget (as amended).

Further Information

10. Nil.

16. Engagement and Activations Alliance Reports

16.1 Business Relocation Grant 2025/26

Responsible Officer	Andrew Lane – General Manager Engagement and Activation
Voting Requirements	Simple Majority
Attachments	Attachment 16.1A – Attachment A - Application Summary and Recommendation Rationale - BRG - FORM ↓

Purpose

To provide a grant recommendation to Council under the Business Relocation Grant program.

Recommendation

That Council APPROVES, subject to a suitable grant agreement being entered into by the City of Perth and the Applicant on terms acceptable to the City within six months, the following Business Relocation Grant totalling \$30,000 Ex GST:

Ref	Applicant	Project	Recommendation Amount
A	FORM building a state of creativity	FORM Office Relocation	\$30,000 Ex GST

Background

1. The Business Relocation Grant program encourages small to medium-sized businesses to relocate to the city by assisting with the associated financial cost. By reimbursing some of the relocation costs, the City hopes to attract businesses from outside of the local government area and encourage them to call the City of Perth home.
2. Attracting additional businesses into the city will increase vibrancy, support local businesses through additional foot traffic for retail and hospitality, and make the city a safe place for people to live, work, study and visit.
3. Grant funding starts at \$10,000 for eligible businesses that have:
 - a. Minimum 10 full time equivalent (FTE) employees; and
 - b. Can demonstrate relocation costs of at least \$10,000.
4. The grant amount available increases by \$1,000 per full time equivalent employee up to \$50,000 and the applicant must demonstrate an equivalent value in relocation costs. Grant funding is paid upon completion of the project as a reimbursement of the approved expenditure.
5. Applications for a Business Relocation Grant are assessed against the following criteria:
 - a. Demonstrate how the relocation into the City of Perth will positively impact your business and contribute to a diverse economy;
 - b. Demonstrate how the relocation will positively impact the surrounding area;
 - c. Demonstrate your business is well-planned and will be sustainable in its new location; and
 - d. Demonstrate planning and capacity to manage all aspects of the relocation.
6. The program operates on exhaustive funding and applications are accepted at any time until budget is exhausted.
7. Under the Section 3.73 of the Local Government Act 1995, decisions that are defined as 'significant acts' may not be made by the local government during the caretaker period unless otherwise allowed under Section 3.73 (4) to (6).
8. The value of the request from FORM does not meet the definition of a significant act under Regulation 3A of the Local Government (Functions and General) Regulations 1996 and can be considered at the Ordinary Council Meeting during the caretaker period.

Discussion

9. An application for \$30,000 ex GST has been received by FORM building a state of creativity, to relocate their head corporate office to 99 St Georges Terrace, Perth.
10. The application was assessed by a three-person assessment panel with relevant expertise, including a General Manager. A recommendation of \$30,000 ex GST is made based on the eligible amount of full-time equivalent employees.
11. A detailed summary of the application, scoring and assessment panel rationale is contained in Attachment A.
12. The applicant has advised that they project significant organisational growth over the next 3 – 5 years, necessitated by investment in the Cultural Tourism industry. The applicant also noted that 96% of staff surveyed indicated a 'central office location with access to public transport infrastructure' as important.

Consultation

13. Nil

Decision Implications

14. Nil

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	Prosperous
Related Documents (Issue Specific Strategies and Plans):	Strategic Community Plan 2022 – 2032 Economic Development Strategy 2025 - 2028

Legislation, Delegation of Authority and Policy	
Legislation:	Regulation 12 of the Local Government (Financial Management) Regulations 1996.
Authority of Council/CEO:	Council Policy 4.3 Outgoing Sponsorship and Grants directs that any sponsorship application for more than \$20,000 or from a funding round be considered by Council.
Policy:	Council Policy 4.3 Outgoing Sponsorship and Grants

Financial Implications

15. The financial implications of the recommendation(s) are accommodated within the existing budget.

Account Number	1066-100-50-10917-7901	Operating
Account Description	Business Relocation Grant	
Total Budget	\$100,000	
Budget allocated to date	\$10,000	
Budget – This report	\$30,000	
Remaining Budget	\$60,000	

Further Information

16. Nil.

17. Chief Executive Officer Reports

Nil.

18. Committee Reports

Nil

19. Motions of which Previous Notice has been Given

Nil

20. Matters for which the meeting may be closed

Nil.

21. Urgent Business

21.1 Elected Member Motion – City of Perth’s Position on the Proposed Matilda Bay Metronet on Swan Ferry Passenger & Charging Terminal

The following Elected Member Motion was submitted in accordance with clause 4.14 of the *Standing Orders Local Law 2009*.

Councillor	Councillor Steve Wellard
Date Received	23 September 2025
Motion	<p>That Council:</p> <ol style="list-style-type: none"> 1. <u>NOT SUPPORT</u> the construction of the proposed Matilda Bay Metronet on Swan Ferry Passenger & Charging Terminal in its current design as: <ol style="list-style-type: none"> a. due to the terminal’s size it will damage a large section of the river bed & alter the beach sand flow along Matilda Bay, one of only two protected east facing beaches in Perth Metro area. b. the HV electrical infrastructure will reduce green space & tree canopy at Matilda Bay, potentially creating low level noise pollution in the adjacent area while charging ferry’s. c. it will have negative impacts on the natural environment, including the Swan River, marine & bird inhabitants d. there has been no disclosure of a feasibility study, environmental impact assessment, business case demonstrating the specific need for terminal to be located in the centre of Matilda Bay verses the communities request of JoJo’s wharf; e. while both the Matilda Bay & JoJo’s terminal locations will have impact to local water users, the impact to existing water users & the need for ferry operation to give way to sail craft at Matilda bay is seen as incrementally more substantial. f. Matilda Bay is already serviced by the underused Purple CAT Bus (free to/from St Georges Tce) & street parking at Matilda Bay is very limited. 2. <u>REQUESTS</u> the Deputy Lord Mayor write to the Premier of Western Australia; <ol style="list-style-type: none"> a. advising the City of Perth does not support the Matilda Bay Metronet on Swan Ferry Passenger & Charging Terminal as currently proposed, b. requesting further consultation with the City of Perth Council & Administration on alternatives to the project as planned, full disclosure of the business case against the JoJo’s location, and

	<p>c. for all construction works to be paused until there is an agreed consensus on the project between the State Government & the City of Perth</p>
<p>Reasons Provided</p>	<p>I am raising this motion as someone who has lived & worked in other capital cities that benefit from modern, fast & efficient passenger ferry networks.</p> <p>I know first-hand the benefits a well-positioned ferry network can bring to a city growing quickly as Perth without further congesting roadways.</p> <p>However, I share the increasing broad community concern with construction of a very large ferry terminal & it's associated onshore HV power infrastructure in our pristine Matilda Bay. One of only two east facing protected white sand bays in Perth.</p> <p>This motion is not responding to any NIMBY movement or wanting to prevent Perth continuing its journey to be more a more active & vibrant capital city.</p> <p>This motion asks for urgent consultation and sharing of data modelling of the existing design so that we can better understand how this project at this location is in the best interests of the greater Perth community both now and for future generations to come.</p> <p>To better understand the issues & challenges that have resulted in the State Government rejecting community request for this ferry terminal & it's HV infrastructure to be located at the southern end of Broadway St, an upgrade to the existing Nedlands Jetty (commonly known as JoJo's wharf).</p> <p>I have raised this motion as Urgent Business as I am aware the project is gaining momentum with Development Applications submitted to the City of Perth for review.</p> <p>My request is for the State Government to formally meet with the City of Perth so we can reach consensus on this project's impacts, needs, benefits & expected outcomes.</p> <p>I would like to recognise the great work to date by the City of Perth Western Residents Association committee, Jonathan Huston MLA & all of the various watercraft clubs & associations on Matilda Bay for their positive professional advocacy & commitment to their communities on this matter.</p>

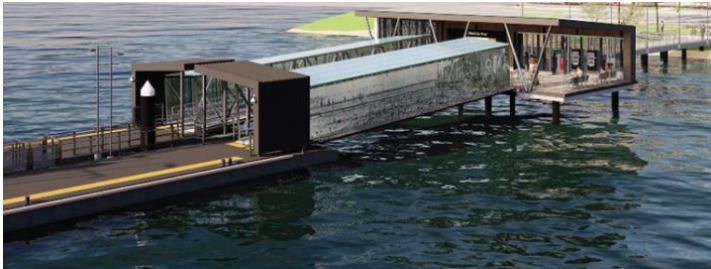
Administration Response to Elected Member Motion

Responsible Officer	Maria Cooke – General Manager Planning and Sustainability
Voting Requirements	Simple Majority (unless objected to – then Absolute Majority)
Attachments	Nil.

Discussion

1. In 2022-24, the Public Transport Authority (PTA) and WA Transport Portfolio Strategic Office developed a high-level feasibility study and strategic business case confirming the viability of the METRONET on Swan Ferry Service Expansion (MOSFSE).
2. The MOSFSE is being jointly funded by the State and Federal Governments, with the State Government announcing their commitment to the project in January 2025 and the Federal Government confirming their support for the project in April 2025.
3. The MOSFSE will include new ferry terminals at Matilda Bay and Applecross, and expanded capacity at the existing Elizabeth Quay ferry terminal, which services the current South Perth ferry service.
4. The expansion of the ferry service on the Swan River is designed to meet the needs of a growing city, supporting the densification and activation of riverside precincts and increasing accessibility across the river.
5. The MOSFSE will require various approvals under multiple legislative frameworks given the nature and context of the project. Approvals are likely to be required under the *Planning and Development Act 2005*, the *Aboriginal Heritage Act 1972*, the *Environmental Protection Act 1986*, the *Conservation and Land Management Act 1984* and the *Swan and Canning Rivers Management Act 2006*. The City is not a decision maker under any of the above legislation however, it is likely to be consulted on some of the applications.
6. On 16 September 2025, Element (on behalf of the Public Transport Authority) submitted a development application for the delivery of the proposed Matilda Bay ferry terminal.
7. The Matilda Bay foreshore is managed by the Department of Biodiversity, Conservation and Attractions, with the City's boundary running along Hackett Drive up to the western edge of UWA.
8. The proposed development constitutes public works undertaken by or on behalf of a public authority and is therefore exempt from requiring development approval under the City's planning framework.
9. However, the proposed development does require approval from the Western Australian Planning Commission (WAPC) under the Metropolitan Region Scheme (MRS), with both the City and the Department of Biodiversity, Conservation and Attraction (DBCA) being key stakeholders in providing planning advice to the Department of Planning, Lands and Heritage (DPLH).
10. Specific details of the proposed ferry terminal development (see plan and perspectives) include:
 - o Installation of a new passenger ferry terminal and fixed walkway structure between the ferry terminal and the shoreline;
 - o Demolition of the existing public toilets and installation of a new public toilet block (with integrated electrical infrastructure associated with the new ferry terminal);
 - o Provision of additional electrical infrastructure associated with charging facilities for the new electric vessels and two (2) new Western Power substations;

- o Additional roadworks in Hackett Drive to provide a new roundabout to the north of the bus facilities to enable turning movements for south bound buses;
- o New pedestrian paths and crossing points on Hackett Drive; and
- o Proposed modifications to the existing car park to accommodate the proposed new infrastructure and associated pedestrian path network enhancements, a service bay and parallel pick up and drop off bays.



11. Any other associated works and the use of the waterways itself falls outside of the above development application.
12. In support of the application, the applicant has submitted Architectural and Landscape Plans, a Planning Report, a Heritage Impact Statement, an Environmental Assessment Report, a Traffic Impact Statement and a Coastal Processes and Hazard Assessment.
13. The City is currently carrying out a detailed assessment of the proposal, however it is not in a position to advise of its proposed recommendation at this stage. At the conclusion of the detailed assessment, the City will provide its planning comment to the DPLH, under delegation in accordance with the City's Register of Delegations and Authorisations 2025.
14. DPLH will also be seeking comment on the proposal from any other key stakeholders including the community. The City has been advised that the DPLH will advertise the proposal for community comment.
15. The WAPC will determine the development application in due course and advise the City of its decision.

Decision Implications

16. Any correspondence to the State Government prior to the City finalising a detailed assessment of the proposal may be considered to be premature.
17. It is recommended that the Council defer any decision to correspond with the State Government on the proposal until such a time that the City completes its assessment and can advise of its proposed recommendation.

Strategic, Legislative and Policy Implications

Strategic Community Plan	
Strategic Pillar (Objective)	Liveable
Related Documents (Issue Specific Strategies and Plans):	Local Planning Strategy

Legislation, Delegation of Authority and Policy	
Legislation:	<i>Planning and Development Act 2005</i> Metropolitan Region Scheme
Authority of Council/CEO:	Nil – Referral for comment
Policy:	Nil.

Financial Implications

Nil.

Further Information

18. Nil.

21.2 Elected Member Motion – City of Perth’s Position on the Proposed Perth Entertainment & Sporting Precinct (Burswood Park)

The following Elected Member Motion was submitted in accordance with clause 4.14 of the *Standing Orders Local Law 2009*.

Councillor	Councillor Steve Wellard
Date Received	23 September 2025
Motion	<p>That Council:</p> <ol style="list-style-type: none"> 1. <u>NOT SUPPORT</u> the construction of the proposed Perth Entertainment & Sporting Precinct at Burswood Park in its current design as: <ol style="list-style-type: none"> a. it will reverse a significant amount of work achieved over the past 10 years since Perth Stadium was commenced creating open green space, extended tree canopies and widespread native gardens. b. it will have negative impacts on the natural environment, including the Swan River and wetlands, & wildlife habitat c. despite being across the Swan River, the precinct has the potential to impact the City of Perth residential communities significantly in East Perth & Claisebrook with increased noise, odour and light pollution, traffic congestion and loss of amenity; d. it is not included in the Burswood Park Board’s 20 Year Vision for the future entertainment precinct at Burswood Park; e. there has been no disclosure of a feasibility study, environmental impact assessment, business case demonstrating the need for an additional purpose-built motor race circuit or 20,000-person event stadium at this location; f. there is the potential for this additional Entertainment & Sporting Precinct to ‘white-ant’ events from existing stadiums & event spaces across the City of Perth such as Langley Park, Kings Park, Northbridge, Perth Arena, Supreme Court Gardens, WACA, Gloucester Park & Perth Concert Hall. 2. <u>REQUESTS</u> the Deputy Lord Mayor write to the Premier of Western Australia; <ol style="list-style-type: none"> a. advising the City of Perth does not support the Perth Entertainment & Sporting Precinct as currently proposed, b. requesting further consultation with the City of Perth Council & Administration on alternatives to the project as planned, and

	<p>c. for all construction works to be paused until there is an agreed consensus on the project between the State Government, The Town of Victoria Park & the City of Perth</p>
<p>Reasons Provided</p>	<p>This motion has been raised after observing increased broad based community concern as well as attending a formal briefing by the State Government to the City of Perth Council on Monday 25th August where I made several requests for more detail on the plans. More importantly, I've received direct feedback from door knocking the East Perth & Claisebrook this past few weeks that was consistently not in support of the project as it is currently designed.</p> <p>There is growing angst & concern amongst those residents living along the eastern end of the City of Perth that this project will have a greater negative impact on their amenity than what is being advised by the State Government.</p> <p>There is also shared concern amongst those many people who travel from outside the City of Perth to enjoy the lush, peaceful native gardens & parklands either side of the Swan River. That those world class park & recreation areas may be forever damaged by this project, directly & indirectly.</p> <p>This motion is not responding to any NIMBY movement or wanting to prevent Perth continuing its journey to be more a more active & vibrant capital city.</p> <p>This motion asks for urgent consultation and sharing of data modelling of the existing design so that we can better understand how this project at this location is in the very best interests of the greater Perth community both now and for future generations to come.</p> <p>I have raised this motion as Urgent Business as I am aware the project is gaining momentum with preliminary works underway.</p> <p>My request is for the three affected government bodies (State Government, City of Perth & Town of Victoria Park) urgently meet to reach consensus on this project's impacts, needs, benefits & expected outcomes.</p> <p>I would like to recognise the great work to date by Dr Robin Harvey OAM & Town of Victoria Park Mayor Karen Vernon in their positive professional advocacy & commitment to their communities on this matter.</p>

Administration Response to Elected Member Motion

Responsible Officer	Peta Mabbs – Executive Director Governance and Strategy
Voting Requirements	Simple Majority (unless objected to – then Absolute Majority)
Attachments	Nil.

Discussion

1. In **January 2025**, the Cook Government announced an election commitment to build a \$217.5 million motorsport street circuit and entertainment precinct at Burswood Park.
2. As reported previously to Council **in response** to a Notice of Motion (NOM) by Cr Catherine Lezer at the OCM on **25 March 2025**:
‘The proposed motorsport street circuit in the neighbouring Town of Victoria Park, is likely to impact the City of Perth, and its residents in the East Perth precinct....The proposed development as constructed may have impact on the environment, the remnant wetlands around the East Perth river precinct, the amenity for residents, and may likely increase vehicular and foot traffic in and out of the city during event periods’.
3. As a result of the NOM, Council requested the CEO to engage with the relevant Department to request the City and its East Perth community be included in any consultation regarding the proposed Motorsport Street Circuit.
4. On **27 March 2025**, the CEO wrote to Minister Saffioti stating the City would welcome public consultation as a priority ahead of any further progress on the proposed Motorsport Street Circuit at Burswood.
5. On **14 May 2025**, the Deputy Lord Mayor attended a meeting with Parliamentary Secretary to the Premier Daniel Pastorelli MLA regarding the project. The outcomes of that meeting have not been formally communicated to elected members or the City Administration.
6. In response to the CEO’s letter dated **27 March 2025**, Mr Pastorelli on **9 June 2025**, wrote to the City to advise that consultation was open. (The City subsequently promoted the consultation process to the community.)
7. On **25 August 2025**, Mr Pastorelli in conjunction with a representative from the Office of Major Infrastructure Delivery briefed elected members on the project. Key points from the briefing (as noted by the City) included:
 - It is intended that the Precinct be utilised 365 days per year.
 - The track is proposed to be 3km long and 12m wide at the widest point.
 - The super car race will only occur once a year for 3 days and there will be no nighttime racing.
 - The track will be used for other sports.
 - The development will include a venue for events including an amphitheatre.
 - Detailed drawings will be provided with next round of consultation scheduled for late 2025.
 - The State Government will determine the “owner” of the precinct, who will appoint an “operator”.
 - Stakeholder engagement with industry groups has been undertaken to understand the demand in order to obtain the best outcome, i.e. toilets/ size and scale of amenities.

- Noise management and the Optus stadium calendar will be considered when creating a program of events for the precinct.
- The precinct is intended to bring in more events, not take events from existing venues.

At that briefing, the City requested consideration be given to:

- The increase in traffic issues for residents on Royal Street and Trafalgar Road during events. (This is an occurrence now when events are on at Optus Stadium.)
- Reinstating the 661 bus service on Adelaide Terrace to the stadium. (Currently people who stay in hotels along Adelaide Terrace have to walk to the Claisebrook Station or use rideshare services.)

Decision Implications

8. Ahead of the detailed designs and further community consultation scheduled for late 2025, Council may wish to promote a position of 'no support' for the construction of the proposed Perth Entertainment and Sporting Precinct in its current design based upon the reasons provided in the NOM.
9. Council's ability to best influence this project is from an advocacy perspective. If Council do not support this project as currently proposed, then a clear position to stakeholders (including the State Government) and community is recommended.
10. It is noted that the *State Development Bill* introduced to WA Parliament on **10 September 2025**, will give the executive arm of government **extraordinary powers** if passed to approve major strategic projects. It is unclear whether the Burswood Park project may be impacted in this regard by the new Bill.

Strategic, Legislative and Policy Implications

Strategic Community Plan	
Strategic Pillar (Objective)	Liveable
Related Documents (Issue Specific Strategies and Plans):	City of Perth Strategic Community Plan

Legislation, Delegation of Authority and Policy	
Legislation:	Nil.
Authority of Council/CEO:	s. 3.1 <i>Local Government Act 1995</i>
Policy:	Nil.

Financial Implications

Nil.

Further Information

Nil.

22. Closure