

Agenda Briefing Session
Notice of Meeting

Tuesday, 11 December 2018
4.00pm

Council Chamber
Level 9
Council House
27 St Georges Terrace, Perth WA
6000



City of Perth

Agenda

ORDER OF BUSINESS AND INDEX

- 1 Acknowledgment of Country
- 2 Declaration of Opening
- 3 Apologies
Commissioner McMath
- 4 Disclosure of interests
- 5 Matters for which the session may be closed

In accordance with Section 5.23(2) of the *Local Government Act 1995*, should Commissioners wish to ask questions on the content of the confidential attachments listed below, it is recommended that the session close to the public prior to asking questions on the following:

Attachment No.	Item No. and Title	Reason
Confidential Attachment 6.2B	Item 6.2– Precinct Development Grants – Activate Perth Fill This Space Initiative	s5.23(2)(e)(ii)
Confidential Attachments 6.3A, 6.3B and 6.3C	Item 6.3 – Extension of Principal Partnership Between Heritage Perth and City of Perth	s5.23(2)(e)(ii)

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Closure



MURRAY JORGENSEN
CHIEF EXECUTIVE OFFICER

6 December 2018

This meeting is open to members of the public

INFORMATION FOR THE PUBLIC ATTENDING AGENDA BRIEFING SESSIONS

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

Presentations

Applications for presentations to an Agenda Briefing Session must be in writing to the CEO and sent to info.city@cityofperth.wa.gov.au and received by midday on the day of the meeting.

Please refer to the City's website www.perth.wa.gov.au for further information on making a presentation.

Disclaimer

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

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EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



City of Perth

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

BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

ALERT ALARM

beep beep beep

All Wardens to respond.

Other staff and visitors should remain where they are.



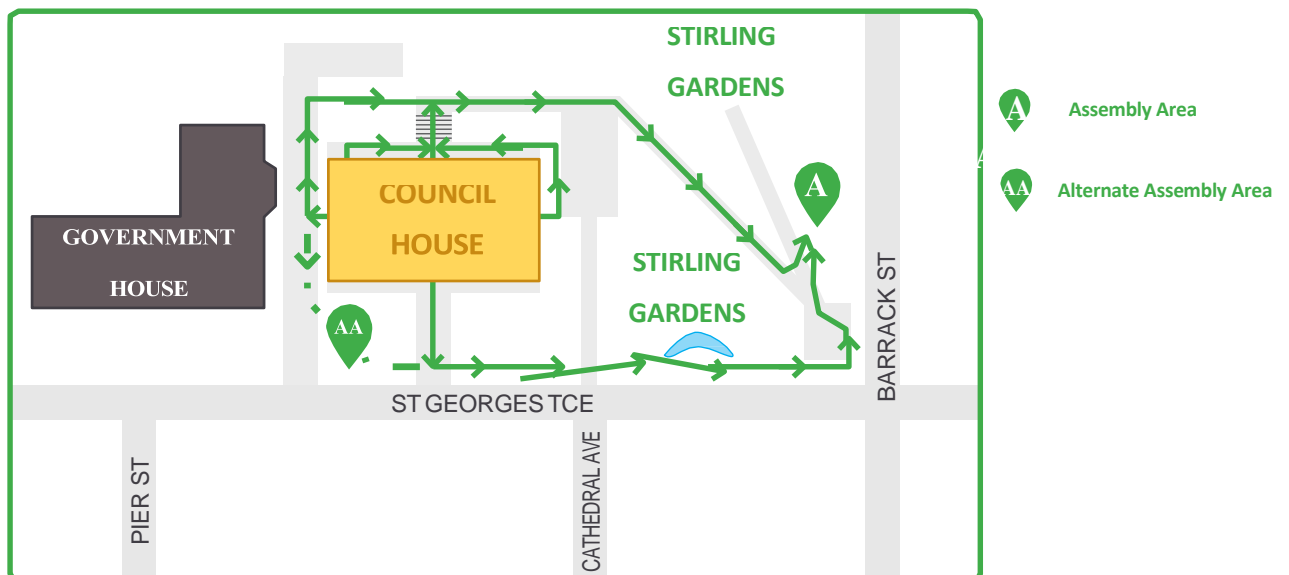
EVACUATION ALARM / PROCEDURES

whoop whoop whoop

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

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

EVACUATION ASSEMBLY AREA



**Agenda
Item 6.1**

Key Sector Development Sponsorship – Destination Perth

FILE REFERENCE: P1036602#03
 REPORTING UNIT: Business Support and Sponsorship
 RESPONSIBLE DIRECTORATE: Economic Development and Activation
 DATE: 22 November 2018
 ATTACHMENT/S: Attachment 6.1A – Detailed Officer Assessment

Council Role:

- Advocacy *When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- Executive *The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- Legislative *Includes adopting local laws, town planning schemes and policies*
- Quasi-Judicial *When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*
- Information *For the Council/Committee to note.*

Legislation / Strategic Plan / Policy:

Legislation Section 8 of the *City of Perth Act 2016*

Integrated Planning and Reporting Framework Implications **Strategic Community Plan**
 Goal 5 - A prosperous city

Policy
 Policy No and Name: 18.13 – Sponsorship and Grants

Purpose and Background:

The City of Perth has received a request for Key Sector Development Sponsorship of \$25,000 (excluding GST) from Perth Region Tourism Organisation Inc (hereafter Destination Perth) to support a collaborative destination marketing campaign targeted at the Melbourne market.

The City of Perth has not previously sponsored Destination Perth.

Details:

About Perth Region Tourism Organisation Inc (Destination Perth)

Since its establishment in 2004, Destination Perth has operated as a membership based, not-for-profit organisation responsible for marketing the destination of Perth and generating increased visitor demand and expenditure for the benefit of the local tourism industry.

The organisation represents a membership base of around 350 tourism operators including accommodation and entertainment venues, attractions, transport providers, tour and cruise operators, local government associations and other tourism related services and focusses on positively promoting Perth as a leisure destination via a program of global consumer and travel industry marketing activities.

As one of Western Australia's five government funded, regional tourism organisations, Destination Perth works both independently and in partnership with Tourism Australia, Tourism Western Australia, the tourism industry and key local stakeholders. They represent the Perth and surrounding region consisting of six tourism precincts including:

- Perth City;
- Fremantle and Rottnest Island;
- Sunset Coast;
- Peel and Rockingham;
- Swan Valley and Darling Range; and
- Avon Valley.

Organisational funding for Destination Perth is sourced from three main areas including:

- Payment under contract from Tourism Western Australia to market the region;
- Membership fees; and
- Revenue secured from strategic partnerships with local councils, shires and other stakeholders within the region.

During 2018, Destination Perth have refreshed their leadership team with the appointment of a new CEO and Chairman, who have expressed a desire to collaborate closely with the City to capitalise on the changing face of Perth and promote the city as a world class visitor destination.

Situational Analysis of current West Australian Tourism Industry

International Visitation

- For the 2017/18 Financial Year, Australia has continued to see a record number of international visitors and a corresponding increase in spend. Most states and territories saw strong growth in both international visitor numbers and spend for the year, with Tasmania and the Australian Capital Territory leading, both with an increase in spend of 21%. By comparison, Western Australia and the Northern Territory were the only States to experience a fall in visitor numbers and spend, with visitor numbers down by 2% and spend down by 10% in WA¹; and

¹ Tourism Research Australia, International Visitors in Australia (Year ending June 2018)
<https://www.tra.gov.au/International/International-tourism-results/overview>

- Tourism Research Australia's National Visitor Survey had indicated the length of visitor stay to Western Australia has fallen 14.1%.

Domestic Visitation

Tourism Research Australia's National Visitor Survey (2017/18 Financial Year) shows travel to Western Australia from the eastern states increased by 11.3% but the length of stay fell 14.1%. Destination Perth believe increased awareness of what is on offer in Perth could increase the length of visitor stays.

Tourism Assets

- In 2019, Perth will benefit from hosting the three major Tourism Australia industry event: Australian Tourism Exchange (ATE) 2019, Corroboree West and Dreamtime;
- Perth has had a significant increase in tourism infrastructure including several signature hotel properties and Optus Stadium;
- There has been an expansion of tourism products and operators in the Perth area and Perth now has the capacity to deliver national and international tourism of a significant scale, however further marketing initiatives are required to build awareness and maximise the return on investment.

Collaborative Destination Marketing Campaign

Destination Perth has approached the City for sponsorship of a collaborative tourism campaign.

To build awareness of Perth as a tourism destination on the eastern seaboard, Destination Perth will deliver a targeted digital marketing campaign to more than 500,000 people in Melbourne. The campaign will target a group, Social Revellers, who have been identified through audience profiling and are predisposed to receiving information about shopping, eating, drinking and outdoor entertainment.

The campaign will run for six weeks and will focus on raising the profile of Perth through engagement with video and social media content showcasing the best and most unique experiences Perth has to offer and to drive a change to preconceived perceptions of Perth.

By increasing awareness of Perth as a destination, the campaign aims to increase visitation from this market segment which in turn will provide an economic boost to hotel, retail and tourism related businesses.

The campaign will follow on from, and support, Tourism WA's recent efforts, as part of their new Two Year Action Plan, to reignite awareness and interest in Perth on the east coast through building stronger trade partnerships, the launch of a major tactical campaign in February and March 2018 and the maximising of leisure visitation from AFL games at Optus Stadium.

There will be three core themes to the campaign:

- Eat/Drinks – Showcasing restaurants, food events and markets;
- Entertainment – including live music and sport; and
- Outdoor – showcasing what Perth has to offer families.

Financial Implications:

ACCOUNT NO:	PJ 13955129000007901
BUDGET ITEM:	Administration – Tourism
BUDGETED AMOUNT:	\$75,000
AMOUNT SPENT TO DATE:	\$50,000
PROPOSED COST:	\$25,000
BALANCE REMAINING:	\$0
ANNUAL MAINTENANCE:	N/A
ESTIMATED WHOLE LIFE COST:	N/A

All figures quoted in this report are exclusive of GST.

Comments:

The City has been working with the Destination Perth leadership team to develop and strengthen working relationships and look at opportunities to collaborate. This project can be used as an initial trial campaign for future collaborations.

This project will provide opportunity for the City to contribute to the campaign's messaging and create a channel of communication with an audience not currently targeted by the City. Increased awareness of Perth as a tourism destination has long-term economic potential with increased visitation and spend within the City.

The Administration are also currently considering the City's leadership role within destination marketing and tourism and a future strategy to more effectively integrate and collaborate with the State, Destination Perth and other local governments.

The assessment panel has recommended the full request of \$25,000 to support the campaign.

ATTACHMENT 6.1A

Detailed Officer Assessment | Destination Perth Marketing Campaign

Sponsorship Category	Key Sector Development Sponsorship
Applicant	Perth Region Tourism Organisation Inc T/A Destination Perth
Program	Destination Marketing Campaign
Program Start Date	01/01/2019
Program End Date	31/05/2019
Total Project Cost	\$50,000
Total Amount Requested	\$25,000 (50% of the total project cost)
Recommendation	Approve
Recommended amount	\$25,000 (50% of the total project cost)
Assessment Score	35.8 out of 50 (71.6%)

Organisation Details

ABN	52954492460
Entity Name	Perth Region Tourism Organisation Inc
Entity Type	Other Incorporated Entity
ABN Status	Active
ATO Endorsed Charity Type	Not endorsed
Goods & Services (GST)	Yes
Endorsed as DGR	No
Tax Concessions	No tax concessions
Main Business Location	6005 WA
ACNC Registration	No

Project Summary

Perth Region Tourism Organisation Inc (hereafter Destination Perth) is a not-for-profit destination marketing organisation promoting Perth and surrounds to consumers, travel trade and media. The organisation works with its members and tourism industry partners to increase destination awareness through digital focused advertising campaigns. Their mission is to increase visitor numbers, length of stay and visitor spending in the region.

Destination Perth is applying for Key Sector Development Sponsorship to deliver a digital marketing campaign targeted at Melbourne audiences.

Project Description

Destination Perth will deliver a targeted marketing campaign to more than 500,000 people in Melbourne to increase awareness of Perth as a place to visit and increase engagement with online and social media content. The six-week campaign will focus on changing perceptions and use video advertising to combat the perception that “Perth is boring”.

There will be three core themes to the campaign:

- Eat/Drinks;
- Entertainment; and
- Outdoor.

The campaign will target an audience segment identified as Social Revellers who show interest in receiving information about shopping, eating, drinking and outdoor entertainment.

Destination Perth will identify existing tourism and retail business in prominent developments such as Yagan Square and Elizabeth Quay to elevate the position of Perth as a must see destination, with a vibrant food scene, active night life and place to bring the family for its outdoor lifestyle. The campaign will also place emphasis on nature within the City to differentiate it from other capital cities.

Research and Evaluation

Tourism Research Australia’s National Visitor Survey (year ending June 2018) shows travel to Western Australia from the eastern states increased by 11.3% but the length of stay fell 14.1%. Destination Perth believe increased awareness of what is on offer in Perth could increase the length of visitor stays. The success of the campaign will be measured by the cost to engage per user versus an uplift in organic Melbourne based traffic to the Destination Perth website.

Destination Perth’s decision to target a Melbourne market is based on the strength of existing levels of engagement with Melbourne users from Google Analytics. The lower travel time and cost required to visit Perth from Melbourne compared to Sydney also informed the decision. According to information provided on Social Reveller segment profile, 59% of this audience look for added value to extend spending capacity and 60% will share information they enjoy on social media.

Previous City of Perth Support (last 5 years)

The applicant has not previously received sponsorship from the City of Peth.

Sponsorship Benefits

Organisers will provide the following benefits for the recommended sponsorship:

- The City of Perth will be recognised as a Government Partner;
- Destination Perth will co-brand the campaign with the City of Perth;
- Access to campaign collateral post campaign;
- Assets garnered from this campaign can also be utilised by the City of Perth to remarket to a local audience;
- Promotion of the City's tourism initiatives/programs to the broader tourism industry through Destination Perth's database and website;
- Logo recognition on campaign website;
- Sponsor profile on campaign website;
- Verbal acknowledgement as a sponsor at Destination Perth AGM;
- Media release to Destination Perth database acknowledging the City as a sponsor;
- Profiling of relevant City programs in the Destination Perth newsletter;
- Opportunity to include an article in each newsletter (max. 1 page); and
- Promotion of the City's tourism related initiatives on Destinations Perth social media platforms and website.

Sponsorship Assessment

The application was assessed by a three-person assessment panel and the scoring has been averaged for each outcome.

Essential Project Criteria <i>All applications are assessed on the following criteria:</i>	Score (5)
Alignment with a Key Sector	
To what extent does the project support the growth and development of an established or emerging key sector that represents importance to the City of Perth's economy?	3.8
To what extent does the project assist the City of Perth in developing a compelling narrative on our unique selling points and raise the profile and reputation of the City of Perth as a premier Capital City to do business within the relevant sector?	4.0
Prestige and Significance	
To what extent does the applicant demonstrate prestige and significance?	3.3
Project Plan and Other Funding Sources	
Has the applicant provided evidence of a robust project plan?	4.0
Has the applicant included a budget detailing investment through a variety of funding sources?	3.2

Has the applicant demonstrated what specific elements the City of Perth funding is supporting and what extra capacity the funding will enable	3.7
Sponsorship Benefits	
Please rate the level of benefits and recognition provided to the City	3.8
Sub total 25.8 out of 35	
Additional Project Outcomes	
<i>Applicants must address at least two of the following six outcome areas. Applicants can address as many outcome areas as are relevant to the project or initiative.</i>	
Project Outcomes addressed: 3	
Outcome 1. Investment Attraction	N/A
Outcome 2. International Business Development	N/A
Outcome 3. Short term Direct Economic Benefits	3.7
Outcome 4. Long term Economic Development	3.3
Outcome 5. Professional Development, Training and Skill Development	N/A
Outcome 6. Linkages and Knowledge Exchange	3.0
Sub total 10 out of 15	
<u>TOTAL ASSESSMENT SCORE</u> 35.8 out of 50 (71.6%)	

Assessment Panel comments

- Applicant has provided a robust project and marketing plan;
- The project will increase the City's reach by focusing on target market not currently engaged with by the City of Perth;
- Increased awareness of Perth as a tourism destination has long-term economic potential with increased visitation and spend within the City.
- The City's campaigns team has indicated willingness to provide Destination Perth with existing video content to reduce production costs and increase content distribution; and
- The panel recommend the full request of \$25,000 to support the project and will be used as an initial trial campaign for future collaborations.

**Agenda
Item 6.2**

**Precinct Development Grants – Activate Perth Fill This Space
Initiative**

FILE REFERENCE: P1027658
 REPORTING UNIT: Business Support and Sponsorship
 RESPONSIBLE DIRECTORATE: Economic Development and Activation
 DATE: 23 November 2018
 ATTACHMENT/S: Attachment 6.2A – Detailed Assessment Summary
 Confidential Attachment 6.2B – Fill this Space Proposal
(Confidential Attachments are distributed to Commissioners under separate cover)

Council Role:

- | | | |
|-------------------------------------|----------------|---|
| <input type="checkbox"/> | Advocacy | <i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i> |
| <input checked="" type="checkbox"/> | Executive | <i>The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i> |
| <input type="checkbox"/> | Legislative | <i>Includes adopting local laws, town planning schemes and policies</i> |
| <input type="checkbox"/> | Quasi-Judicial | <i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i> |
| <input type="checkbox"/> | Information | <i>For the Council/Committee to note.</i> |

Legislation / Strategic Plan / Policy:

Legislation: Section 8 of the *City of Perth Act 2016*
Local Government Act 1995
Associations and Corporation Act 2015

**Integrated Planning and
Reporting Framework
Implications**

Strategic Community Plan
 Goal 1 - A city for people
 Goal 5 - A prosperous city
 Goal 7 - An open and engaged city

Policy

Policy No and Name: 18.13 – Sponsorship and Grants

Purpose and Background:

Activate Perth

Established in 2017, Activate Perth is an incorporated, not-for-profit association focused on delivering community projects for those visiting, working and residing in the City of Perth. Activate Perth's mission is "to create community connection in the City of Perth by facilitating novel partnerships and projects between the community, businesses and government".

Activate Perth is a direct result of the recommendations from the Perth City Summit as convened by John Carey MLA, State Member for Perth and have committed to delivering the following three initiatives:

1. Community Activations;
2. A City of Neighbourhoods; and
3. Fill This Space.

Activate Perth have also delivered a number of projects in 2017 and 2018 including the East Perth Parklet Activation, Northbridge Laneway Activation, Activation Army, Activated Artwalk and Carpark Jazz, with the East Perth Community Group.

Precinct Development Grant Program

The Precinct Development Grant Guidelines were endorsed by Council at its meeting held **25 September 2018**. The program was established to provide funding to incorporated associations for the purpose of promoting the interests of a local community, supporting applications that deliver localised development initiatives, place branding and marketing activities for the benefit of identified precinct areas.

These guidelines provide a framework that allows the City to work with precinct groups and ensures a consistent, transparent and proactive approach in line with the City's Strategic Community Plan.

Details:

Activate Perth's - Fill This Space

Activate Perth have provided the City of Perth with a proposal seeking funding support under the Precinct Development Grant Program for the city revitalisation scheme referred to as "Fill this Space" (Confidential Attachment 6.2B).

Fill this Space is a program to support new enterprise in vacant spaces within Perth city through a rent free, rolling lease model; connecting emerging creative based start-ups and not for profit initiatives needing space with property owners seeking to activate their tenancies. This proposal aims to benefit the enterprise who can trial their business concepts in a relatively low risk environment and the property owners through revitalisation of an otherwise empty space and potential longer term leasing activity.

Activate Perth have set a target to deliver 22 tenancies over 12 months, with the support of volunteers and the private sector, it is envisaged that with more than 90 creatives looking for spaces the tenancies will be occupied by both innovative and successful enterprises.

Activate Perth have requested funding support to the State Government and Lotterywest, however, it should also be noted that the one- month target of 22 tenancies is contingent on the State Government investing \$195,000 in the program.

Assessment was undertaken by a panel of three City staff and an independent external assessor with expertise and experience in place management, business development and neighbourhood groups.

A detailed summary of the assessment is provided in Attachment 6.2A.

Financial Implications:

ACCOUNT NO:	PJ 1395-82080-0000-7901
BUDGET ITEM:	Precinct Development Grants
BUDGETED AMOUNT:	\$400,000
AMOUNT SPENT TO DATE:	\$300,000
PROPOSED COST:	\$100,000
BALANCE REMAINING:	\$0
ANNUAL MAINTENANCE:	N/A
ESTIMATED WHOLE LIFE COST:	N/A

All figures quoted in this report are exclusive of GST.

Comments:

A Precinct Development Matched Funding Grant of \$100,000 (ex GST) has been recommended by the assessment panel for Activate Perth's Fill This Space proposal over 12 months. Future years funding will be subject to evaluation of performance and a further assessment process.

This is reflective of the comprehensive panel assessment and provides measurable economic benefits to the City including activating underutilised spaces, improving amenity, job creation, skills development and building overall business confidence. It will also allow the City to leverage off the ongoing promotion of the program through various media channels.

In addition to the activation of underutilised spaces, the proposal provides significant social, economic and cultural benefits for the City and the people who live, visit and work here. It is envisaged that this will deliver on a small reduction to Perth vacancy rates with the introduction of new creative based start ups and not for profit initiatives activating these otherwise empty tenancies and potentially eventuating into longer term lease arrangements.

ATTACHMENT 6.2A

Precinct Development Matched Funding Grant | 2018/19 | Activate Perth

Sponsorship Category	Precinct Development Matched Funding Grants
Applicant	Activate Perth
Project Title	Fill this Space
Project Start Date	01/01/2019
Project End Date	30/06/2019
Total Project Cost	\$251,000
Total Amount Requested	\$100,000 (39.8% of the total project cost)
Recommendation	Approve
Recommended amount	\$100,000 (39.8% of total project cost)
Assessment Score	39.14 out of 60 weighted score 62.95%

Applicant Details

Information from the Australian Business Register

ABN	67287921803
Entity Name	Activate Perth
Entity Type	Other Incorporated Entity
ABN Status	Active
ATO Endorsed Charity Type	Not endorsed
Goods & Services (GST)	Yes
Endorsed as DGR	No
Tax Concessions	No tax concessions
Main Business Location	6055 WA
ACNC Registration	No

Project Details:**Activate Perth**

Established in 2017, Activate Perth is an incorporated, not-for-profit association focused on delivering community engagement projects for those visiting, working and residing in the City of Perth. Activate Perth's mission is "to create community connection in the City of Perth by facilitating novel partnerships and projects between the community, businesses and government".

Activate Perth was developed in response to the Perth City Summit held by State Member for Perth, John Carey MLA in August 2017. The group was incorporated and developed a Strategic Plan with three initiatives:

1. Community Activations;
2. A City of Neighbourhoods; and
3. Fill This Space.

Fill This Space

Activate Perth has submitted an application for support of a city revitalisation scheme referred to as “Fill this Space”.

The aim of “Fill this Space” is to support new enterprise in vacant City of Perth tenancies through a 90 day, rent free, rolling lease model. The program will connect emerging creative and community based start ups and not-for-profit initiatives needing space with property owners seeking to activate their tenancies. Under the agreement, tenants in the program will have 30 days to vacate for the landlord to take advantage of new commercial opportunities or long-term leases.

Candidates for Fill this Space include a hula hoop enterprise, artists, fashion, a wig supplier and a succulent cafe. Activate Perth states these retailers provide the community with additional recreational opportunities and help build Perth as a ‘City of Neighbourhoods’. Artists comprise almost 30% of the applicants for Fill this Space.

The role of Activate Perth in the scheme will be to manage enquiries, identify properties and liaise with all stakeholders involved to ensure successful space matches. Activate Perth will work with partners, including the Small Business Development Corporation, to provide support and advice on the lease signing process and insurance solutions, as well as conduct workshops and mentoring.

Fill this Space will operate across all City of Perth precincts, however where applicable, clusters of enterprises will be formed to ensure activation and vibrancy and to promote a sense of community. Precinct areas in East Perth such as Queens Riverside and Royal Street would be ideal for a clustered approach and longer-term tenancies.

Activate Perth have set a target to deliver 22 tenancies over 12 months. With the support of volunteers and the private sector, it is envisaged that with more than 90 creatives looking for spaces the tenancies will be filled with innovative and successful start-ups and initiatives.

Benefits identified by Activate Perth for Fill This Space include:

- Creation of jobs, particularly for workers who may previously have sporadic labour engagement;
- Support of Perth’s creative artists and community;
- Skills development such as business management and leadership;
- Creation of intellectual capital;

- Improvement in amenities and avoidance of blight and propensity for anti-social behaviour;
- Improved business and community confidence in the precinct;
- Improved brand value leading to benefits in tourism and investment;
- Cost savings due to reduced maintenance or insurance of unused spaces; and
- Benefit of engagement with volunteers.

Matched Funding and Other Support

Activate Perth have requested funding support to the State Government and Lotterywest, and the 12-month target of 22 tenancies is contingent on the State Government investing \$195,000 in the program. Support for Lotterywest has been requested for the delivery of a non-profit Aboriginal Enterprise component of Fill This Space.

As well as the Small Business Development Corporation, some of Activate Perth's private sector partners include various property owners, Lendlease, Expedia, Lavan Legal and BookWiz.

Research and Trial

Activate Perth has identified a number of Australian case studies that demonstrate the success and outcomes delivered by Fill this Space renewal schemes as detailed in the Fill This Space proposal.

Newcastle

The model is based on the Renew Newcastle scheme, which was initiated in 2008. The success of Renew Newcastle became a globally renowned project. The renewal scheme increased Newcastle's vibrancy and in 2011 it was named one of Lonely Planet's top 10 must-see destinations in the world. A report by the University of Newcastle states every dollar invested in Renew Newcastle in 2016 generated 14 times that in economic benefit to the city.

Adelaide

A City of Adelaide led scheme, Renewal Adelaide, helped established 25 new business in the 2018 financial year. The City CBD, Port Adelaide and North Adelaide neighbourhoods were all involved with different strategic approaches to ensure the correct mix of businesses in each location. Renewal Adelaide has achieved a graduation rate from rent-free to commercial leases of 50%.

Perth Trial Project

Activate Perth trialled a 14-week artist-led tenancy in Watertown in which Chirriger Dreaming, a start-up Aboriginal Artists Studio, was placed in a Lendlease managed space. More than 2,000 people visited the tenancy and the artist sold out of their product. The trial attracted significant media coverage valued at \$34,000.

Lendlease provided feedback that many visitors and tourists greatly valued the Aboriginal art experience. Learnings from the trial included a mentor program, support for signage and shop front presentation, and clustering to improve visitor experience.

Research of similar models indicates a drop in vandalism of 25% year-on-year and 20% year-on-year reduction in criminal activity and calls to Police as occupied tenancies are less likely to attract anti-social behaviour.

Analysis and Evaluation

Fill This Space will be evaluated through three success measures:

1. The number of projects established (target of 10 up to 30 June 2019);
2. Quality of enterprises established (target of 30% graduation to commercial lease); and
3. Number of enterprises established not replicated elsewhere in the City of Perth (target 70%).

Activate Perth also hopes to increase visitation of the Fill This Space page on their website and develop additional interest on social media platforms.

Previous City of Perth Support and Acquittals

Year	Amount	Project
2018	\$5,000	Car Park Jazz (working with East Perth Community Group)

Sponsorship Benefits

Organisers will provide the following benefits for the requested sponsorship of \$100,000:

- City of Perth recognised as Civic Partner;
- Logo recognition on all promotional materials;
- Verbal acknowledgement at all events;
- Acknowledgement in all communications related to the event/projects;
- Signage acknowledgment at all events;
- Social media connection plan (2,000 Facebook followers/1,000 Instagram followers);
- Acknowledgment on Activate Perth office 'Hero Wall'; and
- Other benefits as agreed between the City and the applicant.

Precinct Development Matched Funding Assessment Score Card

The application was assessed by a four-person assessment panel and the scoring has been averaged for each outcome.

Assessment Criteria	Score /5
Economic Development (10% weighting)	
Does the project have the potential to provide a measurable economic benefit to the City of Perth and support local business?	3.88
<u>Sub total 3.88 out of 5</u>	
Activation and Enhancement of the Precinct (30% weighting)	
Does the project have the potential to activate and enhance a specific precinct area in the City of Perth?	3.13
To what degree does the project demonstrate strong alignment with existing public realm outcomes and design and fits within and complements existing planned City of Perth designs and works?	2.38
<u>Sub total 5.51 out of 10</u>	
Community Benefits (20% weighting)	
To what extent does the project provide a benefit to the wider community within the precinct?	3.75
To what extent will the project assist in the development of a strong and resilient precinct area and increase participation in community life?	3.25
<u>Sub total 7.00 out of 10</u>	
Quality of Project (10% weighting)	
What is the quality of the proposed project?	3.25
<u>Sub total 3.25 out of 5</u>	
Community Support (10% weighting)	
To what extent does the proposed project demonstrate support from local traders and business, landowners and residents?	3.75
<u>Sub total 3.75 out of 5</u>	
Organisational Capacity and Project Feasibility (20% weighting)	
To what extent does the applicant demonstrate feasibility to carry out the project?	3.25
Does the applicant have demonstrated evidence of having previously successfully delivered or have evidence of its ability to deliver projects?	3.00
Does the project demonstrate value for money?	3.25
Does the applicant have demonstrated evidence of their capacity to deliver and maintain the proposed project?	3.25
Does the applicant provide evidence of an appropriate evaluation method to measure the outcomes of the projects and benefits to the precinct area?	3.00
<u>Sub total 15.75 out of 25</u>	
<u>TOTAL ASSESSMENT SCORE 39.14 out of 60</u>	
<u>TOTAL WEIGHTED ASSESSMENT SCORE 62.95%</u>	

Assessment Panel comments

- The project delivers tangible outcomes including improvements in amenity of the public realm through the activation of vacant tenancies and an increase in visitation through a creative point of difference;
- Evidences suggests the delivery of high quality outcomes from this scheme, which Activate Perth have successfully demonstrated during the pilot project, introducing an Aboriginal Artists Studio into a vacant tenancy from Lendlease;
- The diversity of creative industries and proposed initiatives will complement existing businesses through an increase in visibility, visitation and spend and the rigorous assessment process will ensure high quality applicants;
- The proposal has the potential to deliver social outcomes for the City including an increase in the perception of safety and a reduction of visible blight;
- Activate Perth particularly align with the City's Reconciliation Action Plan (RAP) in promoting Aboriginal enterprises and introducing new Aboriginal artists to Perth, with the City's funding being associated with this component of the program;
- The Panel acknowledges that a clustered approach would ensure successful outcomes and allow activation of an identified precinct area. Officers will encourage Activate Perth to where possible ensure a clustered approach and in hosting launches of the new enterprises;
- The Panel acknowledges the proposal should receive a high degree of media and social media coverage and therefore the City should aim to leverage the positivises in supporting this program;
- The Panel acknowledges that the delivery of the 22 tenancies in 12 months is subject to Activate Perth receiving funding from the State Government; and
- Activate Perth have a high degree of support and followers to ensure the project success including numerous volunteers and private sector support demonstrating their capacity to deliver the project successfully and in the agreed timeline.

Panel Recommendation:

The Panel have recommended awarding a matched funding grant of \$100,000 to Activate Perth to deliver on the Fill this Space Initiative over 12 months, the panel acknowledges the associations work to date and their commitment to community activations and creating a vibrant city.

The recommended funding amount is considered an important and worthwhile contribution, further funding requests will be considered based on an evaluation of performance in year one and through a further assessment process. The City will continue to collaborate with Activate Perth to implement the program and ensure successful outcomes.

CONFIDENTIAL ATTACHMENT 6.2B – ITEM 6.2 PRECINCT
DEVELOPMENT GRANTS – ACTIVATE PERTH FILL THIS SPACE
INITIATIVE

FOR THE AGENDA BRIEFING SESSION

11 DECEMBER 2018

DISTRIBUTED TO COMMISSIONERS UNDER SEPARATE COVER

**Agenda
Item 6.3**

**Extension of Principal Partnership between Heritage Perth and
City of Perth**

FILE REFERENCE: P1024311 308366/18
 REPORTING UNIT: Arts, Culture and Heritage
 RESPONSIBLE DIRECTORATE: Economic Development and Activation
 DATE: 3 December 2018
 ATTACHMENT/S: Confidential Attachment 6.3A – Funding Request
 Confidential Attachment 6.3B – Proposed Funding Breakdown
 Confidential Attachment 6.3C – Summary of Partnership
(Confidential Attachments are distributed to Commissioners under separate cover)

Council Role:

- Advocacy *When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- Executive *The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- Legislative *Includes adopting local laws, town planning schemes and policies*
- Quasi-Judicial *When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*
- Information *For the Council/Committee to note.*

Legislation / Strategic Plan / Policy:

Legislation

N/A

**Integrated Planning and
Reporting Framework
Implications**

Strategic Community Plan

Goal 2 - An exceptionally well designed, functional and accessible city

Goal 6 - A city that celebrates its diverse cultural identity

Policy

Policy No and Name:

4.10 – Heritage

18.1 – Arts and Culture

Purpose and Background:

Heritage Perth has submitted a request to the City seeking to extend their funding agreement for 12 months until 31 December 2019. The Funding Request is shown in Confidential Attachment 6.3A.

A comprehensive summary of the history of the principal partnership between Heritage Perth and City of Perth can be found in Item 13.8 of the Agenda for the Ordinary Council Meeting of **29 May 2018**. A summary of this history is shown in Confidential Attachment 6.3C.

At its meeting of **29 May 2018**, Council approved the discontinuation of the principal partnership, effective 1 July 2018, outlining conditions for the winding up of the partnership and funding agreement. Additionally, Council moved that a City of Perth Heritage Advisory Committee be established; that a workshop be conducted for all major City of Perth heritage stakeholder groups; and that a City of Perth Heritage Strategy be developed over the next 12-month period.

Subsequently, at the Ordinary Council Meeting of **26 June 2018**, Council moved that an extension of the Funding Agreement between the City of Perth and Heritage Perth be executed for a period of six months (from 30 June to 30 December 2018) with the following conditions:

- Heritage Perth Inc. to collaborate with City of Perth officers to complete a detailed evaluation of Heritage Perth's activities over the three years of the funding agreement current at the time; and
- Heritage Perth Inc. to collaborate with City of Perth officers to complete a Heritage Strategy as per Council's resolution of **29 May 2018**.

This work is underway, with stakeholder workshops commenced and the evaluation scoped and in early stages of implementation.

Details:

Heritage Perth have written to the City requesting an extension to the funding agreement between Heritage Perth and the City of twelve months, with a financial value of approximately \$248,400 cash (including employee costs for the Executive Director) and \$24,508 in-kind. (See Confidential Attachment 6.3B)

As per Council's resolution on **26 June 2018**, Heritage Perth need the opportunity to understand and contribute to the Heritage Program Evaluation and Heritage Strategy. Work is underway on these projects and are forecast to be completed in draft form by April 2019 in order to present a Heritage Strategy to Council by June 2019, as required by Council's resolution.

Based on the April deadline, a six month extension (at the current level of funding) gives ample time to determine the nature of the future relationship between the City and Heritage Perth, fully informed by the outcomes of the program evaluation and the draft Heritage Strategy.

As an additional, minor consideration, aligning the expiration of the extension to the agreement with end of financial year is convenient financially and administratively.

Importantly, it would also coincide with the deadline for the Strategy, which will inform the future direction for the principal partnership.

Financial Implications:

ACCOUNT NO:	PJ1435-80520
BUDGET ITEM:	Heritage Perth
BUDGETED AMOUNT:	\$200,000
CURRENT July - Dec Agreement:	\$143,220
PROPOSED Jan - June Agreement:	\$90,500
BALANCE REMAINING:	(\$33,720)
ANNUAL MAINTENANCE:	N/A
ESTIMATED WHOLE LIFE COST:	N/A

All figures quoted in this report are exclusive of GST. The funding amount was calculated at the rate of current funding arrangement, including employee costs, excluding funding for Heritage Perth Weekend. A detailed breakdown of the proposed amount is attached at Confidential Attachment 6.3B.

Note the funding is subject to mid-year budget review.

Comments:

The funding extension, should it be approved, must reflect the intent of previous Council decisions; that a significant review, reset, and realignment of the principle partnership, in line with a Heritage Strategy, needs to be the first priority.

In the event of any extension, the delivery of “business as usual” initiatives, such as Heritage Perth Weekend (whether or not they go ahead and how they might be delivered) needs to be a decision of the Board of Heritage Perth, in conversation with the City.

It is not usual practice for the City to provide core funding through sponsorships and partnerships; Heritage Perth is one exception in this regard. It is incumbent on the City and the Board of Heritage Perth to ensure there is transparency and accountability in funding Heritage Perth to deliver projects, programs and/or added value beyond that which the City could not deliver itself.

There is undisputed cultural, social and economic value in the work that Heritage Perth does, particularly the Heritage Perth Weekend, the brand, and the engagement and communication activities that they deliver. It is important to ensure that the value of Heritage Perth be recognised, celebrated and nurtured. This proposed six-month extension and review period will ensure that is the case.

**CONFIDENTIAL ATTACHMENTS 6.3A, 6.3B AND 6.3C
ITEM 6.3 EXTENSION OF PRINCIPAL PARTNERSHIP BETWEEN
HERITAGE PERTH AND CITY OF PERTH**

FOR THE AGENDA BRIEFING SESSION

11 DECEMBER 2018

DISTRIBUTED TO COMMISSIONERS UNDER SEPARATE COVER

Report to the Ordinary Council Meeting

Agenda Item 6.4 **Hill Street Two-Way Project – Final Concept Plans, Detailed Cost Estimate and Results of Stakeholder Engagement**

FILE REFERENCE: P1033205
 REPORTING UNIT: Transport
 RESPONSIBLE DIRECTORATE: Planning and Development
 DATE: 19 November 2018
 ATTACHMENT/S: Attachment 6.4A – Hill Street Two-way Stakeholder Engagement Plan
 Attachment 6.4B – Hill Street Two-way Stakeholder Engagement Summary
 Attachment 6.4C – Hill Street Two-way Final Concept Design Package

Council Role:

- Advocacy *When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- Executive *The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- Legislative *Includes adopting local laws, town planning schemes and policies*
- Quasi-Judicial *When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*
- Information *For the Council/Committee to note.*

Legislation / Strategic Plan / Policy:

Legislation Section 3.53 of the *Local Government Act 1995*

Integrated Planning and Reporting Framework Implications **Strategic Community Plan**
 Goal 2 An exceptionally well designed, functional and accessible city

Policy N/A

Purpose and Background:

The purpose of this report is to provide an update to the Council resolution for Item 6.4 (Two Way Streets Program: Two Way-Traffic Hay Street between Bennett Street and Victoria Avenue) at its meeting held on **19 December 2017**:

- “1. *APPROVES the draft Hill Street Two-way Concept Plan for the two-way conversion of Hill Street, Wittenoom Street and Lord Street as detailed in Attachment 6.4A;*

2. *NOTES:*
 - 2.1 *that subject to Council approval in Part 1 above, the draft Hill Street Two- way Concept Plan will be released for stakeholder engagement and community consultation in conjunction with the Hay Street two-way conversion proposed from Victoria Avenue to Bennett Street;*
 - 2.2 *that the results of stakeholder engagement and community consultation (as detailed in Part 2.1 above), a final draft concept plan and detailed cost estimate, will be presented to Council at a future meeting; and*
 - 2.3 *that the proposed timing of future construction being split into two parts, being Stage 1, North of Wellington Street and Stage 2, South of Wellington Street, in order to minimise traffic congestion and sequence the project to gain maximised benefits of introducing this two-way movement.”*

Since the council meeting, the following has occurred:

- The Hill Street Two-way design has progressed to a final concept stage, which has been submitted, along with traffic modelling, to Main Roads WA for approval;
- A Stakeholder Engagement Plan was completed following the City’s Stakeholder Engagement Framework. Due to the Hay Street (Victoria Avenue to Bennett Street) Two-way Project not being ready for stakeholder engagement, it was decided to conduct the engagement separately. This Stakeholder Engagement Plan, and the decision to separate out the stakeholder engagement from the Hay Street Two-way project, was approved by the Executive Leadership Group (ELG) on 26 September 2018 with three recommendations, all of which were incorporated prior to commencing the stakeholder engagement process;
- Stakeholder engagement for the project was conducted from 15 October 2018 to 2 November 2018. More details on the results of the stakeholder engagement process can be found below; and
- A detailed quantity survey cost estimate was produced by McGarry Associates under the supervision of Arup, which puts the project cost at \$7,525,000.

During the detailed design of this project, it is proposed that two design options will be produced for the Lord Street / Moore Street / Wittenoom Street – one with the Moore Street level-crossing closed and one without. This will allow flexibility in the project based on whether the Moore Street level-crossing closure has occurred at the time of construction.

Details:

Stakeholder engagement and community consultation

At its meeting held on **19 December 2017**, Council endorsed the draft Hill Street Two-Way Concept Plan, which provided the general detail on the proposed two-way conversion of Hill Street (Adelaide Terrace to Wittenoom Street), Wittenoom Street (Hill Street to Lord Street) and Lord Street (Wittenoom Street to Wellington Street). This plan is part of the overall City Two-Way Streets Program, which commenced in 2010, with the aim of converting existing one-way streets back to two-way functionality. A commitment to complete the two-way street program is included as an Operational Initiative the City's Corporate Business plan under *Goal 2 – An Exceptionally Well Designed, Functional and Accessible City*.

A Stakeholder Engagement Plan was developed in line with the City's Stakeholder Engagement Framework, which was finalised and endorsed by ELG at its meeting on 26 September 2018. The Stakeholder Engagement Plan identified three objectives to be met during the engagement process:

- Inform stakeholders, including residents, businesses and property owners of the proposed implementation schedule for the Hill Street, Lord Street and Wittenoom Street two-way traffic conversions;
- Gauge whether there is general support for the conversion to two-way traffic; and
- Provide stakeholders with the opportunity to raise questions and understand the rationale behind the City's proposal and the anticipated benefits.

The Plan proposed the following methods of engagement to inform and invited feedback on the project through:

- Mailouts to all ratepayers and tenants in the project area, with tailored letters sent to identified key stakeholders;
- Engage Perth – Two-way Street Program – webpage containing project details, plans and documentation;
- A "Have your say survey" asking respondents to provide feedback on the project, hosted on the Engage Perth webpage; and
- Emails to internal stakeholders.

Attachment 6.4A outlines the overall engagement achieved through the Engage Perth webpage and Attachment 6.4B summarises the responses received from the engagement survey. The findings from these documents are:

- 148 individuals visited the Engage Perth project page. Of these:
 - 126 were classified as "Aware Participants", who visited a project page;
 - 37 were classified as "Informed Participants", who downloaded a document, visited the key dates page, visited multiple project pages or participated in the survey; and
 - Three were classified as "Engaged Participants", who completed the engagement survey.
- Of the three responses received through the survey, the key findings were:
 - All three listed "For work" as one of their reasons for being in the project area;
 - All three listed "Two-way streets" as one of their favourite features;

- Two voted “Yes” when asked if they support the conversion. One voted “Don’t know”; and
- Two of the participants voiced concerns of the traffic management during actual construction of the project, especially in terms of maintaining access to properties.

Although the number of visitors to the Engage Perth webpage who opted to complete a survey were low, the overall level of engagement met the objectives from the Stakeholder Engagement Plan, which was principally to inform.

In addition to the responses received through Engage Perth, a number of emails were received by the Project Manager. Most of these were queries relating to access to plans, or other information. One response raised the same issue of ensuring property access is maintained during the construction of the project.

Overall, the Stakeholder Engagement processes was successful in informing the stakeholders. No objections to the project were received, and the concerns raised around maintaining property access during construction will be addressed in the detailed planning stage when the Traffic Management Plans are designed.

Final concept plan

Since the Council meeting on **19 December 2017**, the concept plan for the project has gone through several revisions based off the following:

- Independent Road Safety Audits were conducted on stage 1 and stage 2 of the projects by GHD. The audits resulted in several minor revisions to the design;
- An internal review by Transport Unit team members and officers from other units, including Coordination and Design, Construction, Street Presentation and Maintenance and Parks;
- Minor changes based off recommendations from DM Roads, the Main Roads WA contractor engaged to produce the signals, signs and line marking plans; and
- A lighting review and concept design, produced by Sage Consultants.

The final concept design plans which are proposed to form the basis for the detailed design for this project going forward (Attachment 6.4C).

Detailed cost estimate

Transport Unit engaged Arup, the consultant that completed the concept design work for the project, to conduct a detailed quantity survey cost estimate for the project based off the final concept plans. Arup worked with sub-contractor McGarry Associates (Quantity Surveyors) to produce this estimate. The estimated total cost for the construction the project is \$7,525,000. With Stage 1 estimated at \$5,342,000 and Stage 2 estimated at \$2,183,000

Key Stakeholders:

The identified key stakeholders for this project are: Residents, Businesses, Royal Perth Hospital, Perth Stadium, City of Vincent, Metropolitan Redevelopment Authority, St John Ambulance, East Perth Community Safety Group, Department of Fire and Emergency Services, Main Roads WA, Water Corporation, Western Power, ATCO Gas, Telstra and NBN Co.

Financial Implications:

The detailed design costs are already provided for in the Two-way Streets program budget for the financial year 2018/19.

Comments:

The detailed design and tender documentation task of the Hill Street Two-way project is expected to take approximately five months to complete. In order to have the project documentation ready for construction in the 2019/20 financial year, the detailed design process should commence in January 2019 at the latest to ensure sufficient time is allowed for the tendering process.



Stakeholder Engagement Plan

Two-way Streets Program –
Hill Street, Wittenoom Street
and Lord Street



City of Perth

27 St George Terrace, Perth WA 6000
GPO Box C120, Perth WA 6839
(08) 9461 3333 | www.perth.wa.gov.au

Plan

Project scope

Project background

As part of the planned Two-way Streets Program, the Transport Unit has completed concept design of Hill Street, Wittenoom Street and Lord Street (known collectively as the Hill Street Two-way Project) to accommodate introduction of two-way traffic flow. Construction of the proposed upgrades to Hill Street, Lord Street and Wittenoom Street to introduce this two-way traffic environment are to be implemented as part of the 2019/20 capital works programme.

To deliver an appropriate concept design that achieves the intended objectives of the Two-way Streets Program, a concept design package has been prepared for this project. This includes a concept design report, concept design drawings, Paramics and LinSig traffic modelling, 100% Traffic Signal and Minor Sign & Line marking design drawings, concept lighting design, quantity survey and Road Safety Audit. The concept design is also currently with Main Roads WA for formal approval of the proposal.

Stakeholder engagement for the project was approved to proceed by Council in December 2017 and will commence during October 2018. A graphic showing the Hill Street Two-Way project and the overlap with The City's future Hay Street Two-way project is shown over the page.



Situation analysis

This project has the potential to impact or be impacted by a number of other City of Perth projects which could also be planned for the 2018/2019 financial year and beyond.

East End

As part of improvement works in the East End, the City is also planning the two-way conversion of Hay Street from Irwin Street to Victoria Avenue. In doing so, this project has adopted the two-way philosophy as part of the long term planning for the precinct. Furthermore, it is also being proposed to extend the Hay Street two-way design to include the section between Victoria Avenue and Bennett Street as separate project.

The two-way conversion of Hill Street in particular is complemented by its interaction with the above projects due to the similar timing and benefits in providing improvement to the city's eastern end pedestrian, cyclist and traffic movements. These three projects and their respective

project teams will work closely together to determine logical and beneficial construction timings for each implementation stage.

Stakeholder engagement for the Hill Street Two-way project will occur separate to the extended Hay Street (Victoria Avenue to Bennett Street) two-way conversion. This is aimed at providing a streamlined and individual consultation process to avoid confusion for the communities given multiple projects are due to occur at different times.

Wellington Square redevelopment

The proposed reconfiguration of Hill Street is also intended to support the planned vision for Wellington Square. The reconfiguration of these roadways will provide better connectivity for all modes of transport, as well as providing improved infrastructure, particularly to active modes, while also revitalising the future precinct. The interaction of the stage one Hill Street two-way works with the planned Wellington Square redevelopment is also noted. However, this has been discussed with the project team and deemed to have little conflict with the timing of implementation for each. Furthermore, stakeholder engagement for Wellington Square redevelopment has already commenced and will be ahead of planned stakeholder engagement for this project.

In 2008, the City of Perth Council endorsed the Two-way Streets Program which provided the framework necessary for the City to reengineer the city's one way street network to two-way operations. The basis of the Two-way Streets Program was established in alignment with the City's Urban Design Framework: A Vision for Perth 2029.

The overall strategy of the Program aims to make the city street network more accessible for visitors, workers and residents alike; and provide overall improvement for pedestrians, cyclists and users of on-demand and public transport services. The provision of two-way streets results in slower vehicle speeds and less vehicle kilometres travelled by private car in the city.

To date, the following streets have been converted to two-way:

Table 1: Two-way Streets Program – completed streets

Street	Section	Year Completed
William Street	The Esplanade to Wellington Street	2009
Barrack Street	St Georges Terrace to The Esplanade	2010
William Street	Horseshoe Bridge	2010
The Esplanade	The Esplanade	2010
William Street	Roe Street to Newcastle Street	2013
William Street	The Esplanade to Mitchell Freeway	2013
Beaufort Street	Roe Street to Newcastle Street	2013
James Street	Beaufort Street to Stirling Street	2013
Murray Street	William Street to Elder Street	2013
Murray Street	Barrack Street to Pier Street	2014
Mounts Bay Road	Milligan Street to William Street	2014
Barrack Street	Wellington Street to St Georges Terrace	2015
Hay Street	Barrack Street to Pier Street	2015

The below streets are the planned two-way conversions:

Street	Section	Year of planned commencement
Lord Street	Wellington Street to Wittenoom Street	2019/20
Wittenoom Street	Lord Street to Hill Street	2019/20
Hill Street	Wittenoom Street to Wellington Street	2019/20
Hill Street	Wellington Street to Adelaide Terrace	2019/20
Hay Street*	Irwin Street to Victoria Avenue	2020/21**
Hay Street*	Victoria Avenue to Bennett Street	2020/21**
Irwin Street*	St Georges Terrace to Hay Street	2020/21**
Hay Street*	Elder Street to William Street	2020/21**
Hay Street*	Thomas Street to Elder Street	2020/21**
Murray Street*	Thomas Street to Elder Street	2021/22**
Victoria Avenue*	Adelaide Terrace to Victoria Square	2021/22**
Victoria Square*	Murray Street to Lord Street	2021/22**
Murray Street*	Irwin Street to Victoria Square	2021/22**

**subject to funding, **Estimated*

Engagement objective(s)

The City of Perth's primary engagement objectives are to:

- Inform stakeholders, including residents, businesses and property owners of the proposed implementation schedule for the Hill, Lord and Wittenoom Street two-way traffic conversions.
- Gauge whether there is general support for the conversion to two-way traffic.
- Provide stakeholders with the opportunity to raise questions and understand the rationale behind the City's proposal and the anticipated benefits.

Stakeholder identification and analysis

Two Way Streets Program - Hay, Hill, Wittenoom & Lord Street - Stakeholder Engagement Matrix
Content Manager Reference: **323563/17**

Stakeholders – List A. Internals

Organisation	Name	Title
City of Perth	Commissioners	“Council”
City of Perth	Martin Mileham	Chief Executive Officer
City of Perth	Erica Barrenger	Director Planning and Development
City of Perth	Cath Hewitt	Manager Activity Approvals
City of Perth	Konrad Seidl	Manager Community Amenity and Safety
City of Perth	Jacqueline Scott	Manager Construction
City of Perth	Nathan Ahern	Manager Waste and Cleansing
City of Perth	Martin Copeman	Manager Parks
City of Perth	Phil Adams	Manager Street Preservation and Maintenance
City of Perth	Jason Tan	Manager Asset Management
City of Perth	Jason Henneveld	Manager Coordination and Design
City of Perth	Sandra Arnold	Manager Parking
City of Perth	Daniel High	Manager Economic Development
City of Perth	Ben Fitzpatrick	Manager Business Support and Sponsorship
City of Perth	Robert Farley	Manager City Planning

Stakeholders – List B. External Stakeholders

Organisation	Name	Title
Property owners	223215/18	HILL - LETTER MAIL MERGE - GENERAL STAKEHOLDER
Property occupiers	223215/18	HILL - LETTER MAIL MERGE - GENERAL STAKEHOLDER
Officeworks	-	Manager
Caltex Oil Aust Pty Ltd	-	Manager
Grosvenor Hotel	-	Manager
Royal Perth Hospital	Todd Gogol	Director of Consumer and Community Engagement
Department of Health	Dr Russell-Weisz	Director General of the Department of Health
Ainslie House	-	Facilities Management Royal Perth Hospital
Block M	-	Facilities Management Royal Perth Hospital
ENI House	-	Owner / Manager

Kirkman House	-	Facilities Management Royal Perth Hospital
Department of Communities	Grahame Searle	Housing Authority Director General
Rostrevor Building	-	Owner / Manager
Perth Stadium	Glenn Watson	Stadium Park Event Manager
Wellington Square Enhancement Project	Chris Kopec	Senior Project Manager, City of Perth
Town of Vincent	Craig Wilson	A/Director Technical Services
North Metropolitan TAFE East Perth	Michelle Hoad	Managing Director
Metropolitan Redevelopment Authority (MRA)	David Jack	
St John Ambulance	WA State Office	N/A
East Perth Community Safety Group	Jeff Broun	Chairman
Main Roads WA	Sharon Forster	Traffic Services Coordinator
Department of Fire and Emergency Services	Perth Fire Station	N/A
Mercedes College	Liam Smith	Head of yr 12, Phys Ed
Perth Mint	-	Owner/Manager
Transport Portfolio	Richard Sellers	

Risk Assessment

Hill Street, Wittenoom Street and Lord Street Risk Register Content Manager Reference:
301949/17

Prepare

Key messages

- Two-way streets prioritise people movement through the city. Benefits include slower traffic, improved priority for pedestrians and creation of people oriented streets.
- The two-way traffic conversion of Hill, Wittenoom and Lord Streets will ensure a consistent approach to traffic and pedestrian movement throughout the city.
- Two-way streets benefits the driver, providing more route choices, decreasing circling trips and making it easier to navigate the city.

Important note: This project is specific to two-way traffic flow and for clarity, engagement activities should not refer to 'East End Revitalisation'.

Target audience and tactics

Engage Perth: Online project page for Two-way Hill Street (Online tools to be used: timeline; FAQs, Attach success stories of other two-way conversions, document upload of draft masterplan, who's listening with contact points)

Letters: Letters will be tailored to each stakeholder group to:

- Inform them of the two-way traffic conversion, proposed timelines etc.
- Provide them with information specifically relevant to them.
- Encouraging visitation to the Engage Perth page.
- Enable stakeholders to contact Transport Unit for more information.

Two-way traffic Infographic flyer: Flyer that summarises the key benefits of two-way conversion will be included in stakeholder letters and provided on Engage Perth project page.

Public information briefing session (TBC): Prior to the overall commencement of construction timings to inform the community following initial consultation via the above tactics. Estimated early to mid-18/19 financial year.

Timeline

Date	Stakeholder(s)	Engagement action	Responsible Person
19 December 2017	Council	Council Report and Council Meeting - Council Endorsement of concept and approval to commence stakeholder engagement.	Manager Transport
15 October 2018	List B. Externals	Online consultation opens - Engage Perth	Project Owner / Stakeholder Engagement Officer
Completed	List A. Internals	Email communication inviting for comment on the proposal.	Project Owner (TU)
1 October 2018	List B. Externals	<p>Tailored Letter – explaining the two-way proposal and anticipated works timeline and direct to project owner to provide any feedback to the City. Refer CM 323563/17 for further detail on each stakeholder within this list. Mention of both projects.</p> <p>Letter – explaining the two-way proposal and anticipated works timeline and direct to Engage Perth where they can provide feedback to the City. Small mention of Hay Street.</p>	Project Owner (TU)
2 November 2018	All	Online consultation closes - Engage Perth. Close loop with a thank you online, email to respondents and/or letter advising of status once gone to council in February 2018.	Project Owner / Stakeholder Engagement Officer

Stakeholder Engagement Plan Two-way Streets Program – Hill St, Wittenoom St and Lord St

		(See below)	
TBC	Council	Council Report and Council meeting – Council endorsement of consultation result, approval of preliminary cost estimate and handover to CON.	Manager Transport
TBC	List B.	Letter – detailed explanation of construction program	Project Owner Note: This will fall under responsibility of CON unit following a handover of project to detailed design and construction phase.

Implement

Roles and responsibilities

- Project Owner (Hill, Wittenoom and Lord Two-way): Daniel Beresford, Transport Engineer. Responsible for project delivery through to construction phase.
- Chris Watts, Manager Transport, responsible for Transport Unit approvals relating to the project.
- Sharon Forster, Main Roads WA: Point of contact for obtaining Main Roads approval of council endorsed concept designs (i.e. Signalised intersections).

Approvals protocol

This stakeholder engagement plan must be approved by:

1. Stakeholder Engagement Officer, Kylie Hartley
2. Manager Transport, Chris Watts
3. Director Planning and Development, Erica Barrenger

Please be advised that all approved Stakeholder Engagement Plans are required to be submitted to ELG for information. Please progress through relevant Director.

Reporting

Stakeholder engagement activities will be reported in:

- Council report seeking endorsement of consultation result, approval of preliminary cost estimate and handover to CON.
- Other reports: Relevant Construction Unit handover documentation.

Evaluate

Once stakeholder engagement is finalised, with no significant community objection to the schemes, a post engagement council endorsement will be sought to approve both projects to proceed with implementation. Measurable outcomes include:

- Majority of stakeholders unopposed to the schemes going ahead.
- Minimal comments / enquires relating to the specific plans.
- Concerns of internal stakeholders are met accordingly.

The Project team will provide feedback to the stakeholders through Letters advising of Council decisions and provide a timeline of expected works.

Approval of Stakeholder Engagement Plan

Stakeholder Engagement Officer

Approved

Name Kylie Hartley

Signature K. Hartley

Date 13/9/18

Manager Transport

Approved

Name CHris WATTS

Signature [Signature]

Date 13/9/18

Director

Approved

Name Erica Barranger

Signature EBarranger

Date 18/9/18

Appendix 1: Engage Perth Content

Home Page Content

As part of the continuing Two-way Streets Program, the City of Perth is upgrading sections of Hill Street, Wittenoom Street and Lord Street to introduce two-way traffic, providing a legible and revitalised street network, improved pedestrian walkability and cycling connectivity. Community feedback is now being sought on the Draft Concept.

Project Page Content

The City of Perth is continuing the **Two-way Streets Program** by proposing to upgrades to Hill Street, Wittenoom Street and Lord Street (known collectively as the *Hill Street Two-way Project*) to introduce two-way traffic, creating a legible and revitalised street network, improved pedestrian walkability and cycling connectivity through:

1. **Prioritisation of people:** slower traffic creates friendlier spaces for pedestrians and creates people oriented city streets.
2. **Sustainable transport:** encouraging sustainable transport choices by providing a safer, easy to navigate, environment for walking, cycling and public transport.
3. **Benefits to the driver:** more route choices make it easier to find your way around, decreasing unnecessary circling trips and driving distance between origin and destination.

Key features of the *Hill Street Two-way Project* include:

- Introduction of two-way traffic flow on Hill Street (Adelaide Terrace to Wittenoom Street), Wittenoom Street (Hill Street to Lord Street) and Lord Street (Wittenoom Street to Wellington Street).
- Improved pedestrian crossings at signalised intersections.
- On street cycle lanes and head start boxes on Hill Street, as planned in the [City of Perth Transport Strategy](#).
- Improved lighting across the project area.
- Removal of the slip lanes at the Hill Street/Wittenoom Street and Lord Street/Wittenoom Street intersections.
- An overall reduction of vehicles travelled on the road network.

Additionally, the City of Perth will soon commence concept design which will see Hay Street converted to two-way traffic between Bennett Street and Victoria Avenue. Impacted stakeholders will be informed with further details as this project progresses.

Construction of the proposed upgrades to Hill Street, Lord Street and Wittenoom Street are planned as part of the 2019/2020 capital works program. The conversion of Hay Street to two-way is anticipated to commence following the completion of the Hill Street project

Appendix 2: Engage Perth Questions

Two-way Streets Program - Hill Street, Wittenoom Street & Lord Street

Engage Perth

Hill Street Two-way project: Have your say

The City of Perth is continuing the **Two-way Streets Program** by proposing to upgrade Hill Street, Wittenoom Street and Lord Street (known collectively as the *Hill Street Two-way Project*) to introduce two-way traffic, creating a legible and revitalised street network, improved pedestrian walkability and cycling connectivity through:

- **Prioritisation of people:** slower traffic creates friendlier spaces for pedestrians and creates people oriented city streets.
- **Sustainable transport:** encouraging sustainable transport choices by providing a safer, easy to navigate, environment for walking, cycling and public transport.
- **Benefits to the driver:** more route choices make it easier to find your way around, decreasing unnecessary circling trips and driving distance between origin and destination.

What is your relationship to the project area? (Choose all that apply) (Required)

- I am a resident of the area
- I work in the area
- I own / operate a business in the area
- I study in the area
- I am a visitor
- Other

What is your age group? (Choose any one option) (Required)

- Under 18
- 18-24
- 25-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80 and over
- Prefer not to answer

What brings you to the project area? (Choose all that apply)

- For work
- Exercise (running, walking, cycling)
- As a thoroughfare (going from one place to another)
- Shopping
- To walk my dog
- Dining and socialising
- Visit services (ie hospitals)
- Parking
- Study
- Cultural activities (museum, library, gallery)
- Places of worship
- Other

Two-way Streets Program - Hill Street, Wittenoom Street & Lord Street

Engage Perth

What are your favourite features of the Hill Street Two-way project? (Choose all that apply)

- Two-way streets
- On-street cycle lanes
- Improved lighting
- Upgraded pedestrian crossings
- Lower traffic speeds
- Ease of navigation
- Other

Please give us your overall feedback of the Hill Street Two-way project

Project Report

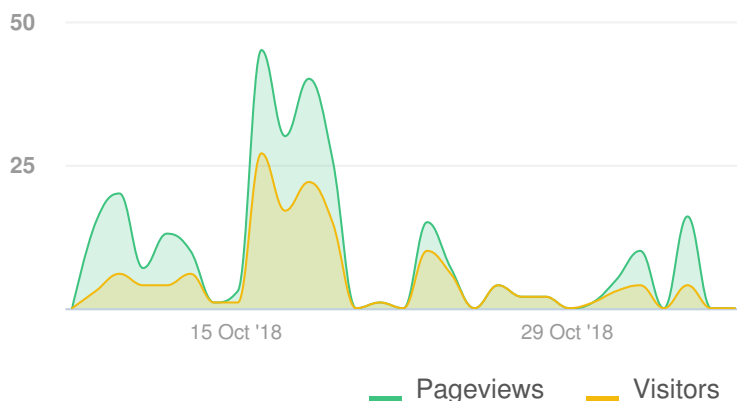
07 October 2018 - 04 November 2018

Engage Perth

Two-way Streets Program - Hill Street, Wittenoom Street & Lord Street



Visitors Summary

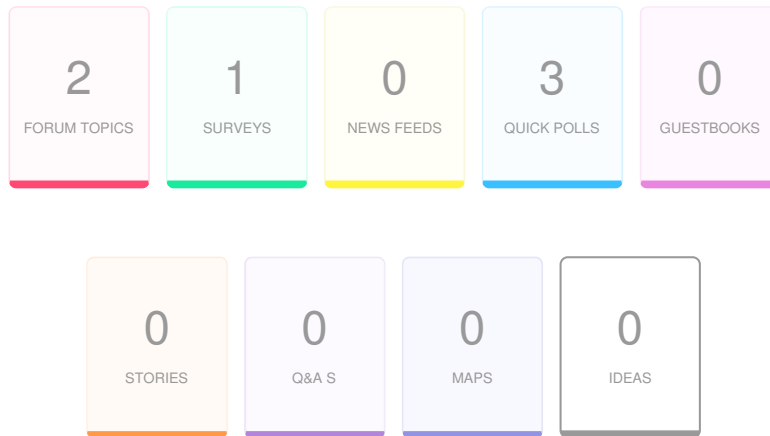


Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
148	27	
NEW REGISTRATIONS		
3		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
3	37	126

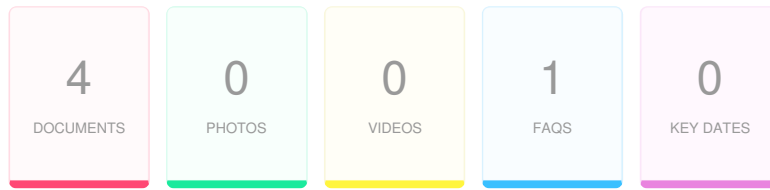
Aware Participants	126	Engaged Participants	3		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	126				
Informed Participants	37	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	2	1	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	24	Posted on Guestbooks	0	0	0
Visited the Key Dates page	5	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	33	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	3				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Hill Street Two-way project: Have your say	Draft	19	2	1	0

INFORMATION WIDGET SUMMARY



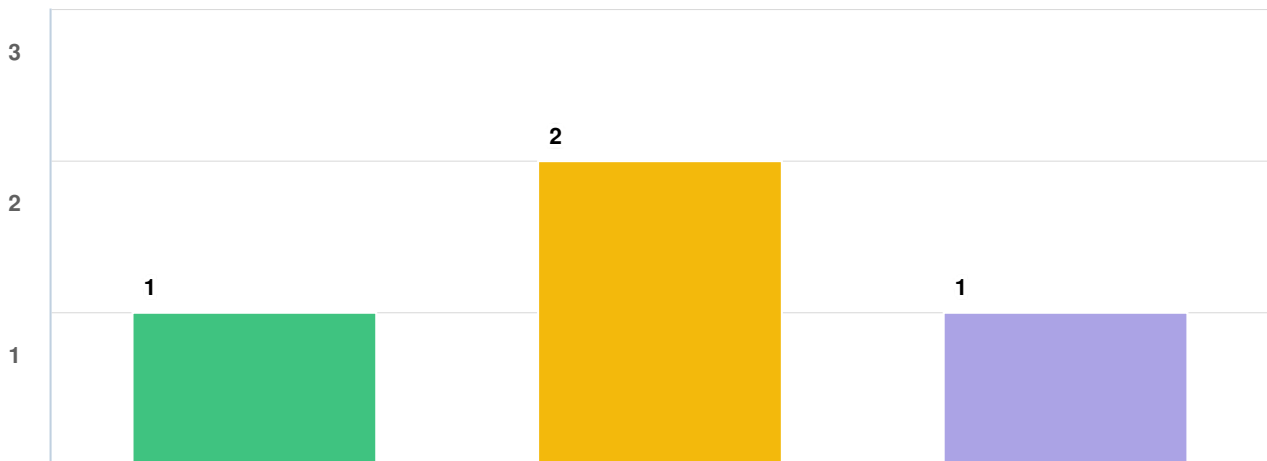
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Hill St, Wittenoom St, Lord St Two-way Concept Plan	19	21
Document	Hill St, Wittenoom St, Lord St Two-way - Proposed Stages	12	12
Document	Hay Street and Hill Street Two-way Project Overlap	7	8
Document	City of Perth Transport Strategy	5	6
Key Dates	Key Date	5	5
Faqs	faqs	0	0

ENGAGEMENT TOOL: SURVEY TOOL

Hill Street Two-way project: Have your say

VISITORS 19	CONTRIBUTORS 3	CONTRIBUTIONS 3
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What is your relationship to the project area?

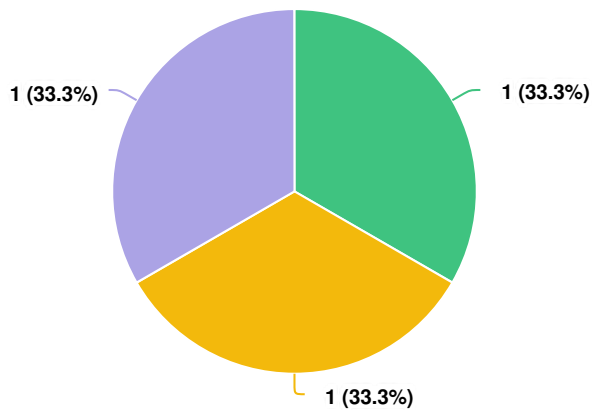


Question options

- I work in the area
- I own / operate a business in the area
- Other

(3 responses, 0 skipped)

What is your age group?

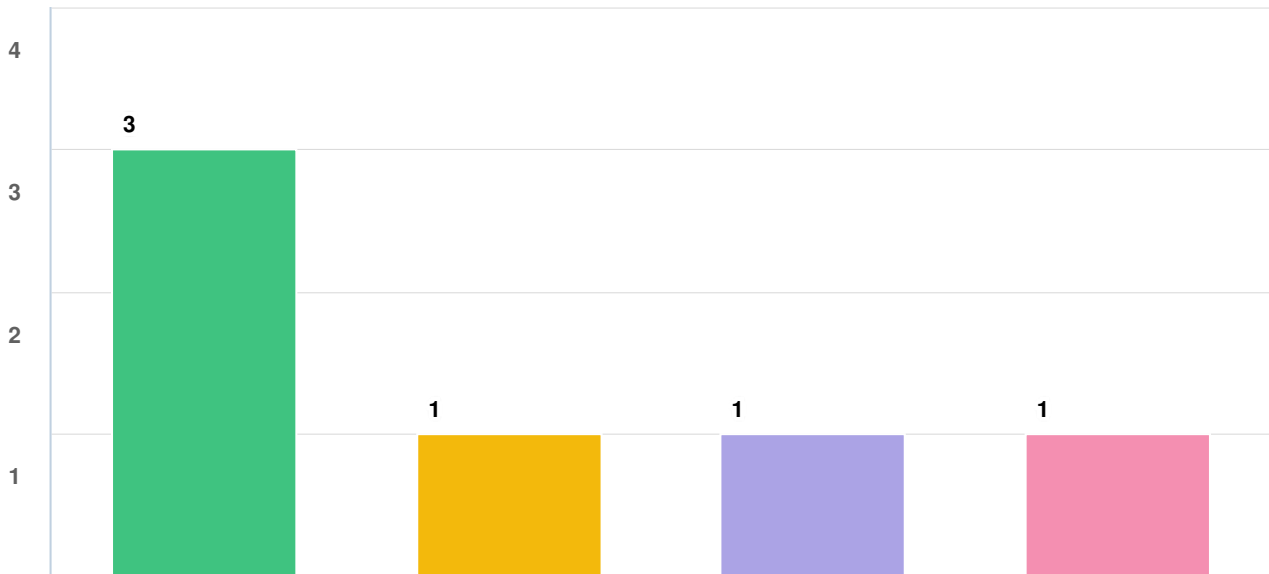


Question options

- 25-29
- 40-49
- 50-59

(3 responses, 0 skipped)

What brings you to the project area?

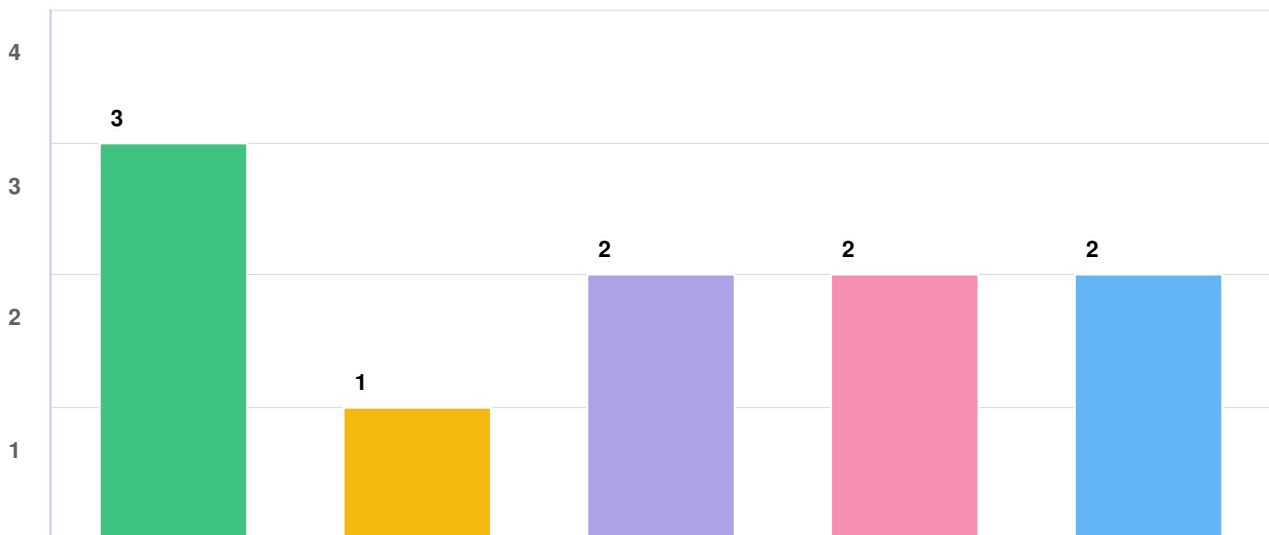


Question options

- For work
- Exercise (running, walking, cycling)
- As a thoroughfare (going from one place to another)
- Other

Optional question (3 responses, 0 skipped)

What are your favourite features of the Hill Street Two-way project?

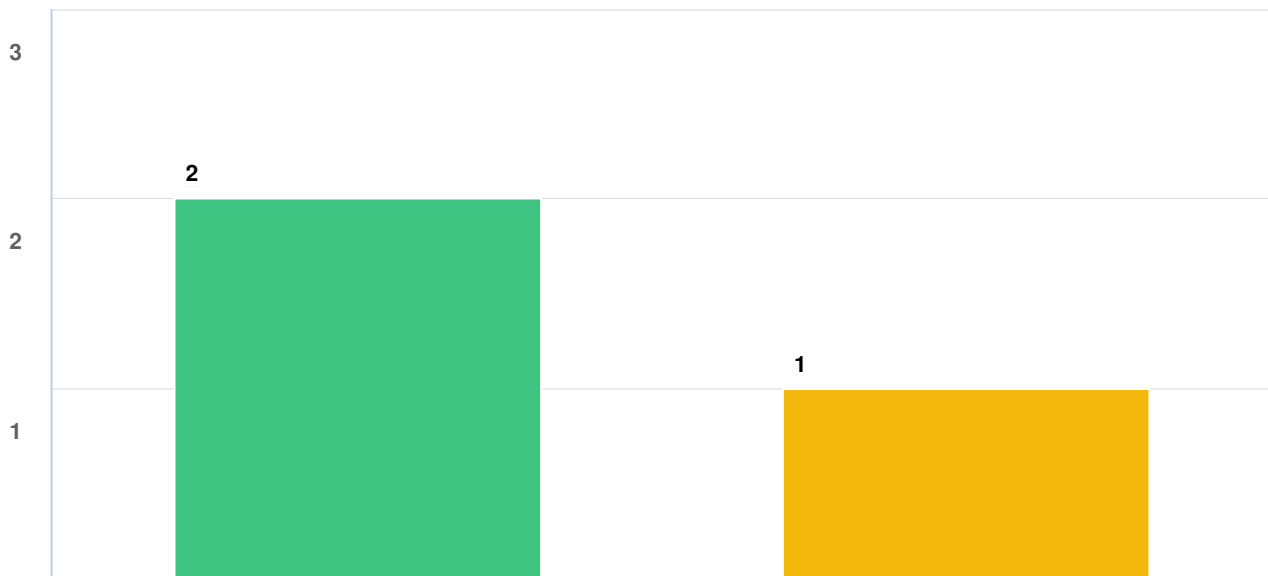


Question options

- Two-way streets
- On-street cycle lanes
- Improved lighting
- Upgraded pedestrian crossings
- Lower traffic speeds

Optional question (3 responses, 0 skipped)

Do you support the conversion to two-way traffic?



Question options

- Yes
- Don't know

(3 responses, 0 skipped)

Survey Responses

07 October 2018 - 04 November 2018

Hill Street Two-way project: Have your say

Engage Perth

Project: Two-way Streets Program - Hill Street, Wittenoom Street & Lord Street



VISITORS

19

CONTRIBUTORS

3

RESPONSES

3

2

Registered

1

Unverified

0

Anonymous

2

Registered

1

Unverified

0

Anonymous

**Respondent No:** 1**Login:****Email:****Responded At:** Oct 16, 2018 10:02:48 am**Last Seen:** Oct 16, 2018 01:38:33 am**IP Address:** 127.0.0.1

Q1. **What is your relationship to the project area?** I own / operate a business in the area

Q2. **What is your age group?** 50-59

Q3. **What brings you to the project area?** For work

Q4. **What are your favourite features of the Hill Street Two-way project?** Two-way streets

Q5. **Do you support the conversion to two-way traffic?** Yes

Q6. **Please give us your overall feedback of the Hill Street Two-way project**

Would like to find out what your traffic management plan is for Hill Street to Wellington Street. Our business is on Moore Street and this Two Way Street plan will cause some inconvenience getting in and out of Moore Street during the road works.



Respondent No: 2

Login:

Email:

Responded At: Oct 18, 2018 14:09:52 pm

Last Seen: Oct 18, 2018 06:14:01 am

IP Address: 127.0.0.1

Q1. **What is your relationship to the project area?** I own / operate a business in the area

Q2. **What is your age group?** 40-49

Q3. **What brings you to the project area?** For work

Q4. **What are your favourite features of the Hill Street Two-way project?**

- Two-way streets
- On-street cycle lanes
- Improved lighting
- Upgraded pedestrian crossings
- Lower traffic speeds

Q5. **Do you support the conversion to two-way traffic?** Yes

Q6. **Please give us your overall feedback of the Hill Street Two-way project**

We own a property and run a business on Moore St - I am extremely concerned about the level of access for vehicles during the construction period and would be interested to know what sort of traffic management plan is in place during this period to ensure that our staff can get to work safely and on time.



Respondent No: 3

Login:

Email:

Responded At: Nov 02, 2018 13:52:27 pm

Last Seen: Nov 02, 2018 13:52:27 pm

IP Address: n/a

Q1. What is your relationship to the project area?

I work in the ara

Other

Q2. What is your age group?

25-29

Q3. What brings you to the project area?

For work

Exercise (running, walking, cycling)

As a thoroughfare (going from one place to another)

Other

Q4. What are your favourite features of the Hill Street Two-way project?

Two-way streets

Improved lighting

Upgraded pedestrian crossings

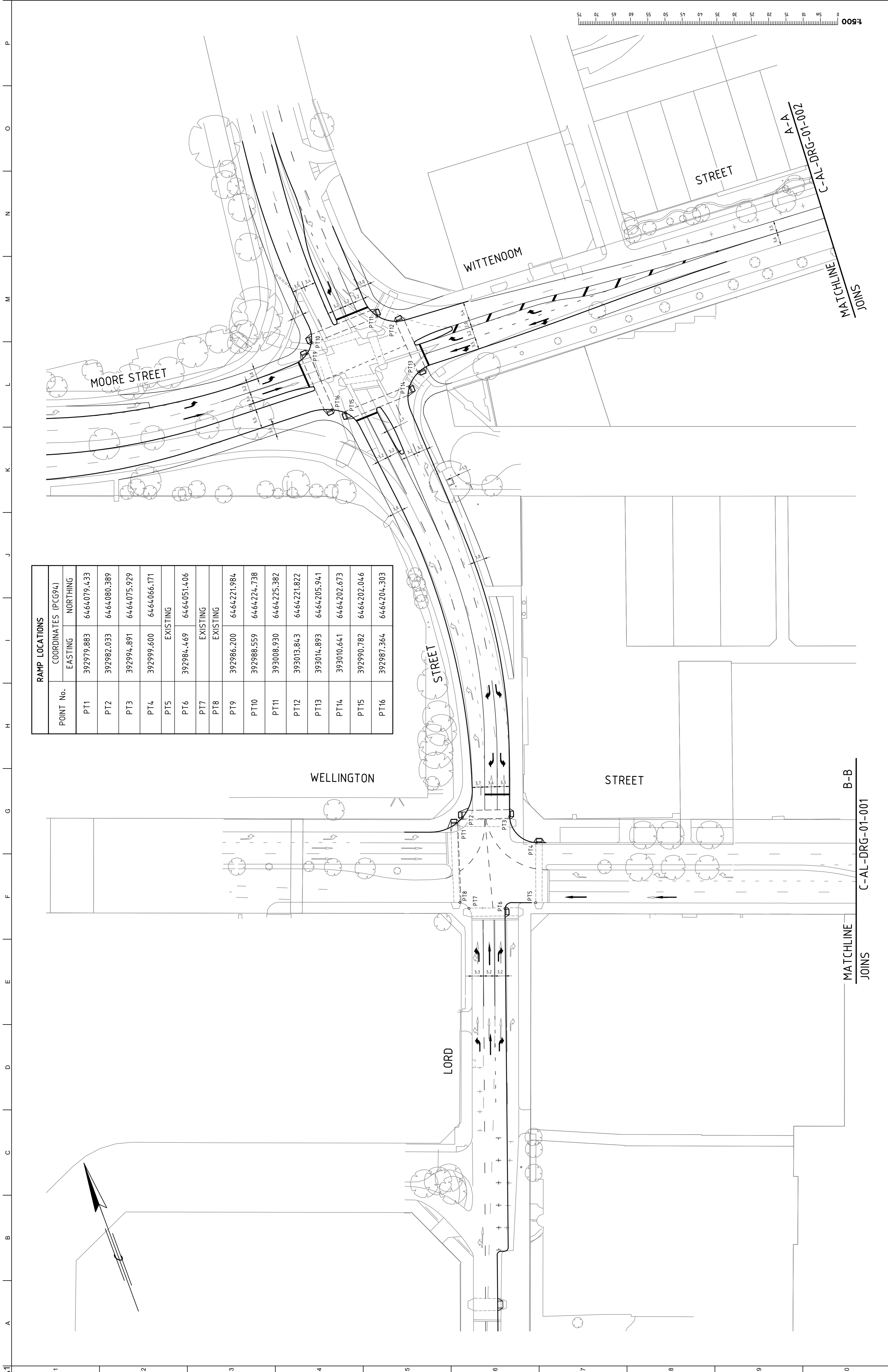
Lower traffic speeds

Q5. Do you support the conversion to two-way traffic?

Don't know

Q6. Please give us your overall feedback of the Hill Street Two-way project

- need to ensure that cycling facilities are built to the "AAA" standard (i.e. all ages and abilities). Painted cycle lanes are not considered best practice and will not support the large "interested but concerned" demographic. - need to ensure that planned modifications to Wittenoom Street allow for a future (protected) cycleway linking central Perth to the Mattagarup Footbridge. This is a highly important route that needs to be given proper attention.

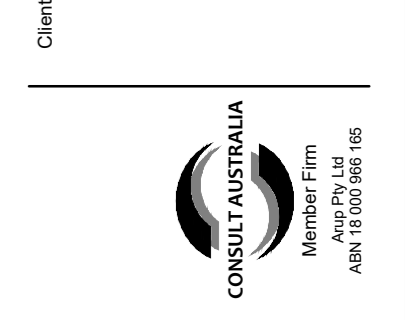


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	EASTING	NORTHING
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PT2	392982.033	6464080.389
PT3	392994.891	6464075.929
PT4	392999.600	6464066.171
PT5	EXISTING	
PT6	392984.469	6464051.406
PT7	EXISTING	
PT8	EXISTING	
PT9	392986.200	6464221.984
PT10	392988.559	6464224.738
PT11	393008.930	6464225.382
PT12	393013.843	6464221.822
PT13	393014.893	6464205.941
PT14	393010.641	6464202.673
PT15	392990.782	6464202.046
PT16	392987.364	6464204.303

Scale at A1 1:500
 Discipline CIVIL
 Job No 255604-00
 Drawing Status CONCEPT
 Drawing No 255604-C-AL-DRG-01-001
 Issue F

Drawing Title
CONCEPT PLAN
 SHEET 1 OF 3

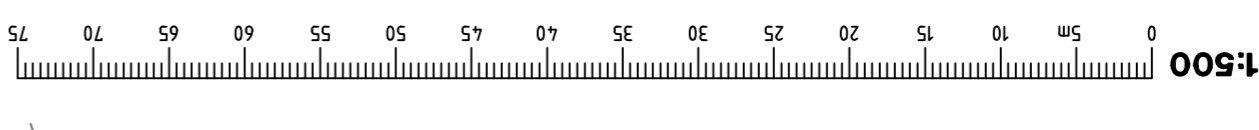
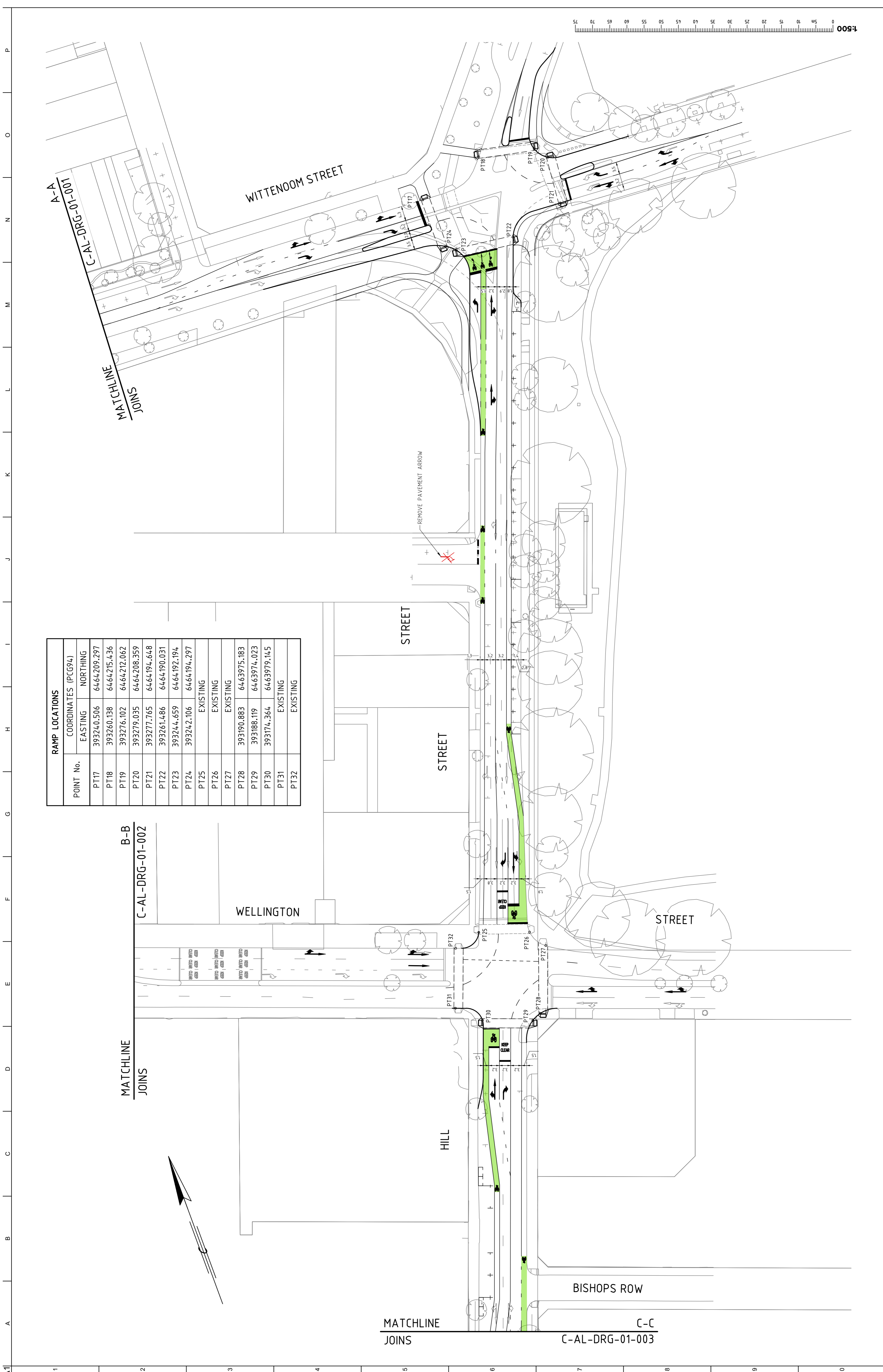
Job Title
 CITY OF PERTH
 HILL STREET TWO-WAY STUDY



ARUP
 Level 14, Exchange Tower, 2 The Esplanade,
 Perth, Western Australia, 6000
 Tel: +61 8 9527 8000
 www.arup.com

FOR INFORMATION ONLY
 DATE : 23 May 2018

Issue	Description	Date	By	Char	App'd
F	FOOTPATHS AND VEHICLE TRACKING AMENDED	25.05.18	ME	DN	SA
E	LINE MARKING AND FOOTPATHS ADDED	18.05.18	ME	DN	SA
D	STOP LINE ADJUSTMENTS	30.10.17	NMI	DN	SA
C	LORD ST CONCEPT MODIFICATION & RAMP ADDITIONS	26.10.17	PB	DN	DP
B	ISSUED AS FINAL CONCEPT	14.07.17	PB	DN	SA
A	ISSUED AS FINAL DRAFT CONCEPT	29.06.17	PB	DN	SA



POINT No.	COORDINATES (PCG94)	
	EASTING	NORTHING
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PT18	393260.138	6464215.436
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PT21	393277.765	6464194.648
PT22	393261.486	6464190.031
PT23	393244.659	6464192.194
PT24	393242.106	6464194.297
PT25	EXISTING	EXISTING
PT26	EXISTING	EXISTING
PT27	EXISTING	EXISTING
PT28	393190.883	6463975.183
PT29	393188.119	6463974.023
PT30	393174.364	6463979.145
PT31	EXISTING	EXISTING
PT32	EXISTING	EXISTING

A1 | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P

A-A
C-AL-DRG-01-001

B-B
C-AL-DRG-01-002

MATCHLINE JOINS
C-C
C-AL-DRG-01-003

Issue	Description	Date	By	Char	App'd
E	FOOTPATHS AND VEHICLE TRACKING AMENDED	25.05.18	ME	DN	SA
D	LINE MARKING AND FOOTPATHS ADDED	18.05.18	ME	DN	SA
C	LORD ST CONCEPT MODIFICATION & RAMP ADDITIONS	26.10.17	PB	DN	DP
B	ISSUED AS FINAL CONCEPT	14.07.17	PB	DN	DP
A	ISSUED AS FINAL DRAFT CONCEPT	29.06.17	PB	DN	SA

FOR INFORMATION ONLY
DATE : 25 May 2018

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Perth Western Australia, 6000
Tel: 61 8 9527 8000
www.arup.com

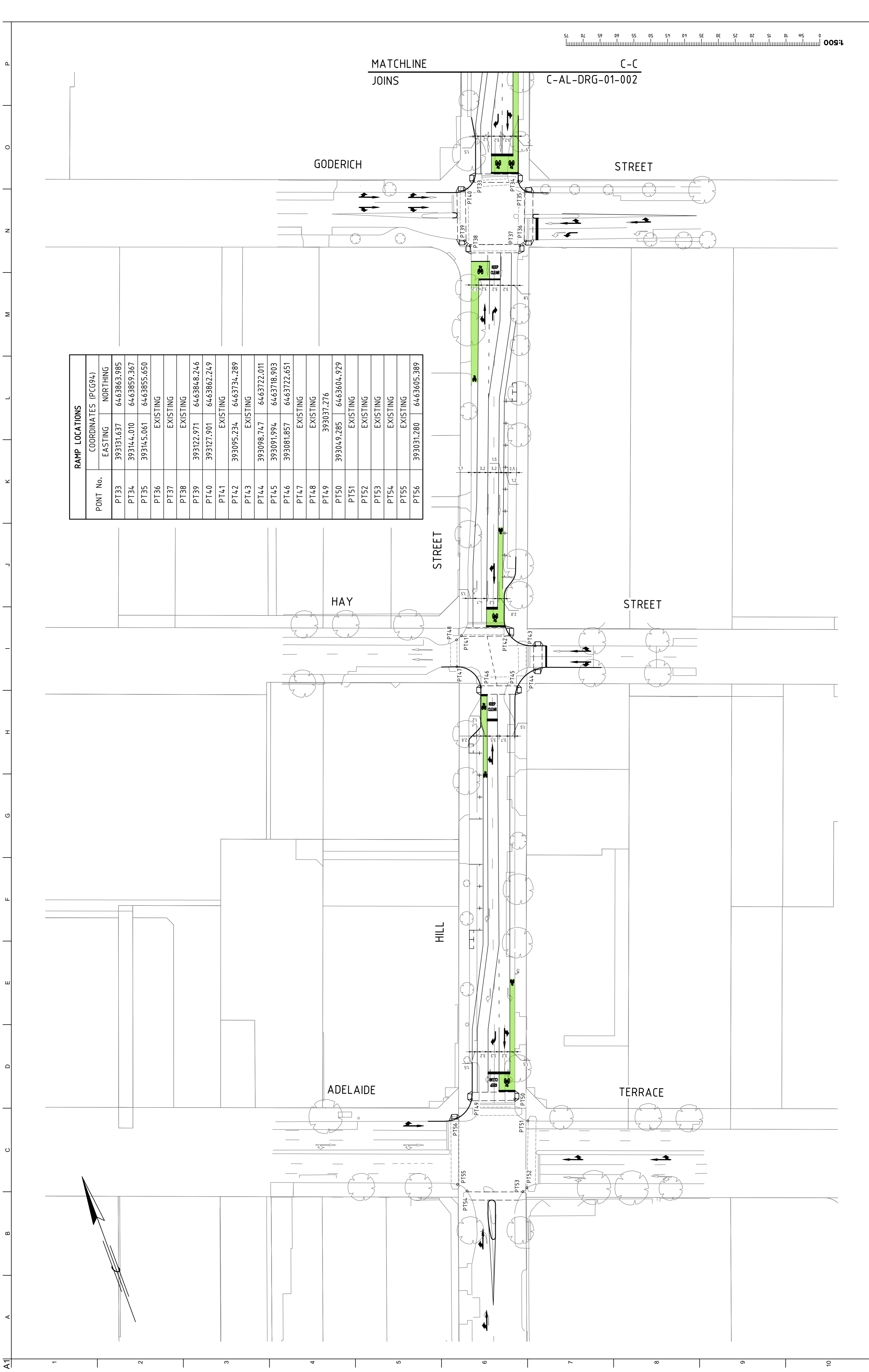
CONSULT AUSTRALIA
Member Firm
Arup Pty Ltd
ABN 18 000 986 105



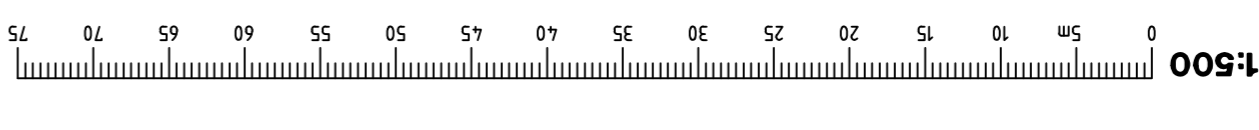
Job Title
**CITY OF PERTH
HILL STREET TWO-WAY STUDY**

Drawing Title
**CONCEPT PLAN
SHEET 2 OF 3**

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Job No	255604-00
Drawing Status	CONCEPT
Drawing No	255604-C-AL-DRG-01-002
Issue	E



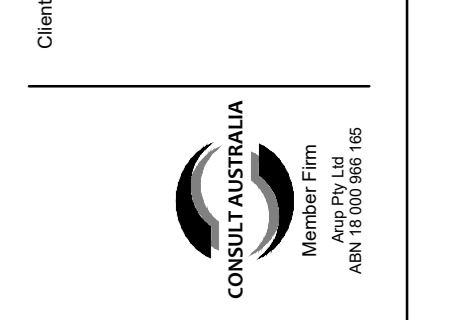
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PT36	EXISTING	EXISTING
PT37	EXISTING	EXISTING
PT38	EXISTING	EXISTING
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PT41	EXISTING	EXISTING
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PT43	EXISTING	EXISTING
PT44	393098.747	6463722.011
PT45	393091.994	6463718.903
PT46	393081.857	6463722.651
PT47	EXISTING	EXISTING
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PT53	EXISTING	EXISTING
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Scale at A1	1:500
Discipline	CIVIL
Job No	255604-00
Drawing Status	CONCEPT
Drawing No	255604-C-AL-DRG-01-003
Issue	F

Drawing Title
CONCEPT PLAN
SHEET 3 OF 3

Job Title
CITY OF PERTH
HILL STREET TWO-WAY STUDY



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Issue	Date	By	Check	App'd	Description
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C	26.10.17	PB	DN	DP	LORD ST CONCEPT MODIFICATION & RAMP ADDITIONS
B	14.07.17	PB	DN	SA	ISSUED AS FINAL CONCEPT
A	29.06.17	PB	DN	SA	ISSUED AS FINAL DRAFT CONCEPT

**Agenda
Item 6.5**

**Boundary Roads Memorandum of Understanding Between City
of Nedlands and City of Perth**

FILE REFERENCE: P1032585#06-02
 REPORTING UNIT: Construction
 RESPONSIBLE DIRECTORATE: Construction and Maintenance
 DATE: 30 November 2018
 ATTACHMENT/S: Attachment 6.5A – Draft Boundary Roads Memorandum of Understanding between City of Nedlands and City of Perth
 Attachment 6.5B – Boundary Roads Memorandum of Understanding between City of Nedlands and City of Perth Schedule
 Attachment 6.5C – Deposited Plan 404450

Council Role:

- Advocacy *When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- Executive *The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- Legislative *Includes adopting local laws, town planning schemes and policies*
- Quasi-Judicial *When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*
- Information *For the Council/Committee to note.*

Legislation / Strategic Plan / Policy:

Legislation Section 3.53 of the *Local Government Act (1995)*

Integrated Planning and Reporting Framework Implications **Strategic Community Plan**
 Goal 7 - An open and engaged city

32Policy

Policy No and Name: N/A

Purpose

The purpose of this report is to seek Council approval for the execution of a Memorandum of Understanding (MOU) between the City of Nedlands and City of Perth with regards to works responsibilities on boundary assets and to authorise the Chief Executive Officer to sign the MOU.

The draft Boundary Roads MOU between the City of Nedlands and City of Perth is designed to provide a framework for the works responsibility across a range of infrastructure assets at the shared boundary between City of Nedlands and City of Perth.

The establishment of the MOU acknowledges mutual understanding and promotes a collaborative working relationship among the adjacent neighbouring councils.

Background and Detail

The allocation of responsibility for the care and control of boundary assets is governed by section 3.53 of the *Local Government Act (1995)* which states that the control and management of a reserve partially within two or more local governments shall be as agreed by the local governments.

Subsequent to the passing of the *City of Perth Act 2016*, several meetings were carried out between City of Perth and City of Nedlands in 2017 discussing shared boundary assets service level, works responsibilities and funding arrangement.

The MOU guides the management activities between the two municipal governments in following roads:

- Gairdner Drive (Aberdare Street to Verdun Street: Private Road)
- Verdun Street (Croydon Street to Gairdner Drive)
- Verdun Street (Gairdner Drive to Cul-de-sac: Private Road)
- Monash Avenue (No. 74 Hampden Road)
- Hampden Road (Gordon Street to Monash Avenue)
- Clifton Street (Clifton Street to Broadway) – Road Reserve Only
- Stirling Highway (Stirling Highway to River)
- Broadway (Stirling Highway to River)
- Gordon Street (Hampden Road to Clifton Street)

The MOU further specified twenty-three agreed works responsibilities items based on assets class. Detail is provided in Attachment 6.5B to this report.

Stakeholder Engagement

Following key stakeholders were engaged in formulating the Memorandum of Understanding between City of Nedlands and City of Perth:

- Street Presentation and Maintenance;
- Parks;
- Construction;
- Properties;
- Waste and Cleansing;

- Assets Management;
- Commercial Parking; and
- City of Nedlands.

The City of Nedlands endorsed the draft Memorandum of Understanding between the two municipal governments at its Council meeting on 23 October 2018.

Financial Implications

There are no additional financial implications to the City. Both parties are responsible for their own works cost. In the event a joint work for assets (e.g. road surface/pavements, median islands, roundabouts, drainage assets, lighting etc.) in the boundary area, both parties shall agree on the scope of work, program and schedule prior to the commencement of work and equally share the cost.

Items of an unforeseen nature will be addressed on an “as needs” basis as they arise.

Comments

The draft Boundary Roads MOU between the City of Nedlands and City of Perth is designed to provide a framework for the works responsibility across a range of infrastructure assets at the shared boundary between City of Nedlands and City of Perth.

The establishment of the MOU acknowledges mutual understanding and promotes a collaborative working relationship among the adjacent neighbouring councils.



City of Nedlands



City of Perth

BOUNDARY ROADS

BETWEEN THE CITY OF NEDLANDS AND CITY OF PERTH

1. The City of Nedlands and the City of Perth agree to the division of works responsibilities for boundary roads shared by the two Local Governments as detailed in the attached explanatory notes and schedule.
2. This memorandum of understanding (agreement) shall remain in place indefinitely until amended by resolution of both Councils or terminated by resolution of either Council.

Signed

City of Nedlands (Approved by Council on ____)

Mayor

Date

CEO

Date

City of Perth (Approved on ____)

CEO

Date

BOUNDARY ROADS MEMORANDUM OF UNDERSTANDING BETWEEN CITY OF NEDLANDS AND CITY OF PERTH

EXPLANATORY NOTES

1. BACKGROUND

The parties to this Memorandum of Understanding are:

CITY OF NEDLANDS, ABN 92 614 728 214, a local government established in 1893, pursuant to the Local Government Act 1995 and having its registered office at 71 Stirling Hwy, Nedlands (“City of Nedlands”).

CITY OF PERTH, ABN 83 780 118 628, a local government pursuant to the Local Government Act 1995 and having its registered office at Council House, 27 St George’s Terrace, Perth (“City of Perth”).

The City of Nedlands is a Perth metropolitan Local Government with boundaries to five neighbouring Local Governments. The boundaries generally follow one side of a local or district road reserve.

The allocation of responsibility for the care and control of boundary roads and associated assets is governed by the Local Government Act (1995) Section 3.53, which states that the control and management of a reserve partially within two or more Local Governments shall be as agreed by the Local Government. If agreement is not achieved, the issue is to be referred to the Minister for resolution.

In the past, the understanding between Local Governments on the division of operational and capital responsibilities for works on these roads, has been largely verbal with limited documentation.

The allocation of boundary roads responsibility for asset management and grant funding purpose has been clearly defined through the road inventory maintained by MRWA, however this division is not necessarily the most practical arrangement for operational activities therefore refer Appendix 1 - Schedule for agreed division.

2. PURPOSE

The purpose of this Memorandum of Understanding between the two Local Governments on the division of works responsibilities for boundary roads is to:

- Ensure that all categories of works for all sections of the boundary roads receive a reasonable standard of attention as non-boundary roads.
- Clearly define the division of works responsibilities on these roads between the two Local Governments.

- Acknowledge mutual understanding and promote a collaborative working relationship. The parties agree in principle to coordination of management across shared responsibility areas.

3. PRINCIPLES

The division of responsibilities as described in the document are based on the following principles:

- 3.1 That the long-term interests of residents and road users shall be paramount.
- 3.2 That operational tasks and costs e.g. road maintenance and verge maintenance, are shared in an equal and practical manner (refer Appendix 1 – Schedule; Item 7).
- 3.3 That capital works are arranged in a cost effective manner taking into consideration lead time for application and approval of grant funding.
- 3.4 That the MRWA road inventory shall be the basis for allocation of capital works responsibilities (initiating, investigation, preparation of funding applications, design and construction) on boundary roads between Local Governments, unless mutually agreed by the parties to the agreement (refer Appendix 1).
- 3.5 That the “own resources” funding component of all capital road works on all sections of the boundary roads shall be shared equally between the two Local Governments, unless agreed otherwise.
- 3.6 That each capital road works project shall be subject to negotiations by the two Local Governments on a specific cost sharing agreement.
- 3.7 That both Local Governments will assist in expediting the implementation of capital works as proposed by the other Local Government.
- 3.8 That both Local Governments will advise of future boundary road projects at the earliest opportunity. The notice period is subject to project size and scope.
- 3.9 That both Local Governments will share their forward works programs, once adopted by their respective Council, each financial year.

4. IMPLEMENTATION OF THE MEMORANDUM OF UNDERSTANDING

Successful implementation of this agreement will require preparedness on the part of both Local Governments to act in good faith to achieve the objectives. Communication regarding specific projects will be required as follows:

- 4.1 Where maintenance requirements discovered by one Local Government extend into the other Local Government area, the other Local Government shall be informed and requested to take appropriate action.

- 4.2 For capital works involving only one Local Government (e.g. verge street lighting and verge path construction), the other Local Government shall be notified and consulted regarding the scope and timing of the works.
- 4.3 For capital works involving the expectation of funding contributions from other Local Governments, the initiating Local Government shall liaise, negotiate and reach agreement with the other Local Government. Negotiations may include the scope of works, grant applications, timing and funding contribution for the project within a timeframe suitable to both Local Government's budget preparation process, including the notice period and/or number of budget cycles.
- 4.4 Where a specific project agreement cannot be reached, the initiating Local Government can:
- Proceed with the project at its own expense provided there is an agreement with respect to the scope of works;
 - Proceed with the project at its own expense and recover the cost in accordance with Section 24 (5) of the Main Roads Act 1930; or
 - Defer the project pending a determination from the Minister.
- 4.5 The specific project agreements shall be kept separate and independent from other road works projects or other boundary issues.
- 4.6 Where there is a conflict of asset management data, both Local Governments shall share the data, so it can be aligned.
- 4.7 This Memorandum of Understanding is effective from the date on the cover page.

The Schedule shall be reviewed on every second year at a meeting of representatives of the two parties. The Schedule may be amended without requirement of further Council approval.

Notwithstanding the above provisions of this agreement, City of Nedlands and City of Perth may agree to vary certain terms of this agreement to meet the genuine needs of both parties.

5. SCHEDULE

The attached schedule (see Appendix 1) outlines the division of responsibilities for the various categories of works. The attached Deposited Plan 404450 demonstrates all roads covered under this agreement (see Appendix 2).

6. PARKING

- City of Nedlands resident parking permits will be allowed within the areas of Broadway and Hampden Roads, contained within the City of Perth.

- City of Perth resident parking permits will be allowed within the areas of Broadway and Hampden Roads, contained within the City of Nedlands.
- The Broadway carpark shall be generally maintained as per the boundary delineation. Where surface renewal is required, costs will be shared.

7. DEFINITIONS

Definitions of terms used in the schedule are as follows:

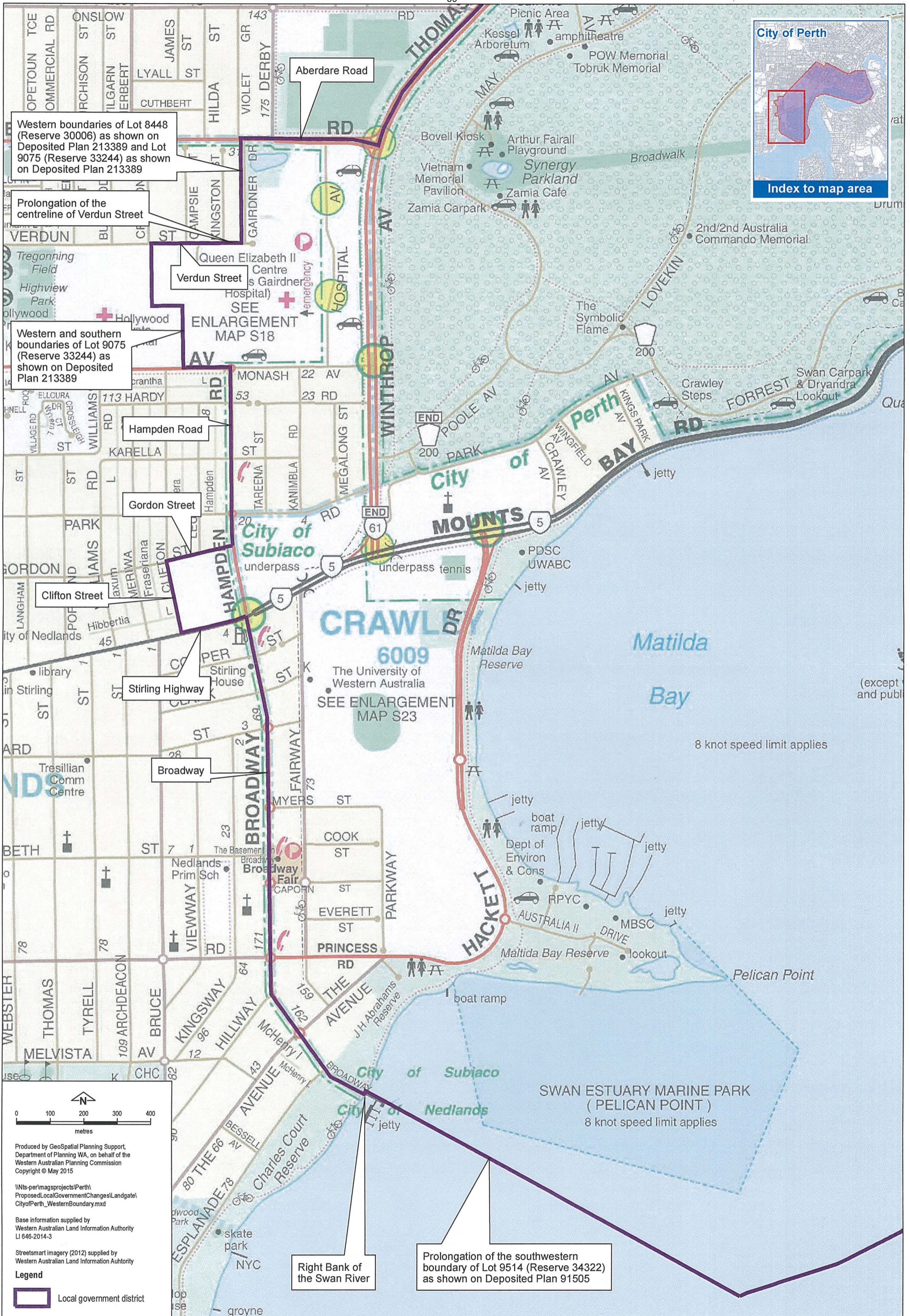
- Own Resources Costs – the financial contributions made by the Local Governments from their own funds towards the task/project, as distinct from the grant funding.
- Capital Costs – the Capital costs for a specific project, which shall include all investigation, surveying, design and construction costs.
- Road Maintenance – pothole repairs, minor kerbing replacement, sweeping, crack patching, repair/cleaning of drainage facilities, etc.
- Verge Maintenance – mowing, tree pruning (tree lopping is no longer an accepted tree management practice), rubbish removal and levelling.
- Verge Control – enforcement of verge and parking local laws.
- Median and Island Maintenance - mowing, rubbish removal, tree pruning, landscaping repairs, brick paving/concrete slab repairs, sweeping, drainage cleaning, reticulation operations and minor kerbing replacement.
- Capital Road Works – asset creation works on the road carriageways and medians. Not necessarily including street lighting or paths on verges.

**BOUNDARY ROADS WORKS MEMORANDUM OF UNDERSTANDING
CITY OF NEDLANDS & CITY OF PERTH**

Updated: 19 September 2018

Item	ROAD	Section	Location
1	Gairdiner Drive	(Aberdare to Verdun: Private Road)	Nedlands
2	Verdun Street	(Croydon to Gairdner)	Nedlands
3	Verdun Street	(Gairdner to Cul-de-sac: Private Road)	Nedlands
4	Monash Avenue	(No. 74 Hampden)	Nedlands
5	Hampden Road	(Gordon to Monash)	Nedlands
6	Clifton Street	(Gordon to Stirling)	Nedlands
7	Stirling Highway	(Clifton to Broadway) - Road Reserve Only	Nedlands
8	Broadway	(Stirling Highway to River)	Nedlands
9	Gordon Street	(Hampden to Clifton)	Nedlands
Item No.	WORKS ITEM	AGREED WORKS RESPONSIBILITIES	CITY OF PERTH
1	Road and Drainage Maintenance	Initiate works on all road sections as listed in the City's MRWA Road inventory: Contribute 50% of own resources to maintenance works.	
2	Road and Drainage Associated Works (Capital)	Initiate works on all road sections as listed in the City's MRWA Road inventory: Contribute 50% of own resources costs to all rehabilitation works exclusive of grants.	67
3	Verge Maintenance and Regulation	All verge maintenance and regulatory functions: 100% responsibility as delineated by boundary.	
4	Path Construction and Maintenance	All footpath maintenance and capital: 100% cost associated with any works as delineated by boundary.	
5	Traffic Studies, Road, Design and Safety Audits	Initiate works on all road sections as listed in the City's MRWA Road inventory: Contribute maximum of 50% of own resources costs unless otherwise negotiated. Refer to item 4.3 of the explanatory notes for notification requirements.	
6	Roundabouts, Entry Statements, Median and Island Maintenance	Where boundary's intersect the centre of the road: 50% contribution to all maintenance and capital works excluding landscaping as specified below.	
7	Street Trees	Where there is clear delineation of boundary: 100% of own resources and costs, except for Broadway and Hampden Roads, where City of Perth is responsible for centre median trees.	
8	Irrigation Infrastructure	Where the water source and control of the infrastructure is located: 100% responsibility for all faults and repairs to connected system (Each Local Government to fund cost of repairs for sprinkler heads and associated fixtures on their side at 100% contribution, to be recouped by invoice).	
		Any proposed amendments by either Local Government are to be communicated to the neighbouring Local Government.	

9	Underground Power	2,4,5,6,7,8,9	Where boundary's intersect the centre of the road: 50% contribution to all costs associated with underground power.
10	Side Road Intersection Upgrades	2,4,5,6,7,8,9	Side road intersection upgrades: 100% by each council up to match line or an agreed distance, as delineated by boundary.
11	Parking	2,4,5,6,7,8,9	Signage is 100% contribution as delineated by boundary. The Cities agree (Broadway and Hampden only) that where valid Residential or Visitor Parking Permits have been issued by a Local Government that is signatory to this agreement; the Permits' use will be permitted on either side of Broadway and Hampden Roads where the Permit was issued to the occupier of a residential property on that road.
12	Street Signs	2,4,5,6,7,8,9	100% contribution as delineated by boundary.
13	Direction Signs	2,4,5,6,7,8,9	100% contribution as delineated by boundary.
14	Street Lighting Operations Including Banners	2,4,5,6,7,8,9	100% contribution as delineated by boundary.
15	Emergency Works	2,4,5,6,7,8,9	Where emergency works are carried out by either party, the cost associated with those works are to be 100% as delineated by boundary.
16	Public Artworks and Lighting	8	Public artwork and lighting located at the roundabout at the intersection of Broadway and The Avenue is 100% City of Nedlands responsibility. Any new artwork to be responsibility of the party which initiates the installation.
17	Landscaping and Irrigation Roundabout	8	Roundabout at intersection of Princess Road to be 100% maintained by City of Nedlands.
18	Landscaping and Irrigation Roundabout	8	Roundabout at intersection of Edward Street, Myer Street and Capron Streets to be 100% maintained by City of Perth.
19	Street Tree Maintenance in Medians	5,8	Median street trees in median islands to be 100% maintained by City of Perth.
20	Irrigation of Medians	5	Median irrigation to be 100% maintained by City of Nedlands.
21	Irrigation of Medians	8	Median irrigation to be 100% maintained by City of Perth.
22	Banner Poles	5,8	Banner poles to be maintained by City of Perth with both parties providing 50% contribution to all costs subject to separate agreement. Each party responsible for every second banner.
23	Bus Shelters	7	100% responsibility as delineated by boundary.
24	Asset Data	2,4,5,6,7,8	Align and share Asset Management Data where applicable.



Western Boundary Enlargement of Deposited Plan 404450

Agenda Policy Review – Asset Management

Item 6.6

FILE REFERENCE: P1005611-3
 REPORTING UNIT: Asset Management
 RESPONSIBLE DIRECTORATE: Corporate Services
 DATE: 3 December 2018
 ATTACHMENT/S: Attachment 6.6A – Disposal of Property Policy – Existing Policy
 Attachment 6.6B – Contributed Asset Policy – Existing Policy
 Attachment 6.6C – Asset Management Policy – Existing Policy
 Attachment 6.6D – Asset Management Policy – Proposed Amended Policy

Council Role:

- Advocacy *When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- Executive *The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- Legislative *Includes adopting local laws, town planning schemes and policies*
- Quasi-Judicial *When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*
- Information *For the Council/Committee to note.*

Legislation / Strategic Plan / Policy:

Legislation
 Section 3.58 of the *Local Government Act 1995*
 Section 3.59 of the *Local Government Act 1995*
 Section 30, 31 of the *Local Government (Functions and General) Regulations 1996*
 Section 19DA of the *Local Government (Administration) Regulations 1996*

Integrated Planning and Reporting Framework Implications

Strategic Community Plan
 Goal 8 - A city that delivers for its community

Policy

Policy No and Name: 9.12 Asset Management Policy

Purpose and Background:

On 17 January 2018, the City of Perth's (City) Executive Leadership Group (ELG) endorsed an ongoing Policy Risk Review Framework. Review timeframes were based on the risk rating determined for the policy. The application of a risk assessment to the City's policies encourages regular and ongoing reviews of these important documents. This improves compliance and improves operational efficiency.

To complement the Policy Risk Review Framework, the City has also begun to implement the policy recommendations of the Organisational Competency and Capability Assessment (OCCA), completed by Deloitte in 2017. These recommendations called for the City to reduce the degree of interpretation required when interpreting and applying its policies, whether by internal or external stakeholder(s). A holistic review and streamlining of the policy manual allows business units to better align their policies with the City's strategic directives (Shaping Our Capital City: Strategic Community Plan 2029) and improve the interrelation between strategy, policy, legislation and internal procedures/business plans. This new approach also reflects the industry standard recommended in the Western Australian Local Government Association's guide to policy writing.

Details:

Current Council Policies 9.12 – Asset Management and 9.15– Contributed Asset were assessed as high-risk. In reviewing these two policies, it became evident that:

- There was a high-level of procedural information contained within the policies;
- There were inconsistencies between the policies, and other Council Policies that dealt with asset management principles and/or procedures;
- The prescriptive approach to the policies and the duplication of information between asset and other policies was creating a non-compliance risk with legislation and industry best practice standards;
- An opportunity existed to combine these policies, along with Policy 9.14 – Disposal of Property (medium risk);
- An opportunity existed to improve stakeholder (internal and external) interpretation of, and assurance received from, the policies; and
- An operational need to review and update the asset management procedures and operational plans exists.

The asset management unit has collaborated with Governance and relevant other business units to consider and incorporate pertinent feedback in the review of the policies. It was proposed and agreed upon by all stakeholders that the current high-risk policies and one medium risk policy be rescinded and replaced with a single policy. This aligns the City's asset management approach with strategic directives and appropriately places operational detail into an updated set of procedures and operation plan.

Financial Implications:

There are no financial implications.

Comments:

The procedural information removed from the rescinded or amended asset management policies will be reviewed for inclusion in the Asset Management Framework.

CP 9.14 Disposal of Property

POLICY OBJECTIVE

Key objectives of this policy are:

- to establish protocols for the disposal of assets owned by or vested in the City in accordance with the requirements of Section 3.58 of the Local Government Act 1995;
- to achieve the best possible financial, environmental and community outcomes when disposing of the City's assets; and
- to ensure that transparency and accountability is achieved in the disposal of the City's assets.

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PREAMBLE

- (1) The City of Perth is responsible for a vast number of public assets which includes infrastructure and non-infrastructure assets to a significant value. The whole life-cycle management of all assets includes exercising due diligence in the disposal of assets owned, leased by or vested in the City.
- (2) This policy provides staff, in particular project officers and asset custodians, with the protocols for correct disposal of assets which no longer belong to or are required by the City.
- (3) For the purpose of clarity the term “Property” and “Asset” are interchangeable to ensure alignment with the Local Government Act 1995 and Council Policy 9.12 - Asset Management. The following definitions, extracted from section 3.58 of the Local Government Act 1995 are also relevant:
 - (a) Disposal: includes to sell, lease or otherwise dispose of, whether absolutely or not; and
 - (b) Property: includes the whole or any part of the interest of a local government in property, but does not include money.

1. POLICY STATEMENT

The following principles apply to disposal of property (assets) activities:

- (a) Asset disposal decisions, including reasons for such action are to be recorded in the City’s asset registers and associated accounting records.
- (b) The financial treatment of the disposal of fixed assets such as land, property, plant, equipment, furniture and fittings is to be calculated using fair value determined by market demand.
- (c) Disposal of assets by private treaty must demonstrate that the most advantaged price was achieved.
- (d) **Under no circumstances** are items to be donated to staff.
- (e) Planned maintenance disposal by the custodian of infrastructure assets such as drainage, roads, footpaths and lighting are to be stated in the respective asset management plan.
- (f) The financial treatment for the disposal of infrastructure assets is to be calculated using written down values.

- (g) Assets that are approved to be written off will be disposed of from the asset register at their written down value as of the date of write off.
- (h) Assessment of risks and identification of areas most susceptible to fraud when disposing of assets is to be considered and reported as part of the decision to dispose of property.
- (i) Donation of no longer required assets to “Not for Profit Organisations” may be determined in accordance with delegated authority within the limits and conditions detailed in the Delegated Authority Register.
- (j) Environmental considerations are paramount when considering disposal of assets to landfill sites, therefore the Environmental Protection Act 1986 Part V and the Department of Environment Guidelines for “Landfill Waste Classification and Waste Definitions 1996” are to be complied with.

2. POLICY FRAMEWORK

This Policy is part of the City’s Asset Management Framework established in Council Policy 9.12 – Asset Management.

3. POLICY INSTRUCTION IN ACCORDANCE WITH THE LOCAL GOVERNMENT ACT 1995

- (1) Section 3.58 of the Local Government (Functions and General) Regulations 1996 establish the methodologies by which local governments may dispose of property (assets) and are applicable to any asset disposal contemplated by the City.
- (2) Having taken clause 6 into account, the following disposal approaches are to be followed by responsible officers in accordance this policy:
 - (a) **Start of a new project** - this applies to assets being replaced, relocated or made redundant as part of capital works program. At the beginning of any concept designs and throughout the design process, the appointed Project Officer or Design Officer is to engage with asset custodians and identify all existing City assets impacted by the proposed works and to implement appropriated planning for the disposal of assets that will be affected by the new work.
 - (b) **End of a Project** – assets identified for disposal and the disposal methodology shall be clearly documented in the capital works close-out report authorised by the Project Officer.
 - (c) **Vehicles** shall be either traded in against the replacement vehicle as part of a public tender process or disposed of by public auction. The Manager Plant and Equipment is responsible for vehicle disposals in accordance with this policy.

- (d) **Heavy Plant** shall be either traded in against the replacement piece of plant through a public tender process or sold by public auction. The Manager Plant and Equipment is responsible for heavy plant disposals in accordance with this policy.
- (e) **Minor Plant** items are the responsibility of the Manager Plant and Equipment for disposal in accordance with this policy.
- (f) **Land** is the responsibility of the Manager Properties.
- (h) **Buildings** are to be disposed of in accordance with this policy and are the responsibility of the Manager Properties.
- (i) **Furniture and Equipment** located in buildings are to be disposed of in accordance with this policy and are the responsibility of the Manager Properties.
- (j) **Infrastructure assets** are to be disposed of in accordance with this policy and are the responsibility of the Project Officer, Design Officer or the designated asset class custodian.
- (k) **Information technology assets** are to be disposed of in accordance with this policy and are the responsibility of the Manager Information Technology.
- (l) **City of Perth Parking Assets** is to be disposed of in accordance with this policy and is the responsibility of the Manger Commercial Parking.
- (m) **Compliance assets** are to be disposed of in accordance with this policy and are the responsibility of the Manager Community Amenity and Safety.
- (n) **Artwork assets** within the City of Perth Art and Public Art Collections are the responsibility of the Manager Arts, Culture and Heritage.

4. **AUTHORITY TO DISPOSE OF PROPERTY**

- (1) Decisions on the disposal of property (assets) may only be made in accordance with Delegated Authority detailed in the City's Delegated Authority Register or by resolution of Council.
- (2) For major project work where disposal of property (assets) is likely to exceed the delegated authority limit, a Council resolution is required that details full financial and asset management implications associated with the disposal(s).

- (3) In instances where major projects requiring Council approval and include as part of the works disposal of existing assets, there is an obligation to disclose the written down value under financial implications of the Council report.

5. REASONS FOR DISPOSAL

In accordance with clauses 7.1 to 7.6 (inclusive) and 7.8.2 of Council Policy 9.12 – Asset Management Policy the following are the reasons by which a decision to dispose of property (assets) may be made. The property (assets):

- (a) has reached its pre-determined economic life in order to maximise the realisable market value;
- (b) is no longer required due to a change in functionality or usage patterns;
- (c) has reached the end of its expected useful life and has been confirmed by an appropriate condition assessment as to be disposed and/or replaced;
- (d) no longer complies with workplace health and safety standards or is determined as environmentally unviable, subject to risk assessment;
- (e) is beyond repair and no longer in operable condition;
- (f) is no longer able to provide an acceptable level of service to the community;
- (g) is subject of a Council decision to provide the property as a contribution or donation by the City to a construction project where the assets is vital to the project proceeding or to a charitable organisation to facilitate charitable purposes;
- (h) is made of hazardous materials and/or contains dangerous goods and as such must be disposed of in an authorised manner and in accordance with legislation;
- (i) is stolen, lost or damaged.

6. METHOD OF DISPOSAL

The disposal method chosen must comply with the requirements of section 3.58 of the Local Government Act 1995 and be appropriate to the value, nature, quantity and location of the goods, and where applicable promote fair and effective competition to the greatest extent possible. The disposal methods available are:

- (a) Public Tender – advertising in the local newspapers circulated in Western Australia.

- (b) Auction – advertisement in the local newspapers circulated in Western Australia.
- (c) Trade-in – as part of a public tender process and only where it is part of the asset replacement program.
- (d) Destruction or landfill – this applies where items are of no commercial value and no longer required by City.
- (e) Contribution or donation as approved by the City.
- (f) Other means as resolved by Council.

7. ROLES AND RESPONSIBILITIES

7.1 Chief Executive Officer

- (a) The CEO is the chief custodian of assets and has limited delegated authority to authorise dispose of property as detailed in the City's Delegated Authority Register
- (b) The CEO is responsible for ensuring that Directors comply with legislation and implement this policy when undertaking the disposal of assets.

7.2 Directors

- (a) Directors have limited delegated authority from the CEO to authorise the disposal of property as detailed in the City's Delegated Authority Register.
- (b) Directors are responsible for ensuring that Managers and Officers of the City comply with the legislation and this policy when undertaking the disposal of assets.

7.3 Manager Finance

- (a) The Manager Finance has limited sub-delegated authority from the CEO to authorise the disposal of property detailed in the City's Delegated Authority Register.
- (b) The Manager Finance is responsible for:
 - i. Ensuring that Managers and Officers of the City comply with legislation and this policy when undertaking disposal of property activities.
 - ii. Maintenance of the corporate asset register retained in the Hansen software system.

7.4 Managers

- (a) Managers have limited sub-delegated authority from the CEO to authorise the disposal of property as detailed in the City's Delegated Authority Register.
- (b) Managers are responsible for ensuring that Custodians of an Asset Class comply with the legislation and this policy when undertaking the disposal of assets.

7.5 Chief Accountant

- (a) To ensure the recording of asset disposal complies with the Local Government Act (1995) and the Australian Accounting Standards.
- (b) Ensures all revaluation amounts pertaining to assets disposed of are treated in accordance with the Australian Accounting Standards.
- (c) Maintenance of the asset register retained in the Finance One software system.

7.6 Design Officers / Project Developers

Design Officers are responsible for:

- (a) Preparation of designs, identifying existing assets that are required to be disposed of in the course of a new project development, inclusive of the current value record in the Asset Register and the likely material value at time of disposal. Assistance will be provided by the Coordinator of Asset Management in composition of this information.
- (b) Liaising with asset custodians and ensure appropriate planning for the implications of the assets identified for disposal.
- (c) Ensuring that asset disposal implications and considerations are documented and communicated to relevant asset custodians.
- (d) Identify and record the value of all asset classes to be disposed of and where necessary organise condition assessment of the assets identified for disposal.

7.7 Project Officers

Project Officers are responsible for:

- (a) Arranging for the physical disposal of surplus assets associated with a project under their control in accordance with the legislation and this policy.
- (b) Obtain appropriate decisions for the disposal of any asset;

- (c) To communicate in advance the disposal of any City of Perth asset to the relevant asset custodians.
- (d) Clearly record and provide written advice on quantity of disposed assets in the capital close-out report including “As Constructed Drawings” when applicable.

7.8 Asset Custodian

Asset custodians of a particular asset classes are responsible for:

- (a) Identifying and managing the disposal of assets under their care and control;
- (b) Obtain appropriate decisions for the disposal of any asset;
- (c) Account for the costs of undertaking disposal options within the asset register and the financial systems as appropriate;
- (d) Providing written advice when necessary to the Coordinator Asset Management for the purpose of amending the asset registers when disposal has occurred during maintenance administration period.

7.9 Asset Management Coordinator

The role of the Coordinator Asset Management is to ensure that the data retained in the Asset Management Register is maintained at a high degree of accuracy. In doing so, the following tasks relating to disposal are to be upheld:

- (a) To ensure receipt of the Approval for Disposal of Assets with all relevant information supplied by Project Officers as part of the project close-out report.
- (b) Ensure disposal of assets have been approved before disposing them.
- (c) Dispose and expire assets from Hansen asset register and update GIS.

Document Control Box	
Document Responsibilities:	
Custodian:	Coordinator Asset Management
Custodian Unit:	Asset Management
Decision Maker:	Council
Compliance Requirements:	
Legislation:	Section 3.58 of the <i>Local Government Act 1995</i> Regulations 30 and 31 of the <i>Local Government (Functions and General) Regulations 1996</i>
Industry:	Department of Local Government - Asset Management Framework and Guidelines
Organisational:	Council Policy 9.12 Asset Management,

Document Management:							
Risk Rating:	Medium	Review Frequency:	Two years	Next Due:	2016	TRIM Ref:	
Version #	Decision Reference:	Synopsis:					
1.	OCM 18/11/14 (509/14)	New Policy to control the disposal of all City property (assets). Replaces revoked Council Policy 16.2 Plant and Vehicles - Disposal Of					
2.	OCM 30/04/15 (161/15)	Amended position titles due to organisational restructure					
3.							

EXISTING

CP9.15 Contributed Asset Policy

POLICY OBJECTIVE

The policy provides guidance on the definition, recognition, disclosure and responsibility for the consideration of contributed assets and liabilities to be transferred to the City of Perth.

POLICY SCOPE

This policy applies to all physical assets contributed to the City of Perth, at no cost or for nominal consideration, including those acquired as a result of machinery-of-Government changes; and assets not previously recognised.

This policy does not apply to assets in the form of cash or its equivalent.

POLICY STATEMENT

1. All Contributed Assets must be recognised in the City's financial statements in accordance with Australian Accounting Standard AASB 1004 Contributions. The financial statements shall disclose separately:
 - a. The fair value of contributed assets transferred during the reporting period.
 - b. Contributions recognised as income but expenditure has been made in previous periods, is yet to be made, or will be incurred in future periods, in accordance with AASB 1004.
2. Automatic vesting of assets, such as new roads shall be initiated via the machinery of – Government and consultation with the Council.
3. Council will determine the acceptance of contributed assets where the value, inclusive of future associated liabilities of the asset being received is \$500,000 (GST Exc) or greater.
4. Acceptance of contributed assets valued below \$500,000 (GST Exc), inclusive of associated future liabilities, may be determined in accordance with Delegated Authority.
5. The financial implications of acceptance of a contributed asset must be evidenced in a report to Council, or Delegated Authority decision, so that an informed decision is made based on whole of life cost of ownership of the contributed assets.

6. An independent determination of the fair value of the contributed asset must be agreed in writing between the City and the contributing entity before the transfer date.
7. The City's Contributed Asset Administrative Procedure provides a framework for asset handover requirements to assist with the inclusion of Contributed Assets into the City's asset management system.
8. The assessment criteria for accepting or declining a Contributed Asset will have regard to the anticipated level of social, economic, or environmental benefit the Contributed Asset will provide to the City and/or its community.

DEFINITIONS

Contributed Asset means a physical asset for the purpose of delivering a level of service to the community, and is generally in the form of property (land and/or buildings), plant and equipment, and public infrastructure when there is a non-reciprocal transfer.

Contributed Assets may arise from voluntary (at the discretion of an entity or for grants and donations) or involuntary (arising from machinery of Government change) transfers, and therefore may also include liabilities.

Non-reciprocal transfer means receiving assets without directly giving equal value in exchange to the transfer owner.

Public Infrastructure – generally refers to infrastructure such as roads, drains, footpaths, lighting, communications, CCTV, street furniture, landscaping, artworks, monuments and buildings including associated easements.

Effective date of the Contributed Asset is the date when control of the asset passes to the City of Perth by written agreement or a land transfer.

Transfer Date is the date of actual acceptance of the Contributed Asset.

Document Control Box							
Document Responsibilities:							
Custodian:	Coordinator Asset Management			Custodian Unit:	Asset Management		
Decision Maker:	Council						
Compliance Requirements:							
Legislation:	<i>Local Government Act 1995.</i> AAS 27 Financial Reporting by Local Governments. AAS 29 Financial Reporting by Government Departments. AAS 31 Financial Reporting by Governments.						
Industry: Organisational:	City of Perth Policy 9.12 Asset Management Policy. City of Perth Policy 9.11 Fixed Assets Financial Policy. City of Perth Policy 6.20 Comment and Recommendation on Development Proposals Referred to the City by Statutory Authorities. City of Perth Policy 9.14 Disposal of Property Policy. City of Perth Procedure – PR0930 Asset Handover Requirements						
Document Management:							
Risk Rating:	High	Review Frequency:	Annual	Next Due:	2016	TRIM Ref:	75522/04
Version #	Decision Reference:	Synopsis:					
1.	Council Meeting 07/04/15 (120/15)	Adopted					
2.	Council meeting 30/04/15 (161/15)	Amended position title due to organisational restructure					
3.							

CP 9.12 Asset Management Policy

POLICY OBJECTIVE

The objective of this policy is to:

- a. Provide the framework for adopting Asset Management into the City's decision making processes.
- b. Ensure that the City undertakes a total cost of ownership approach, as practicable, in the acquisition and management of the City's assets. This cost includes asset design, construction, operation, maintenance, renewal and disposal.
- c. Enhance transparency and accountability in the whole life-cycle management of the City's assets through the development, approval and implementation of asset management plans.
- d. Ensure that community consultation, as necessary, is undertaken and the City endeavours to meet the community's current and future needs through the services delivered by the City.
- e. Complement and contribute to the City's Integrated Planning and Reporting requirements via the Strategic Community Plan 2029, Corporate Business Plan, Long Term Financial Plan, in addition to the City Planning Scheme.
- f. Ensure adherence to applicable laws, regulations and statutory requirements governing Asset Management reporting by the City.
- g. Articulate the City's commitment to continuous improvement and provision of resources to deliver asset management objectives.

1. PREAMBLE

The City of Perth as the capital city of Western Australia is the primary custodian of the State's premier urban precinct. As a rapidly expanding global City there are crucial challenges ahead for the City of Perth in addressing the current and future community aspirations, business needs and care for the natural environment. Asset Management brings together a multi-disciplined, team-based approach to managing the City's assets in a holistic manner, with a clear objective of facilitating decision making by Council and the Executive Leadership Group.

The 2011 amendment to the *Western Australia Local Government (Administration) Regulations 1996* requires each local government to plan for the future by developing asset management plans for assets owned by Councils. This has brought into focus Asset Management and reporting of the City's assets as stipulated in the *Integrated Planning and Reporting – Minimum Performance Measurement* requirements published by the Department of Local Government, Western Australia. These requirements encapsulate the objectives and deliverables of the City's Asset Management Policy.

This policy is based on the outcome that Asset Management practices and reporting will be implemented progressively throughout the organisation over time and will be revised every three years to suit the City's and community's evolving and changing needs.

2. POLICY STATEMENT

The City of Perth will utilise Asset Management principles, practices and reporting in the whole life-cycle management of assets owned and controlled by the City, and endeavours to deliver services that meet the present needs of the community, without compromising the needs of future generations.

3. SCOPE OF POLICY

- a. This policy applies to all physical assets owned and/or controlled by the City of Perth.
- b. This policy applies to the design, construction, acquisition, operation, maintenance, renewal and disposal of assets.

4. POLICY OUTCOME

The outcomes from the adoption and implementation of this policy are intended as follows:

- a. A Corporate Asset Management Plan [refer to 6.9] and individual Asset Management Plans [refer to 6.10] for each asset class owned by the City of Perth is to be developed, maintained and executed.
- b. Asset performance indicators [refer to 6.7c], published through the Asset Management Plans, will provide transparency and accountability in the financial management of assets owned by the City.

- c. All legislative requirements [refer to 6.7] are met by the City in regard to reporting of asset performances to the State Government of Western Australia.

5. POLICY FRAMEWORK

The framework in which this policy operates is defined by the City of Perth's Strategic Community Plan 2029+ and the Integrated Planning and Reporting requirements under the *Local Government Act 1995*. Components of the asset management framework are:

- a. The Asset Management Policy will contribute to the achievements of the City's Strategic Community Plan 2029+.
- b. The Corporate Asset Management Plan will contribute to the development and implementation of the City's Long Term Financial Plan.
- c. Individual asset management plans will contribute to the development of respective units' individual business plans.
- d. Asset performance indicators will be evaluated for financial sustainability and level of service provision to the community through the budgeting process.

6. POLICY

6.1 Levels of Service

6.1.1 Customer Service Levels

- a. The City will undertake community consultation ideally every 2-3 years, to identify community needs and satisfaction levels for the services provided.
- b. The findings of the community consultation undertaken will be reviewed and the City will endeavour to ensure that the City's assets support the service delivery needs of the community.

6.1.2 Technical Service Levels

- a. Asset-class service levels based on technical evaluations will be recommended by asset custodians, in consultation with respective unit managers.
- b. Technical service levels will be financially supported where deemed appropriate, by the Executive Leadership Group [refer to 6.11.3] through the City's budget approval

process on the recommendations of the Asset Management Taskforce [refer to 6.11.4].

- c. The Executive Leadership Group will provide recommendations of technical service levels to Council for consideration.
- d. Service level gap(s) for each asset class will be reflected in the Corporate Asset Management Plan for appropriate decision making considerations by the Executive Leadership Group and the Council.

6.2 Asset Planning and Budgeting - Capital Works

- a. The Corporate Asset Management Plan will provide key inputs to Council's decision making process in determining funding of all capital works programs.
- b. All ten-year capital works programs and maintenance programs for individual assets classes will be guided by respective Asset Management Plans.
- c. Acquisition of new assets must be supported by whole life costs analysis developed and submitted to the Asset Management Taskforce as part of the approval process to the Council.
- d. Corporate guidelines and templates will be utilised to aid in the development of whole life costing calculations to achieve consistency in reporting and evaluation of capital works projects.

6.3 Asset Maintenance and Operations

- a. Asset Management Plans will be developed to include maintenance plans, ensuring that the City's assets are managed by balancing costs, risk and performance to deliver agreed level of service.
- b. The City will undertake preventative maintenance of assets strategically, based on prudent intervention levels, cyclic inspection and minimised risk to community and staff.
- c. All asset maintenance and operation activities must be reviewed annually to ensure that asset life cycle activities undertaken by the City are consistent with industry best practices and conform to current industry standards.

6.4 Condition-based Asset Management

- a. The City will endeavour to undertake maintenance, rehabilitation and renewal work on assets, supported where applicable, by condition rating data, appropriate response times, interventional levels and treatment plans.

- b. Condition rating information of assets where applicable, will be recorded and retained in the respective asset registers. This will facilitate the development of predictive asset deterioration models when required.

6.5 Sustainable Management

- a. The City will manage its assets responsibly to ensure that any negative impact on the long term sustainability of the City is minimised throughout the whole life-cycle of the assets.
- b. Key considerations in the whole life-cycle management of assets will seek to balance and minimise the negative and maximise the positive social, environmental and economic impact of the assets.
- c. On key strategies and plans that influence assets, including major capital projects, the City will undertake a sustainability appraisal to ensure that social, environmental and economic impacts are appropriately considered.
- d. Sustainability appraisal will be undertaken, ensuring independence in the process, with an expectation that expert knowledge in environmental, infrastructure engineering, asset management and social impact fields are canvassed and utilised.
- e. The Corporate Asset Management Plan will incorporate and consider outcomes and recommendations from the sustainability appraisal in developing asset management strategies relating to the acquisition, maintenance, renewal and replacement of assets.

6.6 Risk Management

- a. Risk Management will form an integral part of asset management process in the service delivery of the City's assets to the community.
- b. Risk management plans for individual asset classes will be developed and included in the respective asset management plans.
- c. A risk register of all asset classes will be compiled and maintained with regular updates. The register will be reviewed every 2-3 years.

6.7 Legislative Requirements

- a. *Local Government (Administration) Regulations 1996*; Annual reports and planning Part 5; Planning for the Future.

- b. Department of Local Government Integrated Planning and Reporting – Minimum Performance Measurement Requirements.
- c. Asset performance indicators as required in clause 7.7b are indicated in Table 1.

*Asset Performance Indicator (Core Compliance)	Standards
Asset consumption ratio (ACR) – <i>this ratio highlights the aged condition of a local government’s physical assets.</i>	<ul style="list-style-type: none"> - Standard is not met if ratio data cannot be identified or ratio is less than 50%. - Basic standard is met if ratio data can be identified and ratio is 50% or greater. - Advanced standard is met if this ratio is between 60% and 75%.
Asset sustainability ratio (ASR) – <i>an indicator of the extent to which assets managed by a local government are being renewed or replaced as they reach the end of their useful lives.</i>	<ul style="list-style-type: none"> - Standard is not met if ratio data cannot be identified or ratio is less than 90%. - Basic standard is met if ratio data can be calculated and ratio is 90%. - Advanced standard is met if this ratio is between 90% and 110%²
Asset renewal funding ratio – <i>indicates whether the local government has the financial capacity to fund asset renewal at existing revenue and service levels.</i>	<ul style="list-style-type: none"> - Standard is not met if ratio data cannot be identified or ratio is less than 75% - Basic standard is met if ratio data can be identified and ratio is between 75% and 95%. - Advanced standard is met if this ratio is between 95% and 105% and the ASR falls within the range 90% to 110% and ACR falls within the range of 50% to 75%.

Table 1

6.8 Asset Accounting and Costing

6.8.1 Financial Treatment of Assets

All accounting procedures and financial treatment of assets, including capitalisation and re-valuation, will be based on the Fixed Assets Financial Policy adopted by the Council.

6.8.2 Useful Life of Assets

6.8.2.1.1 The useful life of asset classes will be determined by respective asset custodians and will be recorded in the asset registers.

6.8.2.1.2 The review of useful life will be undertaken regularly by asset custodians in consultation with asset maintainers and designers. Outcome of reviews

will be recorded in respective asset management plans and updated in the asset registers.

- 6.8.2.1.3** Asset useful life will be used to derive written-down values and depreciation values, in accordance with current accounting regulations and the Council's Fixed Assets Financial Policy.

6.9 Corporate Asset Management Plan

- a. The City's Corporate Asset Management Plan will, in part, consist of consolidated information from individual asset management plans. This will include overall asset performance indicators of the City's assets.
- b. It will provide asset management strategic analysis and recommendations to the Executive Leadership Group for consideration and input to the Council's decision making process.
- c. The Corporate Asset Management Plan will be developed by the Asset Management section annually and submitted to the Asset Management Taskforce for review.

6.10 Asset Management Plan – Individual Asset Classes

- a. Asset custodians are to develop asset management plans for each asset class for which they hold budgetary responsibilities.
- b. Asset registers containing information of all relevant assets owned by the City will be maintained in its corporate asset management system.
- c. Asset management plans will derive inventory and financial information from asset registers residing in the corporate asset management system
- d. Asset Management Plans are to be reviewed by unit managers and submitted to the Asset Management section for consolidation and development of the Corporate Asset Management Plan.

6.11 Asset Management Responsibilities

6.11.1 Council

- a. Consider and adopt the City's Asset Management Policy, with appropriate resources and funding allocated to implement and execute the Policy.
- b. Consider and approve the Corporate Asset Management Plan and outcome

reporting on asset performances to fulfil statutory obligations.

- c. Provide advice and direction in setting realistic priorities and focus areas for community service level standards deliverable by the City.

6.11.2 Chief Executive Officer

- a. The CEO, as chief custodian, leads the creation and maintenance of assets owned by the City.
- b. Ensure that Directors are responsible for the development and implementation of asset management plans, where applicable, for individual asset classes under the respective directorates.
- c. Review and submit the Corporate Asset Management Plan to Council for consideration and adoption.

6.11.3 Executive Leadership Group

- a. The Executive Leadership Group will, with consideration given to available resources and competing priorities, ensure that the Asset Management policies and procedures relating to the responsible management of assets are implemented.
- b. Review the City's Corporate Asset Management Plan and outcome reporting on asset performances in fulfilment of statutory obligations as necessary.
- c. Ensure appropriate allocation of resources to directorates for undertaking responsible management of the City's assets

6.11.3.1 Asset Management Taskforce

- a. Chaired by the nominated Director, the Asset Management Taskforce will consist of a multi-disciplinary and cross-functional group of staff representing key stakeholders within City of Perth.
- b. Review and approve individual asset management plans.
- c. Provide guidance and oversee the implementation, monitoring, evaluation and review of Asset Management Policies, procedures and reporting requirements.

6.11.3.2 Asset Management Section

- a. Provide leadership in ensuring that all City assets are managed in a manner

that reflects the organisation's vision and community aspirations.

- b. Responsible for the timely review of all Asset Management Policies, procedures and reporting requirements for adoption, implementation and update throughout the organisation.
- c. Responsible for the development, communication, execution and maintenance of the Corporate Asset Management Plan.
- d. Responsible for ensuring that all asset management plans for respective asset classes are developed by custodians and that these plans conform to corporate standards.
- e. Responsible for ensuring that the Corporate Asset Management Plan is developed and submitted to the Asset Management Taskforce for consideration and review.
- f. Responsible for providing leadership in all asset management related issues across the organisation.

6.11.3.3 Unit Managers

- a. Responsible for implementation, communication and compliance of all Asset Management Policies, procedures and reporting requirements within their unit.
- b. Ensure that asset management plans and asset registers for assets under their unit's custodianship are developed and maintained

6.12 Training and Continuous Improvement

- a. The City of Perth is committed to ensuring that all staff are provided with appropriate training required to deliver the City's asset management objectives.
- b. Unit managers are to allocate training budgets allowing staff, in particular asset custodians to undertake relevant training, seminars and workshops that will contribute to the management of the City's assets.
- c. Staff skills requirements to fulfil the Council's Asset Management policy objectives and deliverables will be reviewed and addressed by the Asset Management Taskforce and relevant unit managers annually.

7. POLICY REVIEW

- a. Review of the Asset Management Policy will be undertaken once every three years headed by the Asset Management Section..

- b. The review will include an audit of compliance to legislative requirements.

8. DEFINITIONS AND EXPLANATORY NOTES

8.1 Asset

Defined as all physical items procured by the City for the purpose of delivering a level of service to the rate payer and the wider community.

8.2 Asset Management

The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

8.3 Asset Management Plan

- a. A plan developed for the management of one or more assets that combines multi-disciplinary management techniques (including technical and financial) over the life of the asset, in the most cost effective manner to provide specified levels of service.
- b. A significant component of the plan is a long-term cash flow projection for the management of the assets and activities.

8.4 Asset Management Policies

- a. An overarching Asset Management Policy provides the guiding principles and framework to enable the individual asset management plans, Corporate Asset Management Plan, asset management strategy, specific objectives, targets and other action plans to be produced.
- b. The overarching Asset Management Policy sets out non-negotiable expectations for decisions, activities and behaviours concerning asset management, once approved by the Council and henceforth adopted across the organisation.
- c. The overarching Asset Management Policy will function as one of the instruments in the delivery of the Council's vision for the community.
- d. At the discretion of the Chief Executive Officer (CEO), this overarching Asset Management Policy may be presented to Council for review, in response to organisational requirements.
- e. Other Asset Management Policies are the Contributed Assets Policy and Disposal of

Property Policy, with others to be developed as required.

8.5 Asset - New

- a. An asset is considered new if it has never been put into service prior.
- b. A new asset can be installed to deliver the intended service immediately upon purchase, or be stored as inventory for the purpose of carrying spares or as safety stocks.

8.6 Asset – Replacement

- a. Replacement occurs when an asset is replaced with another asset of similar functionality, since the asset in question is no longer able to provide an acceptable level of service to the community, does not physically exist anymore or is no longer economically, socially or environmentally viable to be maintained in service.
- b. The asset in question will be disposed and expired from the asset management system and the replacing asset will carry a new asset number.

8.7 Asset - Renewal

- a. An asset is renewed when the service level of the asset is restored to its original standard.
- b. In some cases, the renewal of a child asset [refer 8.22] will increase the useful life of that asset but will not necessarily increase the useful life of the parent asset [refer 8.21].

8.8 Asset - Commissioned

- a. An asset is 'commissioned' if the key financial attributes relating to an asset are recorded in the City's financial system.
- b. Key attributes would include initial capital cost of acquisition, date of acquisition, and useful life of the asset.
- c. A commissioned asset could be "in operation" or "off-line" and would be recorded in the corporate asset management system.

8.9 Asset – Non-Commissioned

- a. A non-commissioned asset does not contain key financial information in the City's financial system. However, it may be created in the asset register as a non-commissioned asset.
- b. A non-commissioned asset could be operational [refer 8.10] or off-line [refer 8.12].
- c. Work order can be raised against a non-commissioned asset, if the asset in question is in use and maintenance work is required to be carried out on the asset.
- d. Every effort must be made to commission an asset that is already in service within six months of final inspection and hand-over of assets to the City.

8.10 Asset – Operational

An asset is operational or “in-use” when it is installed in the intended location, financially commissioned and is delivering the service level as intended.

8.11 Asset – In-Use

Refer 8.10 above

8.12 Asset – Off-line

An asset which is financially commissioned but is not put into service or is taken out of service so that maintenance work or engineering commissioning work can be carried to the asset before it becomes operational again and delivers service as intended.

8.13 Asset - Contributed

Contributed Asset means a physical asset for the purpose of delivering a level of service to the community, and is generally in the form of property (land and/or buildings), plant and equipment, and public infrastructure when there is a non-reciprocal transfer.

Contributed assets may arise from voluntary (at the discretion of an entity or for grants and donations) or involuntary (arising from machinery of Government change) transfers, and therefore may also include liabilities.

8.14 Asset Owner

- a. The owner of an asset is a person or entity that has exclusive legal rights and control over that asset, whether it be an object, land, real estate or intellectual property.

- b. The City of Perth as a body corporate is vested as owner of community assets; to represent the community; to set and deliver on realistic community service levels standards.

8.15 Chief Asset Custodian

- a. An individual or a group of individuals with strong understanding of assets owned by an organisation entrusted with the whole life-cycle management of the assets, to deliver agreed service levels in the most cost-effective manner.
- b. The Chief Executive Officer, as chief asset custodian, leads the implementation and delivery of whole life-cycle management of all assets owned by the City.

8.16 Asset Custodians

- a. An asset custodian is an individual or a group of individuals appointed by the Chief Executive Officer by nature of their expertise in the whole life- cycle management of the respective assets, responsible for the development and implementation of asset management plans.
- b. Asset custodians will be responsible for the submission of respective asset management plans to the Asset Management Taskforce. Asset performances reflected in the asset management plans supplied will be used for statutory reporting and to formulate the Corporate Asset Management Plan.

8.17 Asset Maintainer

- a. The asset maintainer maintains an asset in accordance with the asset custodian's service level requirements of the asset to the community, in the most cost-effective manner.
- b. Asset maintainers could be internal staff or external contractors carrying out the maintenance work.
- c. In consultation with the asset custodians, the asset maintainers would plan and undertake maintenance programs

8.18 Asset Class and Asset Sub-Class

- a. Determined by the Asset Management Taskforce, an asset class is a grouping of assets which are designed and intended to deliver similar types of services to the community.
- b. An asset class may consist of various sub-classes of assets that have been assigned to a particular asset class based on financial reporting, strategic, operational or business unit requirements.
- c. Each asset class or asset sub-class may consist of various asset types [refer 8.19] with different useful life spans.
- d. Asset management plans [refer 6.10] will be developed at asset class or at asset sub-class levels as determined by the Asset Management Taskforce.
- e. Where the cumulative value of a particular asset type is material to the management of an asset class or an asset sub-class, the asset type could be addressed separately in the asset management plan by asset custodians.
- f. All of City of Perth's physical assets will be categorised under the following asset classes and asset sub-classes:

Asset Class	Asset Sub Classes
INFRASTRUCTURE - ROADS	Road Primary, Road Ancillary
INFRASTRUCTURE - PATHS	Sidewalk
INFRASTRUCTURE - LIGHTS	Light Fixtures, Switchboard, Electric Cables & Conduits
INFRASTRUCTURE - PARKS & LANDSCAPE (PLS ASSETS)	Hard Landscape, Soft Landscape, Trees
INFRASTRUCTURE - RIVERBANK	Hard Landscape, Soft Landscape
INFRASTRUCTURE - BRIDGES & CIVIL	Civil Structures, Bridges
INFRASTRUCTURE - STREET FURNITURE	External
INFRASTRUCTURE - DRAINAGE	Pits, Pipes, Other Structures
INFRASTRUCTURE - CITY OF PERTH PARKING (CPP ASSETS)	Open Air, Under Cover, On-street
ART	Public Works of Art, Works of Art, Memorabilia and Social History, Plaques, Other Art Assets
INFORMATION TECHNOLOGY	Fibre Optic Network, Compliance, Software, Hardware, Network, Facilities, Other
FLEET	Large Sedans, Small Sedans, Commercial Vehicles
PLANT AND EQUIPMENT	Trucks, Specialised Plant, Parks Plant, Major equipment, Minor Equipment
LAND	Air Rights, Vested Land, Freehold Land, Leasehold Land
BUILDING	Freehold, Leasehold

Table 2 – Asset Classification

8.19 Asset Type and Sub-type

Determined by the asset custodian of an asset class, an asset type and sub-type are sub-groups within an asset class hierarchy for the purpose of reporting and management.

8.20 Asset – Component

A component is a part of any asset that, for any reason, needs to be identified separately from its parent asset. Reasons may include a different useful life or maintenance regime.

8.21 Asset – Parent

An asset is considered a parent asset if it consists of one or more individual assets that form together to provide a service.

8.22 Asset – Child

An asset is considered a child asset if it is combined with other assets to form a parent asset for the provision of a service. The child asset's useful life will be critical in determining the parent asset's overall useful life.

Example of a child asset is a manhole. Together with the pipes, they form the drainage network which becomes the parent asset.

8.23 Asset - Useful Life

The period over which an asset is available for use to provide a required level of service.

In most cases, the useful life of an asset will be determined based on historical record of a similar asset that was in service under similar operating conditions and service delivery.

Where the useful life of an asset is indeterminable for the present moment, the design life [refer 8.25] will be used.

8.24 Remaining Life

The time remaining until an asset ceases to provide the required service level or economic usefulness.

8.25 Asset - Design Life

The period of time over which the asset is designed to provide the required level of service at an acceptable level of risk.

Recommended or determined by the manufacturer of an asset or asset class, design life information will be provided by designers to asset custodians.

8.26 Asset Register

- a. A record of asset information considered worthy of separate identification including inventory, historical, condition, construction, technical and financial information about each asset.
- b. An asset register is a legal document which enumerates the inventory of assets held by the City and hence, all effort must be made to ensure accuracy and completeness of the data.
- c. Asset custodians will be responsible for the content, updating, maintenance, inventory and accuracy of the information pertaining to their respective asset registers.
- d. The Asset Management Section will be responsible for the standardisation, completeness and audit of asset registers across all asset classes.

8.27 Corporate Asset Management System

- a. The corporate asset management system is the central repository of all information pertaining to the assets owned by an organisation. The system could carry both engineering and financial information on assets.
- b. City of Perth's corporate asset management system will consist of the following, prior to the gradual integration into a single system:
 - Hansen – Master asset register ledger
 - MapInfo – Geospatial Information System (GIS) carrier
 - IntraMap – GIS interface

- Finance 1 – Financial data carrier
- TRIM – Corporate depository of all documents for statutory document retention requirements

8.28 Corporate Asset Attributes

- a. Corporate asset attributes are mandatory information on assets which allows the organisation to interrogate its assets for ownership, geospatial information and financial management.
- b. City of Perth's corporate asset attributes for every asset in the asset register are:
 - Asset Description
 - Asset Drawing Reference Number
 - Acquisition Date
 - Installation Date
 - Commissioned Date
 - Disposal/Write-off Date
 - Asset Status (Off-line/In-Use)
 - Asset Useful Life
 - Asset Owner
 - Asset Custodian
 - Asset Maintenance Budget Responsibility
 - Asset Maintainer
 - Asset Capital Budget Responsibility
 - Asset Location (indicated in MapInfo and linked to Hansen in Cartesian co-ordinate system (MGA-94))
 - Condition Rating
 - Last Condition Rated
 - Risk Rating
 - Last Risk Rated

8.29 Fair Value

- a. The amount for which an asset could be exchanged or a liability settled, between knowledgeable, willing parties, in an arm's length transaction, or,
- b. The price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date.

8.30 Level of Service

The defined service quality for a particular service or activity against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental impact, acceptability and cost.

8.31 Risk Management

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant range of outcomes and their probability of occurrence.

8.32 Life-Cycle Cost (Whole of life)

The total cost of an asset throughout its life including planning, design, construction, acquisition, operation, maintenance, renewal, rehabilitation, and disposal costs less residual value.

Also referred to as total cost of ownership.

Document Control Box							
Document Responsibilities:							
Custodian:	Manager Asset Management			Custodian Unit:	Asset Management Unit		
Decision Maker:	Council						
Compliance Requirements:							
Legislation:	Local Government (Administration) Regulations 1996						
Industry:							
Organisational:	Corporate Asset Management Plan, PR1015, PR0721						
Document Management:							
Risk Rating:	High	Review Frequency:	Annual	Next Due:	2016	TRIM Ref:	75522/04
Version #	Decision Reference:		Synopsis:				
1.	Council Meeting 29/01/13 (24/13)		Adoption				
2.	Council Meeting 07/04/15 (120/15)		Significant amendment				
3.	Council Meeting 30/04/15 – (161/15)		Custodian Unit amended due to organisational restructure				



Council Policy Manual

CP 9.12 Asset Management Policy

Policy Objective

The City is committed to an effective and sustainable approach to asset management, maximising the value obtained from the assets over their life-cycle. The City has a large and diverse asset portfolio and recognises its critical role in delivering important services to its community now and into the future.

Policy Scope

This policy applies to all assets that the City owns or has responsibility to care for, control and maintain. It also applies to assets acquired by or contributed to the City.

Policy Statement

Assets play a significant role in the provision of community services, including infrastructure and public spaces for recreation. As such, the City recognises the importance of collecting community feedback on assets and incorporating this into the City's strategic framework and asset plan. Asset expenditure will be prioritised against community needs, with the City working to maximise service delivery outcomes and cost efficiency.

Financial sustainability is a vital part of the City's asset management principles. The City will implement stringent data and financial treatment practices for recording its assets to facilitate evidence based reports and analysis to ensure financially sustainable management of the City's asset portfolio.

For assets acquired, the City will ensure thorough research is undertaken to determine a long-term demand exists. Acquired assets will be designed to meet these demands and will be transferred to good custodianship for life-cycle care.

As the capital city of Western Australia, significant projects are delivered on occasion, within the City's local government area, in partnership with State Government entities. The City will endeavour to maintain effective collaboration in these partnerships to ensure project outcomes meet the City's design standards, specifications, design & construction notes and policies. The City will ensure that all collaborative projects are carried out in line with long-term demand factors and financial sustainability principles.

The City commits to transparency at every stage of the asset management life-cycle, inclusive of acquisition, management and disposal.

Document Control Box			
Document Responsibilities:			
Custodian:	Manager Asset Management	Custodian Unit:	Asset Management
Decision Maker:			
Compliance Requirements:			
Legislation:	<i>Local Government Act 1995; Local Government (Financial Management) Regulations 1996</i>		
Industry:			
Organisational:	Strategic Community Plan 2029		

	Corporate Business Plan Long Term Financial Plan Asset Management Plans						
Document Management:							
Risk Rating:	High	Review Frequency:	Annual	Next Due:	2019	TRIM Ref:	75522/04
Version #	Decision Reference:	Synopsis:					
1.	Council Meeting 29/01/13 (24/13)	Adoption					
2.	Council Meeting 07/04/15 (120/15)	Significant Amendment					
3.	Council Meeting 30/04/15 – (161/15)	Custodian Unit amended due to organisational restructure					
4.	Council Meeting (18/12/18)	Significant Amendment					

PROPOSED

Report to the Ordinary Council Meeting

**Agenda
Item 6.7** **Final Adoption of Amendment No. 3 to City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) and the City of Perth East Perth – South Cove Area 20 Design Guidelines to Introduce Development Standards for 75 (Lot 70) Haig Park Circle, East Perth**

FILE REFERENCE: P1030607
 REPORTING UNIT: City Planning
 RESPONSIBLE DIRECTORATE: Planning and Development
 DATE: 5 December 2018
 ATTACHMENT/S: Attachment 6.7A – Summary of Submissions
 Attachment 6.7B – Scheme Amendment Report
 Attachment 6.7C – Amended Local Planning Scheme No. 26
 Attachment 6.7D – Amended South Cove Design Guidelines

Council Role:

- Advocacy *When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- Executive *The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- Legislative *Includes adopting local laws, town planning schemes and policies*
- Quasi-Judicial *When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*
- Information *For the Council/Committee to note.*

Legislation / Strategic Plan / Policy:

Legislation Regulations 50(3) and 53 of the *Planning and Development (Local Planning Schemes) Regulations 2015*
 Clause 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015 – Schedule 2 (Deemed Provisions)*
 City of Perth City Planning Scheme No. 2
 City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas)

Integrated Planning and Reporting Framework Implications

Goal 2 – A beautiful city built on exceptional architecture and infrastructure

Policy

Policy No and Name:

City of Perth East Perth Area 20 – South Cove Area Design Guidelines

Details and Background:

The subject site has an area of 2,233m² and is bounded by Plain Street to the west, Haig Park Circle residential buildings to the south and east and mixed-use buildings which front Royal Street to the north. The site is currently occupied by an at-grade car park containing 49 bays including 42 public fee-paying parking bays, four free short term public car parking bays and three ‘offsite tenant’ car parking bays.

The site was originally developed and later sold by the former East Perth Redevelopment Authority (EPRA) with a restrictive covenant in place, limiting the use of the site as a car park and for no other use. Notwithstanding the above, no design controls were imposed to limit its future redevelopment potential, with a mixture of land uses permitted on the site and a maximum plot ratio of 1.5 applying.

Following normalisation of the site from the former EPRA to the City, at its meeting held on **10 December 2013**, Council resolved to transfer the site from Precinct EP2: Constitution Street to Precinct EP1: Claisebrook Inlet resulting in changes to land use permissibility as well as an increase to the maximum plot ratio from 1.5 to 2.0. Council also considered a request to reclassify the site to a ‘Scheme Reserve - Public Purposes (Car Park)’. This however was not supported by Council on the grounds that it is not the optimal use of the land and the administration was directed to prepare specific guidelines for the site to incorporate into the East Perth – Area 20 South Cove Design Guidelines.

Since this time the City has undertaken extensive community consultation with the landowner, local residents and businesses of East Perth to develop a set of built form guidelines for the site.

Community engagement was initially undertaken on three design concepts. Whilst it was acknowledged that there were strong community views for no development to occur on the site, to ensure an acceptable scale and form of development on the site, at its meeting held on **7 June 2017**, Council resolved to prepare amendments to Local Planning Scheme No. 26 (LPS26) and the South Cove Design Guidelines to develop site specific guidelines for the site. Mackay Urbandesign was subsequently engaged to hold two community workshops to seek the community’s input into the proposed built form and land uses that should be incorporated into the new provisions and guidelines.

Taking into consideration the community’s feedback, the City has prepared a set of draft development standards for the site under Amendment No. 3 to LPS26 and the revised East Perth – South Cove Area 20 Design Guidelines. A summary of the proposed planning provisions for the site is outlined below:

- Providing a maximum plot ratio of 1.5 for the site which is a decrease from the current plot ratio 2.0, however is consistent with the original plot ratio for the site and

community expectations and has been modelled by the City using the proposed building envelopes;

- Specifying building envelopes and setbacks for the site including an eastern building with a maximum overall building height of 14 metres and western building with a maximum overall building height of 21 metres;
- Requiring the building along Haig Park Circle to have a minimum street setback of 3 metres and a maximum street building height of 10.5 metres (three storeys) with any additional height contained within a 45 degree angle height plane, which cannot be varied;
- Requiring a pedestrian easement be provided linking Haig Park Circle with Sovereign Close with a minimum width of 8 metres, except at the northern end where it may be necessary to accommodate vehicular access to the site;
- Providing a specific land use table for the site limiting uses along Haig Park Circle to Permanent Residential and Transient Residential to protect the residential character and amenity of the area and allowing for commercial uses to be accommodated along Plain Street and to the north;
- Ensuring any on-site car parking is located within the basement level or sleeved behind other land uses so that it is not visible from the street or adjacent properties;
- Excluding public fee-paying public car parking from the calculation of plot ratio floor area of a building where it is provided at the basement level to encourage the provision of a replacement public fee-paying car park on the site;
- Ensuring adequate depth for in-ground landscaping is accommodated along Haig Park Circle with any basement car parking within the 3 metre street setback to Haig Park Circle being a minimum of 2 metres below the median level of the footpath;
- Relocating or incorporating the existing electrical substation located in the south-east corner of the site into the design of the building so that it is not visible from the public realm; and
- Integrating the existing limestone retaining walls to the north and on Plain Street and Haig Park Circle into the design of the development.

At its meeting held on **24 April 2018**, Council resolved to initiate Amendment No. 3 to LPS26 and the revised East Perth – South Cove Area 20 Design Guidelines. This included referral to the Environmental Protection Authority as well as public advertising to the surrounding landowners.

At its meeting held on **27 November 2018** the Council resolved to defer consideration of Item 6.7 for the final adoption of Amendment No. 3 to City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) and the City of Perth East Perth – South Cove Area Design Guidelines to introduce development standards for 75 (Lot 70) Haig Park Circle, East Perth to seek advice on how to address the issues raised by the residents regarding the car park's use. Further information regarding public car parking as well as the community consultation that has been undertaken in preparing design guidelines for the site is included in the Additional Information section at the end of this report.

Stakeholder Engagement

Environmental Protection Authority Referral

Following its initiation, Amendment No. 3 to LPS26 was referred to the Environmental Protection Authority. On 25 June 2018, the Environment Protection Authority advised the City that the Scheme Amendment should not be assessed under the *Environmental Protection Act 1986*.

Public Advertising

Following initiation by Council, and in accordance with regulation 47 and clause 5 (Deemed Provisions) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, Amendment No. 3 to Local Planning Scheme No. 26 and the revised local planning policy East Perth – South Cove Area 20 Design Guidelines were advertised for a period of 42 days, concluding on 8 October 2018. The modifications were advertised using the following methods:

- Letters being sent to the surrounding landowners;
- Email notifications being sent to the stakeholders that participated in the August 2017 public workshops;
- A notice being published in the local newspaper 'The Perth Voice' on 25 August 2018;
- Information being published on the City's website; and
- Information being made available for viewing at the City's Customer Service Centre and Library.

A total of five submissions were received objecting to the proposed modifications (Attachment 6.7A – Summary of Submissions). The main comments raised during advertising included the following:

- The loss of the public fee-paying car park and redevelopment of the site will result in additional parking issues in the area, particularly with the opening of the new Matagarup Bridge and Optus Stadium;
- There is a restrictive covenant on the land which requires the site to be used as a car park and for no other use. The public car park should therefore be retained in its current form or be included in any redevelopment of the site as a mandatory requirement rather than encouraged through plot ratio incentives;
- There are ample sites available within East Perth that could be developed/infilled prior to developing the subject site;
- Any development on the site should be restricted to the same scale and form of the townhouses opposite along Haig Park Circle;
- The use of plot ratio is considered an unnecessary and cumbersome way of controlling built form where there are specific guidelines in relation to height and setbacks. If plot ratio is to be imposed it should remain as 2:0 and not reduced to 1.5; and

- The design guidelines are generally considered to be a fair and reasonable approach to guide any possible future redevelopment of the site.

These above matters raised during public advertising will be addressed under the comments section of this report.

Comments:

Public Parking

Several concerns were raised during advertising with respect to the loss of the existing public fee-paying car park and the impact this will have on access to on-street parking in the local area, particularly with the opening of the new Matagarup Bridge and Optus Stadium. In response to the opening of the new bridge and stadium the City has consulted with residents and altered the parking restrictions in East Perth. This includes the designation of 151 exclusive resident permit holder on-street bays and the introduction of three-hour parking limits on weekends which excludes resident permit holders who can park all day. Of the 151 bays, 23 of these have been allocated to Haig Park Circle residents. It is also noted that the City has reviewed the availability of public car parking in the local area and there is ample on-street and off-street public car parking located in close proximity to the site. This includes 1031 on-street and off-street public car parking bays located within a 400-metre catchment of the site.

Based on the above it is considered that if the site were to be redeveloped, without the inclusion of a public car park, there is ample availability of public parking in close proximity to the site and there would be no undue adverse amenity impacts on the local area. The City however has sought to encourage the retention of a public car park in the planning provisions by excluding public car parking from the calculation of plot ratio, where it is provided at the basement level.

Restrictive Covenant

Another concern which was raised during advertising relates to the restrictive covenant on the land which limits the use of the site as car park and for no other use. The City however has already sought and addressed this matter previously in the consideration and assessment of development applications on the site. The City's legal advice has confirmed that the restrictive covenant is a private agreement between the Metropolitan Redevelopment Authority and the landowner and does not form part of the planning framework. The restrictive covenant therefore does not bind the City with respect decisions made under the planning legislation. It is also noted that Council (at the request of the Metropolitan Redevelopment Authority) has agreed to accept management of the restrictive covenant (once the design controls are in place), however the consent to transfer the restrictive covenant has not yet been granted by the landowner.

Staging of Development

One of the submissions received suggested that there are other potential sites available in the area that could be developed or infilled prior to redeveloping the subject site. The land in question is however occupied by a Wilsons public carpark and is under private ownership. The City does not have any control over the timing or lodgement of development applications on sites under private ownership.

Scale and Form of Development

It was also recommended that any new development be in keeping with the scale and form of the townhouse properties opposite. The need to respect the scale and form of the residential buildings along Haig Park Circle was a major consideration at the various community workshops and in the preparation of the planning provisions for the site. Along Haig Park Circle it is proposed that the development gradually transition in height with a maximum height of three-four storeys (10 metres) along the Haig Park Circle frontage (with the building set back 3 metres from the street) and a maximum overall building height of seven storeys (21 metres) in the north-west corner of the site. The design guidelines also require that the development respects the residential character along Haig Park Circle through its design. This includes modulated street frontages with articulated facades and the use of fine grain elements such as balconies, awnings, windows as well as the appropriate use of materials and colours.

Views

Another concern raised was the impact of the redevelopment of the site in terms of the loss of views. The height of the proposed building envelopes are however generally consistent with the height of buildings in the surrounding area (10 metres to 14 metres proposed for the eastern and western buildings) with the exception of the north-west corner of the western building which permits an overall height of 17-21 metres. It is also noted that the concern raised regarding views is from a residential apartment located at 25 Haig Park Circle which is over 100 metres south-east of the subject site. Given the location and distance from the subject site it is considered that there will be no significant loss of outlook to this property. Furthermore, the protection of views is not a valid planning consideration under the CPS2 or LPS26.

Plot Ratio

It is noted that the landowner has also provided a submission and is generally supportive of the proposed planning provisions for the site, with the exception of plot ratio floor space. The use of plot ratio is considered by the land owner an unnecessary and cumbersome way of controlling built form when there are guidelines in relation to height and setbacks. They consider the use of plot ratio controls to be inconsistent with orderly and proper planning principles in terms of encouraging density near areas of major amenity, public transport and employment, especially where a building envelope has been resolved to such an extent. If plot ratio is to be imposed then the applicant proposes that it should remain as 2:0, rather than reduced to 1.5:1.

Whilst the City acknowledges that the location of the site is amenable to higher density development in terms of amenity, careful consideration also needs to be given to ensure any development respects the existing built form and there is a high level of certainty to residents in terms of the development outcomes on the site. The use of plot ratio applies to all precincts under Local Planning Scheme No. 26 (including sites with building envelopes) and there is no valid reason for it to be excluded from the subject site. The City has modelled both the 2:1 and 1.5:1 plot ratio scenarios and considers that a plot ratio of 1.5:1.0 is a better outcome for the site as the reduced scale will be more in keeping with the development in the immediate area, whilst contributing to the State's and City's planning objectives to provide for greater diversity in housing stock and vibrancy in the inner city. It is also consistent with community expectations.

Additional Information

Loss of Public Car Parking

One of the major concerns raised by the local community during advertising and at the public workshops was the loss of the existing public fee-paying car park and the impact this will have on access to on-street parking in the local area, particularly with the opening of the new Matagarup Bridge and Optus Stadium. The restrictive covenant on the land was also raised which limits the use of the site as a car park and for no other use.

Public Car Parking Availability

The availability of public parking on the site and in the locality has been analysed. As noted above, there is a total of 1031 public car parking bays within a 400 metre walkable catchment from the site. The 49 public car parking bays on the site represent 4.7% of the total car parking bays within this 400 metre catchment.

An analysis has been undertaken of the occupancy rates of City of Perth Parking (CPP) facilities in the area, including the Regal Place Public Car Park (located 50 metres from the site and containing 273 car parking bays) and the Victoria Garden Public Car Park (containing 15 car parking bays) over recent months (July – November 2018). This has found that whilst occupancy of the Victoria Gardens Car Park is close to capacity, particularly over the weekend, there is capacity within the Regal Place Car Park on both weekdays and weekends to compensate for any future loss of public parking from the subject site.

In July 2018, the City introduced a parking strategy to manage on-street parking in East Perth during Optus Stadium events. The aim of the strategy was to improve access, minimise disruption and protect the amenity of parking for residents, businesses and general users. Weekday parking restrictions remain unchanged however changes were made as follows:

- Weekend parking restrictions introduced (3P 9am to 9pm No Fee Payable Saturday-Sunday);
- 151 bays converted to residential only bays; and
- Increased the number of residential permits to three

No changes were made to the on-street parking on the commercial strip of Royal Street however changes were made in Haig Park Circle and surrounding streets. On Haig Park Circle, 11 'residential only' parking bays were designated and the remaining 12 parking bays were designated as having three hour time limits during core hours on weekdays and on the weekend, with fees being applicable during weekdays only. These limits however do not apply to residents. Refer to Attachment 6.7E. A total of 60 residential parking permits have been issued to the residents of Haig Park Circle due to the changes that have been put in place.

The City sought feedback in September – October 2018 from the community on the effectiveness of the changes and no issues were raised with respect to the changes to on-street parking on Haig Park Circle.

The City is currently undertaking a city-wide review of on-street parking across the whole of the city's neighbourhoods including East Perth and further changes may be made as a result of this.

Retention of Public Car Parking

Notwithstanding the availability of public car parking in the area, it is not considered reasonable or appropriate to require a private landowner to operate a public car park nor limit the use of private land to such an extent. The operation of a public car park is ultimately a business decision taking into consideration its financial viability.

To limit the use of the site as a public car park the Council would need to either reclassify the site as a City of Perth Scheme Reserve – Public Purposes (Car Park) and/or purchase the site for market value.

A request to reclassify Lot 70 Haig Park Circle to ‘Scheme Reserve – Public Purposes (Car Park)’ was considered by Council at its meeting on **10 December 2013** however this was not supported as it was not considered the highest or best use of the land. The report to Council at that time noted that:

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

Given the extent of public parking already available in the area as well as the City’s broader objectives to encourage more sustainable forms of transport, the purchase of the land by the City is not considered an appropriate spending of ratepayer money.

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

Under LPS26, a car park is a use that falls under the ‘Commercial’ land use category. Under Amendment No. 3 to Local Planning Scheme No. 26, the ‘Commercial’ land use category is proposed to be a contemplated use although prohibited where it fronts or faces Haig Park Circle or the proposed internal pedestrian easement. A landowner is therefore entitled to lodge a development application for a public car park however this would be their decision and would be determined on market demand and financial feasibility.

The provision of car parking associated with any new development on the site would be assessed when a development application is lodged in accordance with the State Government’s Perth Parking Policy for commercial tenant and public car parking and by the City’s CPS2 Parking Policy for residential car parking.

The CPS2 Parking Policy currently requires a minimum of one car bay and a maximum of two car bays per dwelling for any new residential development. The policy also states that visitor parking should be provided in residential development where it can be expected that existing on-street facilities will not adequately provide for visitors to the development. Given its location and the unique set of circumstances it was considered that a different approach may be considered in the preparation of standards for this site which the City would not typically replicate elsewhere.

In order to address the community’s concerns regarding the loss of the car park Amendment No. 3 to Local Planning Scheme No. 26 (Clause 4.2.3) proposes to exclude a public fee-paying

public car park from the calculation of plot ratio floor area of a building, where it is provided at the basement level. This clause is intended to encourage the provision of a replacement public fee-paying car park on the site should the market determine that retaining some or all of the public parking on site, is a viable option, as well ensuring it is appropriately located below street level. In addition to this, if the development does not provide a public fee-paying car park then the proposed design guidelines require a minimum of one car parking bay be provided per four dwellings for visitor parking.

Under the City's Applications Planning Policy a traffic and/or parking impact statement report prepared by a suitably qualified transportation planner or engineer needs to be provided for a variety of development applications including for residential development providing in excess of 50 car parking bays and for any developments that in the local government's opinion are likely to significantly impact on traffic generation/movement and parking within the locality. The report is required to assess the impact of the proposal on the local road and traffic network and pedestrian movement, as well as the safety of motorists, cyclists and pedestrians. The proximity of public transport should also be considered and the cumulative impact on vehicular traffic for specific proposals such as the use of laneways or availability of existing public car parking within the area should also be investigated.

Restrictive Covenant

As noted above, the City's legal advice has confirmed that the restrictive covenant is a private agreement between the Metropolitan Redevelopment Authority and the landowner and does not form part of the planning framework.

Consultation

The City has undertaken extensive community consultation with the surrounding community of East Perth to develop a set of built form guidelines for the site and has worked hard to ensure that key community concerns have been addressed where possible to ensure the best possible development outcome for the site and the community. Further details of the community consultation that has been undertaken are outlined below.

Community engagement was initially undertaken on three design concepts in September and October 2016. This included consultation with the owner of the site, the East Perth Community Safety Group as well as the 309 surrounding land owners. The community consultation period ran for a period of 55 days, between 13 September and 10 October 2016 and included:

- Letters being sent to the owner of the site, East Perth Community Safety Group and the landowners of 309 surrounding properties as outlined above;
- Detailed information, a 3D video and a community survey available to the public on the City's Engage Perth website;
- An advertisement placed in *The Guardian Newspaper* on 13 September 2016.
- Two (2) Community Information Sessions (4pm-7pm on Thursday 22 September and 4pm-7pm on Tuesday 27 September) at the City Library;
- Attendance at an East Perth Community Safety Group Meeting; and
- Attendance at a meeting with members of the "Haig Park Circle Action Group".

A total of 51 submissions were received, including 45 completed surveys representing a response rate of approximately 16.5%. Of the responses received, over 80% did not support the proposed concepts. A petition containing 36 signatures was also received by the City

during the consultation period indicating strong objection to all guidelines, proposals and concepts for the site and to the lifting of the restrictive covenant over the site. The petition was formally presented to Council at its meeting held on **22 November 2016**.

Whilst it was acknowledged that there were strong community views for no development to occur on the site, to ensure an acceptable scale and form of development on the site, Council at its meeting held on **7 June 2017** resolved to undertake further community engagement and to prepare amendments to Local Planning Scheme No. 26 and the South Cove Design Guidelines to develop site specific guidelines for the site.

Mackay Urban Design was subsequently engaged to hold two community workshops which were held on 10 August and 23 August 2017. A total of 300 invitations were sent to the surrounding land owners with 40 people attending the first workshop and 29 attending the second workshop. The purpose of the first workshop was to present the background and the design work done to date and to seek the community's feedback on the proposed built form and land uses to be incorporated into the new provisions and guidelines. The purpose of the second workshop was to seek comments on the potential planning provisions and guidelines that could be applied to the site. An outcomes report was provided to all workshop participants.

Taking into consideration the community's feedback during advertising and the community workshops, the City has prepared a set of draft development standards for the site under Amendment No. 3 to LPS26 and the revised East Perth – South Cove Area 20 Design Guidelines. Many of the issues raised by the community in relation to the scale and form of development, use group permissibility and pedestrian access have now been addressed in the proposed scheme amendment and the design guidelines as detailed in the report to Council at its meeting held on **24 April 2018**.

At its meeting held on **24 April 2018** the Council resolved to initiate advertising of the proposed scheme amendment and design guidelines for the site. The scheme amendment and design guidelines were advertised for a period of 42 days to the same land owners and workshop attendees that were previously consulted in the preparation of the scheme amendment and guidelines. The modifications were advertised using the following methods:

- Letters being sent to the surrounding landowners;
- Email notifications being sent to the stakeholders that participated in the August 2017 public workshops;
- A notice being published in the local newspaper 'The Perth Voice' on 25 August 2018.
- Information being published on the City's website;
- Information being made available for viewing at the City's Customer Service Centre and Library.

A total of five submissions were received representing a response rate of 1.6%. The four surrounding resident submissions objected on the grounds of the loss of the public car park and possible additional parking pressures in the area, the restrictive covenant on the site which limits the use of the site to a car park, the scale and form of development and the loss of views/outlook. The landowner raised no objection to the design guides, but did not support the reduction of the plot ratio.

The number of submissions received during the advertising of Amendment No. 3 to Local Planning Scheme No. 26 and the revised South Cove Area Design Guidelines is relatively low and has decreased as the City has continued to engage with the community.

Conclusion:

Pursuant to Regulation 50(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Council is now required to pass a resolution either to:

- a) Support the amendment without modification; or
- b) Support the amendment with proposed modifications to address issues raised in the submissions; or
- c) Not support the amendment.

Based on the discussion in the stakeholder and comments section of this report, it is recommended that Amendment No. 3 to Local Planning Scheme No. 26 and the revised East Perth – Area 20 South Cove Design Guidelines be supported without modification.

Summary of Submissions - Amendment No. 3 to Local Planning Scheme No. 26

Summary of Submissions (5 in total)			
Date Received	Organisation	Comment	City's Response/Action
1. 31 August 2018	Residential Landowner – 26 Haig Park Circle	(a) The loss of the public car park and new development will result in further parking issues in the area which have increased as a result of the opening of the new bridge and Stadium.	(a) The City has reviewed car parking capacity in East Perth and identified that there is ample availability of public car parking in the local area. This includes a total of 1031 public car parking bays (on-street and off-street) located within a 400-metre catchment of the site. In response to the opening of the new bridge and stadium the City also reviewed and altered the on-street car parking restrictions in East Perth. This has included the dedication of resident only on-street car parking bays as well as a further 3 hour time limit on weekends, with the exception of resident permit holders, to alleviate car parking pressures in the local area during stadium events.
2. 5 October 2018	Residential Landowner - 9/25 Haig Park Circle	(a) There is a restrictive covenant on the land for the site to be used for parking and no other use. (b) The requirement to maintain the 49 public car parking bays will be removed. There is difficulty finding parking in the area, particularly during events held at the Stadium which will be made worse as a result of the loss of the car park. (c) The proposed height and angle of the development will obstruct views.	(a) The legal advice obtained by the City confirms the restrictive covenant is a private agreement between the landowner and MRA and does not form part of the planning framework. (b) The City has reviewed the on-street car parking requirements in East Perth with designated residential bays and modified time restrictions to ensure residents are not adversely impacted by events held at the Stadium. (c) The site is located approximately 150 metres north-west of 25 Haig Park Circle. The proposed height of the buildings will be in keeping with the height of buildings

				<p>in the general vicinity with the exception of the north-west corner of the site at 21 metres. Based on the above it is considered that there will be no significant loss of amenity to the property at 25 Haig Park Circle. It is also noted that the loss of view is not a valid planning consideration under City Planning Scheme No. 2 or Local Planning Scheme No. 26.</p>
3.	8 October 2018	Residential Landowner – 2 Haig Park Circle	<p>(a) The public car park should be retained in accordance with the restrictive covenant on the land.</p> <p>(b) There are ample sites that could be developed/infilled prior to developing this property.</p> <p>(c) If developed the site should be in keeping with the scale and form of the townhouse properties opposite the site.</p>	<p>(a) As per the above, the City's legal advice confirms the restrictive covenant is a private agreement between the landowner and the MRA and does not form part of the planning framework.</p> <p>(b) The site is in private ownership and the City does not have any control over the staging of development across the city.</p> <p>(c) The height along Haig Park Circle is proposed to be in keeping with the scale of the townhouses opposite (3-4 storeys or 10 metres) with additional height setback from the street.</p>
4.	8 October 2018	Residential Landowner – 9 Haig Park Circle	<p>(a) The use of the site for any use other than car parking (as originally intended by the former EPRA through a restrictive covenant on the land) is not supported.</p> <p>(b) Notwithstanding the above the proposed scheme provisions are considered acceptable however a mandatory requirement to include to for 49 public car parking bays rather than encouraged through plot ratio incentives.</p>	<p>(a) The use of the site as a public car park and restrictive covenant has been addressed above.</p> <p>(b) The support of the guidelines is noted, however there is no legal or evidence base to require a public car park land use be provided on the site with 49 bays. If the site were to be reserved as a public car park it would need to be acquired and rezoned for public purposes and there is not the required evidence base to support this.</p>

<p>5.</p>	<p>10 October 2018</p>	<p>Landowner – 75 (Lot 70) Haig Park Circle</p>	<p>(a) The design guidelines are generally considered to be a fair and reasonable approach to guide any possible future redevelopment of the site. (b) The use of plot ratio is however considered to be an unnecessary and cumbersome way of controlling the built form where there are specific guidelines in relation to height and setbacks. If plot ratio is to be imposed that it should remain as 2:1.</p>	<p>(a) Noted. (b) All precincts under Local Planning Scheme No. 26 have plot ratio controls in place. This is particularly important in the case of Lot 70, as there is a need to provide certainty to the surrounding land owners in terms of the scale and form of development on the site. The City has modelled both the 2:1 and 1.5:1 plot ratio scenarios and considers that a plot ratio of 1.5:1.0 is a better outcome for the site as the reduced scale will be more in keeping with the development in the immediate area, whilst contributing to the State's and City's planning objectives to provide for greater diversity in housing stock and vibrancy in the inner city.</p>
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East Perth Local Planning Scheme No.26 (East Perth Redevelopment (Normalised) Area

Amendment N° 3

PLANNING & DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME

CITY OF PERTH

LOCAL PLANNING SCHEME NO.26 (NORMALISED REDEVELOPMENT AREAS)

AMENDMENT NO. 3

Resolved that the Council in pursuance of section 75 of the Planning and Development Act 2005 amend Local Planning Scheme No. 26 (Normalised Redevelopment Areas) as follows:

1. Delete Clause 1.6.3 and insert a new Clause 1.6.3 as follows:

1.6.3 For the purposes of clause 36(1) of the City Planning Scheme:

- (a) a standard or requirement of the City Planning Scheme shall be taken to include a standard or requirement of this Scheme.
- (b) a non-complying application does not include an application for:
 - (i) an increase in plot ratio above the specified maximum plot ratio in this Scheme.
 - (ii) building setbacks, building heights or pedestrian easement width on Lot 70, No. 75 Haig Park Circle, East Perth that does not meet the requirements of Clause 4.2.5(d), (e) and (f).

2. Delete Clause 3.4 PLOT RATIO.

3. Delete Clause 4.2.2 and replace as follows:

4.2.2 The following table lists the Preferred, Contemplated and Prohibited uses within Precinct EP1: Claisebrook Inlet (Excluding Lot 70, 75 Haig Park Circle, East Perth):

Precinct EP1: Claisebrook Inlet	
Land Use Category	Use Symbol
Category 1 Culture and Creative Industry	C

Category 2 Commercial	P
Category 3 Light Industry	X
Category 4 Retail	P
Category 5A Permanent Residential	P/X(1)
Category 5B Transient Residential	P
Category 6 Community	P
Category 7 Dining and Entertainment	C

4. Delete Clause 4.2.3 MAXIMUM PLOT RATIO and insert a new Clause 4.2.3 PLOT RATIO as follows:

4.2.3 Maximum Plot Ratio: 1.0

The plot ratio may be increased to a maximum of 2.0 provided that in any development having a plot ratio in excess of 1.0, not less than 50% of the excess relevant floor area shall be dedicated to residential use.

For Lot 162 Plain Street, East Perth maximum plot ratio is 2.0.

For Lot 70 No. 75 Haig Park Circle, East Perth, the maximum plot ratio is 1.5. On this Lot the calculation of the floor area of a building and the maximum plot ratio shall exclude any public fee-paying car parking where it is located within a basement. For the purpose of this subclause, a basement is considered to be any portion of a building used primarily for car parking and having 50% or more of its volume below natural ground level.

5. Insert a new Clause 4.2.5 DEVELOPMENT OF LOT 70 NO. 75 HAIG PARK CIRCLE as follows:

- (a) This subclause applies only to Lot 70 No. 75 Haig Park Circle, East Perth (referred to as 'the Lot').
- (b) Subclause 4.2.2 does not apply to the Lot.
- (c) The following table lists the Preferred, Contemplated and Prohibited uses on the Lot.

Lot 70 No. 75 Haig Park Circle	
Land Use Category	Use Symbol
Category 1 Culture and Creative Industry	C/X(1)
Category 2 Commercial	C/X(1)
Category 3 Light Industry	X
Category 4 Retail	C/X(1)
Category 5A Permanent Residential	P
Category 5B Transient Residential	C
Category 6 Community	C/X(1)
Category 7 Dining and Entertainment	C/X(1)

(1) Means the use is prohibited where it fronts or faces Haig Park Circle or the proposed internal pedestrian easement.

- (d) Buildings shall be setback a minimum of 3m from Haig Park Circle.
- (e) The maximum street building height on Haig Park Circle shall be 10.5m with any additional height above this contained within a 45 degree angled height plane.
- (f) A pedestrian easement shall be provided across the lot to provide public pedestrian access from Sovereign Close to Haig Park Circle. It shall have no height limit and a minimum width of 8m, except at its northern end where reduced width may be necessary to accommodate vehicular access from Sovereign Close to the site. The vehicular access shall be designed to minimise its encroachment into the pedestrian easement and have minimum impact on safety and amenity for users of the pedestrian easement.

- (g) The only variations to sub-clauses (d) and (e) above that may be approved by the local government are:
- measures to integrate the electrical substation at the south-east corner of the site if retained;
 - basements which extend into the Haig Park Circle street setback where they are a minimum of 2 metres below the median level of the footpath adjoining the site at its southern boundary, allowing for adequate soil depth for in-ground planting to enhance the streetscape; and
 - minor projections for items such as chimneys, finials and other similar architectural features.

These projections will only be approved where the local government is satisfied that they make a positive contribution to the design of the building/s and the amenity of the locality.

SCHEME AMENDMENT REPORT

CONTENTS

- 1. INTRODUCTION
- 2. BACKGROUND
- 3. PLANNING FRAMEWORK
- 4. PROPOSAL
- 5. SCHEME AMENDMENT
- 6. CONCLUSION

ATTACHMENT:

- 1. Comparison of Existing and Proposed East Perth – Area 20 South Cove Design Guidelines

1. INTRODUCTION

The purpose of this amendment is to introduce specific development provisions for land situated at Lot 70 No. 75 Haig Park Circle, East Perth into Local Planning Scheme No. 26 (LPS26).



Figure 1 – Location Plan, Lot 70 No. 75 Haig Park Circle, East Perth

This will include setting out specific land uses for the site which are preferred, contemplated or prohibited, the maximum plot ratio, the required height and setback controls and the pedestrian easement.

The proposed provisions will be supported by amendments to the planning policy framework under the East Perth – South Cove Area 20 Design Guidelines to provide further guidance in terms of redevelopment of the site.

2. BACKGROUND

The subject site has an area of 2,233m² and is bounded by Plain Street to the west, Haig Park Circle residential buildings to the south and east and mixed-use buildings which front Royal Street to the north. The site is currently occupied by an at-grade car park containing 49 bays including 42 public fee-paying parking bays, four free short term public car parking bays and three ‘offsite tenant’ car parking bays.

A pedestrian access way extends along a portion of the southern boundary of the site, connecting Haig Park Circle to Plain Street. A number of pedestrian and vehicular access easements exist over the site, benefiting adjoining Lot 71 (located on the corner of Royal and Plain Street). A Western Power substation (46m²) is located in the south-east corner of the site.

The surrounding buildings vary from two to six storeys in height with most residential buildings which are located to the south and east of the site being predominately of two and four storeys height.

The site was originally developed by the former East Perth Redevelopment Authority as an at-grade car park and in 2001 was sold to a private landowner. A condition of sale was for a restrictive covenant to be placed on the title restricting its use to a car park and for no other use. The City has sought legal advice in regards to the restrictive covenant which confirms this is a private agreement between the former East Perth Redevelopment Authority (now Metropolitan Redevelopment Authority) and land owner, and does not impact on the planning framework or in considering development applications on the site.

LPS26 provides limited guidance in terms of the preferred development outcomes for the site. The East Perth - South Cove Area 20 Design Guidelines also does not contain any specific development standards for the site except to identify the site as a ‘car park’ which is its current use.

The City of Perth has undertaken extensive community engagement to identify the preferred development outcomes for the site including advertising and public information sessions on three proposed design concepts in September to October 2016 and community group meetings and two public workshops held in August 2017. This has resulted in the preparation of draft provisions under LPS26 and new proposed development standards for the site under the East Perth – South Cove Area 20 Design Guidelines.

3. PLANNING FRAMEWORK

3.1 Metropolitan Region Scheme

The subject site is located within the 'Urban' Zone under the Metropolitan Region Scheme.

3.2 City Planning Scheme No.2

CPS2 was gazetted on 9 January 2004. CPS2 is a precinct based Local Planning Scheme which identifies 15 precincts reflecting the locational, built form and land use characteristics of each area.

The subject site is located within East Perth Precinct 15 (P15) under CPS2.

The proposed Amendment does not result in any modifications to the CPS2 Scheme Text or Map.

3.3 Local Planning Scheme No. 26

LPS26 was gazetted on 11 September 2007. LPS includes the normalised redevelopment areas of East Perth and Northbridge which were previously under the planning control of the former East Perth Redevelopment Authority.

The subject site is located within Precinct EP1 – Claisebrook Inlet of the Claisebrook Village Project Area under LPS26. The Statement of Intent for the Claisebrook Inlet Precinct (EP1) states that the precinct is to be the principal visual and social focus of the Claisebrook Village Project Area with a vibrant mixture of land uses, providing opportunities for dining, leisure and social interaction and an active public realm

The maximum plot ratio which applies to the general precinct and to the site is 1.0. The plot ratio may be increased to a maximum of 2.0 provided that in the case of any plot ratio exceeding 1.0, not less than 50 per cent of the excess relevant floor area is dedicated to residential use.

With respect to the land uses which are preferred, contemplated or prohibited in the Claisebrook Inlet Precinct and subject site under LPS26, Permanent Residential is a preferred land use (however prohibited where it fronts the street at pedestrian level) along with Transient Residential, Retail, Commercial and Community. Culture and Creative Industry and Dining and Entertainment uses are contemplated uses with Light Industry being a prohibited land use.

4. PROPOSAL

This amendment seeks to introduce clauses within LPS26 which provide specific guidance in terms of the preferred, contemplated and prohibited land uses and built form controls for the site.

Under sub-clause 4.2.3 a specific plot ratio floor area of 1.5 is proposed to apply to the subject site. This is a reduction from the current maximum plot ratio for the Precinct whereby up to 2.0 may be achieved for any development that contains Permanent Residential use for 50 per cent of the development above a plot ratio of 1.0. This reduced plot ratio is based on community expectations in

terms of the maximum development potential that should be accommodated on the site and through modelling of the proposed building envelopes (height and setback controls). This clause also excludes public fee-paying public car park from the calculation of plot ratio floor area of a building where it is provided at the basement level. This is to encourage the provision of a replacement public fee-paying car park on the site which was raised during community consultation and to ensure car parking is appropriately located within the basement level.

Under sub-clause 4.2.5 (c) Permanent Residential is proposed to be identified as the preferred land use for the site with Transient Residential being a contemplated use. Other land uses including Culture and Creative Industry, Commercial, Retail, Community and Dining and Entertainment are proposed to be contemplated uses however are to be prohibited where they front onto or have access from Haig Park Circle or the internal pedestrian easement. Light Industry will remain a prohibited use. This is in response to the community feedback obtained during the public consultation exercises and ensuring the site provides an appropriate transition between the mixed-use character to the north on Royal Street and the residential character of Haig Park Circle to the south and east.

In addition to plot ratio, Clause 1.6.3 (ii) does not permit any variation under Clause 36(1) of CPS2 in relation to building setbacks, building heights or the pedestrian easement width at the subject site in accordance with Clause 4.2.5 (d), (e) and (f). Any development facing Haig Park Circle must have a minimum setback of 3 metres. The maximum building height on Haig Park Circle is 10.5 metres with any building height above this setback further from the street.

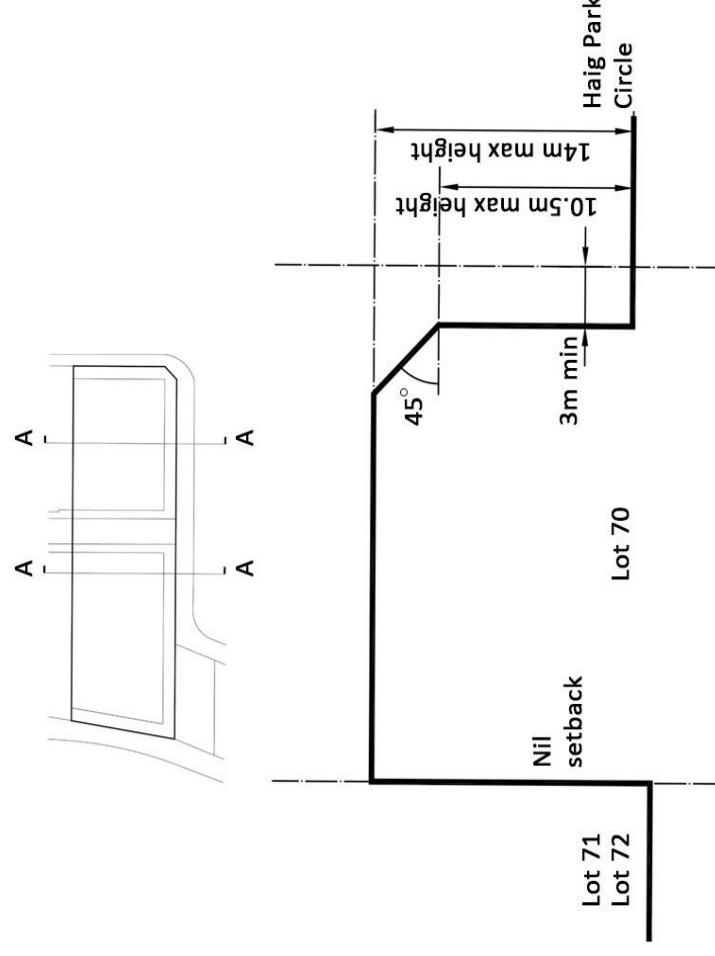


Figure 2 –North south section of building envelopes through eastern and western buildings

A pedestrian easement must be provided through the site creating a pedestrian linkage from Sovereign Close through to Haig Park Circle. The pedestrian easement will have no height limit with a minimum width of 8 metres, except at its northern end where a reduced width may be necessary to accommodate vehicular access from Sovereign Close to the site. The vehicular access shall be designed to minimise its impact on the safety and amenity of users of the pedestrian easement.

With respect to the setback of any basement carpark this will only be permitted to extend into the Haig Park Circle street setback where it is a minimum of 2 metres below the median footpath level adjoining the site at its southern boundary to allow for an adequate soil depth for in-ground landscaping.

5. SCHEME AMENDMENT

SCHEME PROVISIONS	EXISTING (existing provisions proposed to be deleted are highlighted in red)	PROPOSED (proposed new provisions are highlighted in red)	RATIONALE
CLAUSE 1.6 RELATIONSHIP TO THE CITY OF PERTH PLANNING SCHEME	1.6 Relationship to the City of Perth City Planning Scheme 1.6.1 This Scheme is complementary to and is not a substitute for the City Planning Scheme. 1.6.2 Where a provision of this Scheme is inconsistent with a provision of the City Planning Scheme, the provision of this Scheme prevails. 1.6.3 The reference in clause 36(1) of the City Planning Scheme to “a standard or requirement of this Scheme” shall be taken to include a standard or requirement of this Scheme.	1.6 Relationship to the City of Perth City Planning Scheme 1.6.1 This Scheme is complementary to and is not a substitute for the City Planning Scheme. 1.6.2 Where a provision of this Scheme is inconsistent with a provision of the City Planning Scheme, the provision of this Scheme prevails. 1.6.3 For the purposes of clause 36(1) of the City Planning Scheme: (a) a standard or requirement of the City Planning Scheme shall be taken to include a standard or requirement of this Scheme. (b) a non-complying application does not include an application for: (i) an increase in plot ratio above the specified maximum plot ratio in this Scheme. (ii) building setbacks, building heights or pedestrian easement width on Lot 70, No. 75 Haig Park Circle, East Perth that does not meet the requirements of Clause 4.2.5(d), (e), (f) and (g).	Sub-clause 1.6.3 is amended to relocate sub-clause 3.4 whereby plot ratio cannot be varied under clause 36(1) of City Planning Scheme No. 2 and to include additional clause 1.6.3 (b)(ii) which does not permit any variations to building setbacks, building heights or the pedestrian easement width for Lot 70. This is to ensure certainty to the developer and surrounding residents in terms of the built form (height and setbacks) that will be permitted on the site, particularly in relation to Haig Park Circle.
CLAUSE 3.4 PLOT RATIO	3.4 Plot Ratio The local government cannot grant development approval for a non-complying application in respect of an application for an increase in plot ratio above the specified maximum plot ratio in Parts Four and Five of the Scheme.	1.6 Relationship to the City of Perth City Planning Scheme 1.6.3 For the purposes of clause 36(1) of the City Planning Scheme: (a) a standard or requirement of the City Planning Scheme shall be taken to include a standard or requirement of this Scheme. (b) a non-complying application does not include an application for: (i) an increase in plot ratio above the specified maximum plot ratio in this Scheme. (ii) building setbacks, building heights or pedestrian easement width on Lot 70, No. 75 Haig Park Circle, East Perth that does not meet the requirements of Clause 4.2.5(d), (e), (f) and (g).	This sub-clause has been reworded and relocated under clause 1.6.3 (b).

<p>CLAUSE 4.2.2 LAND USE TABLE</p>	<p>4.2.2 The following table lists the Preferred, Contemplated and Prohibited uses within Precinct EP1: Claisebrook Inlet:</p> <table border="1" data-bbox="348 1715 1108 2516"> <thead> <tr> <th colspan="2">Precinct EP1: Claisebrook Inlet</th> </tr> <tr> <th>Land Use Category</th> <th>Use Symbol</th> </tr> </thead> <tbody> <tr> <td>Category 1 Culture and Creative Industry</td> <td>C</td> </tr> <tr> <td>Category 2 Commercial</td> <td>P</td> </tr> <tr> <td>Category 3 Light Industry</td> <td>X</td> </tr> <tr> <td>Category 4 Retail</td> <td>P</td> </tr> <tr> <td>Category 5A Permanent Residential</td> <td>P/X1</td> </tr> <tr> <td>Category 5B Transient Residential</td> <td>P</td> </tr> <tr> <td>Category 6 Community</td> <td>P</td> </tr> <tr> <td>Category 7 Dining and Entertainment</td> <td>C</td> </tr> </tbody> </table>	Precinct EP1: Claisebrook Inlet		Land Use Category	Use Symbol	Category 1 Culture and Creative Industry	C	Category 2 Commercial	P	Category 3 Light Industry	X	Category 4 Retail	P	Category 5A Permanent Residential	P/X1	Category 5B Transient Residential	P	Category 6 Community	P	Category 7 Dining and Entertainment	C	<p>4.2.2 The following table lists the Preferred, Contemplated and Prohibited uses within Precinct EP1: Claisebrook Inlet (Excluding Lot 70, 75 Haig Park Circle, East Perth):</p> <table border="1" data-bbox="384 863 1146 1665"> <thead> <tr> <th colspan="2">Precinct EP1: Claisebrook Inlet</th> </tr> <tr> <th>Land Use Category</th> <th>Use Symbol</th> </tr> </thead> <tbody> <tr> <td>Category 1 Culture and Creative Industry</td> <td>C</td> </tr> <tr> <td>Category 2 Commercial</td> <td>P</td> </tr> <tr> <td>Category 3 Light Industry</td> <td>X</td> </tr> <tr> <td>Category 4 Retail</td> <td>P</td> </tr> <tr> <td>Category 5A Permanent Residential</td> <td>P/X(1)</td> </tr> <tr> <td>Category 5B Transient Residential</td> <td>P</td> </tr> <tr> <td>Category 6 Community</td> <td>P</td> </tr> <tr> <td>Category 7 Dining and Entertainment</td> <td>C</td> </tr> </tbody> </table>	Precinct EP1: Claisebrook Inlet		Land Use Category	Use Symbol	Category 1 Culture and Creative Industry	C	Category 2 Commercial	P	Category 3 Light Industry	X	Category 4 Retail	P	Category 5A Permanent Residential	P/X(1)	Category 5B Transient Residential	P	Category 6 Community	P	Category 7 Dining and Entertainment	C	<p>This is a correction of a minor administrative error to include brackets to footnote number one under the permanent residential land use category.</p>
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<p>CLAUSE 4.2.3 MAXIMUM PLOT RATIO 1:0</p>	<p>4.2.3 Maximum Plot Ratio: 1.0</p> <p>The plot ratio may be increased to a maximum of 2.0 provided that any development having a plot ratio in excess of 1.0, not less than 50% of the excess relevant floor area shall be dedicated to residential use.</p> <p>For Lot 162 Plain Street, East Perth maximum plot ratio is 2.0.</p>	<p>4.2.3 Maximum Plot Ratio: 1.0</p> <p>The plot ratio may be increased to a maximum of 2.0 provided that any development having a plot ratio in excess of 1.0, not less than 50% of the excess relevant floor area shall be dedicated to residential use.</p> <p>For Lot 162 Plain Street, East Perth maximum plot ratio is 2.0.</p> <p>For Lot No. 75 Haig Park Circle, East Perth, the maximum plot ratio is 1.5. On this Lot the calculation of the floor area of a building and the maximum plot ratio shall exclude any public fee-paying car parking where it is located within a basement. For the purpose of this subclause, a basement is considered to be any portion of a building used primarily for car parking and having 50% or more of its volume below natural ground level.</p>	<p>Clause 4.2.3 is amended to provide a specific maximum plot ratio of 1.5 for Lot 70. This is a decrease from the current plot ratio of 2.0, which is consistent with community expectations for the site and has been modelled using the proposed building envelopes. This clause also excludes a public fee-paying public car park from the calculation of plot ratio floor area of a building where it is provided at the basement level. This is to encourage the provision of a replacement public fee-paying car park on the site which was raised as an issue during community consultation and to ensure it is appropriately located below street level.</p>																																								
<p>NEW</p>	<p>4.2.5 Development of Lot 70 – No. 75 Haig Park Circle:</p> <p>(a) This subclause applies on to Lot 70 No. 75 Haig Park Circle, East Perth (referred to as ‘the Lot’)</p> <p>(b) Subclause 4.2.2 does not apply to the</p>	<p>4.2.5 Development of Lot 70 – No. 75 Haig Park Circle:</p> <p>(a) This subclause applies on to Lot 70 No. 75 Haig Park Circle, East Perth (referred to as ‘the Lot’)</p> <p>(b) Subclause 4.2.2 does not apply to the</p>	<p>New sub-clause 4.2.5 is added which includes specific development standards for Lot 70 – No. 75 Haig Park Circle. The sub-clause has been added in response to a consultation process undertaken with members of</p>																																								

the local community and other stakeholders on key planning and design considerations for the future development of Lot 70.

The new text lists the preferred use of the site as 'Permanent Residential' with 'Transient Residential' being a contemplated use. Only these residential uses are to face Haig Park Circle to reflect the residential character to the south and east of the site. The contemplated uses including 'Culture and Creative Industry', 'Commercial', 'Retail', 'Community and Dining and Entertainment' apply elsewhere on the site including facing Plain Street and to the north of the site adjacent to Lots 71 and 72 to provide an appropriate transition to the commercial activity to the north.

The maximum plot ratio is 1.5 to reflect the proposed bulk of the development. This figure was demonstrated as appropriate through modelling of the proposed building envelope which was included as part of the consultation process.

In addition to plot ratio this sub-clause also has further development standards which cannot be varied including the setback to Haig Park Circle (3 metres), the maximum building height along Haig Park Circle (10.5 metres with any additional height setback further from the street) and the pedestrian easement width (8 metres). The width of the pedestrian easement may be reduced at the northern end to accommodate vehicular access into the site from Sovereign Close however should be designed to reduce any impact on the safety and amenity of those using the pedestrian easement.

Where a basement level is included it will only be permitted to encroach into the 2 metre street setback to Haig Park Circle where it is more than 2 metres below the median level of the footpath. This to ensure there is adequate soil depth to allow for in-ground landscaping to be provided along the Haig Park Circle front setback area.

The only other variations to sub-clauses (d) and (e) which may be approved by the local government are where it is proposed to integrate the existing

Lot.

(c) The following table lists the Preferred, Contemplated and Prohibited uses on the Lot.

Lot 70 No. 75 Haig Park Circle	
Land Use Category	Use Symbol
Category 1 Culture and Creative Industry	C/X(1)
Category 2 Commercial	C/X(1)
Category 3 Light Industry	X
Category 4 Retail	C/X(1)
Category 5A Permanent Residential	P
Category 5B Transient Residential	C
Category 6 Community	C/X(1)
Category 7 Dining and Entertainment	C/X(1)

- (1) Means the use is prohibited where it fronts or faces Haig Park Circle or the proposed internal pedestrian easement.
- (d) Buildings shall be setback a minimum of 3m from Haig Park Circle.
- (e) The maximum street building height on Haig Park Circle shall be 10.5m with any additional height contained within a 45 degree angled height plane.
- (f) A pedestrian easement shall be provided across the lot to provide public pedestrian access from Sovereign Close to Haig Park Circle. It shall have no height limit and a minimum width of 8m, except at its northern end where reduced width may be necessary to accommodate vehicular access from Sovereign Close to the site. The vehicular access shall be designed to minimise

	<p>impact on safety and amenity for users of the pedestrian easement.</p> <p>(g) The only variations to sub-clauses (d) and (e) above that may be approved by the local government are:</p> <ul style="list-style-type: none">• measures to integrate the electrical substation at the south-east corner of the site if retained;• basements which extend into the Haig Park Circle street setback where they are a minimum of 2 metres below the median level of the footpath adjoining the site at its southern boundary, allowing for adequate soil depth for in-ground planting to enhance the streetscape; and• minor projections for items such as chimneys, finials and other similar architectural features. <p>These projections will only be approved where the local government is satisfied that they make a positive contribution to the design of the building/s and the amenity of the locality.</p>	<p>electrical substation in the south-east corner of the site into the development and minor architectural projections including chimneys, finials and other architectural features.</p>
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6.0 CONCLUSION

Amendment No.3 to LPS No.26, together with amendments to the South Cove Area 20 Design Guidelines will introduce specific planning controls for the future redevelopment of Lot 70 (75) Haig Park Circle, East Perth.

The information contained within this document confirms that the amendment proposed is an appropriate outcome consistent with the orderly and proper planning of the city.

ADOPTION

Adopted by resolution of the Council of the City of Perth at the Ordinary Meeting of the Council held on theday of..... 2018.

LORD MAYOR

CHIEF EXECUTIVE OFFICER

FINAL ADOPTION

Adopted for final approval by resolution of the City of Perth at the Ordinary Meeting of the Council held on the ____ day of _____20__ and the Common Seal of the City of Perth was pursuant to that resolution hereinto affixed in the presence of:

LORD MAYOR

CHIEF EXECUTIVE OFFICER

Recommended/submitted for final approval

DELEGATED UNDER s16 PLANNING AND DEVELOPMENT ACT 2005

DATE

Final approval granted

MINISTER FOR PLANNING

DATE

ATTACHMENT – COMPARISON OF EXISTING AND PROPOSED EAST PERTH - AREA SOUTH COVE DESIGN GUIDELINES

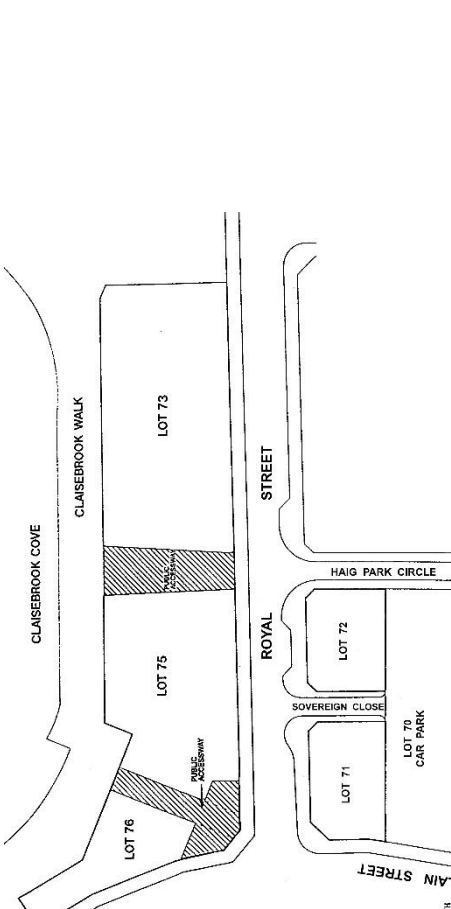
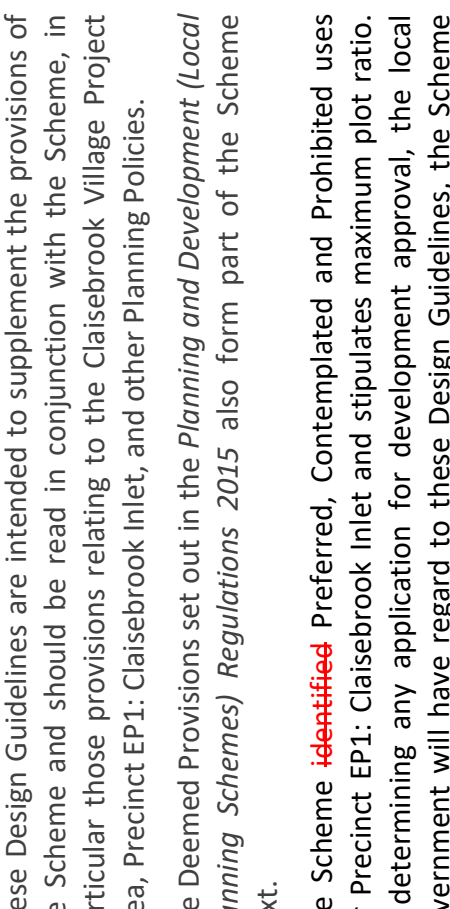
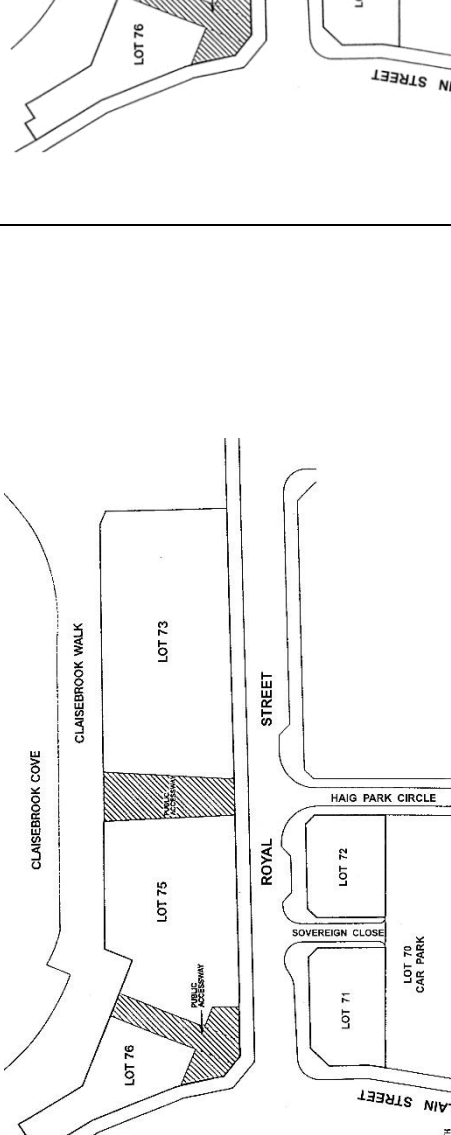
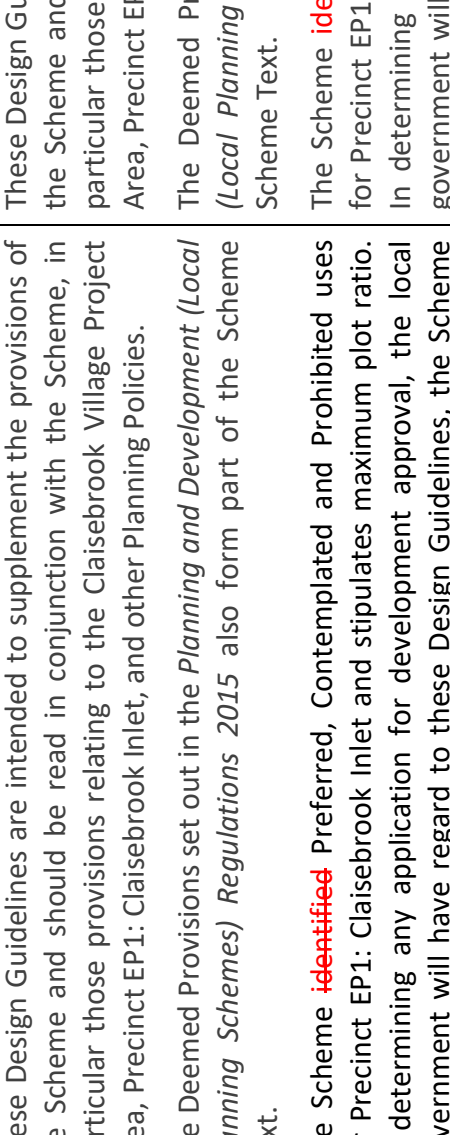
EXISTING (existing guidelines proposed to be deleted are highlighted in red)	PROPOSED (proposed new guidelines are highlighted in red with any wording highlighted in italics not forming part of the Policy text)	RATIONALE
<p>PART ONE - GENERAL</p> <p>2.0 RELATIONSHIP TO PLANNING SCHEME AND PLANNING POLICIES</p> <p>Lots 70 to 76 inclusive are within the Claisebrook Inlet Precinct (EP1) as defined in the City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called 'the Scheme').</p> <p>These Design Guidelines are intended to supplement the provisions of the Scheme and should be read in conjunction with the Scheme, in particular those provisions relating to the Claisebrook Village Project Area, Precinct EP1: Claisebrook Inlet, and other Planning Policies.</p> <p>The Deemed Provisions set out in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> also form part of the Scheme Text.</p> <p>The Scheme identified Preferred, Contemplated and Prohibited uses for Precinct EP1: Claisebrook Inlet and stipulates maximum plot ratio. In determining any application for development approval, the local government will have regard to these Design Guidelines, the Scheme and other Planning Policies.</p> <p>3.0 ABOUT THESE GUIDELINES</p> <p><i>Figure 1 deleted</i></p> 	<p>PART ONE - GENERAL</p> <p>2.0 RELATIONSHIP TO PLANNING SCHEME AND PLANNING POLICIES</p> <p>Lots 70 to 76 inclusive are within the Claisebrook Inlet Precinct (EP1) as defined in the City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called 'the Scheme').</p> <p>These Design Guidelines are intended to supplement the provisions of the Scheme and should be read in conjunction with the Scheme, in particular those provisions relating to the Claisebrook Village Project Area, Precinct EP1: Claisebrook Inlet, and other Planning Policies.</p> <p>The Deemed Provisions set out in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> also form part of the Scheme Text.</p> <p>The Scheme identifies Preferred, Contemplated and Prohibited uses for Precinct EP1: Claisebrook Inlet and stipulates maximum plot ratio. In determining any application for development approval, the local government will have regard to these Design Guidelines, the Scheme and other Planning Policies.</p> <p>3.0 ABOUT THESE GUIDELINES</p> <p><i>New Figure 1 inserted with Lot 70 "Car park" text removed.</i></p> 	<p>This is a minor grammatical correction.</p>
<p>3.0 ABOUT THESE GUIDELINES</p> <p><i>Figure 1 deleted</i></p> 	<p>3.0 ABOUT THESE GUIDELINES</p> <p><i>New Figure 1 inserted with Lot 70 "Car park" text removed.</i></p> 	<p>The existing south cove subdivision map will be replaced with a new subdivision map which removes the reference to 'car park' on Lot 70.</p>

Figure 1: South Cove subdivision

Figure 1: South Cove subdivision

<p>4.0 DESIRED CHARACTER AND PREFERRED USES</p> <ul style="list-style-type: none"> The lots collectively form the “South Cove” subdivision. South Cove is one of the most prominently located development sectors within East Perth. Developments within South Cove will be the “drawcard” for this part of the city. The subdivision is bounded between Plain Street and Victoria Gardens and as such is likely to experience the majority of pedestrian traffic from those who live in the surrounding areas and also from those who visit East Perth. Given the subdivision’s prominence, the local government wishes to see developments of high quality with the potential to perform landmark functions. The development of South Cove is critically placed in respect to the overall pattern of redevelopment in East Perth. The development of this sector will play a pivotal role in determining the area’s emerging character. Although South Cove is defined as a separate development sector from that of Haig Park, it is anticipated that there will be high interaction of activities on either side of the western end of Royal Street to create the major retail, hotel and restaurant focus for East Perth. Land uses on South Cove should emphasise public usage particularly along Royal Street and the Claisebrook Cove pedestrian promenade (“Claisebrook Walk”). Visual and physical access to the Cove needs to be considered and maximised in all developments. At the same time, developments on South Cove need to establish an appropriate, preferably interactive streetscape along Royal Street. This is particularly important as it is anticipated that the southern side of Royal Street will be the location of the main retail facilities serving the redevelopment area and other surrounding precincts. Moreover, developments on South Cove will need to create an appropriate urban character to balance the expanse and openness of the adjacent cove and nearby river. To achieve this, buildings in the Southern Cove subdivision need to hold the street edge to reinforce the traditional relationship to the street and similarly address the waterfront promenade. Developments to the northern and southern sides of Royal Street are to be mutually supportive in functional terms to collectively create an attractive streetscape. The emphasis of this development should be on the establishment of a truly inner City urban character, achieved by the density, scale of development and design approach. 	<p>4.0 DESIRED CHARACTER AND PREFERRED USES</p> <ul style="list-style-type: none"> The lots collectively form the “South Cove” subdivision. South Cove is one of the most prominently located development sectors within East Perth. Developments within South Cove will be the “drawcard” for this part of the city. The subdivision is bounded between Plain Street and Victoria Gardens and as such is likely to experience the majority of pedestrian traffic from those who live in the surrounding areas and also from those who visit East Perth. Given the subdivision’s prominence, the local government wishes to see developments of high quality with the potential to perform landmark functions. The development of South Cove is critically placed in respect to the overall pattern of redevelopment in East Perth. The development of this sector will play a pivotal role in determining the area’s emerging character. Although South Cove is defined as a separate development sector from that of Haig Park, it is anticipated that there will be high interaction of activities on either side of the western end of Royal Street to create the major retail, hotel and restaurant focus for East Perth. Land uses on South Cove should emphasise public usage particularly along Royal Street and the Claisebrook Cove pedestrian promenade (“Claisebrook Walk”). Visual and physical access to the Cove needs to be considered and maximised in all developments. At the same time, developments on South Cove need to establish an appropriate, preferably interactive streetscape along Royal Street. This is particularly important as it is anticipated that the southern side of Royal Street will be the location of the main retail facilities serving the redevelopment area and other surrounding precincts. Moreover, developments on South Cove will need to create an appropriate urban character to balance the expanse and openness of the adjacent cove and nearby river. To achieve this, buildings in the Southern Cove subdivision need to hold the street edge to reinforce the traditional relationship to the street and similarly address the waterfront promenade. Developments to the northern and southern sides of Royal Street are to be mutually supportive in functional terms to collectively create an attractive streetscape. The emphasis of this development should be on the establishment of a truly inner City urban character, achieved by the density, scale of development and design approach. 	<p>4.0 DESIRED CHARACTER AND PREFERRED USES</p> <ul style="list-style-type: none"> The lots collectively form the “South Cove” subdivision. South Cove is one of the most prominently located development sectors within East Perth. Developments within South Cove will be the “drawcard” for this part of the city. The subdivision is bounded between Plain Street and Victoria Gardens and as such is likely to experience the majority of pedestrian traffic from those who live in the surrounding areas and also from those who visit East Perth. Given the subdivision’s prominence, the local government wishes to see developments of high quality with the potential to perform landmark functions. The development of South Cove is critically placed in respect to the overall pattern of redevelopment in East Perth. The development of this sector will play a pivotal role in determining the area’s emerging character. Although South Cove is defined as a separate development sector from that of Haig Park, it is anticipated that there will be high interaction of activities on either side of the western end of Royal Street to create the major retail, hotel and restaurant focus for East Perth. Land uses on South Cove should emphasise public usage particularly along Royal Street and the Claisebrook Cove pedestrian promenade (“Claisebrook Walk”). Visual and physical access to the Cove needs to be considered and maximised in all developments. At the same time, developments on South Cove need to establish an appropriate, preferably interactive streetscape along Royal Street. This is particularly important as it is anticipated that the southern side of Royal Street will be the location of the main retail facilities serving the redevelopment area and other surrounding precincts. Moreover, developments on South Cove will need to create an appropriate urban character to balance the expanse and openness of the adjacent cove and nearby river. To achieve this, buildings in the Southern Cove subdivision need to hold the street edge to reinforce the traditional relationship to the street and similarly address the waterfront promenade. Developments to the northern and southern sides of Royal Street are to be mutually supportive in functional terms to collectively create an attractive streetscape. The emphasis of this development should be on the establishment of a truly inner City urban character, achieved by the density, scale of development and design approach.
<ul style="list-style-type: none"> Lot 70 is located between the mixed use activity centre in Royal Street and the residential development in the Haig Park Precinct (Area 26). The nature and built form of development on this lot 	<p>New text has been added to provide the site context for Lot 70 and its transitional role between Royal</p>	

	<p>should form a transition between these two different inner urban areas. Pedestrian access should be provided through the site to connect the two areas.</p>	<p>Street and the residential area to the south and east.</p>
<p>5.0 BUILDING ENVELOPES</p> <p>The building height and bulk is to be contained within building envelopes as detailed in Part Two of these guidelines. Minor projections may be permitted for such items as chimneys, finials, pergolas, small portions of bay and dormer windows, and approved landmark features which in the opinion of the local government, contribute to the character and identity of the subdivision. . It should be noted that:</p> <ul style="list-style-type: none"> • Balconies, awnings and verandahs may project beyond the building envelope in accordance with the specific guidelines applicable to these features. • Heights of building envelopes are from finished ground levels at the perimeter of the Lot. • Building envelopes define the limits of building bulk. It is not intended that the building profile should mirror the building envelope. • Building envelopes must be considered in conjunction with site coverage, open space and set back requirements. 	<p>5.0 BUILDING ENVELOPES</p> <p>The building height and bulk is to be contained within building envelopes as detailed in Part Two of these guidelines. In addition the Haig Park Circle setbacks and building heights that apply to Lot 70 are detailed in the Scheme. Minor projections outside building envelopes may be permitted for such items as chimneys, finials, pergolas, small portions of bay and dormer windows, and approved landmark features which in the opinion of the local government, contribute to the character and identity of the subdivision. It should be noted that:</p> <ul style="list-style-type: none"> • Balconies, awnings and verandahs may project beyond the building envelope in accordance with the specific guidelines applicable to these features. • Heights of building envelopes are from finished ground levels at the perimeter of the Lot. • Building envelopes define the limits of building bulk. It is not intended that the building profile should mirror the building envelope. • Building envelopes must be considered in conjunction with site coverage, open space and set back requirements. 	<p>New text has been incorporated into this section to explain that certain planning provisions for Lot 70 are located in the Local Planning Scheme No. 2 (LPS26) text and not the Guidelines. The incorporation of the Haig Park Circle minimum building setbacks and maximum building heights into LPS26 in the manner proposed will ensure that they cannot be varied and in this way provide certainty to the landowner and community in terms of the built form that will be permitted to front this street.</p>
<p>6.0 BUILDING DESIGN</p> <p>6.1 Generally...</p> <ul style="list-style-type: none"> • <p>6.5 Balconies</p> <p>The inclusion of balconies to take advantage of views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings. Balconies should be of usable proportions with a minimum dimension of 1.54m. Wherever possible balconies should be enhanced by the provision of shading from summer sun.</p> <p>6.6 Roof Form...</p>	<p>6.0 BUILDING DESIGN</p> <p>6.1 Generally...</p> <ul style="list-style-type: none"> • <p>6.5 Balconies</p> <p>The inclusion of balconies to take advantage of views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings. Balconies should be of usable proportions with a minimum area of 10m² with a minimum dimension of 2m. Wherever possible balconies should be enhanced by the provision of shading from summer sun.</p> <p>6.6 Roof Form...</p>	<p>The minimum area of a balcony has been increased to 10m² and the minimum depth to 2m consistent with the City Planning Scheme No. 2 (CPS2) Residential Design Policy provisions. This will not apply retrospectively to existing development.</p>
<p>PART TWO – GUIDELINES APPLICABLE TO LOT 71</p>	<p>PART TWO – GUIDELINES APPLICABLE TO LOT 70</p> <p>1.0 CONTEXT</p> <ul style="list-style-type: none"> • This development site is located between the mixed use activity centre in Royal Street and the medium density residential area on the southern and eastern sides of Haig Park 	<p>New planning provisions specific to Lot 70 are inserted as Part Two.</p> <p>Section 1.0 sets out the planning context of the site noting any development must provide a sensitive transition between the commercial activity to the</p>

Circle. It also has frontage to Plain Street which is a major road. Its location fronting Plain Street makes it visually prominent to the north and south. Refer to Figure 1.

- The local government envisages a high quality of development on the site to form a sensitive transition between the different land uses to the north, south and east, and to respond to its visual prominence. This development should continue to provide north south pedestrian access through the site from Haig Park Circle to Royal Street via Sovereign Close.

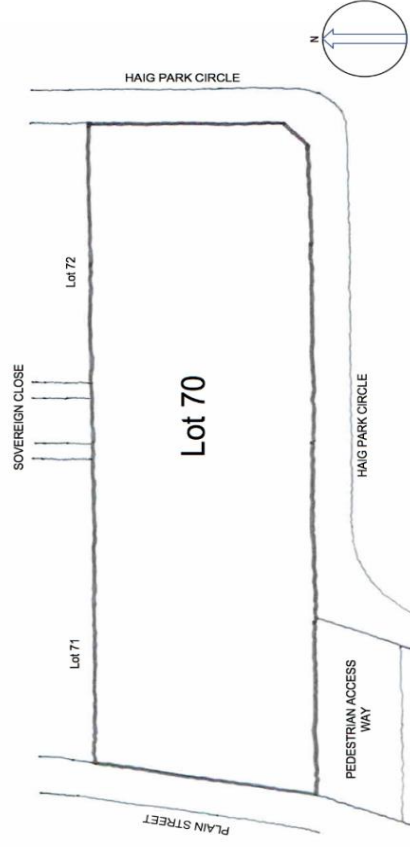


Figure 1: - Lot 70

2.0 PREFERRED USES

The preferred land uses on the site are those that fall within the Permanent Residential land use category, while those that fall within the Transient Residential land use category may be contemplated. Only these residential uses may be permitted within the southern portion of the buildings facing Haig Park Circle. While uses within the Commercial, Retail, Community, Culture and Creative Industry, and Dining and Entertainment land use categories may also be contemplated, they will only be considered where they face and have access only from Plain Street and/or to the north.

3.0 BUILDING FORM AND CHARACTER

- Development shall be of a high design quality to make a positive contribution to the character of the locality.
- A pedestrian easement shall be provided across the lot to provide public pedestrian access from Sovereign Close to Haig Park Circle (refer Figure 7). It may also accommodate vehicular access to the development at its northern end. This easement will result in development on the site above ground level forming two distinct buildings at the east and west of the

north and the residential character to the south and east along Haig Park Circle. This is consistent with community expectations for the site and ensuring any new development is respectful of the existing residential character.

Section 2.0 sets out the preferred use of the site as Permanent Residential with Transient Residential being a contemplated use. Although Permanent Residential is the preferred use of the site the nature of Transient Residential is considered to be consistent with the residential character of the area. In order to protect local amenity the other more active land uses will only be permitted where they front onto Plain Street or to the north of the site adjacent to Lots 71 and 72.

Section 3.0 sets out the desired built form of the site which must be of a high design quality and be respectful to the residential character to the south and east through its external finishes and design elements.

As discussed during the community consultation phase, and as agreed by the resolution of Council, the development must provide for an 8 metre wide pedestrian easement. This will ensure permeability

	<p>site.</p> <ul style="list-style-type: none"> • The sections of building facing the pedestrian easement should include ground level entries, major openings, and balconies to habitable rooms to provide opportunities for passive surveillance of the easement from within the buildings. At the same time the design of the buildings, particularly in relation to overlooking and noise attenuation, should be carefully considered to ensure that high levels of amenity will be provided for occupants. • The design of development shall respect the residential character of development to the south and east of Haig Park Circle. Buildings are to provide a modulated street frontage with articulated facades and use of elements such as balconies, awnings, windows and appropriate use of materials and colours to provide visual interest and to establish a fine grained scale to development. Roof pitches of 30 to 45 degrees are preferred where visible from the south and east. • The design of development facing Plain Street shall respond to the volumes of traffic on Plain Street. Priority will be given to ensuring maximum amenity for occupants, particularly in terms of noise and privacy where uses within the Permanent of Transient Residential land use categories are proposed. Non-residential development should address the street in a more traditional manner with nil setbacks, ground level entrances facing the street and awnings over the footpath encouraged. • In the north-western corner of the site where the greatest building height may be permitted the design of the upper levels, including the roof and any roof plant, should take into account how the building will be viewed from all directions given its visually prominent location. <p>4.0 BUILDING ENVELOPE AND SETBACKS</p> <ul style="list-style-type: none"> • The building envelopes and setbacks for development on the site are depicted in Figures 2-6. • The maximum building heights shall be measured from the existing level of the footpath adjoining the site at its southern boundary to Haig Park Circle. 	<p>through the site linking Sovereign Close with Haig Park Circle. It will also assist in breaking up the building bulk by providing two separate buildings to the east and west of the site. The portions of the buildings which front onto the pedestrian easement should be designed to allow for passive surveillance to ensure a high level of amenity and safety for pedestrians.</p> <p>Due to the higher volumes of traffic on Plain Street consideration must be given to protecting the future residents from any adverse noise and privacy impacts. Commercial uses at the ground level on Plain Street should also be designed to address the street with nil setbacks and the provision of an awning over the footpath. This is consistent with the principles and intent of the City Development Design Guidelines.</p> <p>Section 4.0 sets out the building envelopes for the site (Figures 2-7) as discussed during the community consultation phase.</p> <p>A minimum 8 metre pedestrian easement must be provided with two separate buildings located to the east and west of the site. In order to ensure a landscaped setting and to protect the amenity of residents to the south and east a minimum setback of 3 metres must be provided on Haig Park Circle with building heights of 10.5 metres with any additional height contained within a 45 degree angle height plane. This will provide an acceptable level of</p>
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solar access to the properties to the south and east and will ensure the development does not result in any overbearing impacts to the existing residents in terms of overall bulk, height and scale.

Additional height may be accommodated in the north-west corner of the site of up to 21 metres towards Plain Street and Lot 71. This additional height is significantly setback from the existing residential dwellings along Haig Park Circle and is therefore not considered to have any adverse amenity impacts.

In order to protect the residential amenity of its future residents in terms of noise and privacy a 3 metre setback should also be provided for any residential uses which proposed to front onto Plain Street.

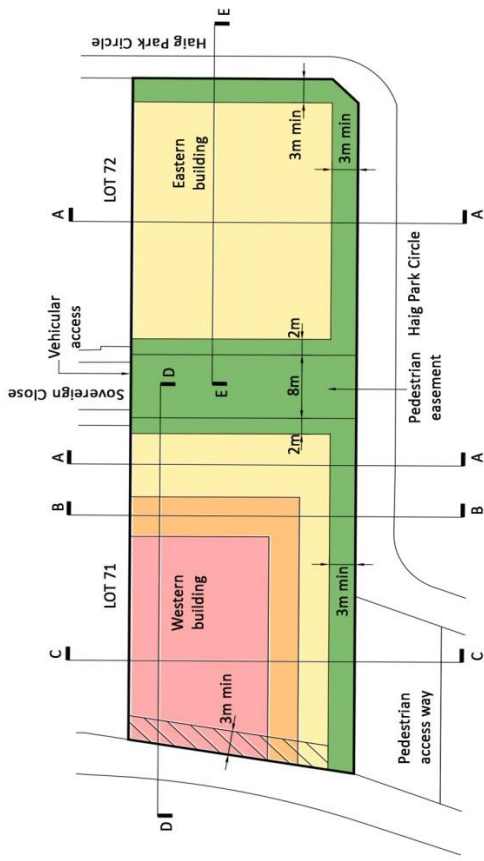


Figure 2 Lot 70 - Building setbacks and building envelope cross section locations.
 Note: Minimum 3m setback from Plain Street only applies to Permanent or Transient Residential land uses.
 For all other uses a nil setback from Plain Street may be permitted.

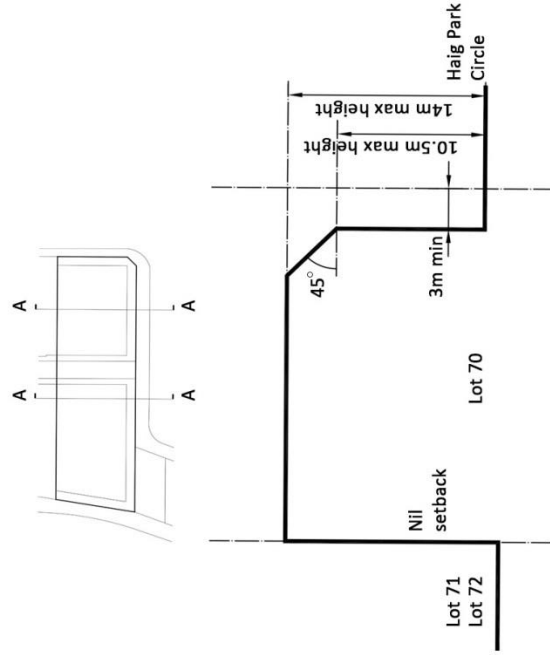


Figure 3 Section AA - North south section of building envelopes through eastern and western buildings.

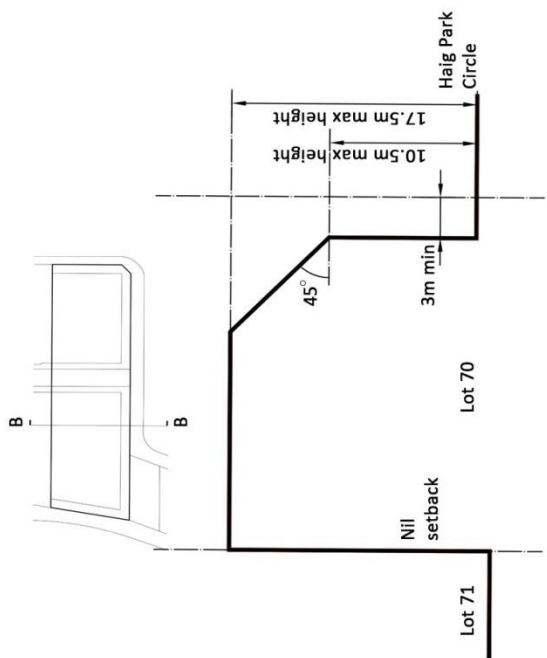


Figure 4 Section BB - North south section of building envelope through western building.

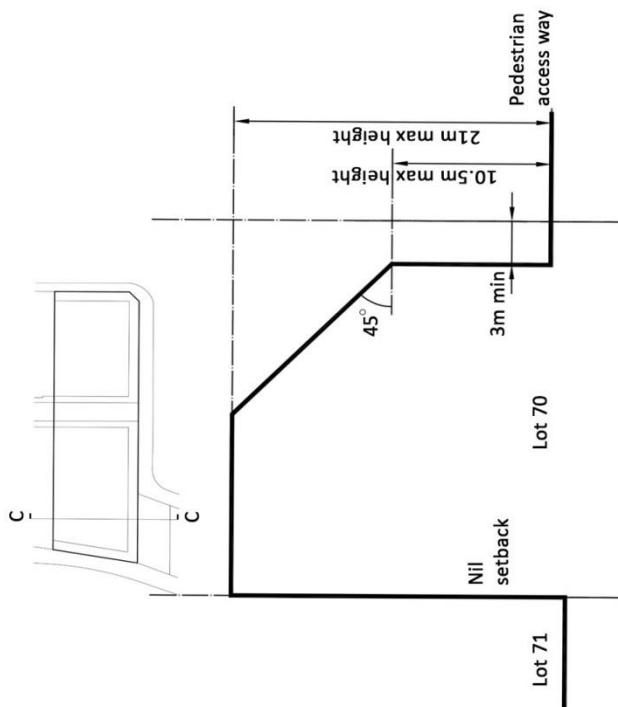


Figure 5 Section CC - North south section of building envelope through western building.

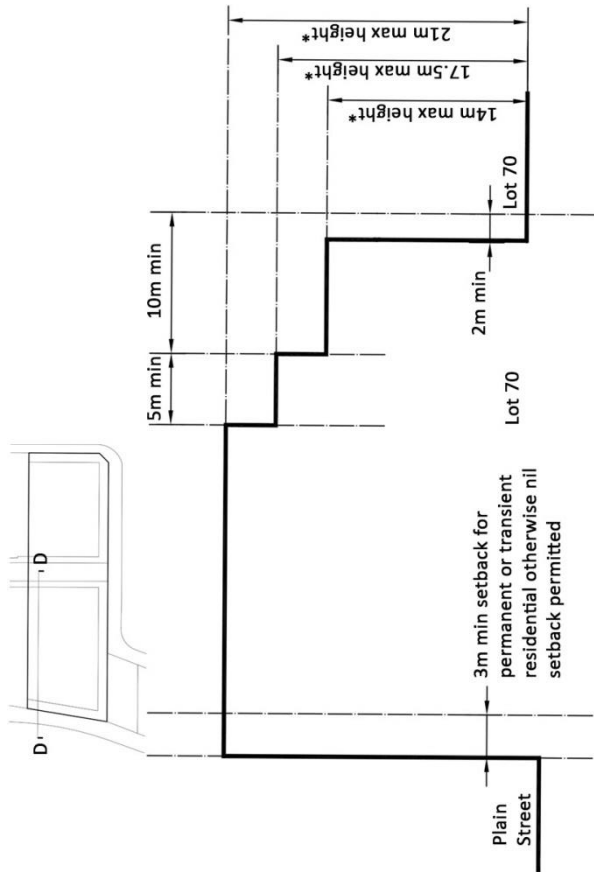


Figure 6 Section DD - East west section of building envelope through western building.
 Note: *Building heights measured from the existing level of the footpath adjoining the site at its southern boundary.

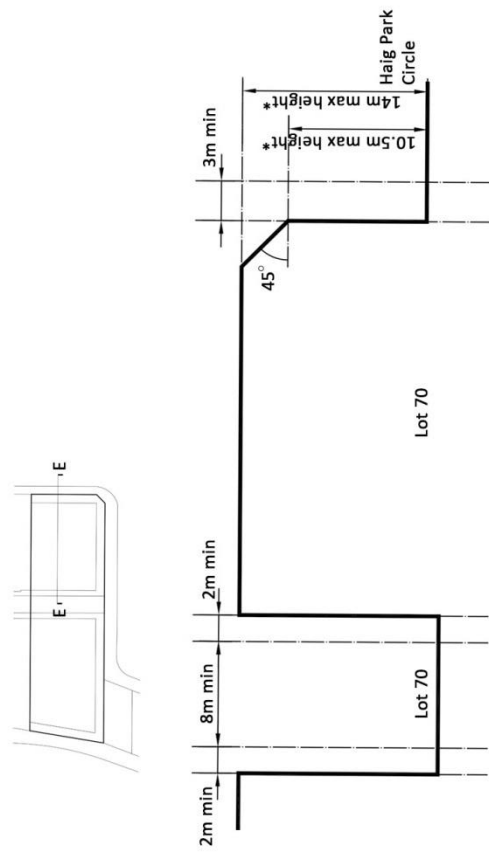


Figure 7 Section EE - East west section of building envelope through eastern building.
 Note: *Building heights measured from the existing level of the footpath adjoining the site at its southern boundary.

- The only projections outside the building envelope that may be approved by the local government are:
- an awning over the Plain Street footpath in the case of non-residential development;
- measures to integrate the electrical substation at the south-east corner of the site if retained;

Only minor projections will be permitted outside of the building envelopes including architectural features/design elements. Variations may also be considered where the development accommodates the existing electrical substation into the design, provides an awning over Plain Street or is required to accommodate the existing vehicular easements on the title.

- minor projections for items such as chimneys, finials and other similar architectural features.
- These projections will only be approved where the local government is satisfied that they make a positive contribution to the design of the building/s and the amenity of the locality and will not add significantly to the bulk and scale of the building/s. Balconies may not project outside the building envelope.
- Any easements specified on title will need to be accommodated as part of any application for development approval.

5.0 ACCESS AND PARKING

- The principal vehicular access to the site shall be from Sovereign Close, while secondary vehicular access may be permitted from the eastern section of Haig Park Circle (as indicated in Figure 7). The crossover in Haig Park Circle should be located and designed to discourage movement of vehicular traffic from the site into the residential area to the south.

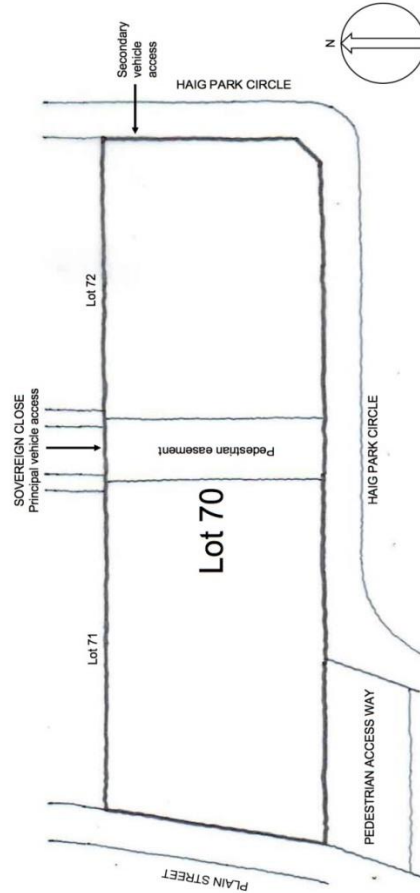


Figure 7 - Pedestrian easement and vehicular access.

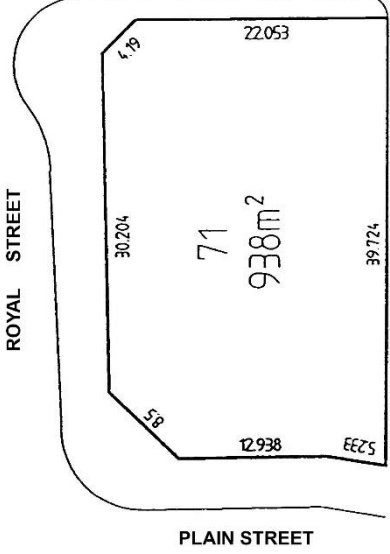
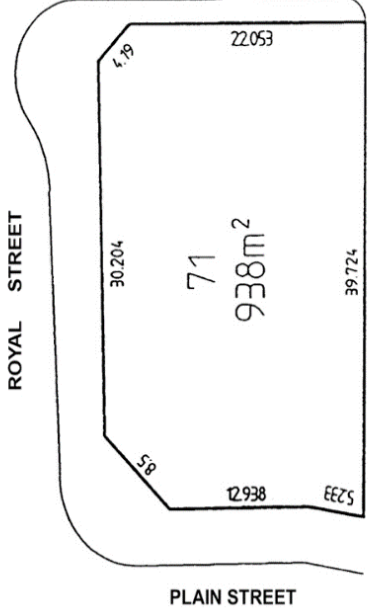
- All car parking shall be located within the building/s, at basement level or sleeved behind other land uses, so that it is not visible from the public realm and adjacent properties.
- If public fee-paying car parking is not provided on site, a minimum of one car parking bay per four dwellings, or part thereof in excess of four dwellings, shall be provided on site for residents' visitors.
- Adequate provision shall be made for service vehicles and loading/unloading areas on site. The design and location of these facilities shall be an integral part of the overall design of the development to ensure that traffic movement on adjacent streets is not disrupted and the amenity of the adjacent residential area is not reduced.

In order to protect residential amenity the main vehicular access to the site will be from Sovereign Close via Royal Street with a secondary access from the eastern section of Haig Park Circle. Given the potential loss of the existing public car park a basement public car park is encouraged. If this is not provided then visitor bays should be provided at a rate of one per four dwellings. This is in response to community consultation whereby visitor parking was raised as a concern in terms of its impact on local parking conditions and amenity.

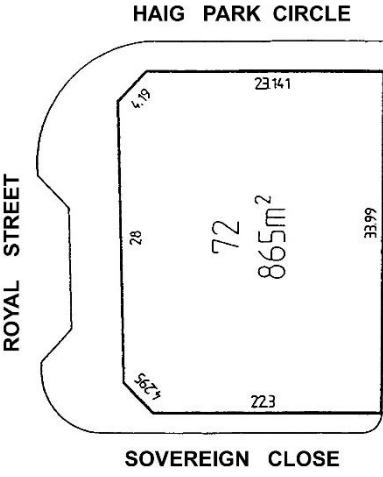
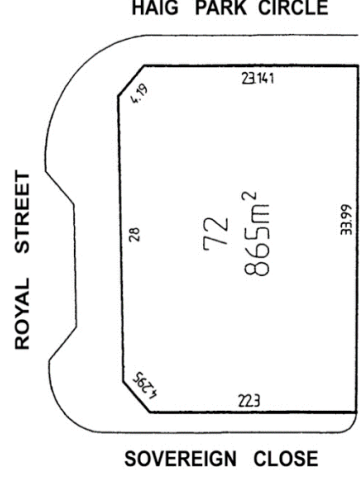
Any car parking located above basement level must be sleeved behind other land uses to ensure it is not visible from the street. This is consistent with the principles and intent of the City Development Design Policy.

The development proposal will also need to take into consideration how the building will be serviced and ensure this is adequately accommodated into the overall design.

	<p>6.0 PEDESTRIAN EASEMENT</p> <ul style="list-style-type: none"> • A pedestrian easement with a minimum width of 8m and no height limit shall be provided across the lot to provide public pedestrian access from Sovereign Close to Haig Park Circle (refer Figure 7). • The width of the pedestrian easement may be reduced at its northern end and the alignment shown on Figures 1 and 7 may be moved to the east a maximum of two metres where required to accommodate vehicular access to the site from Sovereign Close and associated access easements on title. These variations will only be supported if the local government is satisfied that any encroachment into the pedestrian easement has been minimised, appropriate pedestrians connection to the Sovereign Close footpath is provided and there is minimum impact on amenity for users of the pedestrian easement. • The design and detailing of the development shall provide for the safety and security of users of the pedestrian easement. Particular regard should be given to providing clear sightlines for pedestrians, avoiding conflict with vehicles, the avoidance of entrapment areas and maximising opportunities for passive surveillance from adjoining buildings. • Lighting shall be provided to illuminate the pedestrian easement and contribute to a secure night time environment for users, without causing disturbance to the occupants of any adjoining dwellings. • The hard and soft landscaping of the pedestrian easement shall be designed, and plant species selected, to enhance the safety and microclimate of the pedestrian easement. <p>7.0 LANDSCAPE</p> <ul style="list-style-type: none"> • The majority of the street setback areas shall be landscaped with a significant portion of in-ground planting including small trees. • <p>8.0 ELECTRICITY SUBSTATION</p> <ul style="list-style-type: none"> • Preferably the electricity substation on the site shall be relocated so that it is not visible from the public realm. If this is not possible it shall be integrated into the design of the development and the streetscape. 	<p>Section 6.0 outlines the design requirements for the pedestrian easement. Given Sovereign Close is designated as the main vehicular access to the site and with existing vehicular easements in place, the pedestrian easement may be reduced at the northern end and/or shifted to the east by up to two metres to accommodate for vehicular access. The adjoining development must also be designed to ensure an acceptable level of pedestrian safety and amenity is achieved. The pedestrian easement must also be appropriately landscaped and lit to enhance the safety and amenity of the space.</p> <p>Section 7.0 seeks to ensure the development has a landscaped setting through the provision of in-ground planting in the street setback areas. This is intended to enhance the streetscape of Haig Park Circle</p> <p>Section 8.0 seeks to relocate an existing poorly positioned/designed electrical substation in the south-east corner of the site. The preference is for the substation to be relocated so that it is not visible from the public realm or alternatively integrated into the design of the new development.</p>
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	<p>9.0 EXISTING RETAINING WALLS</p> <ul style="list-style-type: none"> Any existing retaining walls on the site that are proposed to remain are to be visually integrated with the overall development. 	<p>The site contains existing limestone retaining walls along Plain Street and Haig Park Circle. Section 9.0 seeks to ensure these walls, if retained, are appropriately integrated into the design of the new development.</p> <p>Guidelines for Lot 71 have been renumbered as a consequence of the addition of provisions for Lot 70 above.</p>
<p>PART TWO – GUIDELINES APPLICABLE TO LOT 71</p>	<p>PART THREE – GUIDELINES APPLICABLE TO LOT 71</p>	
<p>1.0 Context</p> <ul style="list-style-type: none"> This development site is situated at the corner of Royal and Plain Streets. The intersection of these two streets forms a major activity node, bounded by the South Cove, Haig Park and Eastbrook development sectors. Lot 71 forms a gateway to the retail precinct proposed along Royal Street and the Haig Park Development sector. Figure 1 refers. Lot 71 is visually prominent to vehicular through traffic along Plain Street and is also easily accessible by residents of Haig Park and surrounding residential areas. As such, the local government envisages a high-quality development which will play a key role in effecting the transition between the Eastbrook commercial precinct which fronts Royal Street to the west of Plain Street. <p><i>Figure 1 deleted</i></p>  <p>Figure 1: - Lot 71</p> <p>3.0 Building Form and Character</p> <ul style="list-style-type: none"> As this development site is highly visible from all aspects, it is imperative that the building presents well from every angle. The building design must respond to both the highly urban, commercial character of Royal Street and the more open thoroughfare of Plain Street. The building should effect the 	<p>1.0 Context</p> <ul style="list-style-type: none"> This development site is situated at the corner of Royal and Plain Streets. The intersection of these two streets forms a major activity node, bounded by the South Cove, Haig Park and Eastbrook development sectors. Lot 71 forms a gateway to the retail precinct proposed along Royal Street and the Haig Park Development sector. Figure 1 refers. Lot 71 is visually prominent to vehicular through traffic along Plain Street and is also easily accessible by residents of Haig Park and surrounding residential areas. As such, the local government envisages a high-quality development which will play a key role in effecting the transition between the Eastbrook commercial precinct which fronts Royal Street to the west of Plain Street. <p><i>New Figure 1 inserted</i></p>  <p>Figure 1: - Lot 71</p> <p>4.0 Building Form and Character</p> <ul style="list-style-type: none"> As this development site is highly visible from all aspects, it is imperative that the building presents well from every angle. The building design must respond to both the highly urban, commercial character of Royal Street and the more open thoroughfare of Plain Street. The building should effect the 	<p>A new figure 1 has been inserted removing the reference 'car park' to the south.</p>
<p>3.0 Building Form and Character</p> <ul style="list-style-type: none"> As this development site is highly visible from all aspects, it is imperative that the building presents well from every angle. The building design must respond to both the highly urban, commercial character of Royal Street and the more open thoroughfare of Plain Street. The building should effect the 		<p>Text that refers to Lot 70 being retained as a car park has been removed.</p>

<p>transition between these two zones as far as possible by making a strong corner statement. Two to three-storey (9.5m) or double volume construction is encouraged to ensure adequate building bulk is maintained at this corner location.</p> <ul style="list-style-type: none"> The site forms a gateway to the Royal Street retail precinct west of Plain Street. Consequently, developers are encouraged to hold the building line to the property boundaries of Royal and Plain Streets to create an active pedestrian frontage at ground level. Consideration is to be given to pedestrian movement from the car park on Lot 70. The capacity of this car park may be increased in the future by the construction of an upper level deck. Developers of Lot 71 need to consider providing direct access from such a future elevated deck to their development. The majority of ground floor facades should be glazed and interesting and modulated built form is sought. Particular regard will need to be given to facades which front Plain Street to ensure that they are visually active and articulated. Blank walls will not be accepted to Plain and Royal Streets. 	<p>transition between these two zones as far as possible by making a strong corner statement. Two to three-storey (9.5m) or double volume construction is encouraged to ensure adequate building bulk is maintained at this corner location.</p> <ul style="list-style-type: none"> The site forms a gateway to the Royal Street retail precinct west of Plain Street. Consequently, developers are encouraged to hold the building line to the property boundaries of Royal and Plain Streets to create an active pedestrian frontage at ground level. The majority of ground floor facades should be glazed and interesting and modulated built form is sought. Particular regard will need to be given to facades which front Plain Street to ensure that they are visually active and articulated. Blank walls will not be accepted to Plain and Royal Streets. 	
<p>6.0 Access and Parking</p> <ul style="list-style-type: none"> Principle pedestrian access is to be provided from Royal Street and the sidewalk adjacent to Sovereign Close. Due consideration is to be given to how pedestrians access the development from the car park at the rear of the site. Vehicular access is to be from Sovereign Close. Provide appropriate and required parking for disabled people. Delivery areas are to be located near the southern boundary, and are to be accessible from the access road to Lot 70 and screened from view. The truck dock is to be provided within the site boundary. It should be noted that the car park on Lot 70 is, and will remain, a public parking facility intended to service retail and commercial uses in this area. 	<p>6.0 Access and Parking</p> <ul style="list-style-type: none"> Principle pedestrian access is to be provided from Royal Street and the sidewalk adjacent to Sovereign Close. Vehicular access is to be from Sovereign Close. Provide appropriate and required parking for disabled people. Delivery areas are to be located near the southern boundary, and are to be accessible from the access road to Lot 70 and screened from view. The truck dock is to be provided within the site boundary. 	<p>Text that refers to Lot 70 being retained as a car park has been removed.</p>
<p>PART THREE – GUIDELINES APPLICABLE TO LOT 72</p>	<p>PART FOUR – GUIDELINES APPLICABLE TO LOT 72</p>	<p>Guidelines for Lot 72 have been renumbered as a consequence of the addition of provisions for Lot 70 above.</p>

<p>1.0 Context</p> <p><i>Figure 1 deleted</i></p>  <p>Figure 1: - Lot 72</p>	<p>1.0 Context</p> <p><i>New Figure 1 inserted.</i></p>  <p>Figure 1: - Lot 72</p>	<p>A new figure 1 is to be inserted removing the reference 'car park' to the south.</p>
<p>6.0 Access and Parking</p> <ul style="list-style-type: none"> Principle pedestrian access is to be provided from Royal Street and the sidewalk adjacent to Sovereign Close. Due consideration is to be given to how pedestrians access the development from the car park at the rear of the site. Vehicular access is to be from Sovereign Close. It should be noted that the car park on Lot 70 is, and will remain, a public parking facility intended to service retail and commercial uses in this area. 	<p>6.0 Access and Parking</p> <ul style="list-style-type: none"> Principle pedestrian access is to be provided from Royal Street and the sidewalk adjacent to Sovereign Close. Vehicular access is to be from Sovereign Close. 	<p>Text that refers to Lot 70 being retained as a car park has been removed.</p>
<p>PART FOUR – GUIDELINES APPLICABLE TO LOT 73</p>	<p>PART FIVE – GUIDELINES APPLICABLE TO LOT 73</p>	<p>Guidelines for Lot 73 have been renumbered as a consequence of the addition of provisions for Lot 70 above.</p>
<p>PART FIVE – GUIDELINES APPLICABLE TO LOT 75</p>	<p>PART SIX -- GUIDELINES APPLICABLE TO LOT 75</p>	<p>Guidelines for Lot 75 have been renumbered as a consequence of the addition of provisions for Lot 70 above.</p>
<p>PART SIX -- GUIDELINES APPLICABLE TO LOT 76</p>	<p>PART SEVEN -- GUIDELINES APPLICABLE TO LOT 76</p>	<p>Guidelines for Lot 76 have been renumbered as a consequence of the addition of provisions for Lot 70 above.</p>

City of Perth



Minor Town/Local Planning Schemes

Local Planning Scheme No. 26 - Normalised Redevelopment Areas

Note: Only the relevant sections of the Local Planning Scheme document are provided with proposed amendments shown in red.



Version #	Decision Reference	Synopsis
1	11 September 2007	Gazetted
2	17 March 2015	Amended
3	24 February 2017	Amended

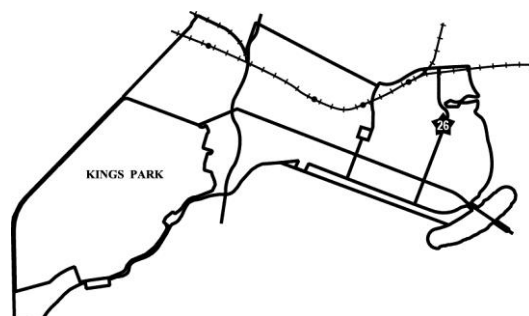
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The local government, under the powers conferred on it by the Planning and Development Act 2005, makes the following Local Planning Scheme.

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PART 1: PRELIMINARY

1.1 Citation of Scheme

This Scheme may be cited as the Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called the Scheme).

1.2 Responsible Authority

The responsible authority for the preparation and implementation of the Scheme is the local government.

1.3 Date of Operation

The Scheme shall come into operation on publication of notice of the Minister's final approval thereof in the *Government Gazette*.

1.4 Scheme Area

This Scheme shall apply to the area defined as the Scheme Area in the Scheme Map in Figure 1.

1.5 Relationship of Scheme to Local-laws

The provisions of the Scheme shall have effect notwithstanding any local-law and where the provisions of the Scheme are inconsistent with any local-law the provisions of the Scheme shall prevail.

1.6 Relationship to the City of Perth City Planning Scheme

1.6.1 This Scheme is complementary to and is not a substitute for the City Planning Scheme.

1.6.2 Where a provision of this Scheme is inconsistent with a provision of the City Planning Scheme, the provision of this Scheme prevails.

1.6.3 **For the purposes of** clause 36(1) of the City Planning Scheme:

- (a) **a standard or requirement of the City Planning Scheme** shall be taken to include a standard or requirement of this Scheme.
- (b) **a non-complying application does not include an application for:**
 - (i) an increase in plot ratio above the specified maximum plot ratio in **this Scheme**.
 - (ii) **building setbacks, building heights or pedestrian easement width on Lot 70, No. 75 Haig Park Circle, East Perth that does not meet the requirements of Clause 4.2.5(d), (e), (f) and (g).**

1.6.4 In any provision which:

- (a) is contained within a local planning scheme that repeals and replaces the City Planning Scheme; and

- (b) empowers local government to approve a development which does not comply with the standard or requirement of that local planning scheme;

any reference to a standard or requirement of that local planning scheme shall be taken to include a standard or requirement of this Scheme.

1.6.5 The reference in clause 43(1)(d) of the City Planning Scheme to “all standards laid down and all requirements prescribed by this Scheme” shall be taken to include any standards laid down and any requirements prescribed by this Scheme.

1.6.6 In any provision which:

- (a) is contained within a local planning scheme that repeals and replaces the City Planning Scheme; and
- (b) prohibits a person from erecting, altering or adding to a building or using or changing the use of any land or building or permitting or suffering any land or building to be used or the use of any land or building to be changed for any purpose unless all the standards laid down and all the requirements prescribed by that local planning scheme or determined by the local government under that local planning scheme have been and continue to be complied with;

any reference to the standards laid down or standards prescribed by that local planning scheme shall be taken to include all standards laid down and all requirements prescribed by this Scheme.

1.7 Interpretation

In the Scheme unless the context otherwise requires, or unless it is otherwise provided herein, words and expressions have the respective meanings given to them in the Planning and Development Act 2005, the Deemed Provisions, Schedule 1, the City Planning Scheme and R-Codes. In the case of conflict between the meanings of words and expressions in those instruments:

- (a) in the case of residential development the definition in the R-Codes shall prevail; and
- (b) otherwise priority shall be given according to the order in which the instruments are referred to in this clause.

1.8 Contents of the Scheme

The Scheme comprises this Scheme Text which incorporates the Scheme Map and includes any Schedule to the Scheme and the Deemed Provisions.

1.9 Scheme Purpose

The purposes of the Scheme are to:

- (a) provide a system for the orderly control of development within the Scheme Area;
- (b) facilitate the process of development within the Scheme Area;

- (c) provide sufficient certainty to enable location and investment decisions to be made with reasonable confidence;
- (d) ensure that individual developments can occur without detriment to the integrity of the Scheme Area and locality as a whole;
- (e) provide flexibility and discretion in decision making;
- (f) provide an effective means of determining the urban design and visual quality of the Scheme Area;
- (g) provide effective standing for planning policies; and
- (h) facilitate the implementation of the Scheme objectives and principles.

1.10 Scheme Objectives

1.10.1 The objectives of the Scheme are to:

- (a) deliver sustainable urban development within the Scheme Area, with outcomes such as compact growth, mixed land use, good design, primacy of public spaces, heritage conservation and reduced motor vehicle usage;
- (b) deliver vibrant and attractive urban environments which infuse the city with vitality, life and character;
- (c) deliver development excellence through high quality design, by connecting people and places, and ensuring a successful mixture of land uses and activities;
- (d) increase the resident population, facilitate increased employment opportunities and a diverse range of businesses, facilities, services, amenities and infrastructure.

1.10.2 The local government will have due regard to the Scheme Objectives when determining applications made under the Scheme and when making other discretionary decisions regarding the Scheme.

1.11 Scheme Principles

1.11.1 The Scheme Principles are:

- (a) 'Places for People' – development must be planned, designed and managed to ensure the city is an appealing and welcoming place for people to live, work, play and visit;
- (b) 'Critical Mass' – development will increase the number of residents, businesses and jobs in the city and will provide facilities, services, amenities and infrastructure to support ongoing growth;
- (c) 'Quality Design' – development will deliver high quality design of places which responds to local context and develops Perth as a distinct, world class, liveable city. Design excellence in development will focus on innovation, aesthetics, function and materials, and the development of attractive, efficient and adaptable places and buildings;

- (d) 'Diversity' – development will support diversity of people, places, buildings, land uses, events and transport through the design and use of places, to create choice and flexibility in a compatible manner;
- (e) 'Connectivity' – development will deliver a well designed and serviced urban environment which integrates people, land uses and transport modes in an efficient, convenient and safe manner; and
- (f) 'Environmental Integrity' – development will conserve and enhance the natural and built environment and minimise resource consumption, carbon emissions, pollution, waste production and other detrimental environmental impacts.

1.11.2 All development proposals will be required to be consistent with the Scheme Principles, which are to be applied collectively to achieve the creation of sustainable communities.

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PART 2: PLANNING POLICIES AND DESIGN GUIDELINES

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PART 3: PROJECT AREAS AND PRECINCTS

3.1 Project Areas and Precincts on Scheme Map

The Scheme Area is made up of Project Areas which are divided into Precincts. The location and boundaries of the Project Areas and Precinct are shown on the Scheme Map.

3.2 Land Use Categories

There are seven land use categories created by the Scheme. Table 1 – Land Use Categories defines the land use categories and lists the land uses within each category. Where appropriate, these categories are stipulated as ‘Preferred Uses’ categories or ‘Contemplated Uses’ categories in the Precincts.

3.3 Development in Precincts

- 3.3.1 All development is required to be generally consistent with the Statement of Intent for the Precinct in which it takes place.
- 3.3.2 Where in Parts Four and Five a category of use is stipulated as a ‘Preferred Use’ in any Precinct, in dealing with a development application involving a use from that category in that Precinct the local government shall deal with the application in accordance with clause 32 of the City Planning Scheme.
- 3.3.3 Where in Parts Four and Five a category of use is stipulated as a ‘Contemplated Use’ in any Precinct, in dealing with a development application involving a use from that category in that Precinct the local government shall deal with the application in accordance with clause 33 of the City Planning Scheme.
- 3.3.4 In dealing with an application for development approval for an unlisted land use, the local government shall deal with the application in accordance with clause 34 of the City Planning Scheme.

Table 1: Land Use Categories

CATEGORY 1 : CULTURE AND CREATIVE INDUSTRY	LAND USES
<p>Description:</p> <p>Businesses and activities which have their origin in individual creativity, skill and talent and which contribute to the cultural richness and economic advantage of an area. Provides opportunities for business incubation and job creation through exploitation of intellectual property and/or unique skills.</p> <p>In determining an application for development approval for a</p>	<ul style="list-style-type: none"> ● Media Production ● Creative Industry Office ● Creative Mixed Land Use ● Artist Studio ● Theatre/Performance Venue

<p>land use within the Culture and Creative Industry land use category, in addition to other provisions of the Scheme, the local government shall have regard to the following objectives:</p> <p>(a) infusing creativity, originality and innovation into the built environment;</p> <p>(b) encouragement of creative industries;</p> <p>(c) providing opportunities for business incubation;</p> <p>(d) the provisions of flexible and adaptive spaces to live, work and display; and</p> <p>(e) ensuring the compatible operation of culture and creative land uses with other land uses in the vicinity of the proposed development.</p>	<ul style="list-style-type: none"> • Exhibition Centre • Event Space
<p>CATEGORY 2 : COMMERCIAL</p> <p>Description:</p> <p>Business activities, professional services and other principally profit-based land uses of a non-retail, low impact nature. The category does not include businesses of an industrial, entertainment or other moderate to high impact nature.</p> <p>In determining an application for development approval for a land use within the Commercial land use category, in addition to other provisions of the Scheme, the local government shall have regard to the following objectives:</p> <p>(a) facilitating prosperity and diversity in economic activity and commercial buildings and premises;</p> <p>(b) ensuring an active interface of ground floor development with the public realm;</p> <p>(c) healthy, functional and environmentally sustainable workplaces; and</p> <p>(d) accessibility to work places by sustainable modes of transport.</p>	<p>LAND USES</p> <ul style="list-style-type: none"> • Office • Business Services • Consulting Rooms • Medical Centre • Commercial Training Centre • Dry Cleaning Premises • Veterinary Centre • Car Park
<p>CATEGORY 3 : LIGHT INDUSTRY</p> <p>Description:</p> <p>Low to moderate impact businesses, predominately based in skilled trades, manufacturing, goods handling, the automotive industry and other land uses of an industrial nature. The land uses usually require large purpose built premises and may not be appropriate for mixed-use buildings or residential areas.</p>	<p>LAND USES</p> <ul style="list-style-type: none"> • Light Industry • Service Industry • Research and Development • Showroom/Warehouse

<p>In determining an application for development approval for a land use within the Light Industry land use category, in addition to other provisions of the Scheme, the local government shall have regard to the following objectives:</p> <p>(a) ensuring the operation of the land use does not negatively affect the amenity of the locality, including operating hours, traffic, noise, emissions and other operations are compatible with surrounding land uses;</p> <p>(b) the appropriate interface of development with the surrounding environment, including amenity and a quality streetscape; and</p> <p>(c) ensuring the proposed development will not significantly detract from the vision for the Project Area and the intent for the Precinct.</p>	<ul style="list-style-type: none"> • Open Air Sales and Display • Transport Depot • Service Station • Major Utility Infrastructure
<p>CATEGORY 4 : RETAIL</p> <p>Description:</p> <p>Places of business offering goods displayed on the premises for sale or hire to the public, and also includes premises for the provision of services of a personal nature. May include the preparation of goods for sale on site but not manufacturing of goods.</p> <p>In determining an application for development approval for a land use within the Retail land use category, in addition to the other provisions of the Scheme, the local government shall have regard to the following objectives:</p> <p>(a) encouraging a diversity of retail services and premises in appropriate locations; and</p> <p>(b) ensuring an active interface of ground floor development with the public realm.</p>	<p>LAND USES</p> <ul style="list-style-type: none"> • Shop • Shopping Complex • Personal Services • Market • Convenience Store • Liquor Store
<p>CATEGORY 5 : RESIDENTIAL</p> <p>Description:</p> <p>A building or a portion of a building that is designed or adapted for habitation.</p> <p>In determining an application for development approval for a land use within the Residential land use category, in addition to other provisions of the Scheme, the local government shall have regard to the following objectives:</p>	<p>LAND USES</p> <p>5A Permanent Residential</p> <ul style="list-style-type: none"> • Single House • Multiple Dwelling • Grouped Dwelling • Specific Purpose Housing • Home Occupation

<ul style="list-style-type: none"> (a) encouragement of a socially diverse inner city population; (b) the provision of a diversity of housing and accommodation types, size and tenure; (c) the provision of social and affordable housing; (d) the provision of universally accessible and adaptive housing; (e) the compatibility of new residential development with existing land uses; and (f) the need to separate permanent residential development from transient accommodation or other land uses, where appropriate. 	<p>5B Transient Residential</p> <ul style="list-style-type: none"> • Lodging House • Short Term Accommodation • Serviced Apartments • Hotel • Hostel
<p>CATEGORY 6 : COMMUNITY</p> <p>Description:</p> <p>Premises or land uses which provide essential services or leisure facilities to local residents and workers or the wider community, also referred to as ‘social infrastructure’. May include activities for commercial gain which provide a social benefit.</p> <p>In determining an application for development approval for a land use within the Community land use category, in addition to other provisions of the Scheme, the local government shall have regard to the following objectives:</p> <ul style="list-style-type: none"> (a) encouraging facilities that provide essential services or enhanced lifestyles to segments of the community or to the general public; (b) facilitating social interaction and community building; (c) supporting physical activity and healthy lifestyles; and (d) ensuring the appropriate interface of development with the surrounding environment, including patron and traffic management, and high quality public realm. 	<p>LAND USES</p> <ul style="list-style-type: none"> • Civic Building • Community Centre • Recreation Facilities • Public Open Space • Place of Worship • Hospital • Health & Social Services • Education Establishment • Day Care Centre • Public Library

CATEGORY 7: DINING AND ENTERTAINMENT	LAND USES
<p>Description:</p> <p>Premises designed and used to provide public entertainment or social interaction, principally dining and drinking. Usually involves extended/evening trading and may involve service of alcohol and amplified music. Includes land uses which may present moderate impacts on residential amenity, due to noise, patronage and hours of operation.</p> <p>In determining an application for development approval for a land use within the Dining and Entertainment land use category, in addition to other provisions of the Scheme, the local government shall have regard to the following objectives:</p> <p>(a) enhancing lifestyle, character and vibrancy;</p> <p>(b) achieving effective venue management, including venue operation, patron management, and customer and public safety; and</p> <p>(c) ensuring the operation of land use does not negatively affect the amenity of the locality, including operating hours, traffic, noise or other emissions, and is compatible with surrounding land uses.</p>	<ul style="list-style-type: none"> • Tavern • Small Bar • Night Club • Entertainment Complex • Function Centre • Club • Restaurant • Fast Food Outlet • Cinema Complex • Amusement Parlour • Betting Agency

3.4 — Plot Ratio

~~The local government cannot grant development approval for a non-complying application in respect of an application for an increase in plot ratio above the specified maximum plot ratio in Parts Four and Five of the Scheme.~~

PART 4: CLAISEBROOK VILLAGE PROJECT AREA

4.1 Claisebrook Village Project Area Vision

The Vision for the Claisebrook Village Project Area is:

Claisebrook Village will be a sustainable urban village based on the Claisebrook Cove. It will exemplify the Scheme Principles, through its environmental integrity, a high quality public realm, and diverse land uses and housing in an easily accessible and connected environment. The area will be enriched by its Indigenous and architectural heritage and public art. The area will exhibit contemporary transport planning and design principles which capitalise on its proximity to good public transport and further develop the pedestrian-friendly public realm.

4.2 Precinct EP1: Claisebrook Inlet

4.2.1 Precinct Statement of Intent

The Claisebrook Inlet Precinct is the principal visual and social focus of the Claisebrook Village Project Area. It is a vibrant mixed land use precinct, providing opportunities for dining, leisure and social interaction and an active public realm.

4.2.2 The following table lists the Preferred, Contemplated and Prohibited uses within Precinct EP1: Claisebrook Inlet (Excluding Lot 70, 75 Haig Park Circle, East Perth):

Precinct EP1: Claisebrook Inlet	
Land Use Category	Use Symbol
Category 1 Culture and Creative Industry	C
Category 2 Commercial	P
Category 3 Light Industry	X
Category 4 Retail	P
Category 5A Permanent Residential	P/X(1)
Category 5B Transient Residential	P
Category 6 Community	P
Category 7 Dining and Entertainment	C

(1) Means use is prohibited where it fronts the street at pedestrian level but preferred elsewhere.

4.2.3 Maximum Plot Ratio: 1.0

The plot ratio may be increased to a maximum of 2.0 provided that in any development having a plot ratio in excess of 1.0, not less than 50% of the excess relevant floor area shall be dedicated to residential use.

For Lot 162 Plain Street, East Perth maximum plot ratio is 2.0.

For Lot 70 No. 75 Haig Park Circle, East Perth, the maximum plot ratio is 1.5. On this Lot the calculation of the floor area of a building and the maximum plot ratio shall exclude any public fee-paying car parking where it is located within a basement. For the purpose of this subclause, a basement is considered to be any portion of a building used primarily for car parking and having 50% or more of its volume below natural ground level.

4.2.4 Development of Lots 1 – 85 Nos. 50-60 Royal Street and Lots 1-79 No. 20 Royal Street:

- (a) This subclause applies only to Lots 1-85 Nos. 50-60 and Lots 1-79 No. 20 Royal Street, East Perth and for the purpose of this subclause, they shall be treated as a single lot and referred to as “the Lot”.
- (b) The Lot is to be developed and used for either Serviced Apartments or a Hotel or both with at least one or a combination of any of the following developments and uses:
 - (i) Serviced Apartments;
 - (ii) Hotel;
 - (iii) Tavern;
 - (iv) Office;
 - (v) Restaurant;
 - (vi) Theatre/Cinema;
 - (vii) Recreation facilities;
 - (viii) Retail; and
 - (ix) a use or development ancillary to those referred to in items (i)-(viii) above.
- (c) At least 2/3 of the total number of apartments and rooms are to be developed and used for short stay accommodation.
- (d) The plans submitted for development approval in respect of the Lot are to identify the apartments and rooms which are to be developed and used for short stay accommodation.
- (e) In this subclause:
 - (a) Serviced Apartments means buildings which include self-contained units used for short stay accommodation together with associated office and service facilities, but the term does not include a hostel, a hotel, a motel or a lodging house; and
 - (b) Short Stay Accommodation means continuous accommodation of the same person for a period of up to 12 months.

4.2.5 Development of Lot 70 No. 75 Haig Park Circle:

- (a) This subclause applies only to Lot 70 No. 75 Haig Park Circle, East Perth (referred to as 'the Lot').
- (b) Subclause 4.2.2 does not apply to the Lot.
- (c) The following table lists the Preferred, Contemplated and Prohibited uses on the Lot.

Lot 70 No. 75 Haig Park Circle	
Land Use Category	Use Symbol
Category 1 Culture and Creative Industry	C/X(1)
Category 2 Commercial	C/X(1)
Category 3 Light Industry	X
Category 4 Retail	C/X(1)
Category 5A Permanent Residential	P
Category 5B Transient Residential	C
Category 6 Community	C/X(1)
Category 7 Dining and Entertainment	C/X(1)

(1) Means the use is prohibited where it fronts or faces Haig Park Circle or the proposed internal pedestrian easement.

- (d) Buildings shall be setback a minimum of 3m from Haig Park Circle.
- (e) The maximum street building height on Haig Park Circle shall be 10.5m with any additional height above this contained within a 45 degree angled height plane.
- (f) A pedestrian easement shall be provided across the lot to provide public pedestrian access from Sovereign Close to Haig Park Circle. It shall have no height limit and a minimum width of 8m, except at its northern end where reduced width may be necessary to accommodate vehicular access from Sovereign Close to the site. The vehicular access shall be designed to minimise its encroachment into the pedestrian easement and have minimum impact on safety and amenity for users of the pedestrian easement.
- (g) The only variations to sub-clauses (d) and (e) above that may be approved by the local government are:
- measures to integrate the electrical substation at the south-east corner of the site if retained;
 - basements which extend into the Haig Park Circle street setback where they are a minimum of 2 metres below the median level of the footpath



adjoining the site at its southern boundary, allowing for adequate soil depth for in-ground planting to enhance the streetscape; and

- minor projections for items such as chimneys, finials and other similar architectural features.

These projections will only be approved where the local government is satisfied that they make a positive contribution to the design of the building/s and the amenity of the locality.

4.3 Precinct EP2: Constitution Street

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4.4 Precinct EP3: Royal Street Central

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City of Perth
City Planning Scheme
No. 2

Planning Policy Manual – Part 2

**Planning Policies and Design Guidelines for Normalised
Redevelopment Areas**

Section 2.20
East Perth – Area 20
South Cove

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Note: Proposed amendments are shown in red.



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PART ONE – GENERAL

1.0 APPLICATION

These guidelines apply to lots 70 - 76 inclusive as shown on Figure 1.

2.0 RELATIONSHIP TO PLANNING SCHEME AND PLANNING POLICIES

Lots 70 to 76 inclusive are within the Claisebrook Inlet Precinct (EP1) as defined in the City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) (herein called ‘the Scheme’).

These Design Guidelines are intended to supplement the provisions of the Scheme and should be read in conjunction with the Scheme, in particular those provisions relating to the Claisebrook Village Project Area, Precinct EP1: Claisebrook Inlet, and other Planning Policies.

The Deemed Provisions set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* also form part of the Scheme Text.

The Scheme identifies Preferred, Contemplated and Prohibited uses for Precinct EP1: Claisebrook Inlet and stipulates maximum plot ratio. In determining any application for development approval, the local government will have regard to these Design Guidelines, the Scheme and other Planning Policies.

3.0 ABOUT THESE GUIDELINES

These guidelines are broken into two parts. Part one applies to all lots and includes a description of the overall character sought for this area, definitions of some terms, and those design elements common to all sites. Part two consists of a series of specifications detailing those design considerations that are specific to particular lots. In any instance where there appears to be a contradiction between the general guidelines and the guidelines for a particular lot, the lot-specific guidelines should be followed. It should be noted that the guidelines relating to these lots will be strictly enforced and the local government may refuse development approval for developments not considered to be in keeping with the intent of the guidelines.

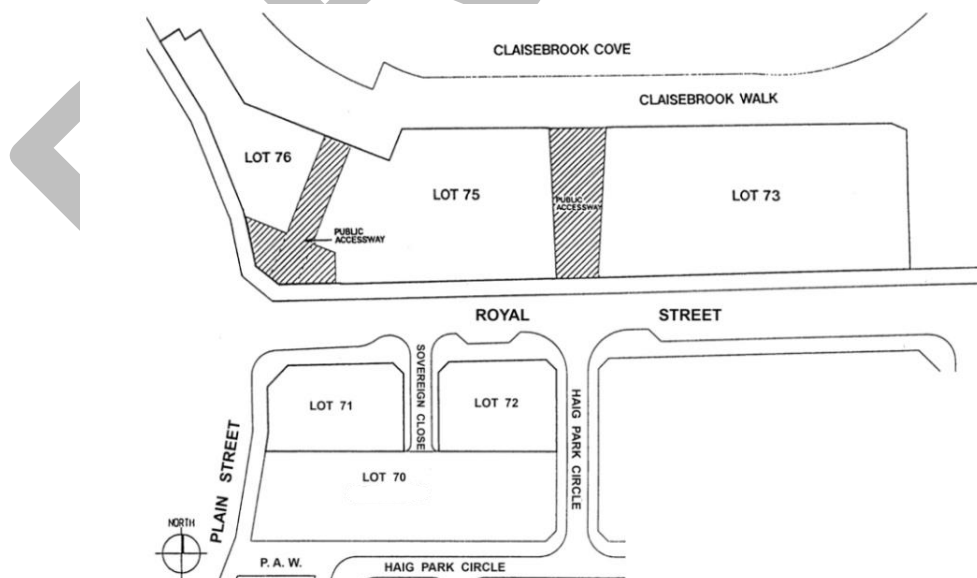


Figure 1: - South Cove Subdivision

4.0 DESIRED CHARACTER AND PREFERRED USES

- The lots collectively form the “South Cove” subdivision. South Cove is one of the most prominently located development sectors within East Perth.
- Developments within South Cove will be the “drawcard” for this part of the city. The subdivision is bounded between Plain Street and Victoria Gardens and as such is likely to experience the majority of pedestrian traffic from those who live in the surrounding areas and also from those who visit East Perth. Given the subdivision's prominence, the local government wishes to see developments of high quality with the potential to perform landmark functions.
- The development of South Cove is critically placed in respect to the overall pattern of redevelopment in East Perth. The development of this sector will play a pivotal role in determining the area's emerging character. Although South Cove is defined as a separate development sector from that of Haig Park, it is anticipated that there will be high interaction of activities on either side of the western end of Royal Street to create the major retail, hotel and restaurant focus for East Perth.
- Land uses on South Cove should emphasise public usage particularly along Royal Street and the Claisebrook Cove pedestrian promenade (“Claisebrook Walk”). Visual and physical access to the Cove needs to be considered and maximised in all developments. At the same time, developments on South Cove need to establish an appropriate, preferably interactive streetscape along Royal Street. This is particularly important as it is anticipated that the southern side of Royal Street will be the location of the main retail facilities serving the redevelopment area and other surrounding precincts. Moreover, developments on South Cove will need to create an appropriate urban character to balance the expanse and openness of the adjacent cove and nearby river. To achieve this, buildings in the Southern Cove subdivision need to hold the street edge to reinforce the traditional relationship to the street and similarly address the waterfront promenade.
- Developments to the northern and southern sides of Royal Street are to be mutually supportive in functional terms to collectively create an attractive streetscape. The emphasis of this development should be on the establishment of a truly inner City urban character, achieved by the density, scale of development and design approach.
- **Lot 70 is located between the mixed use activity centre in Royal Street and the residential development in the Haig Park Precinct (Area 26). The nature and built form of development on this lot should form a transition between these two different inner urban areas. Pedestrian access should be provided through the site to connect the two areas.**

5.0 BUILDING ENVELOPES

The building height and bulk is to be contained within building envelopes as detailed in Part Two of these guidelines. **In addition the Haig Park Circle setbacks and building heights that apply to Lot 70 are detailed in the Scheme.** Minor projections **outside building envelopes** may be permitted for such items as chimneys, finials, pergolas, small portions of bay and dormer windows, and approved landmark features which in the opinion of the local government, contribute to the character and identity of the subdivision. It should be noted that:

- Balconies, awnings and verandahs may project beyond the building envelope in accordance with the specific guidelines applicable to these features.
- Heights of building envelopes are from finished ground levels at the perimeter of the Lot.

- Building envelopes define the limits of building bulk. It is not intended that the building profile should mirror the building envelope.
- Building envelopes must be considered in conjunction with site coverage, open space and set back requirements.

6.0 BUILDING DESIGN

6.1 Generally

- Open space is not required for non-residential uses.
- The massing of buildings should respect the scale of the adjacent public domain and of neighbouring buildings.
- Buildings should enclose and define the public street space at an appropriate scale and provide a continuity along streets.
- Building forms should reflect an innovative and contemporary interpretation of Perth architecture utilising a rich palette of materials.

6.2 Floor to Floor height

The minimum ground floor to first floor height is 3m to all developments at Royal Street and waterfront promenade levels.

6.3 Windows

- Overall window opening proportion must be vertical or square.
- Horizontally proportioned window openings are acceptable only if they are integral to the elevation and a minor element of the overall composition of the elevation.
- Door and window shutters if fitted must be operable.

6.4 Security

Building design should contribute to the creation of a safe environment by avoiding the formation of "blind" spaces. Sites should be well lit to enhance the personal safety of people within the development and public in general.

6.5 Balconies

The inclusion of balconies to take advantage of views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings. Balconies should be of usable proportions with a minimum **area of 10m² with a minimum dimension of 2m**. Wherever possible balconies should be enhanced by the provision of shading from summer sun.

6.6 Roof Form

Generally roofs should be pitched, with a slope of between 30 and 45 degrees. Provision of a decorative parapet with a shallow roof pitch beyond, in the tradition of a shopping street, is acceptable for the Royal Street frontage.

6.7 Articulation and Detailing

- Building design is to enhance individual identity for all building types. Buildings must present a "front" to public spaces.

- Buildings are to provide a vertically modulated street frontage and are to use elements such as verandahs, balconies, awnings, dormers and window projections to provide visual interest and establish a fine-grained scale to the development.
- Detailing is to provide visual richness, variety, interest, identity and assist in reducing the visual bulk of building mass.
- Corner sites tend to be very prominent. Buildings situated at the intersection of roads and pedestrian access ways play a special role in defining the quality of the adjoining public spaces and by providing landmarks which assist people's understanding of the local environment. Extra height at corners through the use of decorative parapets, tower elements or similar features helps to give prominence to these buildings and is therefore encouraged. In approved instances a "tower element" may take the form of an additional storey if the local government is satisfied that it contributes to the landmark quality of the building.
- Aluminium lace or cast iron lace is not permitted.

6.8 Geo-technical Site Conditions

Geo-technical briefing notes are available for inspection at the local government's offices. However, it is the responsibility of each land owner to ensure that the design of their dwelling is suitable for the site condition of their lot.

6.9 Integration of Art

The use of artists as part of the design team for a new development is strongly encouraged. Areas in which artworks can be integrated into a new development include detailing to walls, balustrades and railings, paving, shade structures, seating, rubbish bins, bollards, drinking fountains, lighting, building fittings, entry treatments and signage.

7.0 ACCESS AND PARKING

7.1 Pedestrian Access

Priority is to be given to maximising pedestrian access and circulation within the precinct. Pedestrian access from Royal Street is to be at grade directly from the footpath. Consideration is to be given to designing access suitable for people with impaired mobility and all relevant Australian Standards and codes are to be adhered to.

7.2 Motor Vehicle and Service Access Parking

- All parking is to be provided in basement or otherwise adequately concealed from public view to the local government's satisfaction.
- Basement car parks abutting pedestrian access ways or Royal Street, should be below ground level where possible. Any wall projecting above ground is to be of minimal extent and detailed to provide visual interest and pedestrian scale.
- Ventilation grilles to parking basements are to be screened from public view. In any case, they should be detailed to reduce their visual impact, and be sympathetic in proportion and placement to the building design.

- Unless noted otherwise, servicing of buildings is to take place from Royal Street or within an approved internal screened service yard, as appropriate to the nature and scale of the proposed development.
- Provision is to be made for the storage of rubbish bins in such a way as they are screened from public view and can be easily accessed by service vehicles.
- Designs are to minimise the extent of street and laneway frontage given over to vehicular access.

7.3 Bicycles

Each development is to make provision for secure public bicycle parking and appropriate end of trip facilities for building occupants.

8.0 CROSSOVERS

Vehicle crossovers are to be constructed to the local government's specifications at the developer's expense.

9.0 VERANDAHS AND AWNINGS

- Any verandah or awning that overhangs or abuts a trafficable street or lane must have 0.6m minimum clearance from the likely passage of vehicles. Allowance should also be made for the unimpeded growth of any nearby street tree. In any case, the fascia of a verandah or awning must be no less than 0.6m closer to the outer face of the kerb, where one exists.
- Verandahs and awnings are not to exceed 2.7m in width.
- Generally, a verandah must have a clearance above footpath level of 3.0m. Where necessary verandahs may be stepped to conform with the grade of the footpath. In such cases, the steps should not exceed 600mm and the clearance above footpath level may be reduced to a minimum of 2.7m. Figure 2 illustrates this principle.

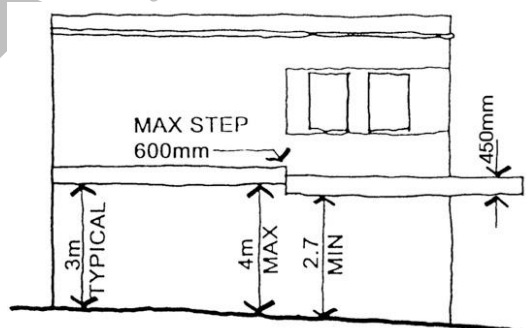


Figure 2: - Verandah Clearances and Connections

- Where a verandah abuts another verandah, the two are to be finished so as to prevent rain falling between them. It will be the responsibility of the person erecting the new verandah to effect this result. Figure 2 illustrates this principle.
- Decorative elements on verandahs will be considered on their merits. If intended to accommodate signage the finished depth of a verandah fascia should be 450mm.
- Frontages to Royal Street are required to provide pedestrian protection from sun and rain. It is preferable that this is achieved through the use of suspended fabric awnings, although box type verandahs are acceptable to Royal Street.

10.0 OPEN SPACE

- Open space is not required for non-residential uses.
- An area of private open space directly accessible from a living area is required for each residential dwelling. This open space may be at ground level or be provided as a balcony terrace or deck.
- All private open space is to be sufficiently dimensioned so as to be usable.

11.0 MATERIALS AND COLOURS

11.1 Walls and Windows

The following construction materials are acceptable:

- Natural stone, including limestone;
- Rammed earth and rammed limestone;
- Render paint finished in ochres, reds and limewash colours. Red or terracotta brick;
- Timber and lightweight cladding which is paint finished or stained is acceptable on upper floors and as a minor element at ground floor level;
- The well considered use of more than one material or finish is encouraged where it adds variety and reduces perceived building bulk. Finishes that separate or partly separate ground and upper floors are encouraged.
- Reflective glass or dark tint is not permitted.

11.2 Colour

- Colour scheme involving well considered colours are encouraged as distinct from predominantly monochrome colour scheme.
- Trim colours which enhance and complement the wall and roof colours are preferred.

11.3 Roof and Shade Structure Covering

- Roof materials are to be selected from the following colour range: corrugated metal decking in Colorbond off white, merino, wheat, birch grey, saltbush, beige, mist green, gull grey or similar approved colour; tiles in autumn or terracotta tones; shingles or tiles resembling shingles in slate grey (not black).
- A Zinalume finish will only be accepted where it can be demonstrated that glare and reflectivity will not be a problem to neighbours and surrounding activities, including those across the Cove.

12.0 BLANK WALLS

Blank walls abutting public spaces are to be kept to a minimum. Walls are to be detailed to provide visual interest and pedestrian scale.

13.0 LANDSCAPE

- In order to increase on-site water absorption and reduce run-off, permeable segmental paving is to be used for all hard surfaces.

- Where paving inside a lot abuts and is visible from paved surfaces in streets or public access ways, the new paving should be coordinated in colour, texture and scale with the surface in the public area.
- Select suitable tree species of semi-matured size, form and scale to relate to, but not overwhelm the building mass.
- Developers should note that trees used within the public spaces such as the PAW's are likely to overhang property boundaries once they are mature. The local government will be responsible for cleaning leaves, etc., which fall within public areas only.
- A detailed landscape proposal plan is to be submitted with each building license application.

14.0 SERVICES

- All piped and wired services, air-conditioners, clothes drying areas and hot water storage tanks are to be concealed from street and public area view. Solar panels and solar water heaters may be visible where they are in the same plane as the roof and there is no alternative location that can provide a similar level of solar efficiency.
- All stormwater is to be discharged to the stormwater connection provided on site.
- A stormwater drainage plan is to be provided with all building license applications.

15.0 FENCES AND RETAINING WALLS

- Fencing is to comply with the standard illustrated in Figure 3. This consists of limestone piers to a maximum of 2m high, and infill panels to a maximum of 1.8m. No more than 50% of any length of fence should consist of solid infill.
- Fencing which abuts Claisebrook Walk should be of visually permeable materials such as metal railings, although minor solid components may be permitted where residential private open space requires screening.
- Generally, buildings constructed to lot boundaries are preferred over fences. Where solid infill fencing is required, materials should match the building walls.
- Retaining walls are to be no higher than 1.2m high when measured from the adjacent pedestrian zone (eg: Claisebrook Walk).
- The combined heights of retaining walls and fences are not to exceed 2m when measured from the adjacent pedestrian zone. Where walls extend from retaining walls, the materials should be integrated. Walls should be detailed to minimise the sense of bulk and scale.

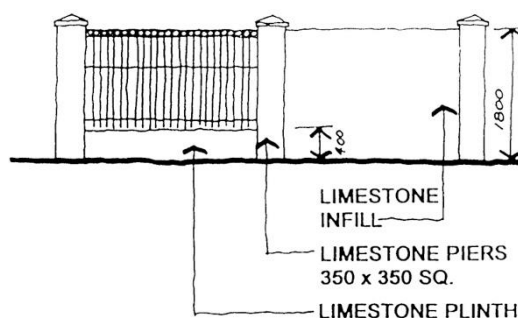


Figure 2 : - Typical Fence Styles

PART TWO – GUIDELINES APPLICABLE TO LOT 70

1.0 CONTEXT

- This development site is located between the mixed use activity centre in Royal Street and the medium density residential area on the southern and eastern sides of Haig Park Circle. It also has frontage to Plain Street which is a major road. Its location fronting Plain Street makes it visually prominent to the north and south. Refer to Figure 1.
- The local government envisages a high quality of development on the site to form a sensitive transition between the different land uses to the north, south and east, and to respond to its visual prominence. This development should continue to provide north south pedestrian access through the site from Haig Park Circle to Royal Street via Sovereign Close.

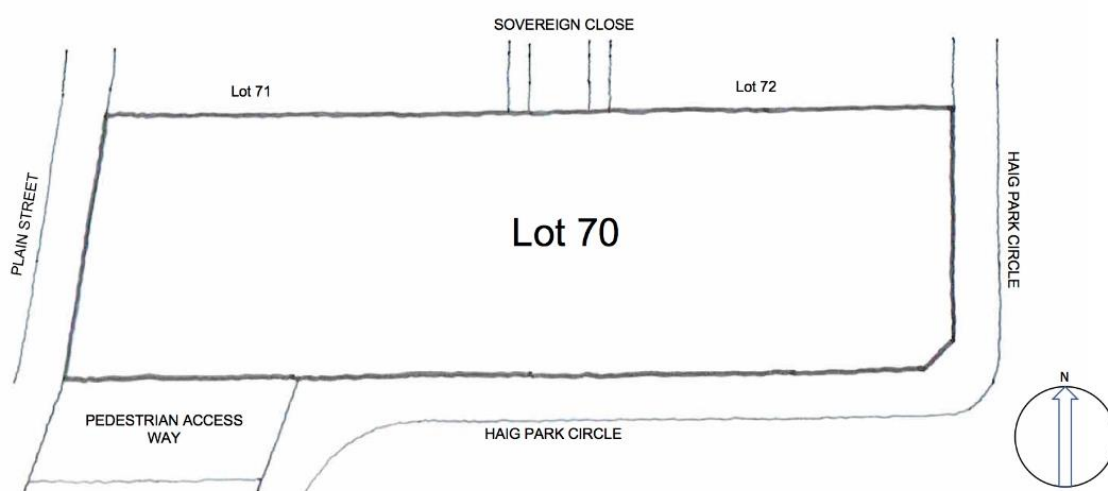


Figure 1: - Lot 70

2.0 PREFERRED USES

The preferred land uses on the site are those that fall within the Permanent Residential land use category, while those that fall within the Transient Residential land use category may be contemplated. Only these residential uses may be permitted within the southern elevation of the buildings facing Haig Park Circle. While uses within the Commercial, Retail, Community, Culture and Creative Industry, and Dining and Entertainment land use categories may also be contemplated, they will only be considered where they face and have access from Plain Street and/or to the north.

3.0 BUILDING FORM AND CHARACTER

- Development shall be of a high design quality to make a positive contribution to the character of the locality.
- An pedestrian easement with a minimum width of 8m and no height limit shall be provided across the lot to provide public pedestrian access from Sovereign Close to Haig Park Circle (refer Figure 7). It may also accommodate vehicular access to the development at its

northern end. This easement will result in development on the site above ground level forming two distinct buildings at the east and west of the site.

- The sections of building facing the pedestrian easement should include ground level entries, major openings, and balconies to habitable rooms to provide opportunities for passive surveillance of the easement from within the buildings. At the same time the design of the buildings, particularly in relation to overlooking and noise attenuation, should be carefully considered to ensure that high levels of amenity will be provided for occupants.
- The design of development shall respect the residential character of development to the south and east of Haig Park Circle. Buildings are to provide a modulated street frontage with articulated facades and use of elements such as balconies, awnings, windows and appropriate use of materials and colours to provide visual interest and to establish a fine grained scale to development. Roof pitches of 30 to 45 degrees are preferred where visible from the south and east.
- The design of development facing Plain Street shall respond to the volumes of traffic on Plain Street. Priority will be given to ensuring maximum amenity for occupants, particularly in terms of noise and privacy where uses within the Permanent of Transient Residential land use categories are proposed. Non-residential development should address the street in a more traditional manner with nil setbacks, ground level entrances facing the street and awnings over the footpath encouraged.
- In the north-western corner of the site where the greatest building height may be permitted the design of the upper levels, including the roof and any roof plant, should take into account how the building will be viewed from all directions given its visually prominent location.

4.0 BUILDING ENVELOPE AND SETBACKS

- The building envelopes and setbacks for development on the site are depicted in Figures 2-6.
- The maximum building heights shall be measured from the existing level of the footpath adjoining the site at its southern boundary to Haig Park Circle.

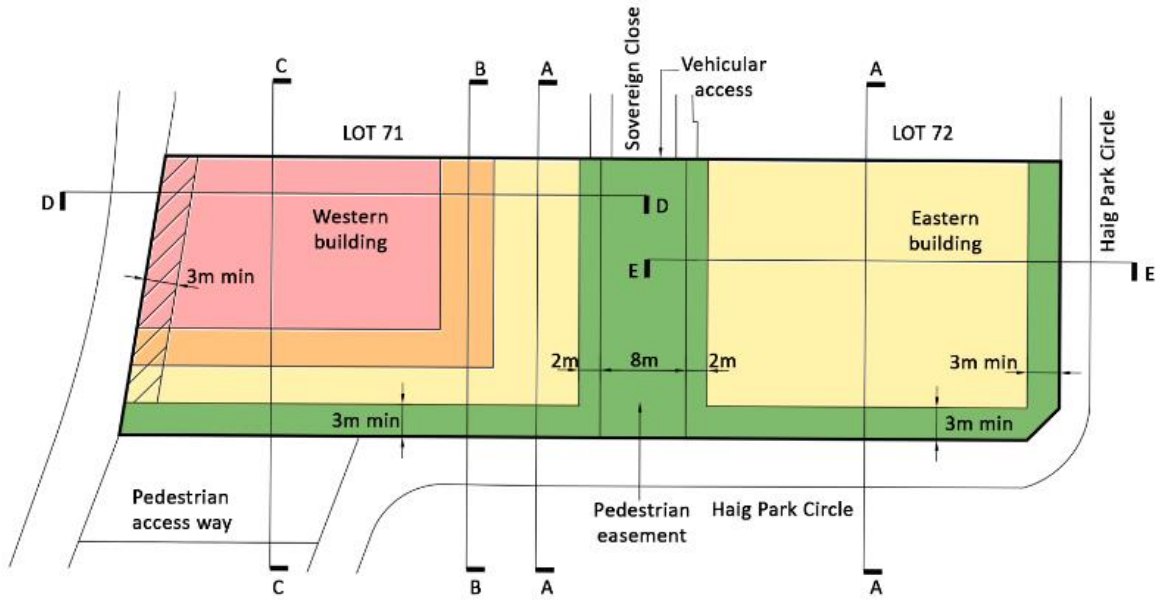


Figure 1 Lot 70 - Building setbacks and building envelope cross section locations.

Note: Minimum 3m setback from Plain Street only applies to Permanent or Transient Residential land uses. For all other uses a nil setback from Plain Street may be permitted.

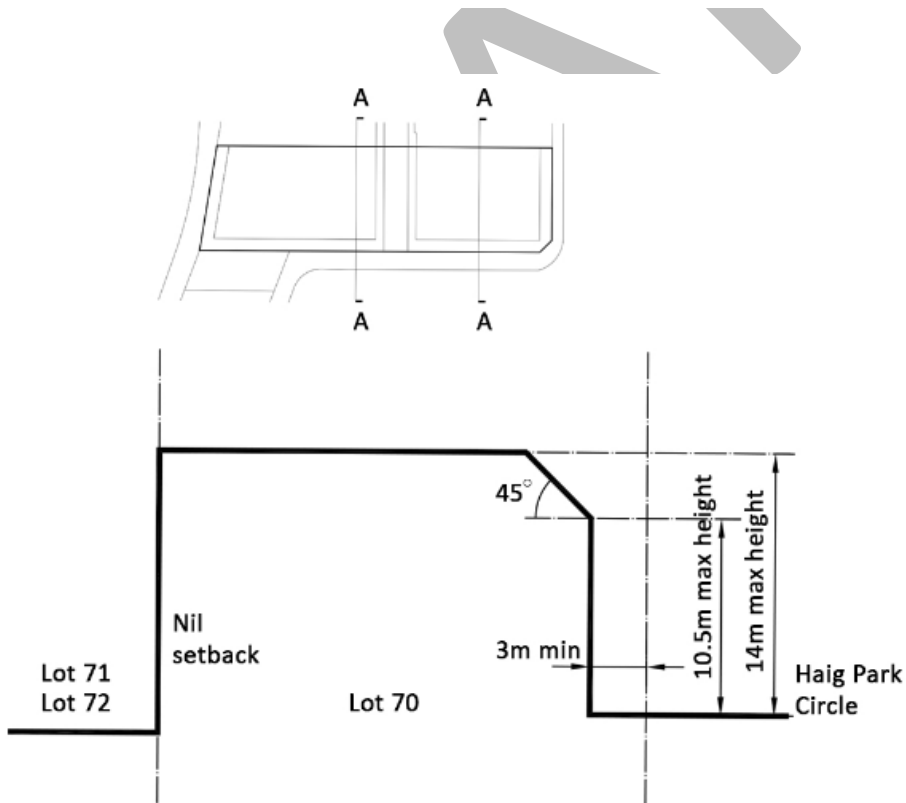


Figure 2 Section AA - North south section of building envelopes through eastern and western buildings.

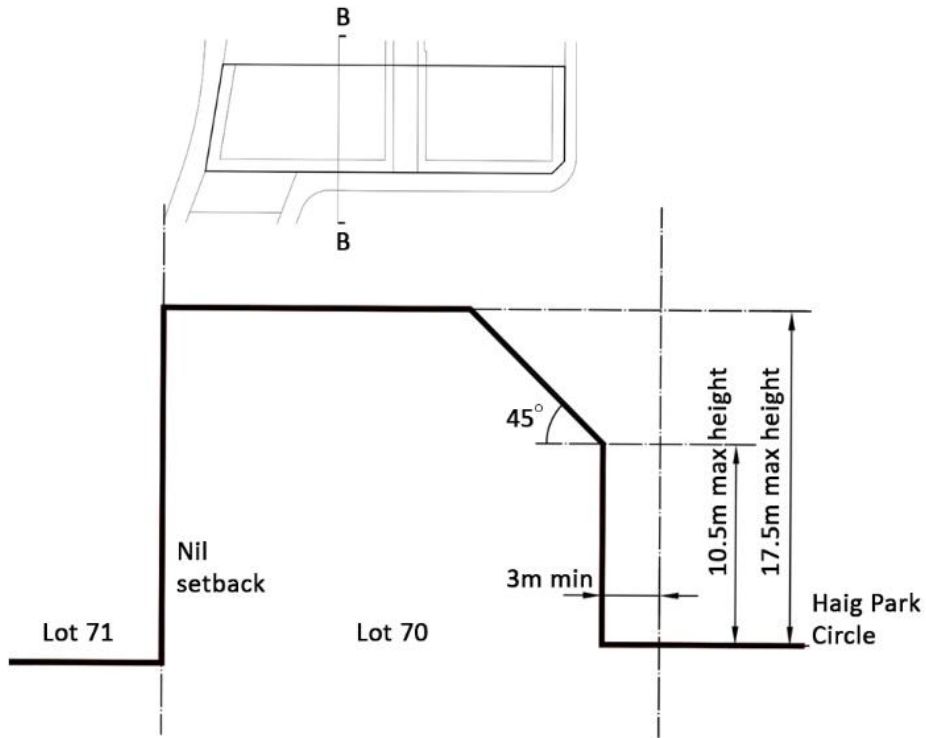


Figure 3 Section BB - North south section of building envelope through western building.

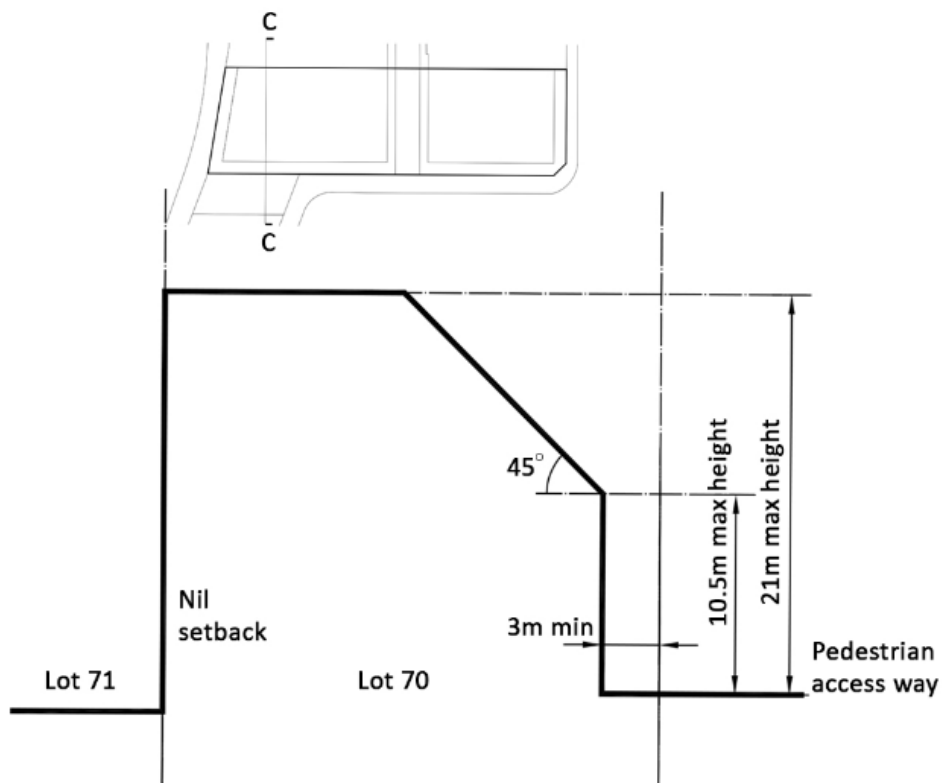


Figure 4 Section CC - North south section of building envelope through western building.

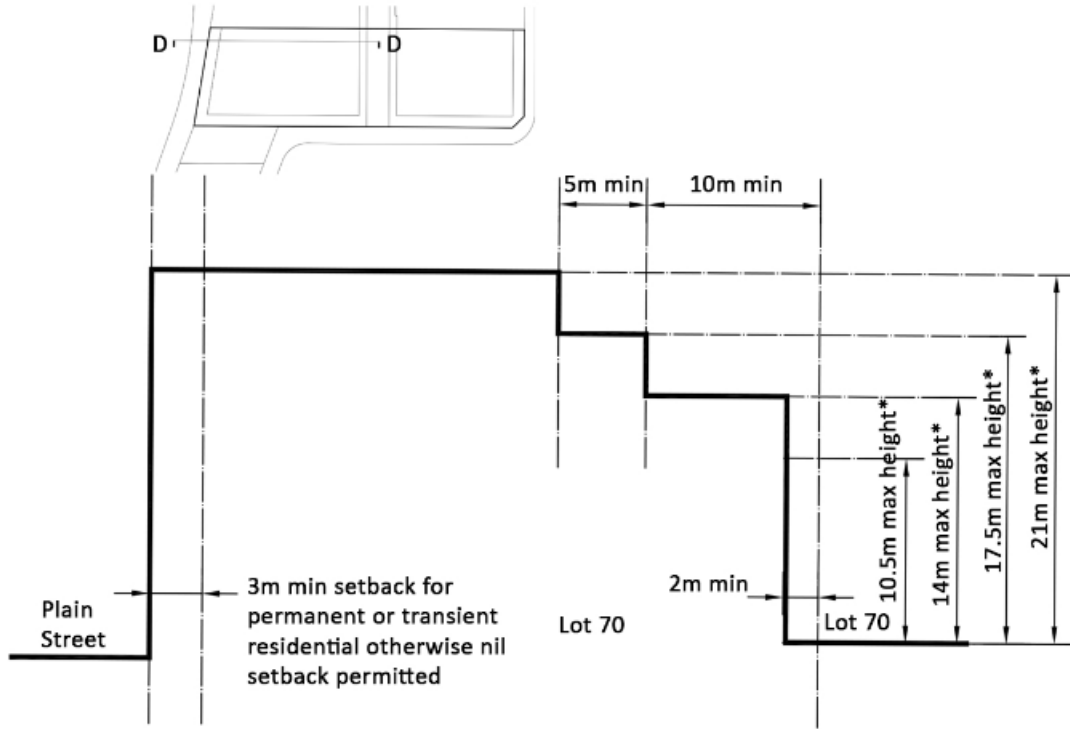


Figure 5 Section DD - East west section of building envelope through western building.

Note: *Building heights measured from the existing level of the footpath adjoining the site at its southern boundary.

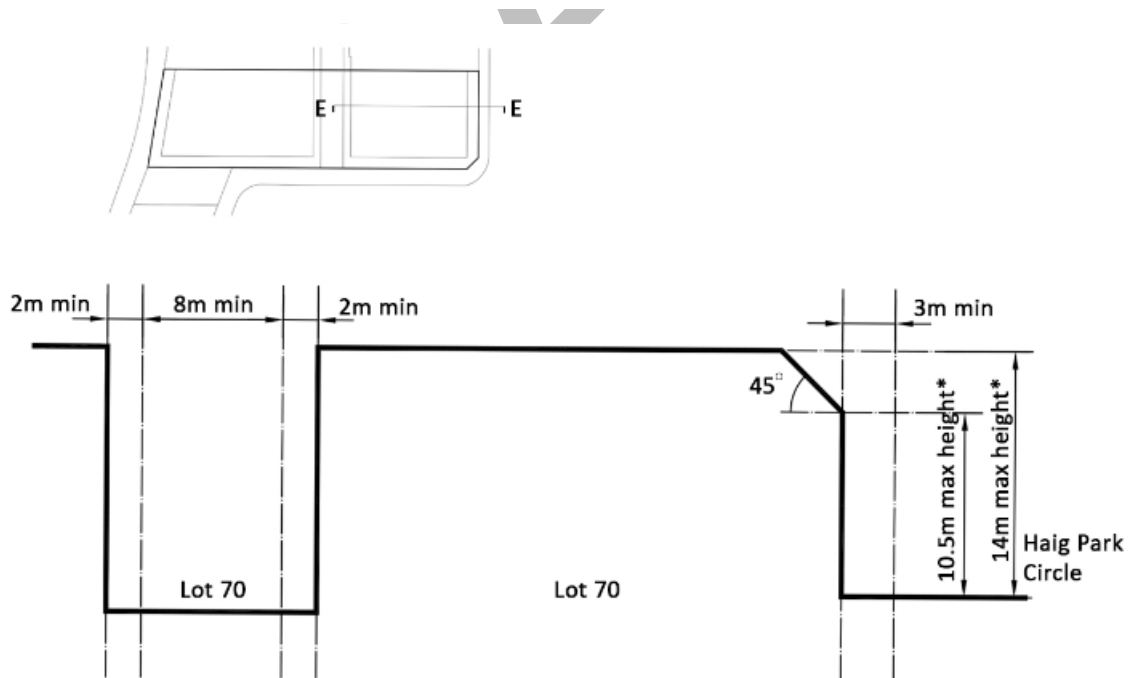


Figure 6 Section EE - East west section of building envelope through eastern building.

Note: *Building heights measured from the existing level of the footpath adjoining the site at its southern boundary.

- The only projections outside the building envelope that may be approved by the local government are:
 - an awning over the Plain Street footpath in the case of non-residential development;
 - measures to integrate the electrical substation at the south-east corner of the site if retained;
 - minor projections for items such as chimneys, finials and other similar architectural features.
- These projections will only be approved where the local government is satisfied that they make a positive contribution to the design of the building/s and the amenity of the locality and will not add significantly to the bulk and scale of the building/s. Balconies may not project outside the building envelope.
- Any easements specified on title will need to be accommodated as part of any application for development approval.

5.0 ACCESS AND PARKING

- The principal vehicular access to the site shall be from Sovereign Close, while secondary vehicular access may be permitted from the eastern section of Haig Park Circle (as indicated in Figure 7). The crossover in Haig Park Circle should be located and designed to discourage movement of vehicular traffic from the site into the residential area to the south.

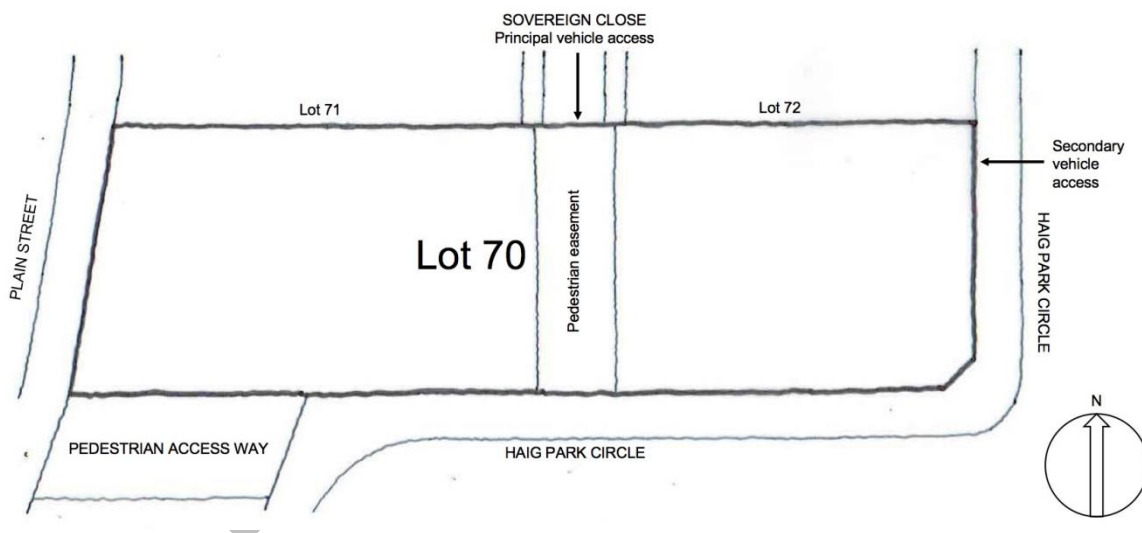


Figure 7 - Pedestrian easement and vehicular access.

- All car parking shall be located within the building/s, at basement level or sleeved behind other land uses, so that it is not visible from the public realm and adjacent properties.
- If public fee-paying car parking is not provided on site, a minimum of one car parking bay per four dwellings, or part thereof in excess of four dwellings, shall be provided on site for residents' visitors.
- Adequate provision shall be made for service vehicles and loading/unloading areas on site. The design and location of these facilities shall be an integral part of the overall design of the

development to ensure that traffic movement on adjacent streets is not disrupted and the amenity of the adjacent residential area is not reduced.

6.0 PEDESTRIAN EASEMENT

- The width of the pedestrian easement may be reduced at its northern end and the alignment shown on Figures 1 and 7 may be moved to the east a maximum of two metres where required to accommodate vehicular access to the site from Sovereign Close and associated access easements on title. These variations will only be supported if the local government is satisfied that any encroachment into the pedestrian easement has been minimised, appropriate pedestrians connection to the Sovereign Close footpath is provided and there is minimum impact on amenity for users of the pedestrian easement.
- The design and detailing of the development shall provide for the safety and security of users of the pedestrian easement. Particular regard should be given to providing clear sightlines for pedestrians, avoiding conflict with vehicles, the avoidance of entrapment areas and maximising opportunities for passive surveillance from adjoining buildings.
- Lighting shall be provided to illuminate the pedestrian easement and contribute to a secure night time environment for users, without causing disturbance to the occupants of any adjoining dwellings.
- The hard and soft landscaping of the pedestrian easement shall be designed, and plant species selected, to enhance the safety and microclimate of the pedestrian easement.

7.0 LANDSCAPE

- The majority of the street setback areas shall be landscaped with a significant portion of in-ground planting including small trees.

8.0 ELECTRICITY SUBSTATION

- Preferably the electricity substation on the site shall be relocated so that it is not visible from the public realm. If this is not possible it shall be integrated into the design of the development and the streetscape.

9.0 EXISTING RETAINING WALLS

- Any existing retaining walls on the site that are proposed to remain are to be visually integrated with the overall development.

PART THREE - GUIDELINES APPLICABLE TO LOT 71

1.0 CONTEXT

- This development site is situated at the corner of Royal and Plain Streets. The intersection of these two streets forms a major activity node, bounded by the South Cove, Haig Park and Eastbrook development sectors. Lot 71 forms a gateway to the retail precinct proposed along Royal Street and the Haig Park Development sector. Figure 1 refers.
- Lot 71 is visually prominent to vehicular through traffic along Plain Street and is also easily accessible by residents of Haig Park and surrounding residential areas. As such, the local government envisages a high-quality development which will play a key role in effecting the transition between the Eastbrook commercial precinct which fronts Royal Street to the west of Plain Street.

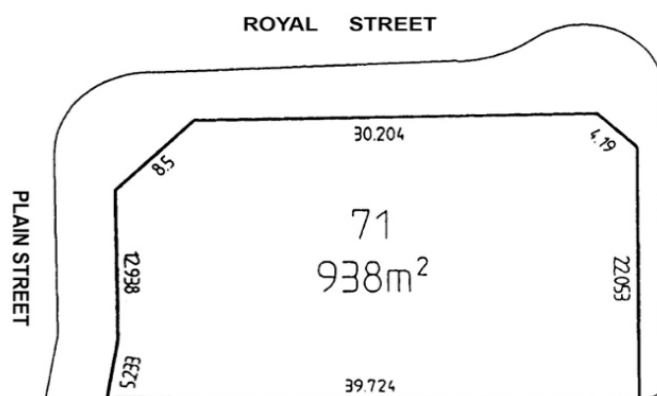


Figure 1: - Lot 71

2.0 PREFERRED USES

This site is to provide key local retail service functions to meet the day to day retail needs of residents of East Perth and beyond. The local government therefore encourages the development of a Super-deli or Mini-mart of approximately 750m² on the ground level. Consulting rooms, professional offices and residential uses are considered suitable for upper levels.

3.0 BUILDING FORM AND CHARACTER

- As this development site is highly visible from all aspects, it is imperative that the building presents well from every angle. The building design must respond to both the highly urban, commercial character of Royal Street and the more open thoroughfare of Plain Street. The building should effect the transition between these two zones as far as possible by making a strong corner statement. Two to three-storey (9.5m) or double volume construction is encouraged to ensure adequate building bulk is maintained at this corner location.
- The site forms a gateway to the Royal Street retail precinct west of Plain Street. Consequently, developers are encouraged to hold the building line to the property boundaries of Royal and Plain Streets to create an active pedestrian frontage at ground level. ~~Consideration is to be given to pedestrian movement from the car park on Lot 70. The capacity of this car park may be increased in the future by the construction of an upper level deck. Developers of Lot 71 need to consider providing direct access from such a future elevated deck to their development.~~

- The majority of ground floor facades should be glazed and interesting and modulated built form is sought. Particular regard will need to be given to facades which front Plain Street to ensure that they are visually active and articulated. Blank walls will not be accepted to Plain and Royal Streets.

4.0 BUILDING ENVELOPE

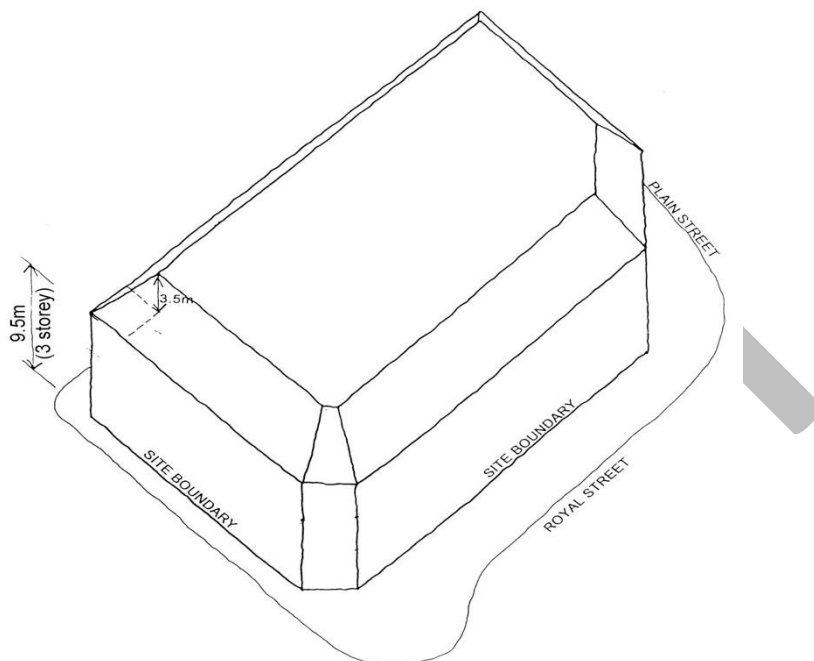


Figure 2: - Building Envelope Lot 71.

(Note: Top portion of Building Envelope set at 45° to the vertical)

5.0 SETBACKS

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	Nil
Sovereign Close	3m	-
Plain Street	Nil	3m
Rear	3m	-

6.0 ACCESS AND PARKING

- Principle pedestrian access is to be provided from Royal Street and the sidewalk adjacent to Sovereign Close. ~~Due consideration is to be given to how pedestrians access the development from the car park at the rear of the site.~~ Vehicular access is to be from Sovereign Close. Provide appropriate and required parking for disabled people. Delivery areas are to be located near the southern boundary, and are to be accessible from the access road to Lot 70 and screened from view. The truck dock is to be provided within the site boundary.
- ~~It should be noted that the car park on Lot 70 is, and will remain, a public parking facility intended to service retail and commercial uses in this area.~~



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PART FOUR - GUIDELINES APPLICABLE TO LOT 72

1.0 CONTEXT

This development of Lot 72 is critical to ensuring the success of creating an active and diverse retail precinct at this end of Royal Street. The development site is to be of appropriate urban character to create a gateway to the Haig Park residential area and to balance the development to the east and west. Development on this site needs to foster an interactive aspect along Royal Street with the adjacent retail functions of Lot 71 and Lot 75. This is particularly important as it is anticipated that collectively Lots 76, 71, 72 and 75 will create the core of the local retail facilities servicing the redevelopment area and surrounding precincts. To achieve this, development on Lot 72 needs to be located to reinforce the traditional relationship to the street and provide active ground floor tenancies. Figure 1 refers.

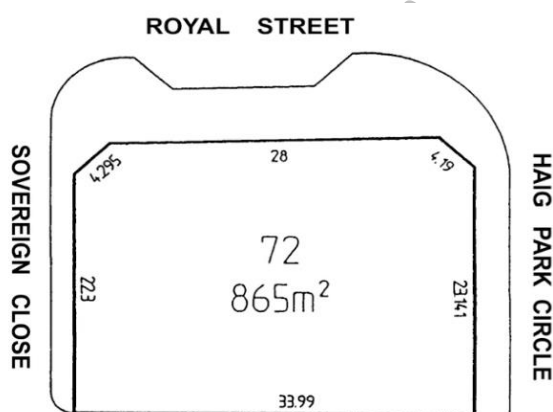


Figure 1 : - Lot 72

2.0 PREFERRED USES

Uses at ground level are to be retail, special retail, cafes, or other uses having an interactive shopfront presentation. It is imperative that the buildings on this site actively engage Royal Street and create a shopfront quality providing visual interest to pedestrians. Facilities which would present a blank frontage are considered inappropriate. It is suggested that ground level tenancies provide a range of shops to support the day to day retail and service needs of residents. Residential apartments, commercial offices, medical suites and other professional offices are considered suitable for upper levels.

3.0 BUILDING FORM AND CHARACTER

- Developments on this site need to respond to the high visibility of this development parcel. The site is highly visible from all sides and building designs need to be well considered from every angle. The north, east and west elevations of this development lot are particularly important in terms of the overall urban design of the Royal Street precinct. Buildings should address the entry to the Haig Park estate at the east of the site and acknowledge the importance of Royal Street and Sovereign Close. All traffic exiting the Haig Park precinct will have a clear view of the southern facade of buildings on Lot 72 and the design of this elevation needs to be well considered in the articulation of this building face.

- The emphasis of development on this site should be in establishing a truly inner-urban character. As such, building developments which are built to the property line of Royal Street will be highly encouraged. Similarly, upper levels should also extend to this property line.

4.0 BUILDING ENVELOPE

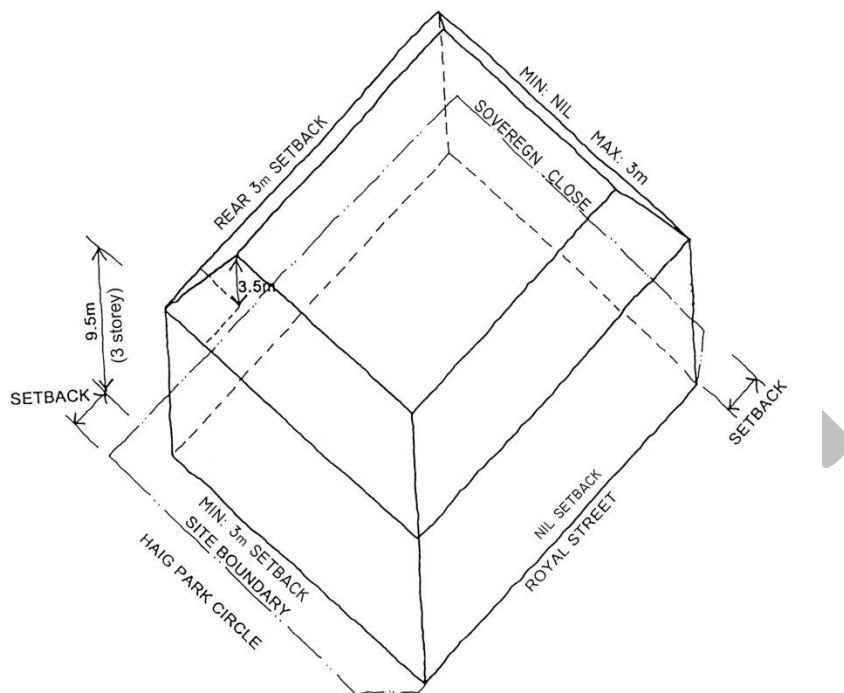


Figure 2: - Building Envelope Lot 72.
(Note: Top portion of Building Envelope set at 45° to the vertical.)

5.0 SETBACKS

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	Nil
Sovereign Close	Nil	3m
Haig Park Circle	3m	-
Rear	3m	-

6.0 ACCESS AND PARKING

- Principle pedestrian access is to be provided from Royal Street and the sidewalk adjacent to Sovereign Close. ~~Due consideration is to be given to how pedestrians access the development from the car park at the rear of the site.~~ Vehicular access is to be from Sovereign Close.
- ~~It should be noted that the car park on Lot 70 is, and will remain, a public parking facility intended to service retail and commercial uses in this area.~~

PART FIVE – GUIDELINES APPLICABLE TO LOT 73

1.0 CONTEXT

- This development site is one of the most prominently located within East Perth. It is critically placed in respect to the overall pattern of redevelopment at East Perth.
- Given the prominence of the site, the local government wishes to see a development of high quality to perform a landmark function. The site affords northern aspects to the main body of Claisebrook Cove and addresses Royal Street which is to become the major retail focus for East Perth. Developments on this site have the potential to be the "draw card" for this part of the City. The site is bounded by Royal Street, the Claisebrook Walk, a pedestrian access way and Victoria Gardens. As such, it is likely to be exposed to considerable pedestrian traffic from those who live in the surrounding areas and also from those who visit Claisebrook Cove.

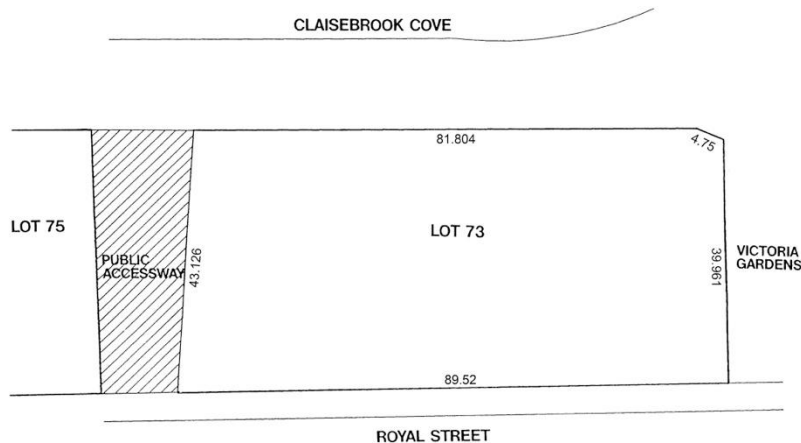


Diagram 1: - Lot boundary, Lot 73

2.0 PREFERRED USES

- Mixed use of a retail/residential nature (including a hotel) is preferred as the major use of this site. In terms of residential uses, up to one third (maximum) of the units may be provided as residential dwellings; the remaining units (two thirds minimum) are to be short-stay, serviced apartment accommodation.
- At the upper and lower ground levels, it is envisaged that the majority of uses will be of an active and specialty nature however, customer focused retail activities, such as banks and real estate agencies would be considered on the Royal Street frontage. Restaurants, cafes, specialty retail and activity supporting leisure orientated uses are considered suitable to face onto Claisebrook Walk.

3.0 BUILDING FORM AND CHARACTER

- This site is highly visible from every aspect and must be designed in character accordingly. The building design must have cognisance of the urban design of the South Cove and Haig Park precinct. Presentation to Victoria gardens is also of importance. Accordingly, developments must create an appropriate urban character to balance the expanse and openness of the adjacent cove and nearby Swan River. To achieve this, buildings on this lot are to be located to reinforce the relationship to Royal Street and Claisebrook Walk. Developments are to be orientated to interact with Claisebrook Cove and should emphasise public usage at both the Royal Street and Claisebrook Walk level. The local government seeks developments which

addresses these urban design issues and optimise the characteristics of the site with particular regards to the larger context of this development precinct.

- The site enjoys northern frontage to the Cove and it is envisaged that approved developments will make maximum use of this exposure. The topography of the site enables layering of floor levels to achieve a rich and dynamic development including parking below Royal Street level.
- As the site is highly visible beyond the subdivision, it is important that the elevations of this building are designed to present a very strong and well detailed development.
- Balconies, bay windows and the like along Royal Street, Claisebrook walk and Victoria Gardens are encouraged in order to articulate building facades. Blank walls will generally not be accepted particularly along the accessway frontages.
- The inclusion of balconies to take advantage of outdoor facility and views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings and should be enhanced by the provision of shading from summer sun.
- All roof top mechanical plant and roof penetrations are to be screened from view. If special enclosures are required as a result they are to be designed to form an integral part of the building.

4.0 GEO-TECHNICAL SITE CONDITIONS

Geo-technical briefing notes are available for inspection at the local government's offices and developers are recommended to seek specialist engineering advice in respect of foundation conditions. It is the responsibility of each developer to ensure that the design of their development is suitable for the site condition of the lot.

5.0 EXISTING SERVICES

Drawings showing the position and extent of existing services to which developments on Lot 75 will be connected are available for inspection at the local government's offices. Specialist engineering advice in respect of such connections is the responsibility of each developer who must also ensure that the service provided at the site boundaries are adequate for the development proposal.

6.0 BUILDING ENVELOPE

Refer to Diagram 4.

It is expected that the building will extend below existing levels to accommodate basement parking, services and facilities. Building below existing levels is limited only by functional, structural or geo-technical considerations.

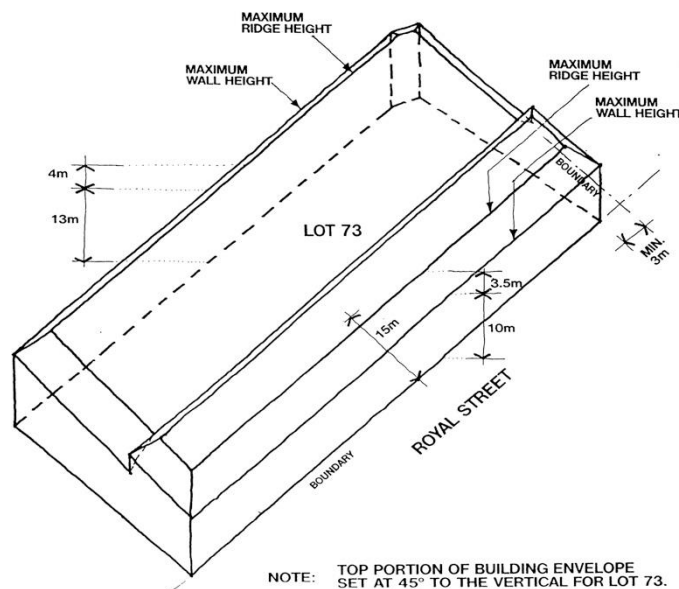


Diagram 2 : - Building Envelope

7.0 BUILDING HEIGHT

Refer to Diagram 3 for floor level references.

- Royal Street frontage

Maximum of 4 storeys (13 metres). Useable loft space within the roof volume with 'attic' type windows is permitted to the Claisebrook Walk frontage (4 metres). The attic type window may project through the building envelope set back as drawn in diagram 2.

- Victoria Gardens

Not to exceed the transition between the height and envelope requirements of Royal Street and Claisebrook Walk - refer also to diagram 4.

8.0 SETBACKS

(Refer to Diagram 5 for site delineation)

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	3m
Claisebrook Walk	Nil	3m
Victoria Gardens	3m	No requirement
PAW (West boundary)	Nil	Nil

Development proposals which are setback from the site boundaries are to have the setback areas designed and constructed at the developers cost to the approval of the local government and in such a manner that both hard and soft landscaping are integrated to that of the public domain.

9.0 ACCESS AND PARKING

- The building design should emphasise pedestrian entrances and it is imperative that active and commercial pedestrian frontages are provided to Royal Street, Claisebrook walk and to adjacent public spaces.
- Vehicular access may be gained by the fewest possible crossovers from Royal Street (up to a maximum of three). All car parking must be screened from view in a basement structure. In addition, parking will be permitted within a fully enclosed courtyard at Royal Street level. Service access is to be provided from Royal Street and service yards and truck docks are preferably located at basement level. If service areas are located at grade, they are to be screened from view.
- Retail fronting Royal Street may be serviced from kerb side but preferably from a truck dock contained within the relevant lot boundary.
- Disabled access is to be provided at both Royal Street and Claisebrook Walk and movement within the development for disabled persons in accordance with statutory codes is to be provided.
- Note that modification to the PAW between Lot 75 and Lot 76 are not envisaged and the local government will not consider any such modification except under special circumstances and then only at the cost of the developer. The developer is to provide protection to the existing improvements on this PAW during all construction work on Lot 73 leaving the steps in use for the public at all times. Make good any damage on completion of construction.

PART SIX – GUIDELINES APPLICABLE TO LOT 75

1.0 CONTEXT

- This development site is one of the most prominently located within East Perth. It is critically placed in respect to the overall pattern of redevelopment at East Perth.
- Given the prominence of the site, the local government wishes to see a development of high quality to perform a landmark function. The site affords northern aspects to the main body of Claisebrook Cove addressing Royal Street which is to become the major retail focus for East Perth. Developments on this site have the potential to be the "draw card" for this part of the City. The site is bounded by Royal Street, two landscaped walkways and the Claisebrook walk. As such, it is likely to be exposed to considerable pedestrian traffic from those who live in the surrounding areas and also from those who visit Claisebrook Cove.

2.0 PREFERRED USES

- Short stay accommodation such as serviced apartments or a hotel as the major use/s of this site. In the event that residential dwellings are proposed, up to one third (maximum) of the units may be provided as residential dwellings, the remaining units (two thirds minimum) are to be short-stay, serviced apartments or hotel accommodation.
- Eating and drinking places are to be provided to supplement the main use/function of the site, and are to be accessible to the public from Royal Street and Claisebrook walk on the waterfront promenade. A limited number of retail or similarly active uses are also considered appropriate supplementary functions.

3.0 BUILDING FORM AND CHARACTER

- The site forms a "gateway" to the Royal Street precinct and its western boundary frames the vistas from the top of Plain Street to Claisebrook Cove. The local government seeks the development which addresses these urban design issues and optimise the characteristics of the site with particular regards to the larger context of this development precinct.
- The site enjoys northern frontage to the Cove and it is envisaged that approved developments will make maximum use of this exposure. The topography of the site enables layering of floor levels to achieve a rich and dynamic development including parking below Royal Street level.
- Special consideration is to be given to creating an interactive frontage to the public open space and access way stairs on the corner of Royal and Plain Streets and a building set back with complimentary landscaping is encouraged to enhance the corner treatment of Plain and Royal Streets at the Royal Street level.
- The building form must acknowledge its "gateway" role and take advantage of its exposure.
- It is important that the building strongly addresses all public site edges with particular emphasis given to the treatment of Royal Street and Claisebrook Walk frontages. These facades should reinforce a theme of an active urban streetscape.
- As the site is highly visible beyond the subdivision, it is important that the elevations of this building are designed to present a very strong and well detailed development.
- Balconies, bay windows and the like along Royal Street, Claisebrook Walk and pedestrian accessway frontages are encouraged in order to articulate building facades and assist in the natural surveillance of these places. Blank walls will generally not be accepted.

- The inclusion of balconies to take advantage of outdoor facilities and views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings and should be enhanced by the provision of shading from summer sun.
- All roof top mechanical plant and roof penetrations are to be screened from view. If special enclosures are required they are to be designed to form an integral part of the building.

4.0 GEO-TECHNICAL SITE CONDITIONS

Geo-technical briefing notes are available for inspection at the local government's offices and developers are recommended to seek specialist engineering advice in respect of foundation conditions. It is the responsibility of each developer to ensure that the design of their development is suitable for the site conditions of the lot.

5.0 EXISTING SERVICES

Drawings showing the position and extent of existing services to which developments on lot 75 will be connected are available for inspection at the local government's offices. Specialist engineering advice in respect of such connections is the responsibility of each developer who must also ensure that the services provided at the site boundaries are adequate for the development proposal.

6.0 BUILDING ENVELOPE

Refer to Diagram 2.

It is expected that the building will extend below existing ground levels to accommodate basement parking, services and facilities. Building below existing ground levels is limited only by functional, structural or geo-technical considerations.

7.0 BUILDING HEIGHT

Refer to Diagram 3 for floor level reference.

- Royal Street frontage

Minimum of 2 storeys, maximum of 3 storeys (10m) being non-habitable roof space.

- Claisebrook walk frontages

Maximum of 4 storeys (13m). Useable loft floor space within the roof volume with 'attic' type windows is permitted to the Claisebrook Walk frontage. The attic type windows may project through the building envelope set back as drawn in Diagram 2.

8.0 SETBACKS

SETBACKS FRONTAGE	MIN	MAX
Royal Street	Nil	3m
Claisebrook Walk	Nil	3m
PAW (East Boundary)	Nil	Nil
PAW (West Boundary)	Nil	Nil

- The PAW on the corner of Plain and Royal Street has been widened in order to permit a generous presentation at this important location (Refer Diagram 1). Landscaped setbacks

form the PAW boundaries and an innovative architectural expression at the Royal Street level are encouraged to enhance the corner treatment.

- Development proposals which are setback from the site boundaries are to have the setback area designed and constructed at the developer's cost to the approval of the local government and in such a manner that both hard and soft landscaping are integrated to that of the immediately adjoining public domain.

9.0 ACCESS AND PARKING

- The building design should emphasise pedestrian entrances and it is imperative that active and commercial pedestrian frontages are provided to Royal Street, Claisebrook walk and to adjacent public spaces.
- Vehicular access may be gained by the fewest possible crossovers from Royal Street (up to a maximum of three). All car parking must be screened from view in a basement structure. In addition, parking will be permitted within a fully enclosed courtyard at Royal Street level. Service access is to be provided from Royal Street and service yards and truck docks are preferably located at basement level. If service areas are located at grade, they are to be screened from view.
- Retail fronting Royal Street may be serviced from kerb side but preferably from a truck dock contained within the relevant lot boundary.
- Disabled access is to be provided at both Royal Street and Claisebrook Walk and movement within the development for disabled persons in accordance with statutory codes is to be provided.

10.0 SEPARATE DEVELOPMENT OF LOT 75 AND 76

In the event of lots 75 and 76 being developed under separate ownership, the local government will require approved, legally recognised cross rights (in perpetuity) of access which will require the owner of lot 75 to provide for service to lot 76 and quite possibly the right for lot 76 to construct a car park within the basement level of lot 75. These guidelines cannot pre-empt the interface of use or parking requirements for either lot 75 or lot 76. Therefore, it is a requirement that final arrangements in this matter will be subject to negotiation in which the local government will take the approval and directive role.

11.0 MODIFICATIONS TO THE STEPS WITHIN THE P.A.W.

- The local government is prepared to consider reconstruction of the steps in the PAW between lots 75 and 76 in order to achieve compatible connecting access at level 2 (see Diagram 3) on lot 75 and lot 76. The reduced level of level 2 for both lots has been set at RL 5.15. However, by arrangement the respective developers (if separate) of lot 75 and lot 76 may agree to an amended reduced level requirement in this respect. If agreement cannot be reached in such circumstances, the local government will direct accordingly in order to ensure a reasonable and fair development of each site.
- Pedestrian access and the view corridor of this PAW must not be restricted. Consent of all landowners adjoining the PAW must be given to the proposed works before the local government will sanction such proposals.
- Note that modifications to the PAW between lot 75 and lot 76 are not envisaged and the local government will not consider any such modification except under special circumstances and then only at the cost of the developer. The developer is to provide protection to the

existing improvement on the PAW during all construction work on lot 75 leaving the steps in use for the public at all times. Any damage is to be made good on completion of construction.

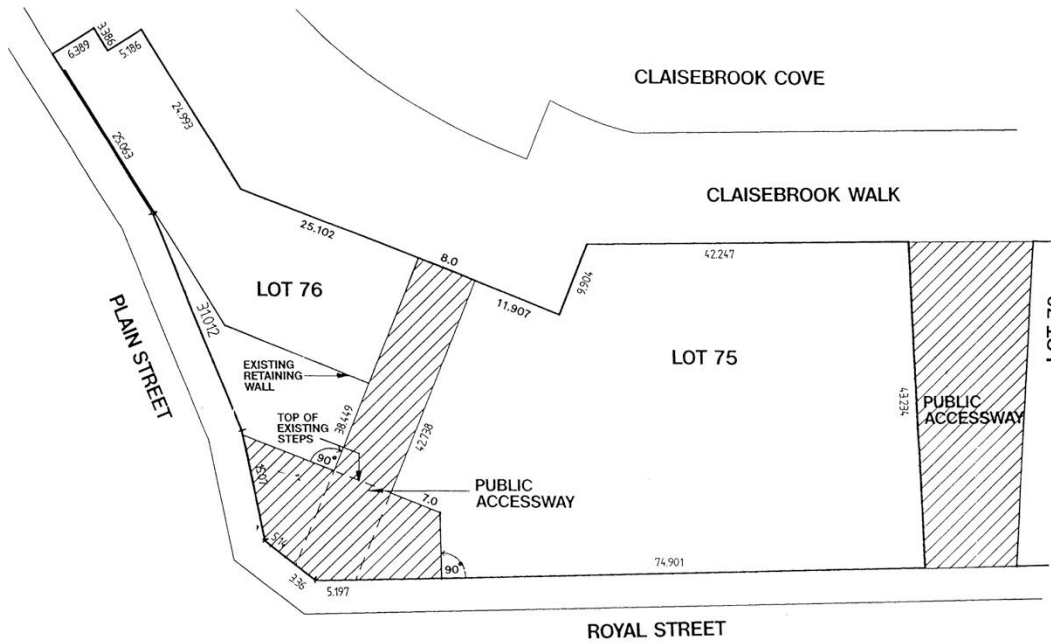


Diagram 1 : - Lot Boundaries, Lots 75 & 76

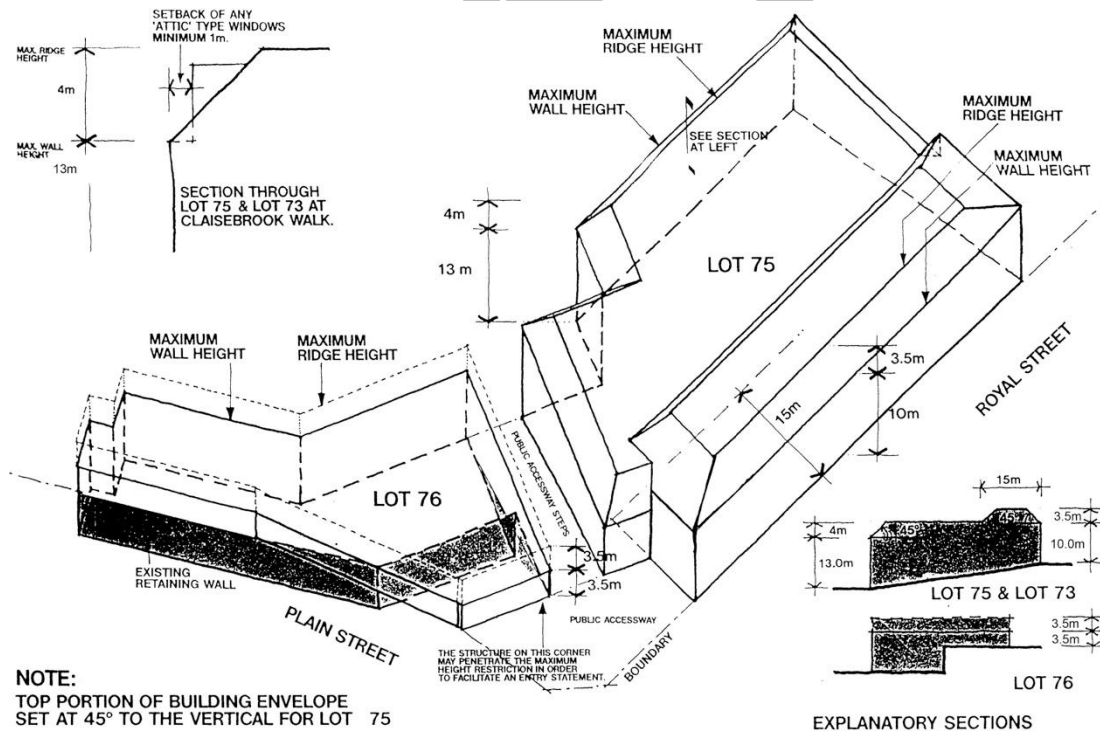


Diagram 2 : - Building Envelopes

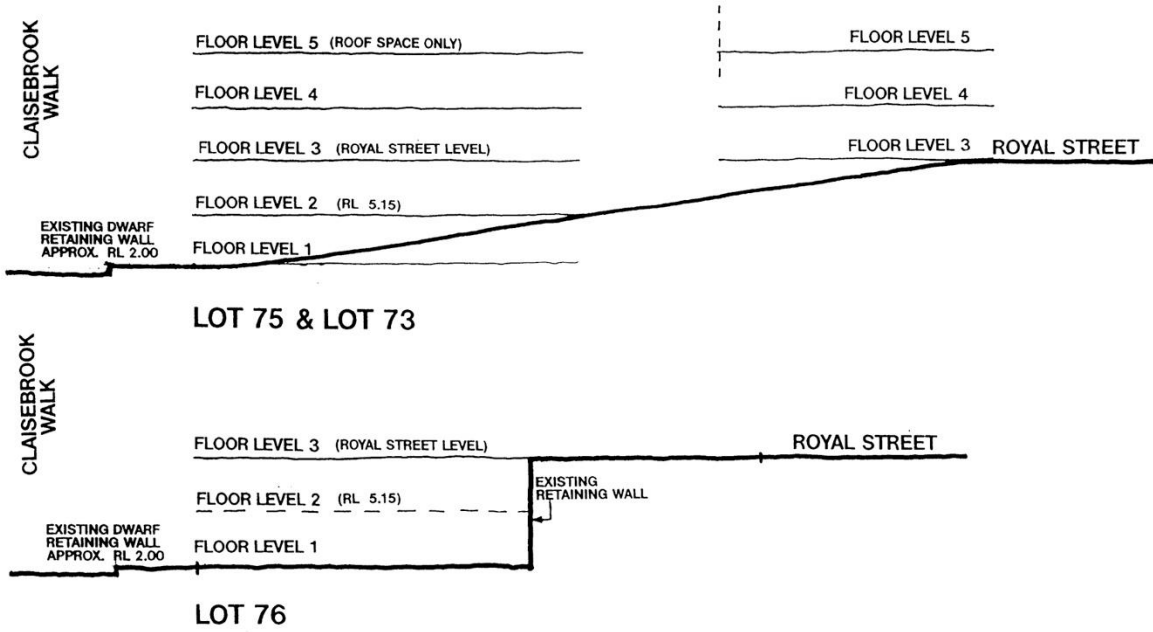


DIAGRAM 3 NOTATING THE RESPECTIVE LEVELS REFERRED TO IN THE WRITTEN GUIDELINES

Diagram 3: - Notating the respective levels referred to in the written guidelines

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PART SEVEN – GUIDELINES APPLICABLE TO LOT 76

1.0 CONTEXT

- This development site is one of the most prominently located within East Perth. It is critically placed in respect to the overall pattern of redevelopment at East Perth.
- Given the prominence of the site, the local government wishes to see a development of high quality to perform a landmark function. The site affords northern aspects to the main body of Claisebrook Cove addressing Royal Street which is to become the major retail focus for East Perth. Developments on this site have the potential to be the "draw card" for this part of the City. The site is bounded by Royal Street, two landscaped walkways and the Claisebrook walk. As such, it is likely to be exposed to considerable pedestrian traffic from those who live in the surrounding areas and also from those who visit Claisebrook Cove.

2.0 PREFERRED USES

Short stay accommodation such as serviced apartments or a hotel are preferred as the major use of this site. Eating and drinking places are to be provided to supplement these functions, and are to be accessible to the public from Royal Street and Claisebrook Walk on the Waterfront Promenade. A limited number of retail or similar commercially active uses are also encouraged. Conference and seminar facilities are also considered appropriate supplementary functions.

3.0 BUILDING FORM AND CHARACTER

- The site forms a "gateway" to the Royal Street precinct and its western boundary frames the vistas from the top of Plain Street to Claisebrook Cove. The local government seeks the development which addresses these urban design issues and optimise the characteristics of the site with particular regards to the larger context of this development precinct.
- The site also commands impressive views across the Cove and out towards the Swan River. The site enjoys northern frontage to the Cove and it is envisaged that developments will address these urban design issues and optimise the characteristics of the site with particular regard to the larger context of the precinct.
- The topography of the site and the existing retaining wall enables layering of floor levels to achieve a rich and dynamic development. Special consideration is to be given to the creation of an interactive frontage to the public open space on the corner of Royal and Plain Street level and a generous building setback from the PAW boundary with complimentary landscaping is encouraged to enhance the corner treatment at Royal Street level.
- The building form must acknowledge its "gateway" role and take advantage of its exposure.
- Where the general guidelines refer to roofs pitched within a slope of between 30 and 45 degrees, on this particular site (lot 76) developers may vary this requirement in order to enhance an appropriate concept of a "gateway" statement. Refer to Diagram 2.
- It is important that the building strongly addresses all public site edges with particular emphasis given to the treatment of Royal Street and Claisebrook walk frontages. These facades would reinforce a theme of an active urban streetscape.
- As the site is particularly prominent, it is important that the elevations of this building are designed to present a very strong and well detailed development with well-ordered and carefully articulated facade elements. Blank walls will generally not be acceptable to any

facade and in this respect the local government will be particularly aware of the presentation to Plain Street and the Plain Street / Royal Street corner.

- The inclusion of balconies to take advantage of outdoor facilities and views is encouraged. Balconies can also assist the composition, articulation and visual interest of buildings and should be enhanced by the provision of shading from summer sun.
- All roof top mechanical plant and roof penetrations are to be screened from view. If special enclosures are required as a result they are to be designed to form an integral part of the building.

4.0 GEO-TECHNICAL SITE CONDITIONS

Geo-technical briefing notes are available for inspection at the local government's offices and developers are recommended to seek specialist engineering advice in respect of foundation conditions. It is the responsibility of each developer to ensure that the design of their development is suitable for the site conditions of the lot.

5.0 EXISTING SERVICES

Drawings showing the position and extent of existing services to which developments on Lot 76 will be connected are available for inspection at the local government's offices. Specialist engineering advice in respect of such connections is the responsibility of each developer who must also ensure that the services provided at the site boundaries are adequate for the development proposal.

6.0 BUILDING ENVELOPE

Refer to Diagram 2.

It is expected that the building will extend below existing ground levels to accommodate basement parking, services and facilities. Building below existing ground levels is limited only by functional, structural or geo-technical considerations. Note that development of car parking on Lot 76 may extend beneath the PAW corner open space and steps between Lots 75 and 76 and the local government will entertain the formulation of appropriate legal entitlement accordingly. (Note, 'separate development of Lot 75 and 76').

7.0 BUILDING HEIGHT

Refer to Diagram 3.

- Royal Street and Plain Street Frontages
Minimum of 1 storey, maximum of 1 storey (3.5m).
- Claisebrook Walk
2 storeys - one is to be at Royal Street (Level 3, Diagram 3), the other at Level 1 (Claisebrook Walk). The resulting floor at Level 1 may have an intermediate level mezzanine and, in any event, must provide at an intermediate level, common access to Lot 75 at Level 2 (RL 5.15).
- Consideration will be given to a structure higher than the building envelope described in Diagram 2 to an extent approximately indicated therein to assist in providing an entry statement on the Plain Street and Royal Street corner. The final dimension, height, use and design of any structure is at the developers' reasonable discretion but will be strictly to the approval of the local government. It is suggested that such a structure may also be used for the screening of air conditioning equipment and necessary roof penetrations but must not

contain habitable public space. The design is to be integral with the building design and respond to the urban requirements of the site.

8.0 SETBACKS

Refer to Diagram 1 for delineation

SETBACKS FRONTAGE	MIN	MAX
Plain Street	Nil	No requirement
Claisebrook Walk	No requirement	3m
East Boundary	Nil	Nil
North West Boundary	Nil	Nil

Note along the Plain Street bridge retaining wall there is to be nil setback at street level.

- The PAW on the corner of Plain and Royal Street has been widened in order to permit a generous presentation at this important location (Refer to Diagram 1). Landscaped setbacks form the PAW boundaries and an innovative architectural expression at the Royal Street level is encouraged to enhance the corner treatment.
- Development proposals which are setback from the site boundaries are to have the setback area designed and constructed at the developers cost to the approval of the local government and in such a manner that both hard and soft landscaping are integrated to that of the immediately adjoining public domain.

9.0 ACCESS AND PARKING

- Building design should emphasise pedestrian entrances and it is imperative that active and commercial pedestrian frontages are provided on all elevations wherever possible.
- No crossovers are to be provided to Lot 76.
- The vehicular access to Lot 76 must be via Lot 75.
- Universal access at grade is to be provided at both Royal Street and Claisebrook Walk.

10.0 SEPARATE DEVELOPMENT OF LOTS 75 AND 76

In the event of Lots 75 and 76 being developed under separate ownership, the local government will require approved, legally recognised cross rights (in perpetuity) of access which will require the owner of Lot 75 to provide access for service to Lot 76 and quite possibly the right for Lot 76 to construct a car park within the basement level of Lot 75. These guidelines cannot pre-empt the interface of use or parking requirements for either Lot 75 or Lot 76. Therefore, it is a requirement that final arrangements in this matter will be subject to negotiation in which the local government will take the approval and directive role.

11.0 MODIFICATIONS TO THE STEPS WITHIN THE P.A.W

- The local government is prepared to consider reconstruction of the steps in the PAW between Lots 75 and 76 in order to achieve compatible connecting access at level 2 (see Diagram 3) on Lot 75 and Lot 76. The reduced level of level 2 for both lots has been set at RL 5.15. However, by arrangement the separate developers (if applicable) of Lot 75 and Lot 76, may agree to an amended reduced level requirement in this respect. If agreement cannot be reached in such circumstances the local government will direct accordingly in order to ensure a reasonable and fair development of each site.

- Pedestrian access and the view corridor of this PAW must not be restricted. Consent of all landowners adjoining the PAW must be given to the proposed works before the local government will sanction such proposals.

12.0 EXISTING RETAINING WALLS

- Structural drawings of the existing retaining walls for the bridge and within the site of Lot 76 and including drawings of the bridge footings are available for inspection at the local government's offices. It is the responsibility of each developer to ensure that the design of their development is suitable for the structural conditions and that all issues relative to the structure of the existing retaining walls, both for the bridge and pertaining to the site have been satisfactorily addressed. Note that certain footings relative to the bridge may encroach on Lot 76. The local government's requirements in this respect are to be ascertained by the developer and acknowledged in the building design.
- Existing handrails to the top of Plain Street retaining wall should be removed for the full extent of the new building where it has a zero set back to the street boundary. It is the responsibility of the developer to ensure that a safe and continuous barrier is maintained at the top of the retaining walls in accordance with all relevant codes and regulations.
- All sections of the existing retaining walls which are not concealed within the building are to be treated in a non-structural manner so that they become visually integrated with the total proposal to the local government's approval.

East Perth parking alterations (sheet 2)

