



CLIENTS | PEOPLE | PERFORMANCE



City of South Perth

Report for Waterford Triangle Urban Design Study

Urban Design Plan & Design Guidelines

November 2010





Contents

1.	Introduction	1
1.1	Study Background	1
1.2	Study Area	1
1.3	Other Documents	2
1.4	Application	2
2.	Urban Design Framework	3
2.1	Land Uses & Residential Density	3
2.2	Built Form	4
2.3	Streetscapes	7
2.4	Open Space	12
2.5	Services	13
2.6	Community Involvement	13
3.	Urban Design Plan	14
3.1	Apartment Precinct	14
3.2	Terrace Precinct	15
3.3	McKay Street Precinct	15
3.4	Park Terrace Precinct	15

Figure Index

Figure 1: Study Area	1
Figure 2: Land Use Plan	3
Figure 3: Indicative Urban Design Plan	14

Appendices

A	Waterford Triangle Urban Design Guidelines
---	--

1. Introduction

1.1 Study Background

The Waterford Triangle Urban Design Study is being undertaken jointly by the Department of Commerce and the City of South Perth. It will build on the findings of the work undertaken in Stage 1, which comprised a community engagement study to gain an understanding of the needs and aspirations of the community in respect to the study area. The study will explore and give form to the aspirations of the residents, landowners and other stakeholders of The Waterford Triangle.

This Urban Design Plan (and associated Design Guidelines) represents the culmination of an extensive community consultation and engagement process to ensure the final plan reflects the needs and aspirations of the local community. The Urban Design Plan (UDP) and associated Urban Design Framework is intended as a guide to future development through outlining appropriate land uses, residential densities, streetscapes, built form, traffic and service infrastructure enhancements and other factors to build on and contribute to the local community's sense of identity and pride in their neighbourhood.

1.2 Study Area



Figure 1: Study Area



1.3 Other Documents

This UDP should be read in conjunction with the following Waterford Triangle Urban Design Study documents:

- ▶ Site Analysis report;
- ▶ Community Forum 1 Consultation Report & Urban Design Brief;
- ▶ Community Forum 2 Consultation report; and
- ▶ Waterford Triangle Urban Design Guidelines.

1.4 Application

The UDP graphically represents design intent and combined with the Town Planning Scheme and Design Guidelines provides clear policy guidance to the Council in the application and exercise of its discretion on development control and civil works within the Waterford Triangle.

The City of South Perth Planning Scheme is the statutory means of delivering the Urban Design and managing the ongoing redevelopment of sites within the Waterford Triangle. A Scheme Amendment will be required to formally incorporate the UDP and Design Guidelines into the Town Planning Scheme and give effect to the proposals within these documents. In addition the City will need to consider the issue of staging the redevelopment of the improvements in the public domain (i.e. roads and parks) so that this is synchronised with the redevelopment of adjacent private land.

2. Urban Design Framework

The Urban Design Framework described below is intended to provide the context and general design response to each of the technical elements addressed within the Urban Design Guidelines in [Appendix A](#). The Urban Design Guidelines are modelled to provide more prescriptive details that will assist in achieving the desired urban design outcomes for the Waterford Triangle.

2.1 Land Uses & Residential Density

The land uses within the Waterford Triangle will remain predominantly residential in character, with an intensification of development density and variation of built form. Waterford Triangle is currently a residential area with significant numbers of student tenants due to its close proximity to Curtin University. This framework seeks to recognise and enhance this relationship whilst also providing more suitable and flexible dwelling types tailored to suit a variety of needs (see Section 2.2).



Figure 2: Land Use Plan

The Waterford Triangle houses a variety of households from students to the elderly. The 'as built' residential density is relatively low being constrained by the applicable R20 coding and lot sizes. An increase in the residential density of the area will allow an increased population that can take advantage of the good transport links the area enjoys, the proximity to high quality educational facilities and the Canning River. The provision of a variety of appropriate housing types for the ultimate users will support the overall design and sense of place expectation of the community. New developments should seek to contribute to the creation of an overall sense of an urban village within the Waterford Triangle.

A range of residential densities are proposed that include minimum and maximum densities related to required site areas. The inclusion of a minimum residential density for any new development will ensure that the density outcomes envisaged for the Waterford Triangle are achieved through redevelopment and co-ordinated design. It will assist in avoiding under-utilisation of a strategic residential area.

It has been identified that a small-scale local commercial premises could offer the Waterford Triangle residents the opportunity to meet and provide a social focus. An appropriate site for this is on the corner of Conlon Street and Townsing Drive. This would involve a reconfigured intersection to liberate some land no longer required for road purposes. As this site is outside of the Waterford Triangle study area and the City of South Perth boundaries, further discussion is required between the City of South Perth, the Town of Victoria Park and the local community to progress the concept.

It is envisaged that this tenancy may take the form of a small 'corner shop' or local café or perhaps even a small-bar type development to provide the local community with somewhere to access their day-to-day needs (i.e. bread, milk, newspaper), to socialise and would function as a community meeting place.



Example of a local café serving a residential neighbourhood in Nedlands

The location identified is considered best because it is away from Manning Road, yet is well connected by foot and cycle path network to the neighbourhood. This location will offer residents a short and sociable walk to the shop, increasing neighbourly interaction within the Waterford Triangle.

The existing park area is to be retained and enhanced. Additional green space is to be developed by reconfiguring existing public and private land to improve the flow and function of open spaces within the precinct. The reconfiguration of the intersection of Townsing Drive with both Conlon Street and Manning Road will provide for additional green spaces to make an attractive gateway as well as formalised car parking for the proposed commercial tenancy. Additional green public spaces are proposed to be 'returned' within the road reserves as part of the creation of 'living streets' (see Section 2.3).

2.2 Built Form

A variety of built form is proposed across the different precincts of the UDP that will best achieve the different objectives within the study area. The proposed precincts and accompanying design guidelines will create an 'urban village' that facilitates increased community interaction, fosters community relationships and provides a more attractive and sustainable living environment. It will be a village of combined and different parts rather than a general redevelopment site.



2.2.1 Building Heights

Currently the building height within the Waterford Triangle is relatively uniform at one storey, with a small number of two storey developments. This has contributed to an unremarkable built form and a lack of architectural cohesion between dwellings. This can contribute to a limited sense of place and streetscape identity.

A greater variety of building heights should be encouraged to increase the density and efficiency of land uses to take advantage of the wider strategic context. Greater building heights should be concentrated in key strategic development areas within the Waterford Triangle that will maintain the suburban residential character of the remaining areas.

2.2.2 Ground Levels

In Perth there is evidence that redevelopment for higher density housing in apartment type development can result in poor relationships between new housing and the streets and spaces immediately adjacent to them. The proposed increase in residential density for the Waterford Triangle and introduction of different types of housing development raises the potential for apartment and other buildings designed to consciously divorce themselves from the street and from neighbouring development. This is sometimes an attempt to create a degree of exclusivity for residents but occurs at the expense of people using the streets and spaces adjacent to the buildings.

The sensitive design and careful attention to matching levels with finished ground levels can enhance the sense of community ownership of streetscape areas, increase passive surveillance and security and therefore contributes towards a different, 'village' character.

2.2.3 Site Coverage

Site coverage will determine the overall urban form of the Waterford Triangle through the ratio of the ground covered by buildings to the amount of land available for open space between the buildings. The current low ratio of site coverage in the Waterford Triangle results in open, suburban landscapes with large private open spaces and garden areas. It has been identified that the open-nature of the streets has possibly created a sense of isolation and detachment for residents of the Waterford Triangle.

The study has identified opportunities for increased site coverage and a greater intensity and efficiency of development in the private realm whilst maintaining the valued attributes of green spaces, trees and fresh-air by careful and landscape considerate architecture and urban design.

2.2.4 Setback Areas

Currently the Waterford Triangle is a low density residential neighbourhood of properties with houses set well back from wide road reserves. The large front setbacks combined with the straight wide roads and verges result in a sense of isolation between properties and for pedestrians. There is inconsistent standard of landscaping of the streets within the Waterford Triangle whereby some properties and the street verges are well tended and cared for and yet others are not. The streets are generally looking unkempt and many of the houses falling into disrepair.

Anecdotally the high proportion of short-term and casual tenants has led to a loss of attachment to place in this neighbourhood and that is reflected in the lack of effort from residents to tend to the gardens. It has been suggested that the current aging stock of detached houses with large gardens is no longer



meeting the practical needs, resources and interests of many of the people choosing to live in Waterford Triangle.

One of the primary issues of concern identified by residents within the Waterford Triangle is the poor existing appearance of the general streetscapes and the maintenance of the front setback areas of residential properties. Front yards are generally not maintained neatly. The need for abundant and convenient car parking by multiple tenants has resulted in the front yards and road verges and their landscaping becoming poorly maintained.

The manner in which the housing development addresses the street invariably influences the experience of people using these spaces. It is therefore appropriate that redevelopment more positively addresses the street areas and design guidelines need to reflect this.

An intensification of housing density and attention to residential design guidelines in The Waterford Triangle may result in a better matching with the needs of some key residents such as students, busy singles and couples. The need to improve the streetscape raises the opportunity to consider a reduction in the horizontal scale of street-related spaces, to achieve a more personable and human space for walking and socially engaging with neighbours.

Articulation of the street façade is encouraged as is the averaging of setbacks to achieve architectural interest and outlooks from housing into the street spaces. Better lighting of doorways and pathways is a pre-requisite of reduced setbacks and/or other variations to development standards. Where buildings address the street they should be generally no taller than two storeys, with taller portions of apartment buildings permitted to be located behind a podium element

New developments should address the street spaces by creating a human scale of development, with variety and visual interest and a clear line of sight to entrances to houses and clear transitional edges to private space which may still be appreciated from the street. Combined with the establishment of *living streets* (see Section 2.3.1) this will establish superior streetscapes and encourage community life and spirit and build a sense of neighbourhood identity and belonging.

2.2.5 Sustainability Elements

In Perth's climate of long, hot summers and cold winters, it is essential that buildings are designed and orientated for cross-ventilation, optimum solar access and natural day-lighting in habitable rooms. A building's orientation is critical in allowing cross ventilation and natural cooling throughout summer as well as ensuring that as much winter sun as possible is utilised by habitable rooms and major living areas of a residence (both inside and out).

Design of housing needs to address these principles not only to improve the energy efficiency of the building (and thereby reduce energy-related carbon emissions) but to also increase the level of comfort for residents of the building and result in a more liveable and sustainable neighbourhood. In addition yard areas need to be accessible to moving airflow and sunshine for a period of the day even in winter. This allows for areas of fresh-air for play and repose which is a big influence on community well-being. Reference to the R Codes provides good guidance as well as illustrated examples of how to achieve good outcomes for orientation solar access, cross ventilation and privacy.

The proposal to increase in dwelling density and bulk of buildings also raises the opportunity and responsibility to design for renewable energy, water recovery and re-use and passive solar energy for individual householders. This design approach is appropriate and responsible given a society aware of a



drying climate and concerned about ecological impacts and long-term consequences of inappropriately designed development.

The Waterford Triangle should endeavour to incorporate the highest possible sustainability principles into all elements of design. It is important to adopt fit-for-purpose design to minimise dependence on non-renewable sources of energy. Demonstrated water conservation and quality management is especially relevant given the proximity of the area to the Canning River system and associated wetlands and drainage lines. Appropriate design will not only conserve resources but will make the new housing in the Waterford Triangle comfortable, affordable and with a reduced long-term impact on the environment.

2.2.6 Materials

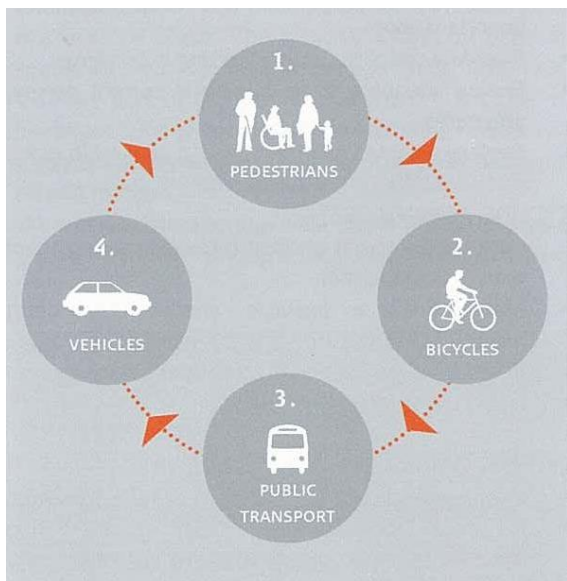
The Waterford Triangle comprises houses which were built in the 1960's through to the 1980's. There is a melange of styles, materials and colours of individual developments when viewed as an entire street, contributing to a general lack of cohesion in the Waterford Triangle. Given the increase in density of development it is important to select forms, colours, materials and finishes for new buildings which harmonise with abutting properties to build-up a composite visual character of the area.

Without attempting to over prescribe design details, the combination and selection of materials and colours for new developments in the Waterford Triangle will need to tone with and complement neighbouring residences to create harmonious streetscapes and contribute to the identity of the community. Appropriate materials and colours contribute to the increased energy efficiency of buildings and reduce running costs for lighting, heating, repair and maintenance; particularly in the case of coloured roofing materials where dark colours can be a significant contributor to heat absorption and the resultant requirements for mechanical cooling. Use of locally sourced products and materials not only reflects local identity but reduces the amount of energy used to transport to site

2.3 Streetscapes

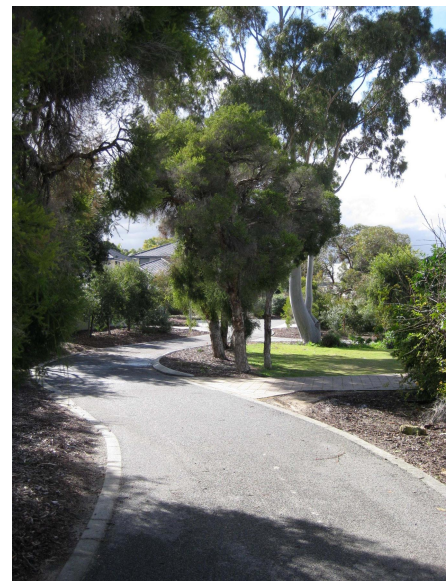
2.3.1 'Living Streets'

The UDP proposes more pedestrian friendly streetscapes, or 'living streets', with a focus on slowing traffic movements and reclaiming parts of the road reserves for Water Sensitive Urban Design (WSUD) features, green space and pedestrian gathering spaces. The objective is to re-order the usage hierarchy of the roads towards pedestrians rather than cars. The road reserves should be thought of in terms of 'people capacity' as opposed to 'vehicular capacity' with the needs of pedestrians coming before those of vehicles. This is especially relevant in the Waterford Triangle where a high proportion of university students in very close proximity to Curtin University may walk and cycle rather than drive to the university.



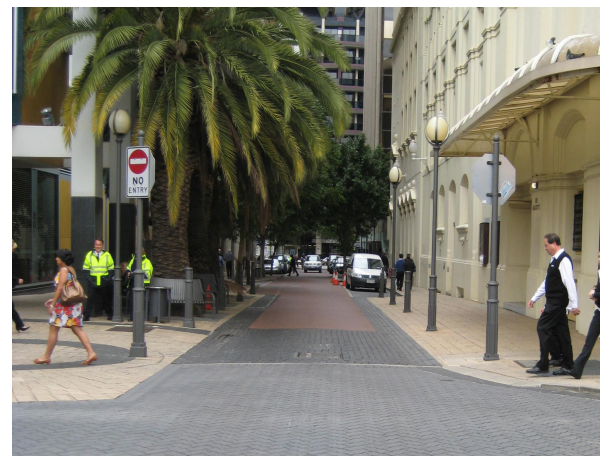
Re-ordering the road user hierarchy

Source: Gehl Architects, 2009



Example of a road reserve re-organisation

To achieve this, the UDP reallocates road reserve space from vehicles to walking, cycling and open space. The sealed carriageway should be narrowed to 5.5-6m within the existing 18-20m road reserves. Current and forecast future traffic volumes suggest that this is a suitable carriageway width. This will release up to 6m on either side of the carriageway for on-street parking, pedestrian areas, green zones and WSUD features. Other features such as variation in road pavements and colour, flush kerbing, public art features, bicycle racks, sitting benches and interactive information boards could contribute to enhancing the pedestrian environment associated with the road reserves.

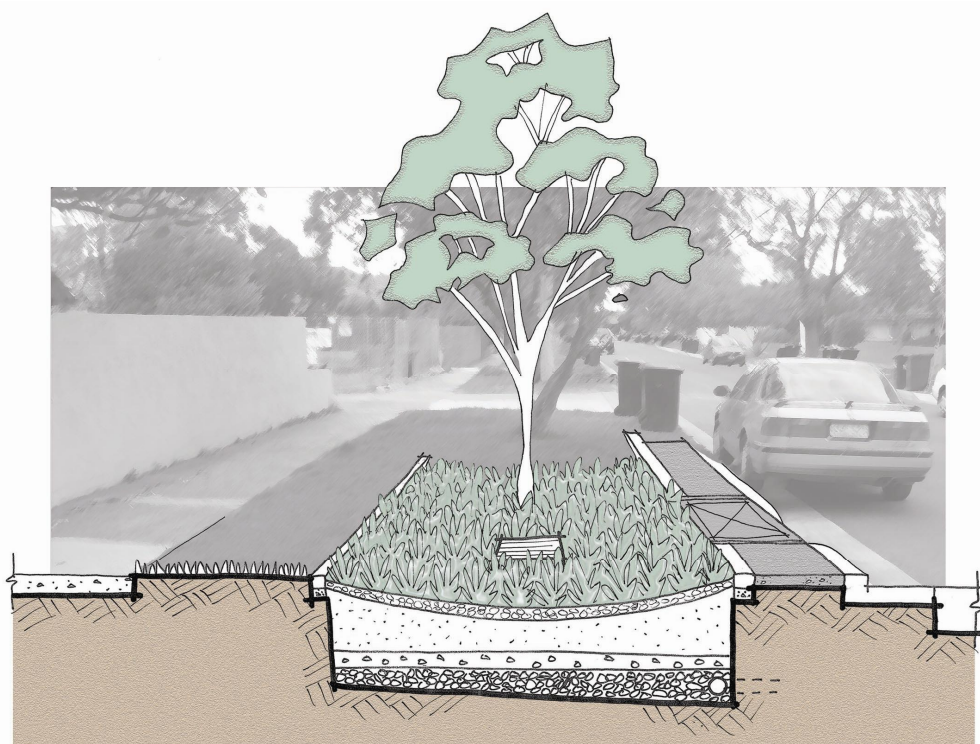


The intention is to create community gathering points in the enhanced streetscapes to increase community activity and ownership of the public spaces. High speed through-traffic movements will be discouraged, increasing the amenity and safety of the area. Pavement areas will be varied with brick or other contrasting treatments to slow traffic and visually diminish the dominance of the roadway.

2.3.2 Water Sensitive Urban Design

The Waterford Triangle is a source of stormwater discharge into the Canning River and nearby wetland areas. At present there is no WSUD capability in the existing drainage system. The landscape design of public space and drainage systems offers significant opportunity to enhance the natural environment within the study area, adding biodiversity and habitat, as well as providing many off-site advantages.

Whilst this also may provide a constraint in possible required conditions for discharging water, it provides a great opportunity to link with the proposed development in this area in filtering surface water before it reaches the river and wetlands.

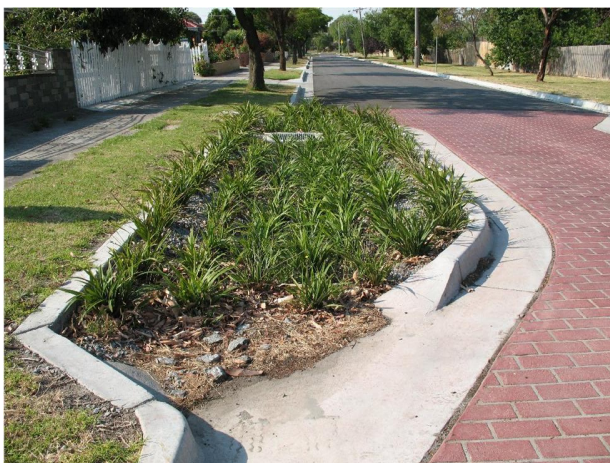


Indicative WSUD cross section

Stormwater quality and quantity management using WSUD principles applied and monitored within the Waterford Triangle may provide a blueprint for better local engineering specifications for 'rain gardens', swales and storm sediment and gross pollutant traps throughout the City of South Perth. Municipal management of roads and drain systems might also benefit from adopting the principles of the Waterford Triangle as a pilot study.

Specifically, best management practices might include; disposing of storm water on site, removing contaminants prior to discharge and/or collecting and reusing storm water. Consultation with local residents during the design and implementation stages may serve to raise awareness of the consequences of garden and public space management for the health of the downstream environment.

The specific nature and viability of various opportunities will need to be explored further once development options have been established. These initiatives may also be linked with the community garden concept to provide water to the garden, manage the use of nutrients and chemicals as well as ensuring that any nutrients do not discharge from the garden into the broader environment.



Example WSUD street side features

The establishment and community monitoring of water in a 'Living Stream Program' is another opportunity to combine the garden operations, local water management and residential behaviour as an interactive educational experience.

2.3.3 Parking & Access

The Waterford Triangle currently has amenity problems caused by poor and random car parking behaviours and access arrangements. Unregulated on-street parking and vehicle access has been identified as a concern for the local residents and this activity has degraded verges and impacted streetscapes. The Waterford Triangle will need to ensure that streetscapes are not cluttered by cars by way of high-quality landscaping.

Throughout the Waterford Triangle the preference is for car parking to be on-site and behind the building lines to remove visual clutter from streetscapes. Apartment housing is encouraged to make provision for common parking areas which offer security, weather protection and opportunity to clean cars in a manner which does not cause damage to landscape and the environment. Where housing is multi - storey development, under croft or service court parking layouts are preferred. Visitor parking shall be provided within areas immediately adjacent to entrances, and where possible off-street parking is linked to pedestrian routes and does not dominate the street frontage.

The proposed changes in the road reserves and the promotion of 'living streets' will alter the current on-street parking and access arrangements within the Waterford Triangle. The proposed road treatments will assist in preventing informal and *en-masse* on-street parking within the area. As part of the new road reserve treatments, specified on-street bays are proposed to be incorporated into WSUD and other landscaped features.

Time restrictions on street car parking within the Waterford Triangle may need to be considered to ensure that street parking is not monopolised by university students. This has been identified as a major problem with the current parking arrangements. A 2-3 hour time limit would limit use by students, whilst also providing a reasonable time for visitors to the area (this is similar to parking near UWA).

This will ensure a regulated on-street parking system that does not impede traffic flows, pedestrian movements and cyclists whilst 'tidying up' the streetscapes and reducing the amount of parked cars on the streets.

On street parking combined with landscaped features



The safety of residential vehicle access from individual houses directly onto Manning Road is identified as a major community concern. The solution is to devise a low-speed access laneway to service all properties accessed from Manning Road. Both a rear laneway or a front service road were considered however due to concerns about unsightly garages facing Manning Road the rear laneway option was favoured.

The main objective of the rear access is to improve the safety of access for the properties along Manning Road and to remove the need for driveways directly onto Manning Road. The preferred laneway alignment is just inside the existing property boundaries adjacent to the central open space area and links from Conlon Street through to Garvey Street. It is proposed to be 3m wide which is sufficient for one-way flow with several passing areas of 5.5m incorporated within the road.

As it is to the rear of private properties, private land will need to be relinquished and it will need to involve agreements with private land owners and the City of South Perth to implement and this could be a pre-requisite for redevelopment to higher codes. Developer contributions will need to be considered as individual properties are redeveloped to recover construction costs for the City of South Perth. Just as the costs of improving the road reserves, lighting and open space are dispersed across the entire Waterford Triangle area, and so it is appropriate for overall contributions to offset the cost of implementing the laneway.

Consideration was given to aligning the laneway within the public reserve, however ultimately the laneway is indicated on private land for two main reasons. Firstly, to ensure that this option did not reduce the area allocated to open space. Having the laneway on the reserve would reduce the width of the entrances to the public open space off Conlon and Garvey Streets considerably, reducing already narrow openings and bringing cars and pedestrians in close proximity to together. Secondly, it is important to make a direct connection to Garvey Street to ensure that all lots accessed from Manning Road can access the laneway. Placing the laneway in the reserve would not allow this to occur and the remaining houses would still be disadvantaged by access onto Manning Road. In addition, removing open space disadvantages the community as a whole for the benefit of a small number of landowners (as opposed to a community wide benefit).

Any redevelopment will need to ensure that house frontages onto the laneway properly address the park as visually attractive frontages and are not dominated by garages and solid boundary fencing. Lot frontages should be 10m in width as a minimum and urban design guidelines are proposed to ensure redevelopment properly addresses the park and yet provides good access. It is important for landscaping design and pavement treatments on this edge to promote a slow and safe speed for traffic, to also provide an informal and attractive edge to the park.



It is not feasible to establish a rear laneway for the houses fronting Manning Road between Garvey and McKay Streets because the boundary alignments are not straight and would create difficulty for cars to manoeuvre. In this section a front service roadway within the Manning Road setback can provide better safety and avoid multiple driveways directly onto Manning Road. This would be provided in a similar manner with cross-easements and general contribution towards construction.

2.4 Open Space

2.4.1 Central Space

The central open space area is in need of an upgrade to offer a wider range of activities and uses and to ensure the local community can enjoy an attractive and interactive space whilst feeling safe and welcomed. The current open space has only a children's playground as the predominate facility. Additional activities and equipment are required to attract all age groups to the park to interact and enjoy the space. This equipment might include fitness apparatus, BBQ facilities and a basketball or tennis half court. This will widen the appeal of the central park area to other age groups and users than just families with young children. Additional lighting is also required to improve the safety of the park.

A new connection is proposed from the central open space through to Manning Road and towards the Canning River. This connection aligns with suitable pedestrian connections planned in the new subdivision under construction on the opposite side of Manning Road. It also creates a more direct access route and visual connection through to Keaney Place and McKay Street.

The central area could also benefit from selective tree clearing as required to increase the amount of sunlight reaching the ground level of the park (as well as the houses on the southern and eastern sides of the park). If these trees were either pruned or replaced with more appropriate species, the amount of sunlight into the park would increase, improving visibility and safety as well as functionality and appeal.

2.4.2 Road Reserves

Additional open space areas are proposed within the re-configured road reserves. As part of the 'living streets' philosophy of re-ordering the street hierarchy and promoting pedestrian movements and community interaction, small gathering areas are proposed within the public domain. Small landscaped areas with benches and other features such as WSUD gardens or public art are encouraged to promote community members to stop and sit and communicate with each other. This will have an added benefit of increasing passive surveillance opportunities within the community.

2.4.3 Community Gardens

The City of South Perth is encouraged to pursue the idea of a community garden further with the local community, who have expressed interest during the consultation process for this study. A portion of the central park could be utilised to increase the amenity and appeal of the area, whilst at the same time ensuring design is appropriate to maintain a sense of community and safety.

The creation of an eco-friendly community garden within the open space can serve as a gathering point for residents and others to meet and forge positive relationships, particularly as this park is centrally located within the study area. Eco-friendly local food production can be achieved using bio-dynamic management and low-chemicals to prevent pollution of the local water-cycle.



Based on experiences elsewhere community gardens can bring many positive community outcomes including the creation of a focal point, providing fresh produce and assisting people to reconnect locally with the food production process. Community gardens also provide the personal connection and affinity for public land albeit in a transactional manner. Residents collaborating to grow produce also grow personal relationships, creating a unique sense of belonging at the local neighbourhood level.

Community enthusiasm for gardening may inspire involvement in individual gardens for each street and encourage a spirit of community pride to maintain their own gardens to a higher level, contributing to improvements in the overall streetscapes of the area.

2.5 Services

Initial consultation with service authorities has indicated that any redevelopment and increases in density from the current situation may likely require reinforcement to the individual systems and infrastructure. The waste water system in particular will require consideration as redevelopment is planned. As earthworks south of Manning Road have commenced for the new subdivision, it is anticipated that the current tankering arrangements will cease as the sewerage is connected to the gravity sewers for that development. This connection is likely to be required before any increase in density can be accommodated within the Waterford Triangle. At this stage of the Water Corporation's planning, an upgrade of the existing sewerage system is not necessary to accommodate the proposed densities. Consultation with the service authorities by the City of South Perth will be required to ensure the coordination of any infrastructure upgrades and implementation of possible developer contribution schemes.

Lighting of footpaths, parks and road crossings needs to be improved throughout the Waterford Triangle. Power should be undergrounded and consideration given to encouraging solar power generation on all new private and public buildings. These initiatives for conserving power, water and lowering the carbon footprint should attract development bonuses.

Drainage should be modified to create a hybrid of WSUD and pipe-drains so that stormwater is managed to reduce nutrients and gross pollutants discharging from the Waterford Triangle. Examples shown in Section 2.3 of how to create swales and rain gardens in road reserves show how the City of South Perth might re-design local drains apace with development.

2.6 Community Involvement

The community has been highly involved in the design process and this level of interest and commitment needs to be fostered so that many of the ideas advanced in the UDP can be implemented with working groups, review panels and local 'champions'. The key point is that the UDP will not succeed without ongoing community interest and Council co-ordination of resident involvement in consultation. Suggestions have included Review Panels and Resident Associations to partner with the City of South Perth in looking after the living streets and new park facilities.

3. Urban Design Plan

The Urban Design Plan illustrated below in Figure 3 provides a conceptual representation of what the outcome of the urban design framework and design guidelines may produce. Various different precincts have been identified within the Waterford Triangle that have different objectives and different design outcomes. These are based on adjacent land uses, proposed building heights and residential densities and interaction with the surrounding area. The specific design requirements are outlined within the Urban Design Guidelines.



Figure 3: Indicative Urban Design Plan

3.1 Apartment Precinct

The Apartment Precinct will create a precinct of multiple dwellings in landscaped grounds located close to Curtin University. A variety of dwelling sizes should be developed to provide more appropriate accommodation for students as well as couples, the elderly and others who prefer smaller apartment style living in a strategic location. These dwellings will also provide an option for those who do not have the time, money or inclination to maintain large private garden areas associated with detached or semi-detached housing. The provision of smaller apartment dwellings will contribute to the resolution of current visual and maintenance issues of streetscapes and private garden areas.

The built form in this area will be limited to five stories, with the upper three levels being setback from the first two levels in a podium style development. This will control the bulk of the built form at the street level

and pedestrian scale so as to not create major overcrowding and overshadowing. Views to the river and escarpment may also be possible from upper floor apartments.

3.2 Terrace Precinct

The objective of the Terrace Precinct is to provide for single or grouped dwellings with a three storey height limit that will increase housing density whilst also maintaining the low-key residential character of the area. Single and grouped dwellings will be encouraged with reduced setbacks. Multiple dwellings will be permitted if certain criteria are met. This terrace form will offer a more united residential form which relates well to the street environment and offers opportunities for energy efficiency applications.



Terrace style housing examples

New development within this precinct will need to maintain the residential character of the area whilst also ensuring that key frontages (e.g. Manning Road and the central park area) are suitably addressed to provide increased passive surveillance options and attractive interfaces with the 'living streets'.

3.3 McKay Street Precinct

The built form on McKay Street, east of the intersection with Keaney Place, will be generally the same as the Terrace Precinct, however multiple dwellings will not be permitted to ensure a compatible relationship to the housing opposite. The key goal of this precinct is to improve efficiency of housing stock whilst ensuring a compatible street frontage with the adjacent side of the road that is outside of the Waterford Triangle study area. This recognises the importance of the street as the source of local identity.

3.4 Park Terrace Precinct

The Park Terrace Precinct is intended to be developed in the same way as the Terrace Precinct with one additional objective; to increase the usage of this park area by reducing the private open space requirements for new developments given that the properties within this Precinct have direct access and frontage onto the central park area.

Development that directly abuts the central park area will also need to address the public open space aspect of the adjoining land. Currently the park is surrounded by blank fences and walls that do not allow any surveillance from outside the park inwards, or from inside the park outwards. This results in a sense of isolation and insecurity for park users.

New developments should provide more open frontages onto the park area and have habitable rooms or balconies facing the park area. Increasing the level of passive surveillance opportunities into the park will increase the safety and security of the park area, encouraging more positive utilisation of the area. This will also provide opportunities for passive surveillance of these properties from the park area, supporting crime prevention, particularly when houses are un-occupied.

Development addressing public open space





Appendix A

Waterford Triangle Urban Design Guidelines



GHD

GHD House, 239 Adelaide Tce. Perth, WA 6004

P.O. Box 3106, Perth WA 6832

T: 61 8 6222 8222 F: 61 8 6222 8555 E: permail@ghd.com.au

© GHD 2010

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	Scott Jeffrey	Ross Montgomery		Anna Kelderman		30/07/2010
1	Scott Jeffrey	Anna Kelderman		Anna Kelderman		10/09/2010
2	Scott Jeffrey	Ross Montgomery		Anna Kelderman		13/10/2010
3	Scott Jeffrey	Ross Montgomery		Anna Kelderman		15/11/2010



CLIENTS | PEOPLE | PERFORMANCE



City of South Perth
Waterford Triangle Urban Design Study
Urban Design Guidelines
November 2010



Contents

Introduction	1
Objectives	2
Related Policy Documents	5
Private Realm Provisions	6
Density	6
Streetscape Appearance	7
Front and Side Setbacks	8
Open Space	9
Parking	10
Finished Levels	11
Building Height	12
Orientation, Solar Access and Privacy	13
Sustainability	14
Materials & Colours	15
Public Domain Objectives	16
Public - Private Space Relationships	16
Access Laneways	17
Landscaping	18
Safety & Security	19



Figure Index

Figure 1: Waterford Triangle Study Area	2
Figure 2: Access Plan	10
Figure 3: Building Heights Plan	12



Introduction

The Urban Design Study for the Waterford Triangle has been commissioned jointly by the Department of Commerce and the City of South Perth. It will build on the findings of the work undertaken in Stage 1, which was a community engagement study to gain an understanding of the needs and aspirations of the community in respect to the study area. The study will explore and give form to the aspirations of the residents, landowners and other stakeholders of land within the Waterford Triangle. It will identify an urban design vision, and a series of strategies to achieve the vision through redevelopment and careful town planning control.

These Guidelines complement the Urban Design Plan (UDP) to deliver the desired built form outcomes for the Waterford Triangle. The study area is at the south-eastern edge of the City of South Perth and bounded by Conlon Street and Curtin University to the west/north west, McKay Street to the east/north east and Manning Road to the south (see Figure 1). The Curtin University campus is immediately adjacent to the study area to the north and west. To the east are residential land uses and the Clontarf Aboriginal Education & Training Centre is across Manning Road to the south. Immediately to the south of the site is a recently approved residential subdivision of over 120 single and group housing lots. The Canning River is approximately 500m to the south.

The study area covers almost 7 hectares and includes private land and reserves.



Figure 1: Waterford Triangle Study Area

Objectives

The vision for the Waterford Triangle has been prepared to ensure the revitalisation of an urban residential village to meet a number of community identified objectives.

The UDP and Urban Design Guidelines specifically respond to community concerns about the present character of Waterford and issues of degraded streetscapes, aging housing stock, perceptions of safety, unwelcoming parks and poorly lit open spaces. The intention is to provide a positive image and development guide for the future of Waterford; to squarely address community activity, infrastructure provision, updated development to match changed demographics and the retention of valued attributes from the existing area.



These Design Guidelines will assist the City of South Perth in making decisions about the area to deliver the vision in a more fluid and forward design focus than is possible with the town planning scheme alone. They will also enable prospective developers to frame redevelopment proposals more attuned to the community vision.

The community identified 10 guiding principles for the Waterford UDP to address. These formed the Design Brief to state that Waterford Triangle should:

1. *Continue to be a place for a mixture of residents, students and non-students, owner-occupiers and tenants, housing needs to provide sufficient opportunity for this diversity of lifestyle opportunity within the area.*
2. *Maintain its sense of community with a focus on the design and use of public spaces, easy access*

to facilities, amenities and surrounding needs.

3. *Improve, through re-design, the leafy landscape, park and places for residents to exercise, play and meet in the public domain.*
4. *Have streets which do not carry large numbers of vehicles or provide for through-traffic but instead cater for slow-moving vehicles, pedestrians and bicycles.*
5. *Improve the quality of its streets to offer better:*
 - *pathways and cycle access;*
 - *lighting and open-sightlines;*
 - *balance between visitor parking and green space;*
 - *infrastructure and street-care;*
 - *incorporate better Water Sensitive Urban Design into public areas;*
 - *signage and local identity of place;*
 - *small spaces for people to stop and chat; and*
 - *allocation of space between private and public activities.*
6. *Improve the edge of the site adjacent to Manning Road in terms of safe access for abutting properties, and explore better access alternatives to individual driveways onto Manning Road.*
7. *Encourage redevelopment to adopt best design for energy and water conservation, and to reflect a set of consistent design values for Waterford.*
8. *Re-think the configuration of spaces and land uses to offer more variety and interaction between residents.*
9. *Introduce some key facilities/amenities/activities/businesses which might be of use to local people and create a stronger community spirit and sense of belonging.*
10. *Investigate ways to better link to the Canning River, Curtin University and the nearby Waterford Plaza Shopping Centre.*

It is the intention for this study to be community involved and driven and it is the design principles which provide a mechanism for the community to assess the qualities and attributes of urban design





development within the Waterford Triangle.

The Council of the City of South Perth and technical officers shall generally have regard to the Urban Design Guidelines and the UDP when making decisions on development proposals in the Waterford Urban Village.

These Urban Design Guidelines (supporting the UDP) indicate the quantitative and qualitative measures (criteria) necessary to achieve the vision.

The provisions within this document are referenced numerically after the letter 'P' (i.e. P3.8), and against the objectives to aid use. It is an adjunct to the Planning Scheme and therefore definitions of terms and expressions used in this document shall have the same meaning as set out in the City of South Perth Town Planning Scheme No. 6 and/or the Residential Design Codes WA (the R-Codes). Where a term or expression is used which is not included in Town Planning Scheme No. 6 or the R-Codes, the pertinent interpretation of that term or expression is included in this document.

These Guidelines elaborate and extend some of the design directions identified in the R-Codes and should be regarded in this manner, i.e. where there is a difference between the guidelines and the R-Codes for the purposes of guiding the discretion of Council these Guidelines shall prevail. For ease of understanding and interpretation these guidelines are cross-referenced to the corresponding relevant sections of the R-Codes.

These Design Guidelines should be read in conjunction with the UDP.



Related Policy Documents

Metropolitan Context

Directions 2031

The Western Australian Planning Commission (WAPC) has released its final strategy Directions 2031 for Perth and Peel Region. This plan identifies that for Perth to grow and to meet objectives to remain a liveable city but with better sustainability credentials, that there needs to be more focus and clarity to guide how existing urban neighbourhoods are redeveloped.

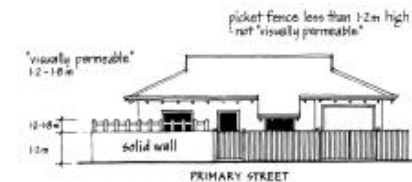
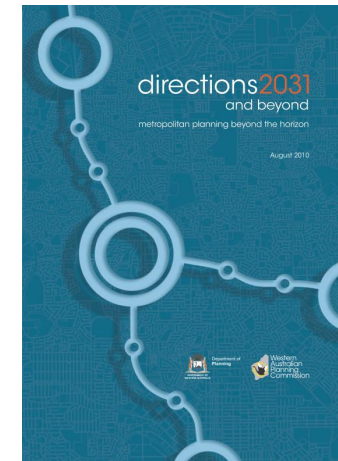
State Planning Policy 3.1 – Residential Design Codes

SPP 3.1 (the R-Codes) provides a consistent basis for residential development throughout Western Australia, albeit under the control of local government, through the town planning scheme and local laws. The R-Codes cover all fundamental site and built-form requirements for planning control purposes and assist Councils to manage this aspect of development without resorting to separate local planning policies or area-specific variations.

SPP 3.1 introduces a common terminology and WA housing design vernacular to outline requirements for housing density, streetscape, boundary setbacks, open space, access and car parking, site works, building height, privacy, design for climate, and incidental development. The policy is incorporated into all in WA town planning schemes by reference and is therefore to be considered as part of the City of South Perth Town Planning Scheme No. 6.

In the case of Waterford Urban Village it is necessary to supplement the general design content of the R-Codes to more specifically address the community identified urban design outcomes. In some instances the Design Guidelines will replace the R-Codes with more specific design guidance.

Where these Design Guidelines do not address a particular matter, Council should refer to the R Codes when making their decision.





Private Realm Provisions

The provisions below have been cross-referenced to R-code Design Elements 6.1 – 6.10. Where there are inconsistencies, these Guidelines will prevail.

Density

(See also R-Codes Design Element 6.1)

Objective – Re-development of the Waterford Triangle should support increased densities to respond to the unique users and synergies of the area without negatively impacting on the surrounding urban fabric.

*For Precinct boundaries, see Section 3 of the UDP.

P1.1 Apartment Precinct:

For sites less than 1000m², the minimum density shall be R60 and the maximum density R80.

For sites with an area between 1000m² and 3000m², the minimum density shall be R80 and the maximum density R100.

For sites greater than 3000m², the minimum density shall be R100 and the maximum density R120.

P1.2 Terrace, Park Terrace and McKay Street Precincts:

For sites less than 1000m², the minimum density shall be R30 and the maximum density R60.

For sites greater than 1000m², the minimum density shall be R60 and the maximum density R80.

P1.3 For the Terrace and Park Terrace Precincts, a minimum site area of 1000m² is required to achieve Multiple Dwellings.

P1.4 No Multiple Dwellings will be permitted in the McKay Street Precinct.





Streetscape Appearance

(See also R-Codes Design Element 6.2)

Objective – Re-development of the Waterford Triangle should respond sensitively to the site and support a renewed and united sense of place. New development should be visually attractive and able to be viewed as an element of an overall streetscape. The edges of development areas need to be interactive, and provide a simple and smooth definition between public and private spaces.

P2.1 Dwellings are to be designed so that front entries are visible from the street. Access to and from car parking areas and building entrances shall be adequately sign-posted and lit.

P2.2 Developments of two storeys or more are to have balconies and/or windows from habitable rooms facing the primary street and/or rear laneway as appropriate. Balconies, particularly for residential uses, shall have a minimum 2.0 metre depth to encourage active use.

P2.3 Front fences where proposed are to be no higher than 1 metre and shall be 80% permeable.

P2.4 Lot frontages are to be at least 10m wide for single and grouped dwellings in all Precincts.

P2.5 Street elevations and development setbacks on the western side of Mackay Street south of the intersection with Keaney Place shall be designed to more closely reflect the prevailing detached single-residential streetscape of the eastern-side of McKay Street (City of Canning). Articulation of facades and the use of tiled roofs of equivalent pitch to the eastern side will be general design requirements.





Front and Side Setbacks

(See also R-Codes Design Element 6.2 and 6.3)

Objective – To maintain a residential neighbourhood environment by ensuring the height and relationship of buildings to the street and other boundaries is appropriate to a human scale. Built form needs to positively address the street to provide opportunity for active and interesting pedestrian experiences.

P3.1 – For the Terrace, Park Terrace and McKay Street Precincts, buildings shall be setback a minimum of 2m from the primary street. Where a property is located on a corner site, development shall clearly respond to one street as the primary street and setback variations may be permitted where both streets are appropriately addressed.

P3.2 For the Apartment Precinct, the primary street setback shall be a minimum of 2m. This may be reduced for multiple dwellings provided that any stories above the second storey are setback a minimum 5m from the boundary.

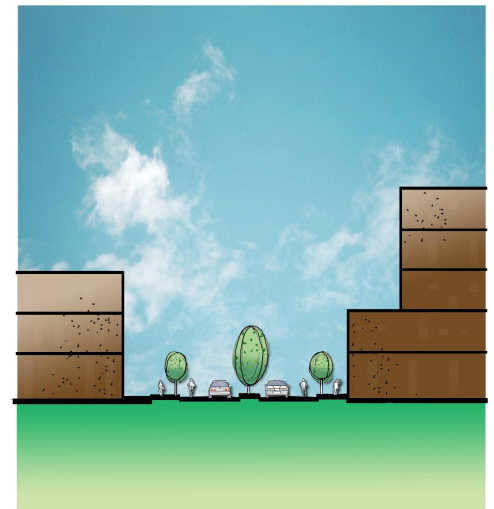
P3.3 For single and grouped dwellings in all Precincts, side setbacks may be reduced to 0m for up to 2 storeys for two-thirds of the length of the boundary. Blank façade treatments where setbacks are 0m shall be made clean and tidy and be treated where possible to provide interest. Multiple dwellings are to have side setbacks of a minimum of 2m.

P3.4 Where a pedestrian accessway has been identified adjacent to a side boundary of a development site, the development shall be required to be setback a minimum of 0.5 m and those walls facing the pedestrian accessway shall have windows which allow overlooking of the accessway from within a habitable room/s of the dwelling.

P3.5 Street setback areas are to be used for landscaping, driveway access and tandem car-parking but are not to be used for garage or carport construction.

P3.6 Utilities such as footpaths, street furniture, drainage swales, service switchgear or pits located in the street and adjacent to a development site may require an increase of street setback to achieve required access clearance distance.

P3.7 A minimum of 25% of the street elevation of a residential building/s shall address the street either by a major opening or balcony, increasing to 35% where a building is two storeys or more.





Open Space

(See also R-Codes Design Element 6.4)

Objective – To encourage a sustainable intensity of residential redevelopment yet achieve the outcomes identified by the community of the Waterford Triangle for a green neighbourhood with trees, habitat and open space.

P4.1 Within the Terrace and McKay Street Precincts, for sites below 1000 m² in area there shall be a minimum of 40% open space; whereas for sites in excess of 1000 m² there shall be a minimum of 50% open space.

P4.2 Within the Park Terrace Precinct, a minimum of 30% open space shall be permitted where direct pedestrian access from the dwelling is provided to the central park area.

P4.3 Within the Park Terrace Precinct, walls and fences facing the POS are to be in accordance with Clause 6.2.5 of the R-Codes.

P4.4 Within the Apartment Precinct, for sites below 3000m² in area there shall be a minimum of 40% open space; and for sites in excess of 3000 m² in area there shall be a minimum of 35% open space.

P 4.5 Properties directly adjacent to Public Open Space (POS) are to have at least one major opening at ground level and a major opening/balcony for every corresponding level overlooking the POS. Windows should be positioned to overlook pedestrian routes, provided that privacy concerns are met.





Parking

(See also R-Codes Design Element 6.5)

Objectives - To ensure that vehicle access and parking is provided in a manner which is convenient to use, functionally safe and yet does not dominate public and private spaces to the detriment of walking and cycling.

P5.1 Garages and car ports associated with dwellings shall be located behind the front setback area.

P5.2 Multiple dwelling development shall make provision for parking in a dedicated facility which is accessible from the street but is secure, offers weather protection, is screened from street view and able to be conveniently accessed by residents.

P5.3 Direct access to carports/garages from the rear laneway within the Terrace and Park Terrace precincts is not permitted for Multiple Dwellings. Only a shared internal driveway access into individual carport/garage areas will be permitted.

P5.4 On-site visitor parking associated with residential parking shall be located close to the entrance of residences.

P5.5 Driveway access restrictions to properties will be in accordance with the Access Plan (Figure 2)



Figure 2: Access Plan



Finished Levels

(See also R-Codes Design Element 6.6)

Objective – Development designed to directly address the street and adjacent open spaces so that pedestrians and other users experience a connection with the land uses that form part of the Waterford Triangle.

P6.1 The ground floor level of all buildings is to be no greater than 0.5m higher than the natural ground level on adjacent land in the public domain; and where there is a retaining wall and/or fence required this shall be no more than a total of 1 metre in height at the boundary. If fenced, the fence shall be visually permeable to afford good sight lines and permit visual interplay between street and property (see also P2.3).

P6.2 The ground levels of setback areas are to be blended to match those levels of abutting street and park spaces but may have low change of grade or a visually permeable fence to demark private from public ownership of space (see also P2.3).

Building Height

(See also R-Codes Design Element 6.7)

Objective – To improve visual interest in the built form and skyline by allowing for a variety of building heights suited to different household characteristics, living styles and land uses.

P7.1 Maximum building heights shall conform to the Building Heights Plan (Figure 3) and heights shall be measured in accordance with the City of South Perth Town Planning Scheme No. 6.

P7.2 Where plant and equipment extend above the rooftop, the intention is to achieve clean roofline profiles and screen from the street view. The maximum heights permitted may be varied in order to achieve this, provided that screening can be incorporated into architectural features that form an integral part of the building.

P7.3 Flat roofs (i.e. a roof pitch of 0°) are not permitted.



Figure 3: Building Heights Plan



Orientation, Solar Access and Privacy

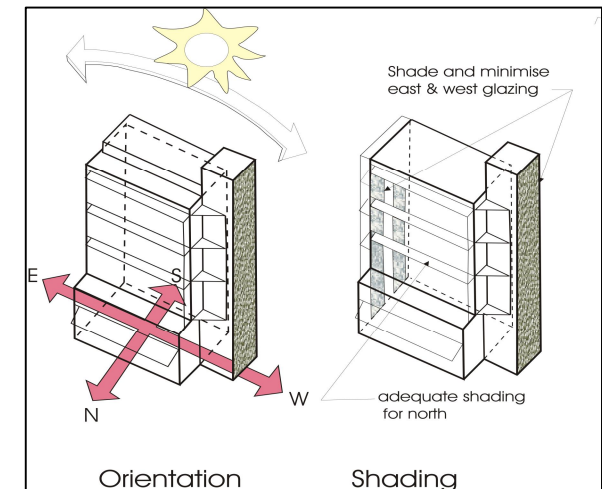
(See also R-Codes Design Element 6.8 and 6.9)

Objective – To ensure that all new development is orientated and designed appropriately to take full advantage of cooling summer breezes and warming winter sunlight and to reduce dependence on mechanical HVAC systems. Privacy for dwellings is to be achieved by appropriate acoustic and visual design.

P8.1 Residential and other buildings are to be designed and sited to achieve the following:

- ▶ Openings for ventilation on more than one side of the building and internal breezeways for cross-flow.
- ▶ Minimal glazing on façades facing east and west; adequate shading is to be provided for all glass other than south facing glass.
- ▶ Bedrooms are to be screened from the impacts of noise and visual intrusion.

P8.2 Private open space is to be located on the northern side of buildings where possible.





Sustainability

Objective – To establish a high standard of design for energy efficiency, water conservation and sustainability as applied in the development of all new buildings and works within the Waterford Triangle.

P 9.1 All dwellings should comply with the regulatory requirements outlined in the WA State Government 5 Star Plus for Energy and Water Use and Building Code of Australia.

P 9.2 Tap fittings (excluding bath and garden) and sanitary flushing systems (dual flush) should be minimum 4 stars WELS rated. Showerheads should be a minimum 3 stars WELS rated.

P 9.3 Gardens should be designed for low water requirement native plants (for habitat and provenance value) OR devoted to food production where irrigation is required. Where the irrigation of gardens is necessary, the use of treated non-potable water needs to be investigated and applied – possibly as part of a communal system.

P 9.4 Ceiling and wall insulation should be utilised to provide greater thermal efficiency and performance where possible.



5 Star Plus

Energy Use in Houses Code
Water Use in Houses Code



Doing our part in building better communities for Western Australia



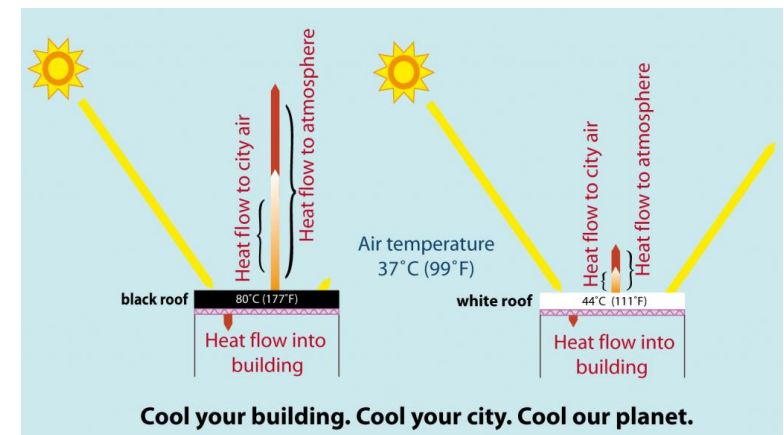


Materials & Colours

Objective – To ensure that new developments are designed to feature a selection of materials, colours and textures of finish to visually harmonise with adjoining buildings to create a united and enhanced streetscape appearance.

P 10.1 Selections of external building materials and colours shall be related to the palette prepared and adopted by the City of South Perth or alternatives as approved by Council on advice of a consulting architect.

P 10.2 Roofing materials are to be non-reflective, light coloured (other than solar heating or photovoltaic cells) and should not be dark coloured or heat absorbent colour roofing materials.



Source: Physorg



Public Domain Objectives

Public - Private Space Relationships

Objective – To provide interesting and interactive relationships between development, private and public spaces throughout the Waterford Triangle by recognising the importance of activities and community management of spaces to engender a sense of ownership of spaces and focus of interest.

The streets and spaces of Waterford Triangle are currently under-valued by the community. Developers of amalgamated sites and/or multistorey developments have an opportunity to contribute to the sense of place of the Waterford Triangle by providing interesting outlooks, location of artworks, spaces and ensuring adequate lighting is provided.

The design, reconfiguration and management of public spaces throughout the Waterford Triangle needs to consider how best to provide for opportunities of use where residents and visitors might be able to play and interact on 'neutral' ground (i.e. public spaces). There needs to be a careful consideration and clear statement of intended purpose as part of the transformation of the Waterford Triangle streets into *living streets*. Provision needs to be made for good solar lighting, thoughtful and inspiring street furniture for sitting, playing, exercising, and otherwise enjoying the outdoors within close proximity to neighbours friends and family.





Access Laneways

Objective – To facilitate the cost-effective development of alternative access laneways for properties abutting Manning Road and as nominated on the Urban Design Plan as a pre-requisite for redevelopment of adjoining land.

The Waterford Triangle UDP foreshadows a series of design innovations which can only be implemented by redistributing land and reconfiguring roadways and other public spaces. To achieve these aspects of the UDP, an Improvement Plan could be incorporated within a Scheme Amendment.

An Improvement Plan would provide for the creation of the proposed laneways (rear and front). The laneways would need to be created prior to any redevelopment to allow for redevelopment to address the laneway and to provide safe vehicular access for increased traffic movements. As the preferred rear laneway alignment is within private properties, the Improvement Plan would need to include specific provisions relating to land acquisition and developer contributions. A portion of the rear of each affected lot would be required to be ceded to the City of South Perth (CoSP). This land will be used by CoSP to construct sealed laneways for the use of local residents to access abutting properties.

An Improvement Plan should also include the proposed link between the central park and Manning Road. This is intended to improve the walking and cycle access to the Waterford Triangle making this mode of access more direct and enjoyable by being located within a park landscape.

Required land for these aspects will need to be identified spatially within the Improvement Plan and CoSP will need to include provisions in its Town Planning Scheme that addresses land acquisition requirements and developer contributions to recover the costs for these works in a manner which is equitable for all landowners in the Waterford Triangle.

All other improvements within the Waterford Triangle undertaken to upgrade the public domain (i.e. refurbished streetscapes, new footpaths and cycle ways, water conservative stormwater treatments, new lighting and furniture, additional land requirements, and the administration and design costs associated with implementing the urban design) will also need to be identified within the Improvement Plan. This process will ensure that costs and benefits to all landowners are distributed across all those properties within the Improvement Plan area.





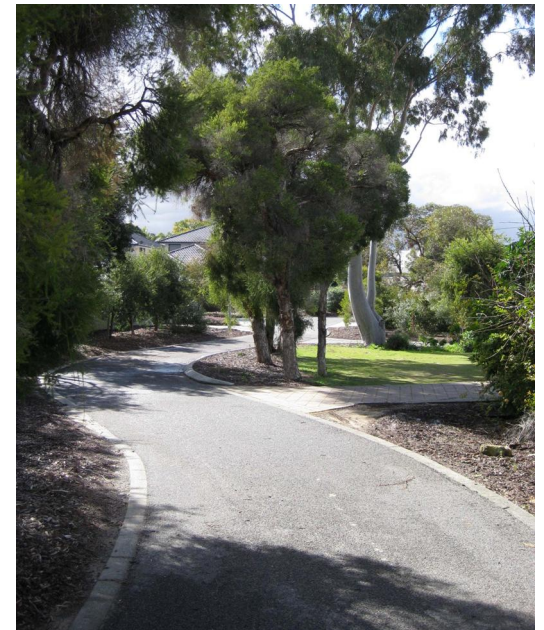
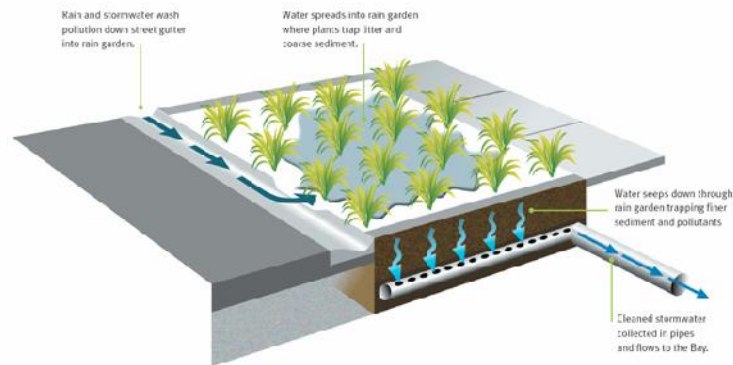
Landscaping

Objective – The landscape for the Waterford Triangle will use an appropriate balance of indigenous and non-indigenous species, suited to the location and purpose of the space, and the available water resources.

Residents have reported that the Waterford Triangle currently has a poor landscape quality for private and public open space areas, however they highly valued the proximity of mature trees and areas with natural beauty and environmental qualities. The degraded nature of the existing landscape does not encourage people to invest time or effort in their own private spaces.

The revitalisation of Waterford Triangle will be possible if there is a shared interest and commitment to the development of a garden style urban village. For this to be properly realised there needs to be attention paid to better vehicular access and parking, road design, movement and the relationship between private and public open space areas.

The delivery of *living streets* will require the City to work closely with residents and property owners. It will create the opportunity for the street to be used for leisure activities to become a leisure and play-space for children and adults alike.





Safety & Security

Objective - To ensure a well integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between area, and clearly defining private and public space responsibilities.

The Waterford Triangle is located adjacent to a university and TAFE campus and so it is important that there is an environment in which students can feel safe and secure when they walk and cycle through the precinct. Crime is a perception but can readily also become a reality due to certain prerequisites. Crime is a behaviour, which is a function of *Motivation + Opportunity* ($B = f M + O$).

Crime Prevention Through Environmental Design or CPTED¹ is a design approach which assumes that avoidance of poor design in the built environment can reduce the opportunity for crime within an area. This addresses Opportunity. Motivation is partly addressed by the creation of opportunities for positive relationships between residents and other people who occupy and use the streets and spaces of Waterford Triangle.

In addition to generally acknowledged CPTED strategies such as to enhance natural surveillance of streets and spaces, natural access control and territorial reinforcement around the site, the Waterford Triangle approach encourages residents to own and take an interest in what happens in the streets and spaces. To this end programs such as community gardens and/or walking school bus, fetes or street-parties can achieve positive interactions between neighbours



¹ Council may also have regard for WAPC Planning Bulletin 79, 'Designing Out Crime' Planning Guidelines when assessing designs for both the public and private realm in Waterford Urban Village.



GHD

GHD House, 239 Adelaide Tce. Perth, WA 6004

P.O. Box 3106, Perth WA 6832



T: 61 8 6222 8222 F: 61 8 6222 8555 E: permail@ghd.com.au

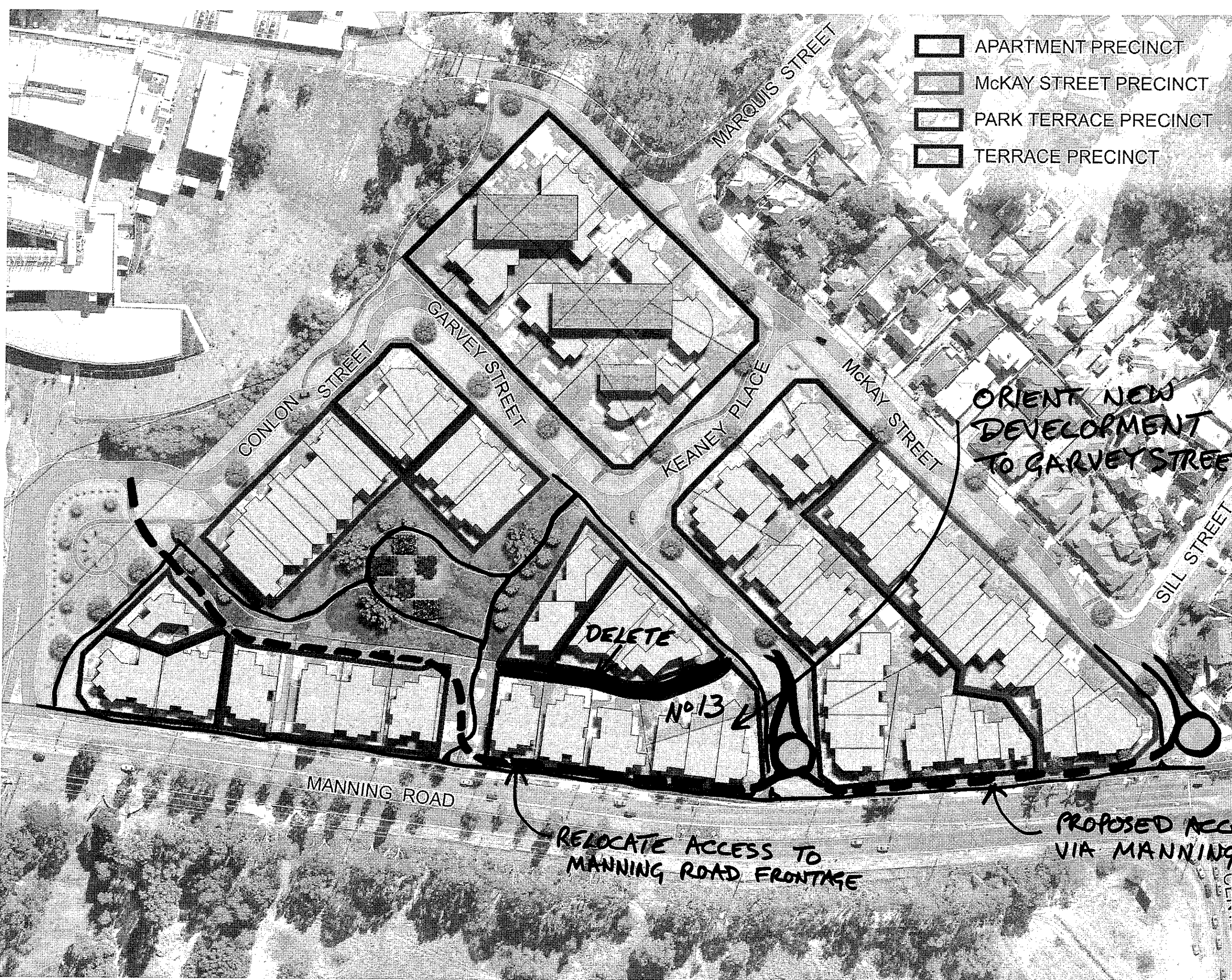
© GHD 2010

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission.

Unauthorised use of this document in any form whatsoever is prohibited.

Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	Ross Montgomery	Scott Jeffrey		Anna Kelderman		02/08/2010
1	Ross Montgomery	Scott Jeffrey		Anna Kelderman		13/09/2010
2	Ross Montgomery	Scott Jeffrey		Anna Kelderman		13/10/2010
3	Ross Montgomery	Scott Jeffrey		Anna Kelderman		15/11/2010



- APARTMENT PRECINCT
- McKAY STREET PRECINCT
- PARK TERRACE PRECINCT
- TERRACE PRECINCT

ORIENT NEW DEVELOPMENT TO GARVEY STREET

DELETE

No 13

RELOCATE ACCESS TO MANNING ROAD FRONTAGE

PROPOSED ACCESS VIA MANNING ROAD

City of South Perth
Proposed South Perth Station Precinct

Schedule of Submissions

**South Perth Station Precinct
Business Case - Richardson Park**



Civic Centre

Cnr Sandgate Street and South Terrace
SOUTH PERTH WA 6151

Monday to Friday:

8.30am to 5.00pm

Enquiries:

Phil McQue

Telephone:

9474 0777

Facsimile:

9474 2425

Email:

philm@southperth.wa.gov.au

Web:

www.southperth.wa.gov.au

South Perth Station Precinct Business Case

BACKGROUND OF PROPOSAL

As part of the South Perth Station Precinct Plan, developed in conjunction with the Western Australian Planning Commission, the City has prepared a business case which considers options that would strengthen the feasibility of constructing the South Perth Railway Station, adjacent to Richardson Park.

When the Perth – Mandurah Railway Line was first proposed in 2002, the state government stated its commitment to the construction of a railway station at South Perth. The Kwinana Freeway was also realigned near Richardson Street, at the cost of about \$3M, to allow for the proposed station platform during construction of the railway line.

Since then, however, successive state governments have deferred the construction of the South Perth Railway Station, with the state government more recently stating in 2009 that it would not construct the station during its term of government due to other projects having priority in its planning forward estimates.

The City strongly believes that the South Perth community would benefit greatly from the provision of a railway station, with the proposed cost of the \$30M being outweighed by the consumer demand and sustainable benefits that it would bring, such as improved access and reduced parking congestion.

The City engaged expert consultants to prepare a business case which assesses a number of options and determines there is strong feasibility for constructing the station with demonstrated financial and environmental sustainability.

The Council has endorsed two development options ‘in principle’ for public comment, and has sought views from the community on the potential built form.

The two options involve the construction of a building on the north-west corner of Richardson Park, which would assist in creating a vibrant transit-oriented hub, aligned with the railway station.

Option 1 – Commercial Development

Proposes a built form of approximately four stories, with there being 10,000 sq.m of commercial space, with no proposal for residential use.

Option 2 – Mixed Use Development

Provides for both residential and commercial use, with a higher density and a built form of up to 12 stories. It proposes 14,400 sq.m of residential floor space and 4,000 sq.m of commercial floor space.

It is unlikely in the short to medium term that a railway station will be provided unless there is some form of development on the north-west corner of Richardson Park.

Submissions closed on Friday 29 April 2011.

South Perth Station Precinct Business Case

Schedule of Submissions

COMMENT CONTAINED IN SUBMISSION

Submissions **OPPOSING** Business Case**1. Environmental concerns**

Swan Estuary Reserves Action Group Inc (SERAG) comments:

This Group is strongly opposed to the location proposed for the station, because of its close proximity to Milyu Nature Reserve and Marine Park.

Milyu is one of only three small areas of estuarine habitat on the Swan Estuary gazetted as an A-Class Reserve under the *Conservation and Land Management Act 1984*. The others are Alfred Cove (Melville) and Pelican Point (Crawley). These reserves provide vital habitat for both local and migratory birds, including trans-equatorial migratory wading birds protected by agreements Australia has with Korea, Japan and China. Waders and water-birds move between Alfred Cove, Pelican Point and Milyu on a daily basis. The sand flats, mud flats and beaches at these three locations provide the only remaining significant breeding, feeding and resting areas in the Swan Estuary. Some of the species relying on these areas for habitat are endangered.

Of the three reserves, Milyu is by far the smallest. Surrounded by significant infrastructure, it is already under considerable stress from:

- traffic using the Kwinana Freeway;
- cyclists and pedestrians using the Principal Shared Path (PSP) that follows the Kwinana Freeway, just before it crosses the Swan River at The Narrows (the PSP is the most used path in WA, with the number of cyclists using the path per month estimated at 60,000 (Dept of Transport: www.transportwa.gov.au/cycling); and
- the high level of recreational use of the river immediately west of the Narrows Bridge.

(cont'd)

1. Environmental concerns (cont'd)

This infrastructure prevents expansion and the natural processes of regeneration, making Milyu vulnerable to other disturbances, such as pollution, weed infestation, and erosion. Winter storms have severely eroded the river foreshore north of the Comer Street pedestrian overpass to the Reserve, threatening remnant vegetation, including valuable bird habitats.

With the general degrading of habitat, there has been a decline in the number and diversity of bird-life relying on Milyu. The addition of even more infrastructure so close to the Reserve will further exacerbate this situation. The railway station, and the development aligned with it - option 2 in particular providing for mixed use development, for both residential and commercial use with a higher density and built form of up to 12 storeys - will result in a significant increase in the concentration and scale of human activity in the area. With the pedestrian overpass providing easy access to the Reserve, there will be an even greater threat of human disturbance to an area already under extreme stress.

The primary concern of SERAG is to promote the well-being of the A-Class Reserves on the Swan River Estuary. The group works hard with other organizations, including the City of South Perth, to protect and preserve the Reserves, and to redress the impact of factors posing a risk to the ecological health of the Estuary.

We strongly urge the City of South Perth to re-consider the need for a train station; or to consider an alternative location - perhaps nearer to the Como Jetty, where shopping, entertainment and recreational facilities already exist and can be enhanced without causing detriment to wildlife.

2. Need for resident parking in Richardson Street

Resident of Multiple Dwelling in Richardson Street, South Perth, comments:

The City of South Perth has conducted a two year review of the parking conditions on Richardson Street. As part of this review, paid parking was introduced, and no resident parking permits were issued. Prior to the review, commuters were using Richardson Street as a “park and ride” area for transit to the city on the buses in Labouchere Road.

Since paid parking was introduced, commuter parking has been reduced to nil. The only people parking on Richardson Street now are local residents and employees of local businesses.

As the majority of the accommodation on Richardson Street is apartment style, each unit has been allocated 1 car bay each. However, as many units contain more than one bedroom, they often have two cars, and residents have no choice but to park in the street.

This has resulted in hundreds of dollars in fines over the past two years. Our household has amassed \$150 in fines, an expense we cannot afford, given that the affected car owner is a struggling student. I have no alternative to parking my vehicle on the street, as there are not enough parking spaces on the property for my car. I have been living in the area for over five years now, so was a resident of the street well before this study was undertaken.

My concern with the proposal is that, like the study, residents will continue to pay the cost of “commuters” parking on our street through fines, when we have no other choice available to us. I read in the study that it is proposed that residents receive parking permits so that they can park on the street.

I cannot stress enough how important this is and would like to express my strong support that residents’ parking permits be implemented. It is vital that residents not be charged or penalised for residing in an area, for which the majority of the infrastructure is decades old, and where the need to provide more than 1 car bay per apartment is clearly required.

Many of the residents in Richardson Street work in the city or surrounding suburbs and often commute via public transport to work, university, and the like. Residents should no longer be punished for doing the right thing by using public transport instead of private vehicles.

3. Proposed building on Richardson Park - general

Resident of Multiple Dwelling in Richardson Street, South Perth, comments:

I am concerned about the proposal to turn Richardson Park into a car park or potential urban area. This park is an important fixture in the lives of the residents on and around Richardson Street. Aside from the local sports clubs using these grounds, the park is frequently used by the public as a place for sporting and social activities. In the current world we live in, green areas are becoming few and far between. One of the great pleasures I have with living on Richardson Street is being able to look at a park from my apartment and not a concrete block. When my nieces come over to visit me I can take them to the park to play outside rather than have them locked in the apartment.

The fact that there is a park opposite was one of the reasons I decided to live somewhere without a courtyard or backyard. To remove this park and replace it with yet another concrete structure would severely devalue the area and take away one of its major appeals.

I urge you to seriously consider the impact that this would have on the lifestyles of your constituents before the council goes ahead with removing the park. I would also like to be informed of what environmental impact studies are being carried out into the removal of the park and the provisions being made for its inhabitants, which include birds and squirrels.

Owner of Grouped Dwelling in Riverview Street, South Perth, comments:

I live within the 800m radius precinct of the proposed station and I am appalled that either a four-storey building or a 12-storey building is being proposed to be erected on the northwest corner of Richardson Park.

Leave our green parks alone and free of commercial/residential development. Richardson Park is a magnificent park for recreation and its views across the river. Don't destroy what the public loves for the sake of income to the City in the form of rates and charges.

I am in favour of a railway station at Richardson Street, but built to the minimum - **Option 2**.

If it is decided to go instead with a four-storey building or a 12-storey building, then obviously a four-storey building would be my reluctant choice.

(cont'd)

Also, NO PARK AND RIDE to be available at this station.

If the Council is seeking extra income from rates, etc, why not charge commercial rates for the Royal Perth Golf Club? There is easily \$1 million a year or more to be had. Why should the golf club pay only peppercorn lease fees? As a ratepayer, it gets up my nose.

4. Traffic issues

Main Roads Western Australia comments:

[Main Roads does not support significant development within the South Perth Station Precinct at this time. Issues raised in relation to general development are dealt with as part of proposed TPS6 Amendment No. 25.]

With regards to the proposed railway station, during the consultation process there was extensive discussion in providing high rise development above the proposed station. Consideration will need to be given to the timing of the construction of the proposed railway station / building, as access to the station site will be extremely limited and highly likely to cause extreme traffic disruption. Prior to any works commencing within the Kwinana Freeway road reserve, Main Roads approval will be required.

Owner body of Multiple Dwelling tower in South Perth, comment:

Public transport needs of South Perth

A rational consideration of the present and future public transport needs of the City of South Perth should take into account all the under-mentioned points.

- We already have a train and bus transfer station at Canning Bridge.
- There is an excellent ferry service from Barrack Street to Mends Street which will receive further prominence and use when the Perth foreshore development eventuates. Reinstatement of the Coode Street ferry service and extended operating hours to say 10.30 pm might be considered.
- The Perth to Mandurah railway line is intended primarily to provide a fast commuter service for outlying population centres and not inner city locations which are best served by bus, ferry and light rail/tram.
- A 'CAT' bus service linking Canning Bridge station with the Mends Street ferry via the shopping precincts of Como, South Terrace, Angelo Street and Mends Street (plus a stop at the Zoo), would be a major convenience to residents and at a much lower cost than the infrastructure developments proposed for Richardson Park and the South Perth Station Precinct Plan.

(cont'd)

4. Traffic issues (cont'd)

- A Richardson Park station would only serve the northern part of the City of South Perth, at best.
- Light rail connections from central Perth to Curtin University are already being considered. Light rail might also connect to Canning Bridge and be of great benefit to the southern and western residential areas of the City of South Perth.
- A possible decision to build a new sports stadium at Burswood would add another dimension to South Perth transport needs. Canning Bridge station may become an even more important transport hub.

There is an article in the *West Australian* of 15 April 2011 under the heading “Lord Mayor wants bigger range for Perth CAT buses”, with South Perth getting a mention. CAT buses operate in Fremantle and Joondalup with joint funding from the State. Mandurah is in negotiation for a similar service and there is every incentive for South Perth to make a strong case for its own CAT route(s).

Transport Infrastructure Priorities

The State Government is trying to meet demands for public transport Infrastructure from many quarters and it seems likely that any possibility for a South Perth train station will slip further down the list of priorities. The popularity of the Perth-Mandurah line has created strong demand for new stations in the outlying and fast growing population centres such as Secret Harbour and Lakelands/Meadow Springs, plus an urgent need for extra parking at existing stations. The case for these facilities is compelling, in marked contrast to the South Perth situation.

We recommend that the City of South Perth administration and Council should direct efforts at the provision of public transport based on CAT and regular bus services, the existing ferry, and inclusion in light rail planning studies. Forget the Richardson Park station, it doesn't make any sense in terms of cost effectiveness, usage or location.

We do NOT support either of the proposed building options for the north-west corner of Richardson Park and object to expenditure estimated at \$30 million to support a station that may never exist.

5. General objections

Owner of Multiple Dwelling in Mill Point Road comments:

My objections are as follows:

1. A station near Richardson Street would cause the area to become a short term parking lot for people wanting to make a one stop trip to Perth City.
2. It would create traffic problems in the area which is at the moment a very quiet, pleasant place to live.
3. A lovely park and recreation area of which there are few, would disappear due to it becoming a parking lot.
4. The area is already well services by buses and a ferry service. Thus a train service would not benefit the local residents.

Please consider - does the area really need this? and at what expense?

Owner body of Multiple Dwelling tower in South Perth, comment:

Incorrect assumption

It is stated in the *Peninsula Snapshot* article that “it is unlikely that in the short to medium term a railway station will be provided unless there is some form of development in the north-west corner of Richardson Park”. Two options are put forward for such development as a basis for comment. The City’s view that “the South Perth community would benefit greatly from the provision of a railway station with the proposed cost of \$30 million being outweighed by the consumer demand and benefits it would bring”, are open to serious challenge. It is our belief that there is very little enthusiasm or demand for such a facility from the residents of Mill Point Ward and even less in the other areas covered by the City of South Perth.

What scale of development?

The South Perth Station Precinct Plan describes a scheme for a station precinct extending to an 800 metre radius from the proposed Richardson Park site. The communication in the *Peninsula Snapshot* refers only to construction of a building on the north-west corner of Richardson Park. Do you seriously believe that the ‘modest’ Richardson Park development will provide sufficient grounds for a railway station yet you are willing to commit ratepayers to their contribution to a \$30 million project? The State Government and Public Transport Authority will require a far more convincing rationale.

It seems that the station is being used as an EXCUSE for intensive and higher rise development in a South Perth CBD rather than as a valid REASON for such development within the enlarged precinct.

(cont’d)

5. General objections (cont’d)

Owners of property in Banksia Terrace, Kensington, comment:

We are long term residents of the city, having lived in the South Perth and Kensington areas (in the catchment area for this station) since 1951 and 1962, respectively. We still have family in the precinct and use it regularly.

After having completed the material below we received the Southern Gazette of 26 April that appears to announce an almost complete retraction of the proposals out for discussion. We lodge our comments as they are, as some of the views will still be relevant in spite of the announced change.

Summary of Objection

We are against the proposal in any format, for the following reasons:

- (i) Train braking noise - recall the campaign years ago that resulted in forced change of braking patterns to reduce rail shriek.
- (ii) Inevitable parking overload as experienced in other southern stations such as Bull Creek and Murdoch.
- (iii) Large portion of users will be commuters to CBD who will flood local streets for parking as already happens with the buses.
- (iv) Labouchere Road / Angelo Street / Hensman Street / South Terrace traffic will be even worse. Past modifications such as the quickly aborted roundabout at the Labouchere Road / Angelo Street junction proved a disaster. We are confident the proposal elsewhere for a similar idea of a roundabout at the South Terrace / Labouchere Road junction will be a similar disaster.
- (v) Plan appears to be driven by a decision having been made for a station and realisation that density and destination factor justification is necessary so a 4/12 storey building is to be placed on the site to create the required environment.
- (vi) Catchment area for businesses/residents within the 800m range shown is (as admitted in the report) very small. Effectively limited to a 90 degree north-east quadrant from the station site which even then includes the Zoo and Windsor Park.
- (vii) With the exception of the Zoo, access to public attractions seems a very poor justification for such a small number of events.

Poor consultation

We are only aware of the proposal from being communicated in the *Southern Gazette*. This is not good enough. Large parts of the City do not receive it in spite of what that paper may say is the circulation. We have only received it in the last month or so, friends in Labouchere Road have not received the paper in over a year. Surely advice could have at least been sent out with the recent communications for the bulk kerb waste service? This needs wider circulation.

Comments

In the time available, we have quickly looked at the Council Minutes of 4 November 2010 on this matter and the Syme report but have not had access to the documents until this week to consider a detailed response.

References are to the Syme Marmion & Co report unless otherwise shown.

- Consider the assumption that South Perth will “likely” become an extension of the CBD over the medium to long term (page 8). Given that Northbridge has not made that transition, it is difficult to see how that will happen more easily for South Perth with the physical barrier of the river and ‘choke point’ of the Narrows Bridge. The CBS has many decades of simpler expansion to the east down Adelaide Terrace, Hay / Murray and Wellington Streets and into Northbridge before South Perth becomes a business centre for other than the generally small business enterprises that now operate here. Certainly there are some exceptions, but big employers do not appear to be here or planning to be here.

(cont'd)

5. General objections (cont'd)

- Population increases and boarding frequency is stated at page 8. This will surely mainly impact on the usual morning and afternoon peak periods. Encourages frequent transport service at peak times and almost nothing at other times. This adds to the typical peak/trough demand which is unprofitable with expensive transport vehicles, whether trains or buses, idle for much of the day.
 - Access to Zoo and large scale events should only be a 'super profit' of the station not a justification. See pages 8 and 23. Other than Australia Day and the lost Red Bull, events are relatively small and current parking seems to cope well. Continual statements that with the presence of a station it is "more likely that" patrons will use public transport is not supported by history. From our own overseas travel experience of catching trains and buses extensively in Europe, it requires a consistently frequent and reliable public transport system to encourage people to use public transport. We do not have this, so fail the required primary attraction.
 - We are shocked at the admission page 23 item 2.4.2 that the primary benefit from the train station will be to improve patron access to the Zoo. The estimated cost of \$30m will take a long time to recover on increases in patronage as suggested in that item!
 - Comments on Park and Ride facilities are not consistent with published problems elsewhere. Page 25 says it is not intended to have park and ride facilities. It acknowledges that the presence of a station however will create demand for such facilities. It goes on to discuss residential permits which then will turn South Perth into the parking shambles that is Subiaco. With those types of restrictions we will also have the inevitable visual streetscape pollution of parking restriction signs littering the street verges.
- I note the proposal would consider a maximum of one street parking permit per residence. Not much help for multi car households. Granted such car ownership is 'discouraged', the reality is that each adult in a dwelling is likely to have a car. Unless development is lots of bed sits or single bedroom apartments, one permit per dwelling will not make it. It also limits visitor numbers drastically in a suburb where according to 2006 census data available on the City web site, that 51.7% of the population was 35 years or older. Lots of people with multiple cars for household use and lots more than single visitors! So parking will become a nightmare unless such a station has massive multi storey parking available. Cost will put parkers off and big ugly car parks create community angst.
- The experience of park and ride stations at Bull Creek and Murdoch show that planners ideas on sufficient parking is not up to community expectations.
 - Page 26, item 2.8 continues an approach that many of the future occupants of South Perth will live AND work in South Perth. Given the price levels of family size housing in South Perth, that is a very brave assumption that most of the South Perth workers will live here. We would expect that only a small number of any organisation's employees could afford to own a property in the city with another small cohort who could afford to rent such family accommodation in the city. We question the validity of the projection.
 - Option 1:** Base case page 27 item 3.2. We recall some early comments by the State Government that a South Perth station was not seen as necessary because residents were well served by bus services to the CBD. We see that as still valid with the make-up of the South Perth demographic now.
 - Other Options generally,** pages 27 and following. We now appear to be pushing to make South Perth a destination for businesses to create a need to consistently have large numbers of people come here every weekday. This changes the whole nature of the city from a residential and educational city with retail services and a small area for business, to one that is to have a large commercial segment. Australian development customs have the result that there are very few residences in commercial areas. The combination of homes and businesses that are seen in the Asian shop/house developments and similar European attitudes seems unacceptable here. For example a four level building in most of Italy will have shops and offices on the ground floor and apartments above. This means people are always about and there is a consistent demand for public transport. One only has to drive down Charles / Hardy / Bowman Streets after 6.00 pm to see the absence of life in our commercial precincts. It is acknowledged that in the case of those streets there are a numerous blocks of apartments, none the less the streetscape is one of vacancy outside business hours. St Georges / Adelaide Terrace and Hay / Murray Streets other than in the pub/club area show how dismal such business centres can be after business hours. Do we really want that? Not us!

(cont'd)

5. General objections (cont'd)

- **Option 2 PTA design** page 27. The proposal to have a small number of drop-off bays and no parking is, with respect, naive. People will come and park to catch the train. See comments on Murdoch etc above. When we lived in Labouchere Road every increase in bus fares created an instant increase in bus commuters parking in the streets to get to the single zone fare to the CBD. Streets became car parks end-to-end, so were really only one car wide and seriously damaged residents' amenity. The same result WILL happen here.
- **Option 3b** page 33 - car bays. A proposed 90 residential units of 160 sq.m and 4,000 sq.m but only 175 car bays seems lean. Council Minutes under **Option 3(a)** Table 1 suggests that with 10,000 sq.m lettable gets 211 bays. Then under **Option 3(b)** with 4,000 sq.m net commercial we would then expect on the same ratio 85 commercial bays out of a total of 175 bays (see also Syme page 33 Table 16). So means only 1 bay per each of 90 units of 160 sq.m. To not have 2 bays per apartment won't help values or saleability. That makes 265 bays at least! That seems to also not allow any off street parking for visitors / customers / clients.
- Further, I understand that a new house of any size must have a double garage / carport. Surely an apartment has to have 2 car bays?
- Page 38 first paragraph is again not reality. A station will certainly let many people in easily without using a car. However if the commercial activity does increase there will still be a large part of that increase who will always come by car.
- We believe the presence of a station will not have a net effect on desirability - page 28 para 3. While many within a few hundred meters (not 800!) will find a station convenient, most will grow to hate the noise of braking trains and the impact of large groups of people moving from the station with inevitable litter, noise and anti-social behaviour.
The material on road reserves and land swaps is difficult to understand, see 37 and following. We are both members of Royal Perth Golf Club and have seen the difficulties the club had in renegotiating the current lease. On first reading, we thought that somehow the club was to lose some land alongside Richardson Park (which is the driving range) and would be compensated by a land swap for the road reserve of Melville Parade. If that is the case, we would be surprised if that was feasible. However on a closer reading it seems the 'land swap' is really changing part of Melville Parade road reserve into recreation purposes to balance up the loss of some land currently as reserve where the proposed commercial development would be sited - note opening lines at the top of page 38.
- Loss of a hockey field and possible new fields on Sir James Mitchell Park, see pages 38 and following. We imagine the Wesley South Perth Hockey Club would have some strong words to say about losing a hockey field. Many social planners would similarly object to the loss of generally irreplaceable playing fields.
- The plan in Figure 15 indicates an astro turf hockey field. Is this to be an inducement or will the club have to do like others and source traditional funding from government sports agencies and sponsors and members - perhaps they are already, we have no connection to know? Having been involved in some of these and seen the adjacent infrastructure for water cannon where required and protection from lifted balls leaving the field, it seems that a location hard up against Amherst Street and its substantial car parking would be very expensive in addition to the other costs noted in the report.
- As for possibly developing new fields on Sir James Mitchell, that astounds us. We recall the public response some years ago when the idea was floated of developing the park for active recreation that was heavily criticised and dropped. As we recall there were all sorts of playing fields involved. Given the way that Australia Day, South Perth Fiesta, etc as referred to on page 24 para 2, surely that would be impossible. We find such proposal offensive. Observing what is required at the Thelma Street playing fields near Collie Park Golf Club / Penrhos there is requirement for change rooms and even more parking for players etc who are most unlikely to use public transport. In fact, they would be unwelcome after matches in the usually sweaty state of hockey players!
- Council Minutes under **Option 3** in para 3 refers to "The sweeping lawn banks at the south western corner of Richardson Park. I cannot see that shown on the documents I have found. I would understand that to be along the western part of the northern boundary of the golf club driving range. Presumably that will include some protection from errant golf balls in an area that is now generally sparsely populated.

(cont'd)

Submissions **CONDITIONALLY SUPPORTING** Business Case

1. Support subject to availability of adequate local parking

Owners of commercial property in Labouchere Road, South Perth, comment:

We strongly favour the train station redevelopment at Richardson Street.

[The submitter itemises some concerns regarding proposed development within the surrounding South Perth Station Precinct, being dealt with separately as part of the proposed TPS6 Amendment No. 25.]

Strong consideration needs to be given to parking and accessibility to the station and not penalize businesses and residents by limiting parking for rate payers. A 'free pass' should be provided for street parking for both commercial and residential rate payers. Perhaps based on 2 free all-hours parking permits per address on Richardson Street.

2. Support subject to availability of adequate sporting facilities

Wesley South Perth Hockey Club comments:

The Wesley South Perth Hockey Club (WASPS) is a stakeholder of this project, being a user of the Richardson Park reserve and leaseholder of the WCG Thomas Pavilion located on Richardson Park.

The options put forward in the business case will result in the loss of at least one of our playing fields. As a club, however, we could accept the loss of one playing field if one of the remaining fields was fitted with artificial turf, as availability of turf would compensate for reduction in total field numbers.

Accordingly, on the basis that:

- the redevelopment site carve-out occurs such that WASPS retain 4 grass fields and an artificial turf site;
- the project includes the development and funding (or co-contribution) of an artificial turf;
- the size and location of remaining grass fields and turf site are to be acceptable to WASPS in the detailed planning stage;
- WASPS training and playing activities are not adversely impacted by train station or site redevelopment activities such as parking problems, grass growth / damage issues etc;
- resultant development (eg residential) does not impact on our ability / rights to use Richardson Park, including use of floodlights for training or games of an evening / night, nor on our ability to hold night-time functions at our clubrooms (WCG Thomas Pavilion). Floodlights are currently only on the top fields at Richardson Park, and would also be required for turf site, but are not required for the grass fields closest to proposed development;

then Wesley South Perth Hockey Club would support the creation of the redevelopment sites as per the Dec 2010 Business Plan.

Submissions SUPPORTING Business Case

1. Preferred Option

Note:

- **Option 1: Base case (option dismissed for reasons provided in Section 3.2)**
- **Option 2: Build Public Transport Authority (PTA) Station Design;**
- **Option 3a: Enable Commercial Development Station Design; and**
- Option 3b: Enable Mixed Use Development Station Design.**

Owner of Grouped Dwelling in Sandgate Street, South Perth, comments:

I prefer **Option 1** with the proposal of 4 stories of commercial space. I consider this to be more acceptable in the area of a Railway Station.

I would not wish to see a 12-storey building in that area. There are already high rise residential buildings in Mill Point Road and 12 stories would look out of place in Richardson Park area and could spoil the whole ambience of that area. It could set a precedence for lovely South Perth feel becoming like “down town Melbourne” with a choking feeling. It could also be the beginning of more high-rise along the river foreshore and soon we wouldn’t be able to see the river at all!

Director of company owning land in Charles Street and Richardson Street, South Perth, comments:

The company strongly supports the development of a railway station at the bottom of Richardson Street and wholeheartedly support Council’s decision to push the State Government to direct funding to the station. We also support development on the north-west corner of Richardson Park in order to facilitate the construction of the station.

We are happy for **Option 1** or **Option 2** to proceed; however, if Option 1 is to proceed, I would support up to 8 storeys of commercial use with a vibrant mix of cafes and shops at ground level. Consideration could also be given to incorporating change rooms and a club house at the rear of the building (on the park side) for the cricket and hockey club to encourage them to support the initiative.

Owner of Grouped Dwelling in Eric Street, Como, comments:

Option 2 - Preferred, as it gives Council maximum Rates income which should relieve pressure to increase rates formula for local residents.

Option 3 - Build a multi-storey Council-owned and operated car park adjacent to Option 2. This would give residents in areas of, for example, Preston Street and Wesley College access to said rail station to travel north and south. Model can be based on car park servicing “Hollywood Medical Centre”. It works.

Owner of Grouped Dwelling in Coode Street, Como, comments:

After reading all pages in the documents "South Perth Railway Station - Business Case" and "November 2010 Council Minutes: 10.5.1 South Perth Railway Station - Business Case", we wish to express our strong support for **Option 3(b)**.

Option 3(b) very clearly offers the best case for demonstrating to a reluctant State Government that the City of South Perth is determined to facilitate not only the construction of the station, but also the creation of an iconic example of mixed use development in a station precinct. Option 3(b) also indicates that the City's commitment to sustainability issues is firm, soundly based and addresses concerns held in the broader community living outside the notional 800 m radius from the station. Station development accompanied by land use changes is a core strategy for reducing our dependence on car-oriented transport systems.

The South Perth station development, coupled with appropriate limitations and fees for non-resident parking, will reduce local road congestion, not increase it. To those with a car fixation who ask, "Where will they park?", the answer has to be frank, "For most or nearly all persons, they don't. They train, bus, walk or bike ride. Our plan facilitates and promotes all four of these modes."

The City of South Perth does not have any modern, large, iconic buildings. Now there is an opportunity to fill that gap, with a very distinctive landmark building near the station, and a complementary and visionary landmark building in the nearby 'Triangle' area.

The Business Case did not:

- review any examples of mixed use development in a station precinct elsewhere in Perth, in Australia, or in other countries. In our limited travels, we have been fortunate to have stayed in or visited many fine examples of such developments - especially Singapore, Paris and Madrid come to mind;
- mention the possibility of relocating some sporting activities to the Ernest Johnson Oval at the Civic Centre, which according to our observations, is under-utilised.

mention the high desirability of preserving and enhancing the path for cyclists and pedestrians (including us, we use it regularly for exercise walks) located between Royal Perth Golf Course and the Freeway. Extension to the new station, the Old Mill and the Narrows Bridge would be rather nice.



**SUBMISSION TO LOCAL
GOVERNMENT ADVISORY BOARD
AUGUST 2011**

**REVIEW OF ELECTED MEMBER
REPRESENTATION AND WARD
BOUNDARIES**

TABLE OF CONTENTS

BACKGROUND	3
PUBLIC CONSULTATION PROCESS	3
REVIEW PROCESS.....	4
TIMELINE.....	4
CURRENT WARDS AND REPRESENTATION.....	5
REPRESENTATIONAL REVIEW - REDUCTION IN ELECTED MEMBERS.....	7
WARD BOUNDARY REVIEW - DETERMINING FACTORS.....	9
WARD BOUNDARY REVIEW OPTIONS	11
WARD REVIEW - FOUR OPTIONS.....	12

BACKGROUND

In May 2011, the City of South Perth in response to the Western Australian State Government Local Government Reform process considered and prepared a comprehensive discussion paper on elected member representation and ward boundaries and resolved the following:

That Council...

(a) endorse the Review of Ward Boundaries and Representation Discussion Paper May 2011;

(b) agree to undertake a review of the City of South Perth ward boundaries and representation in accordance with Schedule 2.2 of the Local Government Act 1995;

(c) endorse Option 2 (four wards with two Elected Members per Ward with one Mayor elected at large) as the preferred option;

(d) invite public submissions from 28 May 2011 to 11 July 2011; and

(e) consider all submission and make a determination on the Review in August 2011.

Following a public submission period in excess of the statutory requirement, three submissions were received which were considered by the Council at the 23 August 2011 Council meeting where it was subsequently resolved that:

INSERT COUNCIL RESOLUTION

PUBLIC CONSULTATION PROCESS

The City held a public submission period in excess of the statutory requirement of 42 days, from 28 May 2011 through to 14 July 2011, with notices placed on the City's website, advertisements published in the local Southern Gazette on 31 May 2011 and 14 June 2011 and advertisements also displayed on the City's various public notice boards throughout the district.

During the public submission period, a total of three submissions were received, all of which were taken into account during the Council's deliberations on this matter.

One submission strongly favoured the option of eight wards, with the view that this would better represent of community of interest, prevent groups and groups of voters dominating Council, better align with physical and topographic features within the City, increase affordability for candidates, and provide a better ratio of elected members to the number electors.

The second submission supported the reduction of elected members from thirteen to nine with no reasons provided and the third submission supported the reduction in elected members from thirteen to nine, with two elected members per four wards.

REVIEW PROCESS

The review process was undertaken in accordance with Schedule 2.2 of the *Local Government Act 1995*:

- Council resolving to undertake a ward and representational review
- 42 day public submission period on ward and representation review
- Council considering all submissions and relevant factors before making a decision
- Submission of a report to the Local Government Advisory Board for consideration
- The Local Government Advisory Board submitting a recommendation to the Minister for Local Government for determination.

TIMELINE

The following timeline was used in respect to the ward and representational review:

DATE	ACTION
4 May 2011	Council workshop on ward and representational review
24 May 2011	Council endorse review and Discussion Paper
31 May 2011	Public submission period opens
14 July 2011	Public submission period closes
23 August 2011	Council considers all submissions and makes a decision on the review
2 September 2011	Council submits a report to the Local Government Advisory Board

The following information was documented in the Discussion Paper released for public comment and taken into consideration by the Council in determining its position.

CURRENT WARDS AND REPRESENTATION

The City of South Perth is located four kilometres south of Perth, with an area of 19.9 square kilometres dominated primarily by urban residential development. The City is bounded by the Swan River to the north and west, Canning River to the south and Town of Victoria Park and City of Canning to the east. Suburbs included South Perth, Como, Kensington, Manning, Salter Point, Waterford and Karawara. The City has 25,422 electors (as of March 2011) in six wards with two elected members each, with one elected member retiring every two years. The Mayor is elected at large.

WARD	SUBURBS	ELECTED MEMBERS	ELECTORS	ELECTED MEMBER : ELECTOR RATIO	% RATIO DEVIATION
MANNING	Waterford				
	Manning				
	Salter Point				
	TOTAL	2	4,048	1: 2024	-0.04%
MCDOUGALL	Karawara				
	Como				
	TOTAL	2	3,876	1: 1939	-0.08%
CIVIC	South Perth				
	TOTAL	2	4,384	1 : 2192	0.03%
MILL POINT	South Perth				
	TOTAL	2	4,456	1 : 2228	0.05%
COMO BEACH	Como				
	Salter Point				
	TOTAL	2	4,396	1 : 2197	0.03%
MORESBY	Como				
	Kensington				
	TOTAL	2	4,262	1 : 2153	-0.01%
CITY WIDE		12	25,422	1 : 2,118	

Under the current ward structure, there is effective representational balance across all six wards with the McDougall Ward having the greatest ratio deviation of -0.08% resulting in a slight over-representation in comparison with the other five wards.

The existing ward structure is based primarily on Canning Highway, with two wards north, one west and three south of the highway. The ward structure divides suburbs between wards, with Como divided between the three wards of Como Beach, McDougall and Moresby, South Perth divided between Mill Point and Civic and Salter Point divided between Manning and Como Beach. Community of interest is the strongest weighted factor in the consideration of ward boundaries and the existing division of suburbs between wards has the potential to divide community of interest between wards.



REPRESENTATIONAL REVIEW - REDUCTION IN ELECTED MEMBERS

The City of South Perth Council in September 2009 resolved to consider reducing the elected member representation from thirteen to nine, in line with State Government policy and the reasons outlined below.

There is anecdotal evidence that reduced elected member representation still provides strong balanced representation whilst resulting in more effective and efficient decision making, governance savings and better value for money service delivery. A strong effective governance structure provides the capacity to plan and make strategic decisions and the ability to solve the larger and longer-term challenges effectively.

As detailed below, reducing representation by four elected members increases the elected member / elector ratio from 1 : 2118 to 1 : 2824, an increase of approximately 32%.

Number of Elected Members	Elected Member : Elector Ratio
13	1 : 1955
12	1 : 2118
11	1 : 2311
10	1 : 2542
9	1 : 2824
8	1 : 3177
7	1 : 3631
6	1 : 4237

The table outlines that an elected member representation of nine at the City (inclusive of Mayor) would have a higher representational balance of 1 : 2824 in comparison to the metropolitan 'City' local governments (inclusive of Mayor), which averages 1 : 4280.

Local Government Cities	Number of Wards	Number of Elected Members	Number of Electors	Ratio of Elected Members to Electors
Subiaco	4	13	11,333	1 : 871
Perth	0	9	9,629	1 : 1069
Nedlands	4	13	14,318	1 : 1101
Fremantle	6	13	18,883	1 : 1452
Belmont	4	11	20,832	1 : 1893
Armadale	7	14	35,622	1 : 2544
South Perth**		9	25,422	1 : 2842
Mandurah	4	12	43,346	1 : 3612
Swan	7	15	62,973	1 : 4198
Canning	4	10	50,100	1 : 5010
Gosnells	1	12	60,781	1 : 5065
Wanneroo	4	15	77,766	1 : 5184
Bayswater	4	11	61,264	1 : 5569
Melville	6	12	67,216	1 : 5601
Rockingham	4	10	58,120	1 : 5812
Cockburn	3	9	54,160	1 : 6018
Joondalup	6	12	104,350	1 : 8695
Stirling	7	14	127,015	1 : 9072
AVERAGE	4.5	12.05	51,629	1 : 4280

** South Perth excluded from average figures

Elected member representation affects how much access people and communities have to their local government and their ability to influence decisions about what services and initiatives they value.

The advantages of reducing elected member representation include:

- Decision making may be more effective and efficient
- Reduction in cost of governance overheads, including less meeting fees, allowances, reimbursements, conferences etc (estimated saving of \$50,000)
- Potential for stronger team spirit and team work
- Potential to lead to greater interest in elections and more candidates

The disadvantages of reducing elected member representation include:

- A smaller number of elected members may result in an increased workload and demand, reducing their effectiveness which may discourage prospective candidates nominating
- Potential loss of diversity of interests
- Potential for less community participation if there are fewer elected members to contact
- Potential for possible interest groups to dominate Council

WARD BOUNDARY REVIEW - DETERMINING FACTORS

When considering changes to ward boundaries, Schedule 2.2 of the *Local Government Act 1995* prescribes the factors that must be taken into account by the Council in their considerations. These factors are also used by the Local Government Advisory Board in their determination of Council submissions. These five factors are:

1. Community of interest

Community of interest includes a sense of community identity and belonging, similar characteristics within the locality, shared history, shared facilities and infrastructure, similar catchment areas, similar local newspaper circulation areas. Neighbourhoods and suburbs are important units in the physical, historical and social infrastructure, generating a feeling of community and belonging.

The City of South Perth is a relatively small inner-City community with a stable population of 43,907 as of 30 June 2010, comprising the suburbs of South Perth, Como, Kensington, Manning, Salter Point, Waterford and Karawara.

The City is characterised by large green open spaces, dormitory housing estates, no industrial activity, limited commercial activity, two smaller commercial centres (Mends Street, Angelo Street, Preston Street), a large shopping complex (Waterford Plaza) and a fairly even distribution of small retail/commercial precincts across the district. The City has a fairly even distribution of open space, facilities, parks, reserves and educational institutions throughout the district

2. Physical and topographic features

Physical and topographic features may be natural or man made. Features include rivers, coastal plains, parks, reserves, railway lines, freeways and main arterial roads.

The City is bounded by the Swan and Canning river systems, north, west and south, and the Town of Victoria Park and City of Canning to the east. Significant man made physical features include Kwinana Freeway, Perth-Mandurah Railway, and Canning Highway which can be perceived as a physical divide between the north and south of the City.

3. Demographic Trends

Demographic terms include characteristics of human population, such as population growth, age, sex, occupation and location.

The table below details the population growth in the City during the past ten years. In the past five years, growth has averaged 1.75% per annum. This discussion paper is based on the City averaging approximately 2% growth in the near future, with the population anticipated to be approximately 45,500 by the October 2013 ordinary election.

Future growth within the City will primarily be infill development throughout the City, with growth concentrated around the proposed Canning Bridge Railway Station Precinct, the proposed South Perth Railway Station Precinct and Cygnia Cove.

Estimated resident population, City of South Perth (Preliminary updated estimates based on 2006 Census data)		Annual change	
Year (ending June 30)	number	number	Percent (%)
2010	43,908	144	0.3
2009	43,764	1,056	2.5
2008	42,708	1,134	2.7
2007	41,574	721	1.8
2006	40,853	575	1.4
2005	40,278	635	1.6
2004	39,643	600	1.5
2003	39,043	696	1.8
2002	38,347	826	2.2
2001	37,521	--	

4. Economic Factors

Economic factors include any factor that reflects the character of economic activities and resources of the area, including industries, distribution of community assets and infrastructure.

As previously mentioned, the City is primarily urban residential development, with no industry and limited commercial activity within a small number of retail precincts. Waterford Plaza is the largest commercial shopping centre and the Perth Zoo attracts in excess of 600,000 visitors per annum to the City.

Further economic activity could occur into the future dependant on the South Perth Railway Station and Canning Bridge Railway Station Precinct Plans and anticipated growth of Curtin University and Bentley Technology Park.

5. Ratio of Elected Members to Electors

The Local Government Advisory Board expects any proposed ward and representation changes to result in similar ratios of elected members to electors across the wards of its district.

WARD BOUNDARY REVIEW OPTIONS

The City of South Perth's uneven distribution of electors throughout the district combined with dominant physical features make it difficult to consider options for ward boundaries that would comply with the Minister for Local Government's 10% variance ratio for elected members to electors.

Key features of the City include considerably higher density in some areas, significant physical features such as the Swan and Canning Rivers, Canning Highway, Manning Road and large tracts of dormant public open space (Sir James Mitchell Park, Collier Park Golf Course, Royal Perth Golf Club, Perth Zoo, and Swan / Canning river foreshores).

Future population growth and demographic trends are required to be considered as part of this review. As previously mentioned, growth is expected to concentrate around the Canning Bridge Railway Station Precinct, South Perth Railway Station Precinct and Cygnia Cove, with growth anticipated to average approximately 2% per year.

Given the strong community interest factor, it would be preferable for suburbs to not be divided between wards. However, the considerable difference in the number of electors by suburb combined with the orientation of suburbs in relation to one another present significant difficulties in achieving representational balance. The suburbs of South Perth and Como are also significantly larger in population than the remaining five suburbs.

WARD REVIEW - FOUR OPTIONS

The following four options are presented on the representational basis of eight elected members (excluding the Mayor).

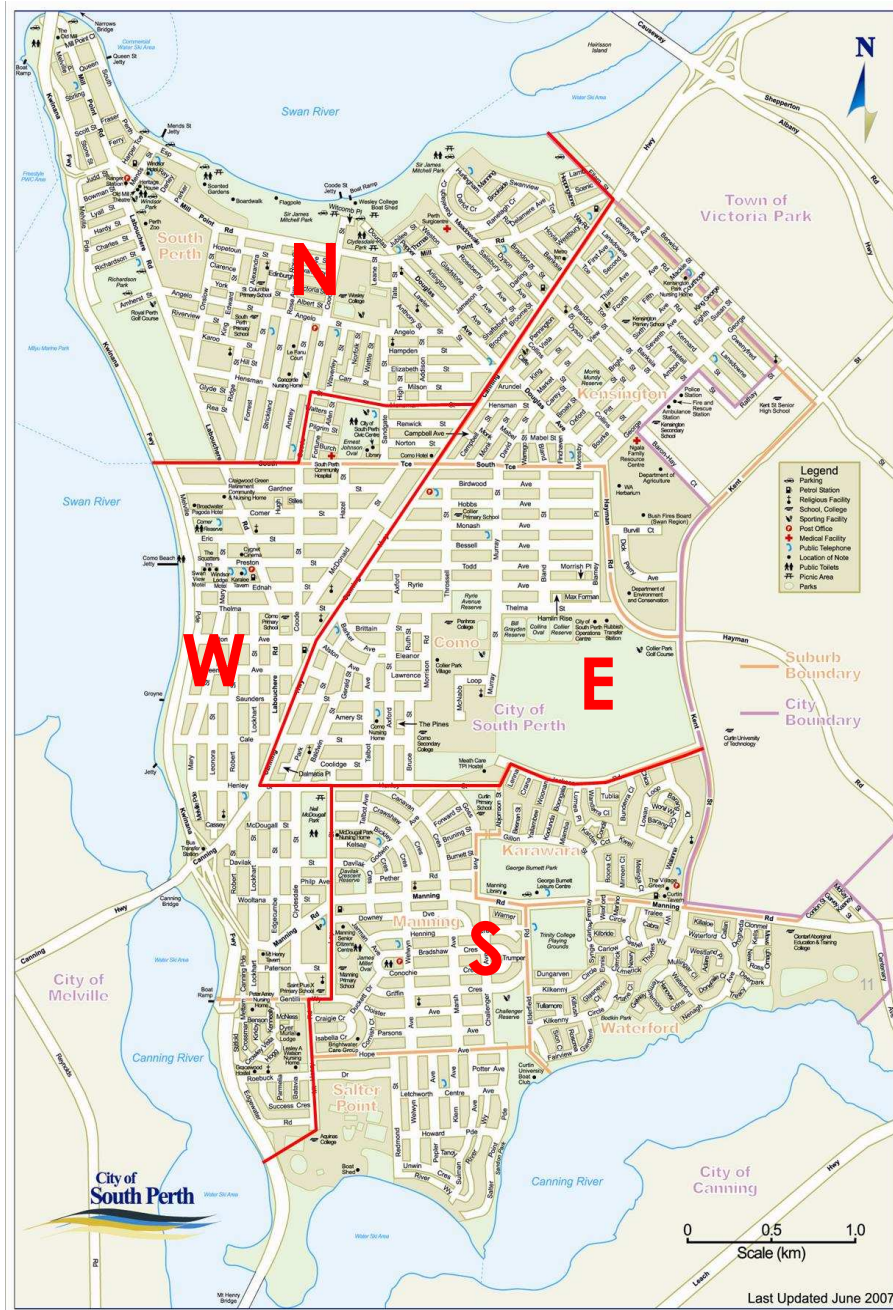
OPTION 1 – CREATE EIGHT WARD WITH EIGHT ELECTED MEMBERS



WARD	SUBURBS	ELECTED MEMBERS	ELECTORS	ELECTED MEMBER : ELECTOR RATIO	% RATIO DEVIATION
1	South Perth	1	3494	1 : 3494	0.09%
2	South Perth	1	3443	1 : 3443	0.08%
3	Kensington	1	2860	1 : 2860	-0.09%
4	Como	1	2947	1 : 2947	0.07%
5	Como	1	3524	1 : 3524	0.10%
6	Como Salter Point	1	3083	1 : 3083	-0.02%
7	Manning Salter Point	11	3163	1 : 3163	-0.004%
8	Karawara Manning	1	2908	1 : 2908	-0.08%
CITY WIDE		8	25,422	1 : 3177	

The option of creating eight wards proves difficult in satisfying all five factors used by the Local Government Advisory Board in their determination of Council submissions. To achieve the required representational balance ratio, the ward boundaries proposed creates a number of issues in respect to retaining community of interest as it divides every suburb excepting Kensington and Karawara between wards, and in particular, Como between three wards. Some ward boundaries are divided upon minor physical features which could also create confusion amongst electors (eg minor roads such as Anstey Street, Goss Avenue, Challenger Avenue become ward boundaries).

OPTION 2 – CREATE FOUR WARDS WITH TWO ELECTED MEMBERS PER WARD



WARD	SUBURBS	ELECTED MEMBERS	ELECTORS	ELECTED MEMBER : ELECTOR RATIO	% RATIO DEVIATION
North Ward	South Perth				
	TOTAL	2	6,994	1 : 3497	.10%
South Ward	Karawara Manning Salter Point Waterford				
	TOTAL	2	6,268	1 : 3134	-0.01%
East Ward	Como Kensington				
	TOTAL	2	5,919	1 : 2959	-0.06%
West Ward	Como Salter Point				
	TOTAL	2	6,241	1 : 3120	-0.01%
CITY WIDE		8	25,422	1 : 3177	

This option as detailed in the above map considers dividing the district into four wards, north, south, east and west. The representational balance ratio deviation is within the Minister for Local Government's required 10% deviation.

The dividing of the suburbs of Como and Salter Point between the two wards diminishes the community of interest factor, however the division is required in order to achieve the option of four wards.

This proposal attempts to retain the respective community of interest within the four wards. As an example, the South Perth Railway Station Precinct is within the proposed north ward and the Canning Bridge Station Precinct is within the proposed west ward.

It could be reasonably argued that the suburbs of Waterford, Manning, Salter Point together and to a lesser degree Karawara all have a distinct community of interest whilst the suburbs of South Perth, Kensington and Como together also have a distinct community of interest.

With the future expected growth to occur in the South Perth Railway Station Precinct, Canning Bridge Railway Station Precinct and Cygnia Cove, there is the possibility that the ratio deviation will alter into the future, but not before the 2013 ordinary elections.

Should the Council consider that the proposed boundary between the north ward and south ward should be realigned from Coode and Hensman Street to South Terrace to better reflect the community of interest, it would have to make a submission to the Minister for Local Government outlining the extenuating circumstances, as it would create a ratio deviation in the north ward well in excess of the 10% variance allowed.

OPTION 3 – CREATE TWO WARDS WITH FOUR ELECTED MEMBERS PER WARD



WARD	SUBURBS	ELECTED MEMBERS	ELECTORS	ELECTED MEMBER : ELECTOR RATIO	% RATIO DEVIATION
North/West Ward	South Perth Como Salter Point	4			
	TOTAL	4	13,238	1 : 3309	0.04%
South/East Ward	Como Kensington Karawara Waterford Manning Salter Point	4			
	TOTAL	4	12,184	1 : 3046	-0.04%
CITY WIDE		8	25,422	1 : 3177	

This option as detailed in the above map considers two wards, a northwest ward and southeast ward, divided by Canning Highway, Henley Street, Ley Street, Gentilli Way and Mt Henry Road.

As can be seen from above, the representational balance ratio deviation is within the Minister for Local Government's required 10% deviation.

The dividing of the suburbs of Como and Salter Point between the two wards diminishes the community of interest factor, however the division is required in order to achieve the option of two wards.

The proposed ward boundaries follow natural physical boundaries, with Canning Highway being the main feature of distinction. This proposal allows the north west coastal suburbs to remain together in one ward, which is important in the City's future planning for the South Perth Station Precinct and the Canning Bridge Station Precinct.

There would appear to be strong community of interest within the two proposed wards, divided by Canning Highway. However, this proposal could also perpetuate the already existing perceptions within the district.

It could be reasonably argued that the suburbs of Waterford, Manning, Salter Point together and to a lesser degree Karawara all have a distinct community of interest whilst the suburbs of South Perth, Kensington and Como together also have a distinct community of interest.

OPTION 4 – NO WARD SYSTEM

This option considers having no wards within the City, with all eight elected members being elected by all electors of the district.

The advantages of a no ward system include:

- Would eliminate potential ward bias - the *Local Government Act 1995* requires that elected members represent their interests of all electors, ratepayers and residents of the district, not just their ward.
- Would achieve more balanced representation across the City.
- Smaller populated and sometimes more disadvantaged areas would be represented by the whole Council.
- Simpler election process to administer and understand.
- Broadens the views and understanding of elected members beyond their own immediate area.
- Members of the community can speak to any elected member rather than their usual ward elected member.

The disadvantages of a no ward system include:

- Electors may feel that they are not adequately represented if they do not have an elected member within their immediate area.
- There is the potential for an interest group to dominate the Council.
- Elected members may not have an affinity for issues across the district.
- Elected members are expected to have an understanding of all issues across the district, increasing their workload and demand.
- More costly for prospective candidates to contest elections given they need to campaign across the whole district.

Attachment 10.1.1(a)

**TERMS OF REFERENCE
SIR JAMES MITCHELL PARK ADVISORY GROUP**

Name:	Sir James Mitchell Park Community Advisory Group (SJMPACAG)
Aims:	<p>1.1 To provide representative community input/advice to the City on the development, management and maintenance of Sir James Mitchell Park.</p> <p>1.2 To provide a community forum on items referred to the Group by the City of South Perth Administration.</p>
Membership:	<p>2.1 The Group shall consist of the following endorsed members:</p> <ul style="list-style-type: none"> · The Manager City Environment · Management Support Officer, City Environment. · A maximum of 6 voluntary representatives from the community. · Membership shall comprise the following: <ul style="list-style-type: none"> - Three (3) residents who live in close proximity to the park; - Three (3) members who reside elsewhere within the City; and - The three (3) members who live near to the park should ideally be representative of the various sections of the park. <p>2.2 Membership shall be for a period of two years, however, retiring members are eligible for one further period.</p> <p>2.3 Membership of the Group shall be reviewed by the Chief Executive Officer.</p> <p>2.4 Members are to abide by the City's Code of Conduct whilst carrying out the functions of the SJMPACAG.</p> <p>2.5 Members of this Group are not authorised by the City to speak on behalf of the City and shall not provide comment to the media regarding items under consideration by the Group.</p> <p>2.6 If any member is absent from three (3) consecutive meetings without leave of the Group, the City may remove them from the Group. The City will appoint a replacement for the balance of the SJMPACAG term of appointment.</p> <p>2.7 In the event of a membership vacancy during the term of the SJMPACAG, the City shall call for nominations for a person to fill such vacancy.</p>

Attachment 10.1.1(a)

Name:	Sir James Mitchell Park Community Advisory Group (SJMPACAG)
Operating Procedures:	<p>3.1 The Manager City Environment will chair the meetings.</p> <p>3.2 The group shall meet a minimum of five times annually.</p> <p>3.3 Notice of meetings shall be given to members at least five (5) working days before each meeting.</p> <p>3.4 Recommendations of the Group, shall where possible, be made by consensus and if this is not possible, a simple majority by the members present will be adequate.</p> <p>3.5 Quorum for a meeting shall be at least 50% of the number of members of the Group, whether vacant or not.</p> <p>3.6 The Group is authorised to second individuals from outside the group on a voluntary basis, for their expert advice.</p> <p>3.7 Advice provided by the Group is to relate to the items covered under the terms of reference for this Group.</p>
Notes:	<p>4.1 Notes are to be taken at each meeting and will be forwarded to all members.</p>
Delegated Authority:	<p>5.1 The SJMPACAG has no delegated powers under the Local Government Act and is to advise and make recommendations to Council only.</p>



**TERMS OF REFERENCE OF THE COMMUNITY
SUSTAINABILITY ADVISORY GROUP**

Name:	Community Sustainability Advisory Group
Aims:	<p>1.1 To provide a community forum on sustainability issues that are relevant to the City of South Perth.</p> <p>1.2 To provide advice to the City of South Perth on the implementation of the community aspects of the City's Sustainability Strategy and objectives.</p> <p>1.3 To provide representative community input/advice on items referred to the Group by the City of South Perth administration.</p>
Membership:	<p>2.1 The Group shall consist of the following endorsed members:</p> <ul style="list-style-type: none">• The City Sustainability Coordinator• The Manager, City Environment.• A maximum of 8 voluntary representatives from the community. <p>2.2 Membership shall be for a period of two years, however, retiring members are eligible to reapply.</p> <p>2.3 Members shall be appointed by a member of the Executive.</p> <p>2.4 Members are to abide by the City's Code of Conduct whilst carrying out the functions of the CSAG.</p> <p>2.5 Members of this Group are not authorised by the City to speak on behalf of the City and shall not provide comment to the media regarding items under consideration by the Group.</p> <p>2.6 If any member is absent from three consecutive meetings without leave of the Group, the City may remove them from the</p>

Attachment 10.1.1(b)

	<p>Group. The City will appoint a replacement for the balance of the CSAG term of appointment.</p> <p>2.7 In the event of a membership vacancy during the term of the CSAG, the City shall call for nominations for a person to fill such vacancy.</p>
Operating Procedures:	<p>3.1 The City Sustainability Coordinator will chair the meetings.</p> <p>3.2 The group shall meet a minimum of five times annually.</p> <p>3.3 Notice of meetings shall be given to members at least five working days before each meeting.</p> <p>3.4 Recommendations of the Group, shall where possible, be made by consensus and if this is not possible, a simple majority by the members present will be adequate.</p> <p>3.5 Quorum for a meeting shall be at least 50% of the number of members of the Group, whether vacant or not.</p> <p>3.6 The Group is authorised to second individuals from outside the group on a voluntary basis, for their expert advice.</p> <p>3.7 Advice provided by the Group is to relate to the items covered under the terms of reference for this Group.</p>
Notes:	<p>4.1 Notes are to be taken at each meeting and will be forwarded to all members.</p>
Delegated Authority:	<p>5.1 The CSAG has no delegated power and has no authority to implement its recommendations.</p>



The South Perth Youth Network (SPYN) is the City of South Perth's youth leadership team. The group is made up of young people, from a wide range of backgrounds, who are keen to take action around the issues that they care about.

Anyone aged 12–25 years is welcome to join.

The City of South Perth is committed to providing opportunities for young people to have their opinions and ideas heard, and to participate in their community. This has been done for many years through the Youth Advisory Council but this group has now been replaced by the South Perth Youth Network (SPYN), which we hope will be more effective and sustainable.

SPYN is a platform for youth leadership that has emerged out of a recent project entitled "Youth for Resilient Futures". This involved a series of workshops over 6 months where local young people were asked to identify key issues of concern to them, and learnt about taking a resilience-based approach to solving these issues.

Currently SPYN has a core team of about 25 young people who meet regularly to discuss issues and ideas that are significant to them, and to design activities, programs and events that help to address some of these issues.

The network is consistently gaining new members and likes to engage and involve as many young people from the South Perth community as possible, who we can then share information and opportunities with and involve in consultation and the development and delivery of positive youth initiatives.

What does SPYN do?

The SPYN team meets fortnightly to discuss important issues and develop local projects, events and activities for young people.

Current projects include:

- Planning 2011 Secret Event
- 95.3fm Crackles and Gafa youth radio program
- SPYN teeny youth magazine
- Planning to minimise harm from alcohol and other drugs by hosting a forum for young people
- Helping to design the 2011 Australia Day 'Youth Zone' event

SPYN members also have the opportunity to fly interstate to take part in exciting youth leadership events as they arise.

Why do we exist?

SPYN aims:

- * To provide and promote opportunities for young people in the City of South Perth;
- * To enhance personal development and leadership skills in our members;
- * To develop and deliver positive youth projects;
- * To help make the City of South Perth a great place for all young people;
- * To raise awareness and support in the community around issues that are important to local young people.

Why join SPYN?

SPYN provides the opportunity for young people to:

- * express their ideas and opinions;
- * be involved in important consultations;
- * take ACTION around the issues that are important to them;
- * help plan projects, activities and events for other young people;
- * learn about project development and event management;
- * expand their knowledge and abilities;
- * develop leadership skills;
- * meet and work with interesting people;
- * learn more about local resources and opportunities that are available;
- * attend fun events and take part in exciting projects;
- * socialise with other young people and make friends;

Attachment 10.1.1(c)

SPYN is seeking more members to join their magazine crew. SPYN publishes a locally focused teeny youth mag every couple of months.

The teeny mag is just one of the many projects designed by SPYN to enhance the development, skills and awareness of young people in the South Perth community.

The magazine features work from budding writers, photographers, and illustrators and provides an opportunity for local young people to have their opinions and ideas heard, and to participate in their community. SPYN hopes to promote a positive self-image for young people while providing opportunities for leadership and personal development.

95.3fm Crackles and Gafa Youth Radio Program

February 2011 saw the beginning of Perth's first youth radio program. Although facilitated by trained young radio announcers, SPYN members have the opportunity to be interviewed on air or to go into the station to record some promotional soundbytes. SPYN members also take responsibility for delivering Monday morning's traffic and weather report on air.

Secret Event

After a successful funding application to Lotterywest and with the help of event organiser Peter Keos, SPYN are able to plan and deliver an exciting and innovative youth event. Although the youth event is significant in itself, the main aim of the Secret Event is to build capacity and upskill young people in event management, promotion and marketing and creative design.



COMMENTS ON RESIDENTIAL DESIGN CODES OF WA 2010
Submitted in August 2011

Elements	Specific provisions	City's Comments
Part 2 "Codes approval process"	Clause 2.1.1 "Codes Approval Process Flowchart"	<p>The flowchart incorporated into the draft R-Codes will enhance a broad understanding of the approval process comprising the three phases - design, assessment and decision-making. It will facilitate sharing this understanding of the process amongst various stakeholders.</p>
	Clause 2.1.2 "Codes Approval Process"	<p>The text states that it is not the intention of the R-Codes to compel compliant housing proposals to be subject to town planning scheme assessment process. Some local governments have been able to apply the R-Codes in the course of usual Building Licence application procedures.</p> <p>In certain local governments, including the City of South Perth, a town planning scheme specifically requires a planning application for Single Houses to be lodged in order to assess compliance with the R-Codes provisions and subsequently, issuing a determination. As a part of the Scheme review process, proposed to be undertaken in the near future, it is foreseen that the City will review its current Scheme provisions in this regard, and consider the merits of not requiring planning applications for Single Houses which meet the Deem-to-Comply provisions of the R-Codes.</p>

	<p>Clause 2.5.4 “Exercise of Judgement” and Part 4 “Neighbour Consultation”</p>	<p>The text states that where the proposal complies with all relevant Deemed-to-Comply provisions of the Codes, the Authority shall grant approval to the Application. Where provisions of the town planning scheme or a local planning policy are in conflict with or contrary to the Deemed-to-Comply Provisions, the Codes shall prevail except for circumstances prescribed in Part 7. The Authority is not able to refuse the application unless it is specifically in contravention of the Scheme.</p> <p>In Part 7, the R-Codes state that a local planning scheme or policy may contain provisions specific to its area or region. These may relate to streetscape and design element; boundary walls; site works; building height; external fixtures; additional dwelling types; or information that supplements the R-Codes. In addition to some of these areas, the City has its own significant views policy which intends to address community aspirations relating to views of the foreshore and Perth CBD.</p> <p>In reference to Part 4 which relates to neighbour consultation requirements, the City of South Perth has its own consultation policy which addresses the specific need and aspirations of our community.</p> <p>In light of these new provisions in the draft R-Codes, the City intends to review its current Scheme and Policies provisions in order to remove any element of undesired conflict with the R-Codes.</p>
<p>Parts 5 & 6 “Design elements”</p>	<p>Clause 5.1.3 S3.1 “Variations to the minimum and / or average site area requirements”</p>	<p>The associated Design Solution provisions in the draft R-Codes provide more flexibility and incentives for subdividing lots, as only one criterion is required to be met, instead of the current requirement to meet at least two criteria. This approach will facilitate the achievement of higher residential densities.</p> <p>However, it is the City's view that the current R-Codes requirement of exercising a variation of no more than 5 per cent less lot area than that specified in table 1 provides a useful control in terms of how small can a residential lot be in each density code. This is also an important guiding tool for developers as well as for local governments. If compliance with this criterion becomes optional, as proposed in the draft R-Codes, there could potentially be no control over the minimum size of the proposed lots. This could result in the creation of significantly small lot sizes, thus defeating the purpose of having minimum lot sizes associated with various density codes.</p>

	<p>Clause 5.8.1 D1.1</p> <p>“Visual privacy” & measurement of floor levels from the finished ground level</p>	<p>For the purposes of assessing compliance with the visual privacy provisions, the draft R-Codes propose that the difference between the floor levels and finished ground levels be taken into account. The currently operative method takes into account the difference between the floor levels and natural ground levels.</p> <p>While noting that boundary fences provide visual privacy between properties to a certain extent, their heights are also measured from the finished ground levels. The proposed method will be consistent with this approach, and address the actual impact of overlooking effectively.</p> <p>The City also notes that the measurement of the proposed finished ground and floor levels on a site are subject to an assessment against separate provisions of the R-Codes, or those contained in the City of South Perth Scheme.</p>
	<p>Clauses 5.8.1 and 6.4.1 D1.3</p> <p>“Visual privacy” & screening of bathrooms and toilets</p>	<p>The new requirement for bathrooms and toilets to comply with the privacy provisions, on one hand, will pose an additional challenge while designing new developments. On the other hand, the requirement will address concerns, often expressed by the adjoining properties, in relation to overlooking from these areas.</p> <p>The City understands that the amenity impact from these areas will be assessed in a manner similar to the impact of major openings and open outdoor spaces on the adjoining properties. This is not an appropriately worded Deemed-to-Comply provision, as it requires judgement and does not provide certainty. On the same note, all other provisions that require an assessment of the amenity impact of a proposed development should be moved from the Deemed-to-Comply section to Design Solutions section.</p>
	<p>Clauses 5.9.1 and 6.4.2 D1</p> <p>“Solar access for adjoining sites”</p>	<p>In addition to the percentage of the permissible extent of overshadowing of adjoining properties, the proposed Deemed-to-Comply provisions now also require an assessment of the impact upon outdoor living areas, major openings, solar collectors and balconies or verandahs of the adjoining properties.</p> <p>Firstly, these provisions have already been covered appropriately under the Design Solutions pathway of assessment. Secondly, Deemed-to-Comply provisions are intended to streamline the assessment process. Seeking compliance with these provisions under the Deemed-to-Comply pathway will require a significant level of judgement to be applied by local government officers, which is likely to be appealed by either the applicant, or the adjoining property owners, resulting in reviews of delegated</p>

		<p>determinations.</p> <p>The City recommends that this new clause be re-examined, with a possibility of introducing prescribed percentages of the extent of overshadowing of these areas on the adjoining properties.</p>
	<p>Clause 5.10.1 D1 "Outbuildings"</p>	<p>The new Deemed-to-Comply provision requires outbuildings to comply with the setback requirements of the Building Code of Australia. The City understands that this relates to setbacks from the rear or side boundary.</p> <p>Setbacks of habitable buildings from the boundaries or outbuildings are governed by the fire separation provisions of the Building Codes of Australia (BCA). These provisions are relevant to habitable buildings as they aim to preserve life. Since outbuildings are not designed to be used for habitable purposes, the BCA permits their location on the boundary, with a zero setback. Additionally, if an outbuilding is proposed to be located within 900 mm of a boundary, and less than 900 mm from a habitable building on the same lot, then the habitable building or outbuilding is required to have adequate fire resistance levels.</p> <p>Noting the above, instead of making reference to BCA provisions, the City recommends that all outbuildings, which do not exceed the prescribed wall and ridge heights, be permitted with a zero setback from the boundary. This will align the R-Codes setback requirement with that of the BCA without having to make reference to the building legislation. Additionally, outbuildings which exceed the prescribed wall and ridge heights, as measured from the ground levels of the adjoining lot(s), be required to be setback in accordance with Clause 5.3.1 "Buildings setback from boundaries" of the R-Codes. If need be, additional performance criteria provision should be incorporated into this clause.</p>
	<p>Clause 5.11.1 "Supplementary accommodation"</p>	<p>The ability to add a supplementary accommodation (an additional dwelling or independent accommodation) to a single house on the same lot will facilitate access to affordable housing by a large section of our community. This will also facilitate the ability of members of our community to live close to their family members, and enjoying the feeling of security while having their own private space.</p> <p>To facilitate such developments and communities, the City recommends that the open space requirement should be relaxed. This will provide an incentive to a large number of</p>

		<p>landowners to develop their lots with supplementary accommodations, and in turn contribute to an increase in the residential density in WA. Protecting the amenity of adjoining landowners in terms of setbacks, overshadowing and visual privacy should be complied with.</p> <p>Additionally, the permissible distance of the development site to public transport routes (200 m of a train station or within 50m of a high frequency bus stop) should be relaxed, and made consistent with the equivalent distances used under Clause 5.5.1 'On-site parking' D1.1 (800m and 250m respectively).</p> <p>The changes recommended above would encourage achieving the much needed affordable and greater density housing within WA, and meet the infill development targets of Directions 2031.</p>
	<p>Figure 4 "Site provisions - measuring open space"</p>	<p>The new diagram enhances an understanding of how open space on a site is calculated. Additionally, the accompanying notes state that areas which do not have a minimum dimension of 2.4 metres shall not be counted towards open space.</p> <p>Effectively, this new provisions will exclude setback areas around the building, which are no wider than 1.0 or 1.5 metres, from inclusion into open space. This would effectively increase the total required open space for an average development, and permit smaller buildings. It is unclear as to why 1.0 to 1.5 metre wide areas, that have been observed to contribute to open space for over many decades since the R-Codes have been in operation, are suddenly observed not to be open space.</p> <p>The City recommends that this note and associated provisions be carefully examined, and deleted from the draft R-Codes.</p>
<p>Conclusion</p>		
<p>While the intent of the proposed changes to the current R-Codes to facilitate higher densities and maintaining the amenity of residential areas is supported, it is recommended that the proposed amendments, as discussed above, will make the document more effective and user-friendly in responding to the fundamental objectives.</p>		



Lot 616 (No. 16) Bradshaw Crescent, Manning - Bradshaw Crescent (Right)



Lot 616 (No. 16) Bradshaw Crescent, Manning - Bradshaw Crescent (Left)



Lot 616 (No. 16) Bradshaw Crescent, Manning - Bradshaw Crescent (Left)



Lot 616 (No. 16) Bradshaw Crescent, Manning - Welwyn Avenue (Right)



Lot 616 (No. 16) Bradshaw Crescent, Manning - Welwyn Avenue (Right)



Lot 616 (No. 16) Bradshaw Crescent, Manning - Welwyn Avenue (Left)



Lot 9 (No. 16) Welwyn Avenue, Manning (north of site)



Lot 20 (No. 18) Bradshaw Crescent, Manning (east of site)



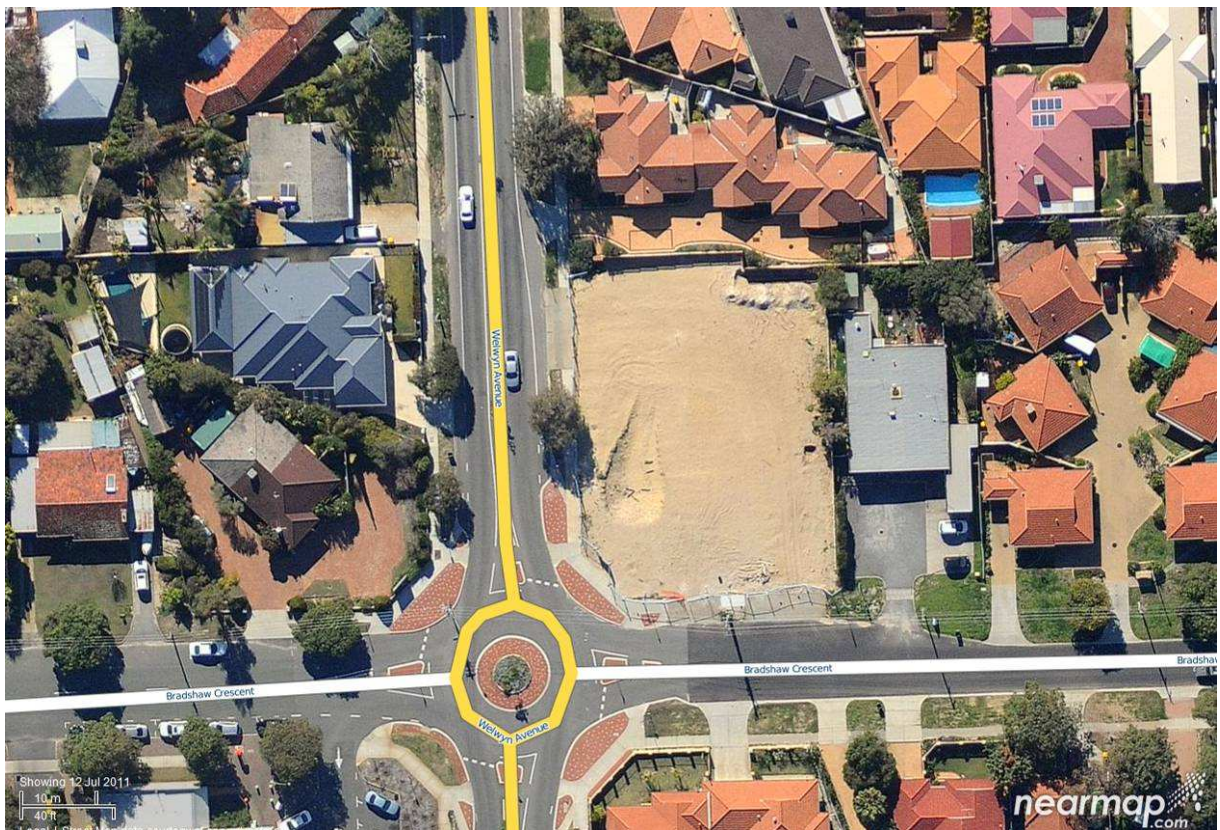
Lot 11 (No. 28) Welwyn Avenue, Manning (south opposite of site)



Welwyn Avenue Shopping Centre (south-west opposite of site)



Lot 616 (No. 16) Bradshaw Crescent, Manning - facing north (20 July 2011)



Lot 616 (No. 16) Bradshaw Crescent, Manning - Nearmap Aerial Photograph (July 2011)

SCANNED

CONWAY PROJECTS

780A Canning Highway, Applecross WA 6153 Tel: 08 9316 9997 Fax: 08 9316 9742

e-mail: jconway@globaldial.com

Builders, Developers, Project Managers

ACN 009 250 622

ABN 22171 329 973

Planning Department
City of South Perth
Civic Centre
Cnr Sandgate St & South Terrace
South Perth WA 6151

10th June 2011

Dear Sirs

Re: Mixed Use Development – 16 Bradshaw Crescent, Manning - Design Amendment

CITY OF SOUTH PERTH	
17 JUN 2011	
Doc ID No:	705458
File No:	BR11/16
Original To:	PS
Action <input checked="" type="checkbox"/>	Info <input type="checkbox"/> File <input type="checkbox"/>

Further to our Development Approval of 25th May 2010 we hereby submit a modification to the Ground Floor Plan for your consideration.

We deeply regret the need to do so but after much analysis of current commercial building costs and anticipated sales figures we have come to the conclusion that the present design is not financially viable as it stands.

We are therefore left with three choices of how to proceed:

1. To abandon the present design and proceed to carry out a simple residential development
2. To hold the land undeveloped until conditions change with the intention of carrying out a higher density residential development when the zoning density is increased in years to come
3. To amend the present mixed use design to make it viable and proceed to build it without further delay.

The last is our preferred choice if we can obtain the approval and building licence for a modified design in a reasonable time frame before commercial building costs increase even further as a result of large scale developments commencing in the North of this state.

The essence of the viability problem with the approved design has been in the lack of Ground Floor retail space. This resulted from the interpretation of the parking requirements in the City's planning scheme, particularly that for offices. Our modified design increases the retail area on the Ground Floor but does not make any changes to the upper floors.

A detailed statement from the Architect accompanies our submission and addresses the aspect of reduced parking as well as other matters.

We would simply add that the modified parking provision would still be comfortably within the planning requirements of other neighbouring local authorities and we believe it will be adequate in an area where there is a good bus service and scope for access by walking, cycling or taking the train.

In one sense it is certainly true that no parking provision will ever be sufficient because the more spaces provided, the more traffic is generated. Where parking space is reasonably limited, however, there is encouragement to use public transport or physical exercise to reach one's destination.

We know that the Manning Community Association is keen for this mixed-use development to go ahead and we hope you will likewise consider that it would be an asset to the area.

Regards



Joe Conway
Director

Encl: application form, cheque, drawings, Architect's letter

NOTE: The Planning application fee has been calculated on the basis of 50% of the original planning fee of \$4620 paid on 22nd December 2009.

Family Holdings Pty Ltd (ACN 009 250 622, ABN 22 171 329 973)
as Trustee for the Conway Family Trust, trading as Conway Projects
Directors: J.A. Conway M.A.(Cantab), MIEAust, CPEng (retired), MAIPM
Reg. Builder 6490, Member HIA.
M.T. Conway B.Ed.

AMENDED DEVELOPMENT APPROVAL DESIGN REPORT

The Proposed Development of

16 Bradshaw St

Manning WA

Revision: 3

13 June 2011

Prepared By:

The Building Development Group Pty Ltd

Suite 24, Riseley Corporate Centre
135 Riseley St
Booragoon WA 6154
ph: 9364 9550
fax: 9364 9551
mob: 0407 447 943
email: bdgwa@westnet.com.au

16 Bradshaw Cres, Manning W.A.

BACKGROUND

The original version of this document was submitted as part the planning application for the project. While planning approval has been granted for the development, the property owner is unable to continue with the project in its current form as it is not commercially viable. In order to proceed, a variation to the design is sought. This variation includes increasing the amount of ground floor retail space with a slight reduction in first floor lettable office space and a reduction in the amount of carparking provided. These variations are noted on the attached drawings.

Other aspects of the design such as building height, elevation treatment, setback etc are unchanged from the previously approved scheme.

INTRODUCTION

The development comprises a combination of retail, commercial office accommodation and three apartments with associated carparking. The proposed development is over three levels.

The site is addressed as 16 Bradshaw Cres, Manning. The title information is: Volume: 2575 Folio: 845

The site is 1473m2 in area and the land is zoned 'Neighbourhood centre' under the City of South Perth Town Planning Scheme (TPS).

The site is diagonally opposite the existing shopping centre (about to be upgraded) and opposite a number of existing medical facilities. This site provides the opportunity to complement this mix by providing some retail and some commercial office space. There is little office accommodation in the immediate area and there are indications that there is a demand for this space already. Additionally, the broader area is residential in nature, generally in the form of single residences on larger lots. There are relatively few apartments available in the area. The provision of 3 apartments in the complex gives the opportunity for existing residents to down-size but remain in the area. This 'ageing in your community' concept is only possible if smaller/easy care facilities are available. While the apartments are not particularly focus on the aged, the units can be built to allow compliance with most of the adaptable housing standards.



LOCATION PLAN

16 Bradshaw Cres, Manning W.A.

DESIGN ELEMENTS

The proposed scheme is for a mixture of accommodation as noted below:
This table has been updated to reflect the revised design:

	Gross Area (m2)	Plot Ratio Area (m2)	Notes	Carbays	Balconies
Ground FI	321.1m2		Excludes store, lift lobby, stairs etc		
Retail		232m2	Can be divided		
Carparking				38 provided	
First FI			Inc lift lobby etc		
Office	792m2	604m2	Can be divided		
Total Commercial	1113.1m2	836m2	At rate defined in Neighbourhood centre	55 bays req'd at 1 per 20m2 gross area	
			At rate defined for normal retail/office	44 bays req'd at 1 per 25m2 gross area	
Second FI	338m2				
Apartment 1		111m2	Plus 4m2 store	2 bays	18m2+22m2
Apartment 2		58m2	Plus 4m2 store	1 bay (single bed)	26m2
Apartment 3		107m2	Plus 4m2 store	2 bays	30m2+22m2
Total Apartments	338m2	276m2		5 bays	

The total built area (based on plot ratio definitions) of the development is 1112m2. Based on the site area of 1473m2 this gives a plot ratio of 0.75 and is therefore compliant with the City of South Perth TPS.

STREETSCAPE

The proposed development is designed to complement the streetscape characteristics of the area in the following ways:

- The building is orthogonal to the street and addresses the more commercially orientated Welwyn Ave.
- The building is orientated to take advantage of the corner exposure.
- By providing parking at the rear of the site the building is able to better address the street.
- The setback from the front site boundary to the building is at least 1500mm. This reduces the impact of the development on the existing streetscape and area.
- The building is set away from the north and east boundaries minimizing any impact on the adjoining sites and avoiding any overlooking issues.
- The building comprises two storeys at the main façade with the third storey setback from the front to comply with the height restrictions applicable to the site.

... Cres, Manning W.A.

RESIDENTIAL APARTMENTS

There are three residential apartments proposed on the second level of the building. One of the apartments is a single bedroom unit, two are 3 bedroom /2 bathroom units. It is anticipated that the units will be purchased by people who currently reside in the area and who may wish to downsize. Access to the units is via a lift or a stair from the ground floor lobby. The ground floor lobby provides access from the street (Welwyn Ave) and from the parking area at the rear of the site.

OFFICE SPACE

The whole of the first floor of the development is dedicated to office accommodation. The floor will be primarily split into two tenancies with an access corridor through the middle giving access to the tenancies and to the escape routes. It is envisaged that each of these tenancies will be further divided based on demand for office space. In all likelihood the two major spaces will be divided further giving around 6 separate office units.

The amenities block on the first floor contains toilets and a tea prep area for this level. Also, serving the entire building, is a disabled toilet facility and a change room with lockers and shower providing 'end of trip' facilities for cyclist and the like.

RETAIL SPACE

As part of the development, and to enhance and add to the activity of the streetscape, a 232m² component of retail/shop space is provided on the ground floor corner and along Welwyn Ave. It is anticipated that this will be traditional shop front retail perhaps involving fashion, general merchandise or service industries such as real estate agents or printing shops.

OUTDOOR LIVING AREA

Each residence has two balcony spaces with at least one having a minimum of 16m sq. of private space and a minimum width of 4m. The single bedroom unit has a single terrace of 17m².

LANDSCAPING

The requirement for landscaping on the site is 15% of the site area. This equates to 221m². However, given the stringent carparking requirements on the site, the area available suitable for landscaping is 148m² or 67% of the required area. Under the South Perth TPS there is the opportunity to provide exceptional landscaping in lieu of providing larger areas. In this case it is proposed to provide landscaping at this level.

This would include:

- All trees planted will be 500 litres or more in size
- All shrubs planted will be 200 litres or more in size
- The amount of planting will be far in excess of normal densities
- Two water features will be installed near the entry facing Welwyn Ave

16 Bradshaw Cres, Manning W.A.

- The main carpark wall facing Welwyn St will include a decorative finish and feature espaliered planted trellis.
- Garden lighting will be installed to illuminate the building and the landscaping at night.
- An additional street tree will be planted in front of the building on Bradshaw St.

Also, the existing site currently has over 38m width of concrete crossover to the street. It is intended to remove all crossovers and reinstate a new 6m crossover off Bradshaw Cres on the east side of the site. The balance of the crossover area (some 60m²) will be landscaped with turf and, along with the existing verge area, reticulated and upgraded.

It is requested therefore that the scheme be considered for approval based on the verge upgrade and on providing exceptional landscaping.

ACCESS AND CAR PARKING

The parking for the apartments is provided at ground floor level under the building. 5 bays have been allocated with two apartments provide 2 carbays each and the single bedroom apartment allocated one.

Direct access is provided for residents from their motor vehicles to the ground floor lift lobby area. Access from the street will be provided from the front door opening off Welwyn Ave. The letterboxes and intercom access to the apartments will be located at this entry.

Carparking is provide at ground level for 38 vehicles including one disabled compliant bay. While the majority of the bays are under the cover of the building, the carpark is naturally ventilated. The screen wall on the west side does not extend to the underside of the slab over. As well as for aesthetic considerations this, in conjunction with the other open sides to the area allows air circulation through the carpark without mechanical means while providing security to the carpark area.

There is only one vehicle crossover site which is accessed off Bradshaw St. Adequate sight lines have been provided for pedestrians and vehicles to move safely on and off the site. This crossover will replace the existing three crossovers (with a total width of over 38m) on the site.

Under the City of South Perth TPS the 'Neighbourhood centre' zoning requires 1 carbay per 20m² of gross floor area – based on 792m² gross area for level one and 321m² of shop/retail on the ground floor this gives a total of 56 bays (excluding residential). This amount of carparking is extremely onerous on the development. While for small areas of retail and office this requirement may be necessary, as this development includes a mixture of uses and a variety of office tenancies it is likely that some degree of diversification will lead to a lower parking demand. Additionally, the development has access to good public transport routes on Welwyn Ave and is close to existing shopping and civic facilities diagonally opposite.

Bike parking for 7 bikes and end-of-trip facilities (shower, lockers, change rooms) further mitigate parking requirements.

If the development was considered under the normal commercial zoning applicable within the city, the requirement for carparking would be 1 bay per 25m² of gross area. Based on 1113m² of gross commercial space this site would require a total of 44 bays in this situation (excluding residential).

16 Bradshaw Cres, Manning W.A.

Once the residential requirement of 5 bays is added, the total of required would be 49 bays. The 38 bays provided is short and therefore a concession is sort from council to reduce the carparking requirement in this case.

STOREROOMS

As required under the RCodes, each of the residents has a 4m2 secure storeroom provided, accessible from external to the unit.

EXISTING BUILDINGS

The site is has an existing single storey building on the site. This will be demolished prior to the construction of the proposed development.

BUILDING HEIGHT

While the development is predominantly three storeys in height, the main facades are two storeys with the second level setback from the main facade. The top of the parapet to the façade is 7m above the existing site levels. In accordance with the 'building height requirements' setout in the South Perth Town Planning Scheme the second storey is constructed to fall below the 25 deg roof planes set from the 7m level. The assumed base level on the site is RL 10.500.

DESIGN FOR CLIMATE

The building has been designed to, where possible, provide overhang and shade to the glazed areas. On the ground floor the majority of the enclosed space faces south. On the east façade vertical sunscreens will provide shading for the glazed areas. On the north and west side, the glazing is setback from the fascia to reduce solar gain.

PRIVACY AND OVERSHADOWING

As the development is largely isolated from its neighbours by the roads on two sides and by setting the building away from the north and east boundary, the development will have little impact on the privacy of surrounding properties. Within the development, the building usage is separated by floors. In this way the retail is housed on the ground floor, the commercial office space is entirely on the first level and the residential apartments entirely on the second level. This facilitates more effective access and avoids conflict in terms of access, usage trading hours and privacy within the building.

Acoustic and fire separation is provided between each floor and between each apartment using construction and rated materials in the normal way.

Since the site runs north/south and Bradshaw St is to the south of the site, there are no overshadowing implications from the development.

16 Bradshaw Cres, Manning W.A.

REFUSE BINS

A refuse bin area is provided within the carpark. This is under the building where it is shaded but open to allow ventilation. It is proposed that the bins will be placed at the kerb on Bradshaw St for collection by the building manager in the normal way. No bin-wash facilities are provided as it is not anticipated that either the office or retail space will involve food or food preparation.

MATERIALS, FENCING AND FINISHES

Crisp detailing, mixed combinations of materials, contemporary colours, texture and modern simplicity will give the development a contemporary character.

The apartments will be mostly constructed of light weight stud framed construction with masonry used sparingly. The roof at the first floor level will be custom orb trimdeck at a pitch of 3 degrees. The second level roof (over the apartments) will be colorbond custom-orb at a 20 degree pitch.

The main structure of the building is reinforced concrete floors and columns with light weight external cladding for the fascia and vertical wall elements. The main stair and lift shaft are rendered blockwork. The main glazed areas will be high performance body tinted glass in a silver powdercoated frame.

Where required, the boundary fencing along the east and north boundary (between this lot and neighbouring lot) will be replaced with solid 1800 high colorbond metal fencing.

BICYCLES AND END OF TRIP FACILITIES

A bicycle parking area is provided undercover within the carpark area for 7 bikes. South Perth TPS requires bicycle parking at the rate of 1 per 200m² of gross floor area. The gross floor area is approximately 1230m².

Given that it is a neighborhood location it is anticipated that some of occupants will choose to ride to work. In addition to the bike area, a locker facility, change and shower are provided on the first floor of the building in the main amenities block for changing. Access to the first floor is via either the stairs or the lift in the lobby.

STORM-WATER DISPOSAL

All water draining from roofs and other impermeable surfaces will be connected into the storm-water system for the site and will be contained on the site.

SIGNAGE

While it is envisaged that some building signage will be needed, no approval is sought at this time for signage.

Enquiries: Chris Schooling on 9474 0713
or email: chriss@southperth.wa.gov.au
Our Ref. LP/224

26 August 2011

Capital City Planning Framework
Western Australian Planning commission
Locked Bag 2506
Perth WA 6001

Dear Sir / Madam

**CAPITAL CITY PLANNING FRAMEWORK - SUBMISSION TO WESTERN AUSTRALIAN
PLANNING COMMISSION**

The City is pleased to provide the following comment with regards to the draft Capital City Planning Framework, in response to the public consultation period closing on 19 September 2011. The following comments were endorsed by Council at its Ordinary Meeting on 23 August 2011.

Jackson/Henley

The City has previously raised concerns regarding additional transport linkages through Henley Street and Jackson Avenue. The Community has long been opposed to this road link, and additional traffic impacts which would possibly result.

The City is of the opinion that further community consultation should be undertaken prior to progressing detailed planning for this road linkage. The provisional nature of this outcome should also be reflected in the Capital City Planning Framework, specifically Section 5.3.6, with Henley Street being nominated as the alternative public transport route to Manning Road.

Additionally, Manning Road is the route which contains significant community infrastructure and commercial activity centres such as the George Burnett Leisure Centre and Waterford Plaza shopping centre.

It is further noted that Henley Street is incorrectly labelled as 'Henley Road' in the graphic for Section 5.3.6.

And further, following Council's previous resolutions of 1991 and most recently of November 2010 in its submission to the Western Australian Planning Commission on the Central Metropolitan Perth Sub-Regional Strategy, it sees no compelling case for reconsidering opening these roads as a **high-frequency/high-capacity road public transport route** for a rapid Transit bus service from Canning Bridge Interchange and remains opposed to any proposals to do so.

Given the adverse affect a rapid transit bus service would have along this proposed route to the safety of Kindergarten, Primary and High School aged children who attend schools along Henley Street; the safety of elderly residents of a Hostel and Retirement Village; the loss of green open space that the community presently values for the safe walking and cycling it provides; the significant loss of amenity for residents, and in recognition of the depth of concern expressed by the institutions and community in the locality, the WA Planning Commission is requested to further examine the option of Manning Road as the preferred route for **high-frequency/high-capacity road public transport"**.

Preston Street Urban development

The area around Preston Street, Como, has been indicated as an Urban typology in the Spatial Plan in Section 5.4.2. The City is of the opinion that development of the Preston Street area will generally not reach a greater intensity than what is currently evident, due to fairly limited public transport connections and the City's preference for intensity within the Canning Bridge and South Perth Station Precincts.

Similarly the City does not foresee sufficient new commercial activity within the Preston Street area to result in an Urban typology, given the proximity of Canning Bridge and South Perth Station Precincts - and the considerably greater pedestrian and vehicular traffic which these Precincts will accommodate.

Existing development, and the City's vision for the Preston Street area in the future, represents more of a Higher Intensity Residential typology. With the exception of the Cygnet Cinema and adjacent lots, land in the Preston Street area is generally developed and in fragmented ownership. It is not considered that there would be extensive redevelopment of the Preston Street area in the coming decades.

Canning Highway Higher Intensity Area

It is noted that a large portion of Como and a part of South Perth west of Canning Highway is identified as a Higher Intensity Residential typology. The City does not see the rationale for this particular section having a higher development intensity than other land flanking Canning Highway.

Furthermore It is unlikely that development will reach a comparable intensity in the City's strategic planning framework, which places greater emphasis on intensity at activity centres and along urban corridors as prescribed by Directions 2031.

It is considered more appropriate and achievable to nominate this area as Medium Intensity Residential. This will be more consistent with other areas bordering Canning Highway, as well as the City's intentions for the locality in its strategic planning framework.

South Perth Rail Station

The City is disappointed that there does not appear to be any firm commitments to delivery of the South Perth Rail Station. The Rail Station is seen by the City as a fundamental catalyst for development of the South Perth Station Precinct, and timely realisation of intensity and activity as identified in the Capital City Planning Framework.

Developers require surety that the station will be provided before they will commit to redevelopment projects of any significant scale. Additionally, the proposed Richardson Street alignment of the of the train station is walking distance (500m) from the Perth Zoo which attracts in excess of 630,000 visitors annually.

An Amendment to the City's operative Town Planning Scheme No. 6 is currently underway to create a Special Control Area with specific development controls in the South Perth Station Precinct aimed at maximising surrounding densities in the form of mixed use development, however without a firm commitment to delivery of the rail station the City does not envisage an appropriate level of development occurring.

Urban development at intersections

It is noted that an Urban development typology is proposed at four key intersections along Canning Highway, namely Thelma Street/Barker Avenue, South Terrace, Douglas Avenue and Way Road to Berwick Street. The City has reservations regarding the number of intersections directed at an Urban development typology, as well as their proximity to each other.

The Thelma Street/Barker Avenue intersection is an area which has been identified by the City for comparatively more intensive development and mixed land uses than the urban corridor along Canning Highway. Additionally the City may consider the area around the Way Road/Berwick Street intersection in future planning strategies. In this respect it is pleasing to see development intensity transcending Local Government boundaries, and it is the City's view that this will result in a cohesive urban environment along the municipal boundary with the Town of Victoria Park.

The South Terrace and Douglas Avenue intersections are, in the City's opinion, too close together to support both separate Urban development typologies, as well as the level of commercial uses which would be expected in an Urban typology environment. Additionally, in discussion with other State Government agencies with relation to the City's draft Local Housing Strategy, concern was raised towards encouraging activity centre development focused upon intersections - due to associated issues with pedestrian and vehicular movement. It has further been noted that there is no commitment to light rail along Canning Highway in the recently released Public Transport for Perth in 2031 Strategy from the Department of Transport.

It is noted on Page 78 of the Capital City Planning Framework that the Department of Agriculture site has been considered in terms of redevelopment opportunities. Should residential development proceed in this location it is considered that mixed development should be encouraged around the Douglas Avenue/South Terrace/Hayman Road intersection in the vicinity of the existing local shops on Moresby Street. This location may be preferable for fairly intensive development than the South Terrace and Douglas Avenue intersections with Canning Highway.

Pavilion-in-landscape

The City considers that this term lacks definition and does not relate well to the development typology it is trying to describe. It would be more appropriate for the term to have a clear link to the land uses and urban characteristics which are typically present in these locations. A suggested term is "Civic/Educational/Public".

General

On a broad scale the City believes that the Capital City Planning Framework provides a consistent spatial plan for the Perth central area and inner suburbs which all Local Governments involved can work towards in terms of their strategic planning framework. It is pleasing to see that the Capital City Planning Framework appropriately recognises that suburban locations surrounding the Perth central area as integral to contributing to the economy and liveability of the Capital City, and that a holistic planning approach is fundamental to achieving quality built environments irrespective of political boundaries.

Should you require further information, please access the Council minutes from the City's website, www.southperth.wa.gov.au via the following path - Select "Our Council" then "Minutes and Agendas".

Yours faithfully

CHRIS SCHOOLING
SENIOR PLANNER - SPECIAL PROJECTS



Department of
Transport

DRAFT FOR CONSULTATION

PUBLIC TRANSPORT FOR PERTH IN

2031

MAPPING OUT THE FUTURE FOR PERTH'S
PUBLIC TRANSPORT NETWORK.



© State of Western Australia

Published by the
Department of Transport
140 William Street
Perth Western Australia 6000

Published July 2011

Internet: www.transport.wa.gov.au

Phone: (08) 6551 6000

Fax: (08) 6551 6001

CHAIRMAN'S FOREWORD

We have much to be proud of in Perth's public transport system. Over the past 25 years successive Western Australian Governments have made bold and strategic decisions to modernise and significantly extend the passenger rail network and maintain a fully integrated system that allows people to move around the city with ease.

Our public transport system is regarded as one of the best, newest and most efficient in the nation. A recent benchmarking study ranked Perth's rail services number one for average network speed, on-time running, operating cost per service kilometre and energy cost per service kilometre. However, much more needs to be done to ensure the system has the capacity and quality of service to meet the transport needs of a rapidly growing city.

To provide a 'transit map' for the future, the Minister for Transport set up the Independent Panel to oversee the preparation of this public transport network plan. Our task has been to identify a mass transit network for

the next 21 years and to propose projects that will see construction of infrastructure such as new railways, transit ways and bus lanes to better support public transport and improve the quality of services.

We have worked closely with the Western Australian Planning Commission. The *Directions 2031 and Beyond* spatial framework for Perth and Peel has informed our planning. We recognise that an increasing concentration of housing, employment and major services in the central and inner parts of the city will shape the future public transport system. We also recognise that our Plan is one of the key enablers for successfully implementing *Directions 2031 and Beyond*. As traffic congestion, the cost of travel and environmental issues become more acute, major centres will require quality, high capacity public transport services.

Our Plan envisages Perth's public transport system carrying more than twice as many people by 2031. Our Vision for the Plan is to see public transport become the preferred choice of travel to Perth's strategic centres and through the growth corridors.

Limited cost-effective options for building railways between strategic centres in the Central Sector and the prohibitive cost of tunnels mean the city

has reached a stage in its development where another tier of service is needed – an on-road Rapid Transit System. Without priority for public transport on roads, the quality and level of service cannot be achieved and the network will not be able to meet demand. This will lead to pressure for wider roads and increasing congestion on roads in constrained environments.

A strategic alignment of objectives between state transport agencies and local government is needed to find a balance between travel demands and community amenity. This needs to start with a clear realisation that the major roads in the central areas of the City will move substantially more people than now and that public transport is a key part of the solution, especially for access to the strategic centres.

Active engagement and collaboration across the three tiers of government, business and the community should form the foundation of successful implementation of this Plan. Detailed project planning should involve these stakeholders to further progress the initiatives identified, including master planning, technical feasibility and opportunities for land use and transport integration.

The State Government's acceptance of this plan will be aided by strong and clear support from major stakeholders. I encourage you to lend your support to this Plan.

Stuart Hicks AO

Chair
Independent Panel

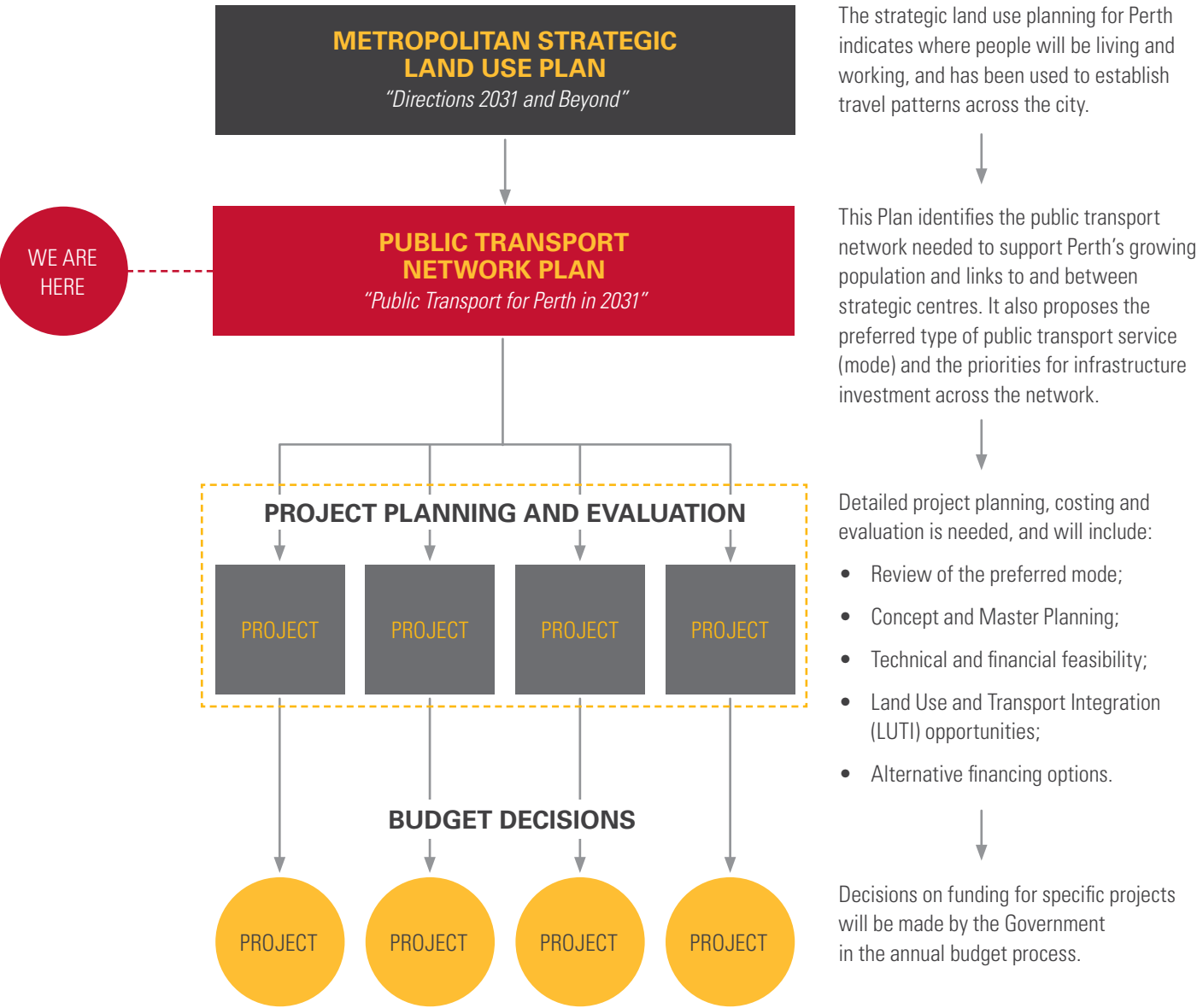


to know
entLine
with hearing d
Website

Plan your journey at
www.transperth.wa.gov.au.

DECISION MAKING FRAMEWORK

for preparation and implementation of this plan



KEY FINDINGS

The current network will not be able to cope with the projected increase in public transport use and growth of the city.

A significant change in the way public transport operates will be needed if it is to play its crucial role in reducing congestion, improving accessibility and reducing the consumption of fossil fuels.

Over the next 21 years, much of the investment in public transport infrastructure and system improvements is needed within 15km of the Perth central area.

Importance of public transport for Perth

Good cities need effective public transport. It plays a vital role in creating competitive economies, and liveable, inclusive communities. It also has a role in reducing our reliance on fossil fuels and our carbon footprint.

Public transport enables people to access families and friends, jobs, recreation, education, health care and the many activities that contribute to individual and community wellbeing. It provides independence for people who cannot or do not drive.

Over the past ten years public transport usage in Perth has increased by 67%, three times the rate of population growth over the same period.

Some 330,000 trips are made by public transport every weekday. Two-thirds of public transport trips are for work and education

purposes. These are generally made during the peak period to and from the central city area.

The current network strongly supports the central city area. However, there are major differences in the quality of services, with limited quality mass transit services for the central northern sector of the Perth metropolitan area and between major centres outside of the central area.

Developing a mass transit system

For the level and quality of public transport services to continue to improve, there will need to be real improvements in reliability, speed of travel, service frequency, safety and security, and ease of use.

There are limited options to further develop the rail system in a cost effective way. 'Right-of-way' reserves do not exist between many of the strategic centres in the Central Sector (largely within 15km of the CBD) where consolidation and higher intensity of activity is planned. The alternative of constructing tunnels is very expensive and not feasible for extending services to new areas.

Most of the new growth corridors can be served by road-based services, but strategic decisions need to be made to ensure these services have substantial priority over general traffic. Without this priority, the quality and level of service cannot be achieved.

To provide a quality level of service for more people, the future transit system will need to have three integrated types of service – train services, road-based rapid transit services and buses. A road based rapid transit service can be either light rail or bus rapid transit.

Future growth

By 2031, Perth residents will collectively more than double their use of public transport.

Public transport will account for:

- one-in-eight of all motorised trips (currently one-in-fourteen);
- one-in-five motorised trips in the morning peak period (currently one-in-eight);
- over 30% of peak hour distance travelled (currently around 20%); and
- nearly 70% of all trips to the CBD (currently around 47%).



Developing the network

The public transport system can be enhanced by increasing capacity on the existing network, expanding the network and developing transformational projects.

The project proposals are grouped into two categories – Stage One or shorter term/before 2020 and Stage Two or medium term/before 2031. The proposed combined network to be developed by 2031 is shown in the figure on this page.

Increasing capacity on the existing network

The capacity and efficiency of the existing network will need to be increased by:

- Purchasing new trains and buses;
- Upgrading major bus interchanges and providing faster bus services to transfer passengers to rail services;
- Building new train stations;
- Providing effective access to the system including adequate park and ride facilities.

Expanding the network

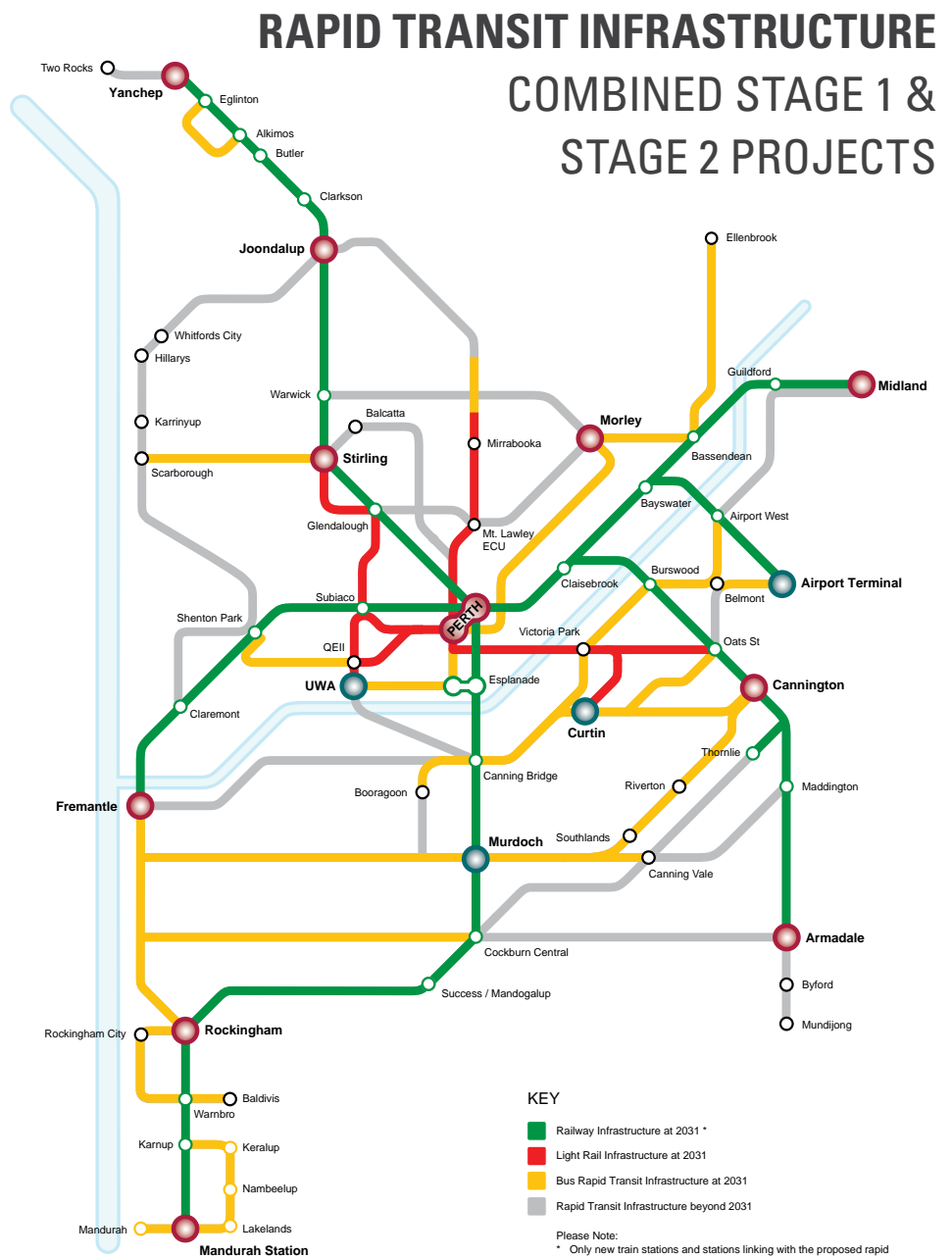
The network will need to be expanded by:

- Providing priority bus lanes along routes that connect major centres and through congested intersections;
- Adding a rail spur to service the Airport and the Hills area;
- Extending the Armadale line to Byford and Mundijong in the longer term; and
- Extending the Northern Suburbs Railway to Yanchep and other transformational projects (detailed below).

These projects are integral to the creation of Perth's long-term public transport network. However, in themselves, they will not be enough to meet the expected demand for public transport.

Transformational projects

A new rapid transit system, with the capacity to move large volumes of people during peak hours, is needed for the central northern



suburbs. The current rail network cannot include another line to service these northern suburbs along Alexander Drive and through North Perth, without significant cost and disruption to existing commercial and residential areas.

The projected volumes for this corridor suggest that this should be planned as a light rail route. The significant capacity and fleet needs could be fully harnessed by extending the route through the city to Curtin University and UWA/ QEII, creating a network that supports the spine with contra passenger flows.

Fast tracking the extension of the Northern Suburbs Railway to Yanchep will transform the style of outer urban development. However, this should have a significant involvement and

contribution from the Federal Government and major land owners to support the funding of the project and to ensure a commitment to a 'smart growth' sustainable model for greenfields urban development.

These transformational projects ought to be conditional on specific criteria, including:

- A contribution to the capital cost of the projects by the private sector, based on value transfer from increased property value;
- Alignment of support from local authorities to achieve a practical network across local boundaries;
- Minimum development outcomes being secured.

For light rail, project proposals would need to demonstrate how they are consistent with, and can be effectively expanded into, a broader network, would need to ensure a consistent use of technology to maximise operational flexibility and synergies across the network and would need to be subject to detailed master planning and a business case.

The investment required

By 2031, it is estimated the total annual cost to operate and maintain the public transport system will have risen to \$1.2 billion (compared to \$691.2 million in 2009/10).

Over the next 21 years the total cost for fleet expansion is estimated to be \$1.2 billion. The major components of the cost are:

- Additional railcars – \$624 million (156 additional railcars at \$4 million each);
- Additional buses – \$482 million (900 additional standard size buses at \$535,000 each);
- New light rail vehicles – \$131 million (29 light rail vehicles at \$4.5 million each).

Over the next 21 years the estimated cost to construct the infrastructure recommended in the public transport plan is \$2.9 billion.

The major components of the proposed infrastructure expenditure are:

- Rail system expansion – \$1.2 billion;
- Light rail – \$1 billion;
- Bus rapid transit and bus priority infrastructure – \$343 million;
- Additional rail, bus and light rail depot and maintenance facilities – \$180 million;
- Transit interchanges, including park and ride – \$135 million.

Note: All costs and benefits in this plan are expressed in 2010 dollars.

Funding plan

A detailed funding plan and strategy needs to be prepared by the Department of Transport and the Public Transport Authority in consultation with Treasury and Finance for consideration by the Government. The Independent Panel recommends that a number of new funding sources be examined for inclusion in the funding plan and that these be the subject of consultation with key stakeholders.

The opportunities to adopt alternative or additional funding sources will change over time. For that reason, a short term (5 year) funding plan and a longer term funding plan will need to be prepared.

Policy issues

The development of the Public Transport Network Plan has identified a number of important policy issues that are related to either the development and operation of public transport or to the broader urban transport system. These policy issues need to be addressed to ensure that the urban transport system can continue to support a fast growing city with an expanding rapid transit public transport system.

Integrating land use and transit

Western Australia has a suite of policies focussed on the integration of public transport with land use planning. The implementation of *Directions 2031 and Beyond*, through growth management strategies, provides more opportunities to reinforce this integrated approach.

The Activities Centres State Planning Policy also supports this approach, as does the Transit Oriented Development (TOD) Development Control Policy. It is understood that the TOD policy is under review. This should ensure that there is a focus on, and investment in, areas that have genuine development potential and that can have a positive influence on public transport use.

The transformational projects are a further opportunity to achieve strong alignment and integration with land use. Existing planning policies may need to be enhanced to secure minimum development outcomes and contributions to projects from the private sector. The recent changes to the Planning and Development Act to provide for Improvement Schemes provide such a mechanism. A careful focus on application of those schemes is needed.



CONTENTS

CHAIRMAN'S FOREWORD	3
DECISION MAKING FRAMEWORK	5
KEY FINDINGS	6
INTRODUCTION	10
STRATEGIC CONTEXT	11
WHY IS PUBLIC TRANSPORT IMPORTANT TO PERTH?	12
THE CURRENT PUBLIC TRANSPORT SYSTEM	14
TRAVEL DEMANDS FROM A GROWING CITY	16
A VISION FOR A MASS TRANSIT SYSTEM IN PERTH	20
DEVELOPING THE NETWORK	23
DEVELOPING THE NETWORK – STAGE ONE PROJECTS	24
DEVELOPING THE NETWORK – STAGE TWO PROJECTS	28
RAPID TRANSIT SERVICES CONCEPT	30
VALUING PUBLIC TRANSPORT INVESTMENT	31
FUNDING OPTIONS	35
ACTIVATING AND INTEGRATING	37
POLICY ISSUES	41



INTRODUCTION

The State Government asked an Independent Panel to consider the public transport needs of the Perth and Peel Regions for 2031 supported by a longer-term vision that considers public transport in a city of 3.5 million.

The Independent Panel comprised members from the private sector with strategic policy and transport planning expertise, and chief executive and senior executive staff from a number of government agencies.



Report structure

The Plan provides an overview of Perth's current public transport system along with the manner in which it has evolved. The strengths and weaknesses of the system are then considered along with the opportunities to develop and enhance the network.

It includes a long term vision for a public transport network to support a population of 3.5 million which provides clear guidance for the medium term network (to 2031). Short term priorities, along with current commitments are identified.

An assessment of the value of the investment in public transport is included, along with the opportunities for land use transport integration to make the best of the Government's infrastructure investment.

The Plan identifies funding issues and opportunities and emerging policy issues required to support the strategic role of public transport.

Independent panel

Chair:

Mr Stuart Hicks AO – Transport policy and strategy expert

Members:

Mr Reece Waldock – Director General, Transport

Mr Eric Lumsden PSM – Director General, Department of Planning

Mr Mark Burgess – Managing Director, Public Transport Authority

Mr Menno Hennevel – Managing Director, Main Roads WA

Mr Anthony Kannis – Executive Director, Infrastructure and Finance, Department of Treasury and Finance

Mr Neil Smith – Bus industry expert

Mr Fred Affleck – Rail industry expert

Mr Howard Croxon OAM – Transport Industry

The Terms of Reference for the Panel were:

1. Network

Taking into account the anticipated growth and structure of the Perth and Peel Regions to support a population in the order of 2.5 million people, recommend the future primary public transport network and the most appropriate mode for each component of the network.

2. Investment

Recommend capital investment proposals that identify and prioritise enhancements to the primary public transport network, taking into account the costs, including those of acquiring, constructing and operating the system, as well as the benefits. This should include railcar and bus fleet requirements to meet required service levels across the public transport system.

3. Funding

Consider the range of public and private funding mechanisms, involving either infrastructure or land development, that could support the development of the primary public transport network.

4. Land use/transport integration

Recommend measures that would maximise the potential for the primary public transport network to positively influence, or be positively influenced by, future urban planning and development.

STRATEGIC CONTEXT

The Public Transport Network Plan has been developed in close consultation with the Western Australian Planning Commission (WAPC) and is consistent with *Directions 2031 and Beyond*.

The WAPC has released *Directions 2031 and Beyond*, which provides a spatial framework for the growth of the Perth and Peel Regions.

The WAPC has based *Directions 2031 and Beyond* on a projected population of 2.2 million people by 2031. Public transport needs have been based on this projection.

This Plan is data based – it uses modelling to determine patronage levels for alternative routes and to look at the overall connectivity of the proposed network.

The public transport network for 2031 has been designed to be compatible with a longer-term vision for a city of 3.5 million people and projects included in the 2031 plan are important building blocks towards achievement of a longer term connected network.

Imperatives for action

A long term view on the future of public transport and a commitment to develop the network and system is essential because:

- 1** We need to plan for a continually growing city in the short, medium and long term. This expectation is clearly identified in the WAPC's *Directions 2031 and Beyond*, which envisages a city of 2.2 – 3.5 million people.
- 2** Traffic congestion will be a growing and significant economic cost. In 2009 the cost of Perth's congestion was estimated to be nearly \$1 billion. By 2020 this figure will more than double to \$2.1 billion. Steps taken to reduce congestion will have a significant positive impact on productivity, especially in inner and central areas.
- 3** Access to Federal infrastructure funding will depend on States having integrated land use and transport plans for the long term development of their cities.
- 4** Transport contributes 14% to Australia's total greenhouse gas emissions. Of this, 90% is generated by private vehicles. Encouraging a greater uptake of public transport by making a high quality transport system available to more people will make a significant contribution to the reduction of greenhouse gases.
- 5** The State Government currently spends \$691.2 million (2009/2010) on the public transport system. It is financially prudent to have a plan that guides the Government's investment in public transport to ensure robust and 'fit-for-purpose' investments are made, and for these investments to maximise the efficiency of the system.

WHY IS **PUBLIC TRANSPORT** IMPORTANT TO PERTH?

An effective public transport system is essential for the long term health, vitality and sustainability of Perth.

Moving people

Perth has developed as a linear city. The Perth Metropolitan Area now stretches 120 kms from Mandurah in the south to Yanchep in the north. In area, Perth is one of the largest cities in the world. Its elongated shape means that residents travel long distances for work and other purposes.

Development in Perth, particularly on the urban fringe, is characterised by low density residential development, with limited land use diversity. These suburban tracts have limited employment opportunities. Most people have to commute long distances for work with one in ten workers from the outer metropolitan areas commuting to the central area.

This central city area (including Northbridge, East Perth and West Perth) provides nearly 120,000 jobs. This represents 18% of all jobs in the metropolitan area. Most of these jobs are white collar, retail or service industry jobs.

The current public transport network and services support and reinforce the concentration of employment, jobs and commuter activity in the central area. The figure on this page shows the dominance of the central city area as an employment generator.

In addition to moving commuters, public transport has an important role to play in improving the mobility of people who may not have access to any other form of transport – eg. children, young adults, students, older residents, people with disabilities and those who cannot afford a car. Public transport provides access to essential education, health and social services.

Managing congestion

Perth is already experiencing increasing levels of traffic congestion. The dominance of the central area as a major employment centre for much of Perth's white collar and service industries, along with a predominance of private car usage, has resulted in significant peak period traffic.

Public transport has the potential to significantly reduce the growth of peak period commuter traffic. Currently the public transport network is focused on the Perth CBD, with 76% of trips occurring within 15 kms of the Perth CBD.

Seventeen percent of distance travelled in the peak hour is by public transport. It is much higher to the Perth CBD (over 60%) and along major transport corridors such as the Mitchell Freeway (50%). Public transport already makes a significant contribution to lowering road congestion in the most congested areas of Perth. Its contribution to limiting congestion will increase in the future as the city grows.

Creating development opportunities

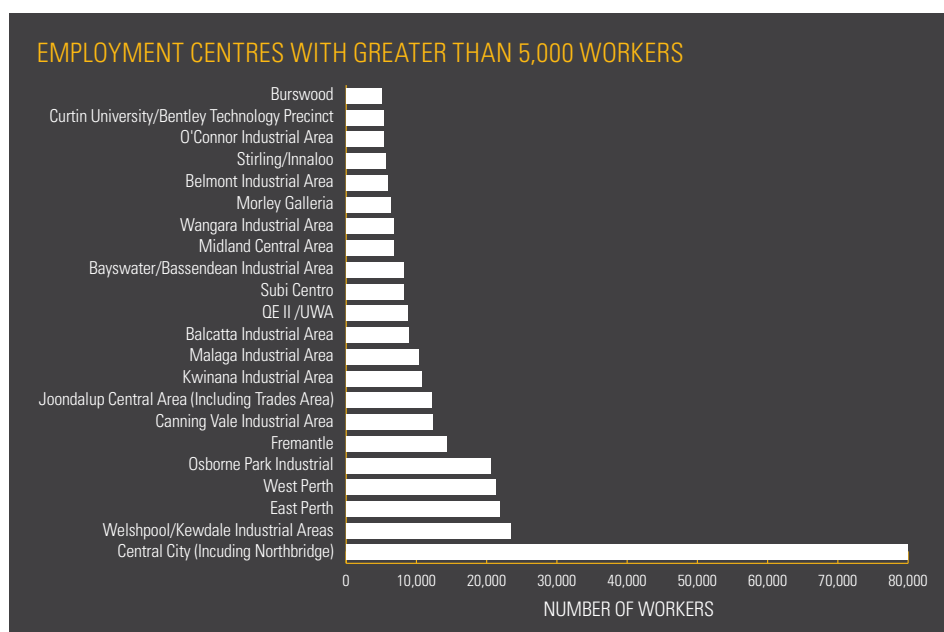
Public transport can act as a catalyst for more intensive and diverse land uses. Transit oriented development provides a focus of higher density development around well-serviced transit nodes. Mixed-use developments in these areas provide people with employment opportunities and with access to goods and services while reducing car dependence.

Higher residential densities around transit nodes provide more people with the opportunity to walk or cycle to public transport or to access employment within the core of the development.

As centres develop, land values rise. The cost to provide parking coupled with finite road capacity, means that the provision of quality public transport is essential.

Connecting centres

Not all people want to travel to the central area. University and school students, people who work at strategic centres and those who wish to access goods and services from other areas of Perth all have public transport requirements that may not be met adequately by a radial system.



A public transport network that provides east-west as well as north-south connections will open up opportunities for many more travellers for work, education and other purposes.

Environmental and social benefits

Public transport will play an increasingly important role in reducing other impacts associated with a transport system that is dependent on private vehicles.

Studies such as the Garnaut Climate Change Review (2008) highlight that Australian cities are among the most car dependent cities in the developed world. Transport contributes some 14% of Australia's total greenhouse gas emissions, of which 90% is generated by private vehicles.

Wider environmental benefits, including improved air/water quality and a reduction in noise pollution can improve the local environment and help to mitigate the health impacts experienced within the community from increasing carbon emissions and other particulates associated with motorised transportation.

Public transport also has the added benefit of promoting more active lifestyles simply by encouraging individuals to walk or cycle to the bus stop / train station. Research indicates that public transport commuters will, on average, accumulate seven times more incidental exercise than private motorists and that each additional hour spent behind the wheel of a car increases the likelihood of obesity by 6%. These associated personal fitness benefits will lead to improvements in individual health, thereby reducing the burden on the health system.

Greater use of public transport, and consequent reductions in car travel, can have a positive effect on the number of road fatalities and serious injuries and the resultant costs of road trauma.

Current Government commitments

The Government's commitment to public transport is demonstrated by a number of network improvements that have been announced. These include:

- Undergrounding of the city end of the Fremantle rail line and the Wellington Street Bus Station. This project is part of the Perth City Link development project for city centre land between Wellington Street and Roe Street. One of its major aims is to better link Northbridge with the Perth CBD. All rail lines between Perth Station and King Street will be placed underground. A new underground bus station will replace the ageing Wellington Street Bus Station and enable the construction of inner city development and public spaces in this prominent central city location. This project has been part funded by the Federal Government and the City of Perth.
- Extension of the Northern Suburbs Railway from Clarkson to Butler by the end of 2014. This 7.5km rail extension will see a new station constructed in the Butler Town Centre. The developer of the land surrounding the new rail station will provide high/medium density mixed use development around the station. A park and ride facility for 1,000 bays and a bus transfer facility are included as part of the project.
- A bus bridge across the Fremantle railway and Roe Street, linking the Wellington Street Bus Station to Fitzgerald Street. This project has enabled the bus level crossing of the Fremantle railway to be removed and improved bus travel times.
- Murdoch Activity Centre Main Street. The construction of the Fiona Stanley Hospital and other developments in the Murdoch Strategic Centre will include a main street with public transport priority to link the rail station with the hospital. Planning is currently underway for the next stage through Murdoch University linking to South Street, west of the University.
- The construction of an additional 3,000 Park and Ride bays at stations on the Mandurah and Joondalup Lines.
- Increase in the railcar fleet. Recent completion of a contract for the purchase of 15 additional three-car train units has increased the number of railcars from 189 to 234 single cars. A further commitment in the 2011/12 budget for an additional 15 three-car train units will increase the number of railcars to 279 single cars. Delivery is due to commence in 2013/14.
- A 5-year program to increase bus service kilometres by a total of 15.2 million kilometres (29%) by 2015/16. This includes procuring an additional 158 buses by 2017/18 to facilitate growth in peak period services, in addition to a commitment to a new 10 year bus replacement contract for Transperth buses, commencing in 2011.
- Allocation of \$11.3 million over 2011/12 to 2012/13 for transit planning projects, including future rapid transit infrastructure and integrated transport planning initiatives.

Activating development

The sinking of Subiaco Station and the creation of Subi-Centro provides a model of how urban redevelopment and transit oriented development can lead to higher public transport use.

Patronage has increased from 1,600 boardings per day before the development to 3,000 boardings per day in 2010.



THE **CURRENT** PUBLIC TRANSPORT SYSTEM

67%

the increase in public transport patronage in the last decade. This has been due to population increase and an increase in proportion of people using public transport

44%

of public transport trips are made using rail services. This is a significant increase from 10% of trips in 1990

56%

of public transport trips are made using the bus network. Buses provide the majority of transfers to rail services

330,000

public transport journeys per day

35%

of trips use more than one public transport vehicle

82%

of all rail passengers go to or pass through CBD stations

2/3

of trips are for work and education, largely during the peak periods.

Perth's public transport system has met growing demand better than any other Australian capital city. The system is fully integrated between train, bus and ferry services and the SmartRider electronic ticketing system operates for all travel.

The network that supports the City is based on train lines radiating from the Central Area. The original train lines (Fremantle, Midland and Armadale) were built in the 19th Century. The closely spaced stations were built when most people walked to public transport services and development patterns were more concentrated. The Joondalup line (1993) and the Mandurah line (2007) are located primarily in freeway reserves with stations further apart than those on the other lines. These stations, which are mainly serviced by feeder buses and park and ride, generally cater to much larger catchment areas.

Public transport use has already increased due to fast, reliable and frequent bus and train systems with good interchange facilities providing access to stations by both bus and car.

Major recent train and bus system improvements have reversed the declining proportion of travel on public transport from

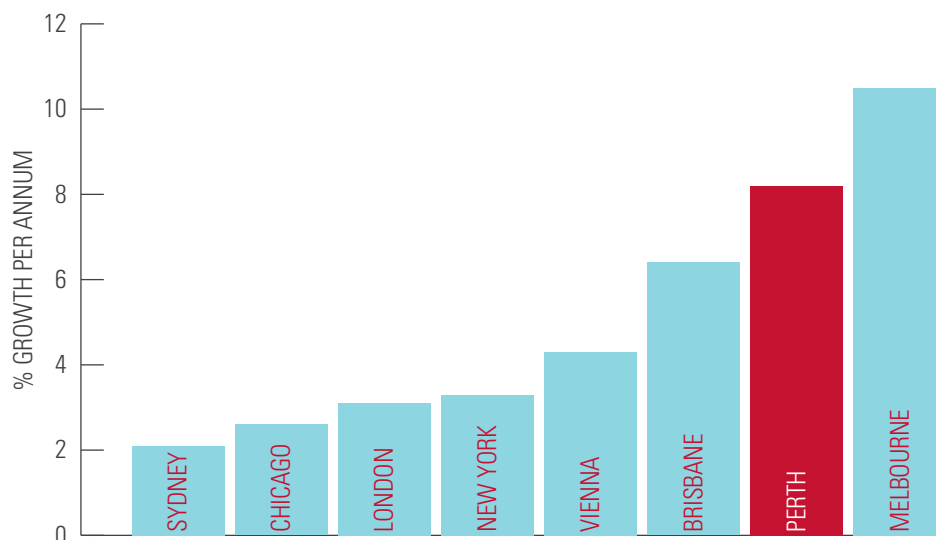
the 1960s to the late 1990s. Public transport patronage in Perth grew 67% from 1999 to 2009, at a time when the population grew by 22%.

The train network has been expanded from 66 kms in the early 1990s to 173 kms in 2010. Annual train patronage increased more than four-fold from 9.7 to 54.7 million passengers in this same time. As shown below, Perth has experienced a growth in rail passengers that is significantly greater than a range of national and international cities.

Bus patronage increased by 43% between 1999 and 2009. This increase was associated with a bus system expansion of some 27% (in terms of service kilometres). During the same time, the bus fleet grew by 27% from 889 to 1134 buses. This was necessary to provide:

1. improved "line-haul" services in corridors where there are no train lines
2. improved feeder bus services to support the expanded train network
3. new services in outer residential growth areas
4. better distribution services in, and between, strategic centres.

PERCENTAGE GROWTH IN RAIL USAGE PER ANNUM 2004-2008



Source: Moving People: Solutions for a growing Australia (p.15)

Passenger expectations

The Public Transport Authority carries out annual customer satisfaction surveys to assess the views of existing passengers on the quality of its services. Bus and train users generally value the same service characteristics. They want services that are frequent, on time and affordable; they want to be able to travel quickly to their destination, and they want to feel safe and secure.

Whilst people generally express high levels of satisfaction with public transport, there are some variations between areas.

Over the past six years, the average level of satisfaction on the bus network has remained fairly constant at around 81%. However, the satisfaction measure for passengers in the Morley bus contract area has reduced from 92% to 58%. Overall, bus passengers in the Morley/Mirraboooka area were the most dissatisfied with their service. Their level of dissatisfaction rose from 6% in 2005 to 39% in 2010.

A major factor influencing the result in this area is that there are virtually no infrastructure priority measures to improve the effectiveness of services, particularly in the congested peak periods. As a result, many people drive to the train lines for better services.

Overall, passengers across the public transport network were most likely to express dissatisfaction with:

- frequency of services;
- overcrowded vehicles;
- perceptions of personal safety/security;
- service punctuality; and
- bus/train connections.

The Australian Bureau of Statistics, in its 2008 Social Trends publication, identified a number of reasons why people did not use public transport. The main reason was because it was inconvenient – either there was no service or it did not run at a convenient time.

People also valued the comfort and privacy offered by their own private vehicle. The length of travel time on public transport was considered to be too long by one in five respondents.

2010 Transperth Passenger Satisfaction Monitor Results

93%

Train passengers satisfied or very satisfied with services
Most satisfied Mandurah and Fremantle Lines (94%)
Least satisfied Joondalup Line (91%)

92%

CAT bus passengers satisfied or very satisfied with services
Perth CAT – 94%
Fremantle CAT – 95%
Joondalup CAT – 70%

81%

Bus passengers satisfied or very satisfied with services
Most satisfied – Belmont (88%)
Least satisfied – Morley (58%)

Strengths and weaknesses of Perth's public transport system

Strengths

The current public transport system has a number of significant strengths:

1. It is fully integrated – people can move easily between trains, buses and ferries.
2. Decisions on timetabling and routes are made by a central agency – Transperth.
3. The train system provides a fast, reliable service bypassing congestion on parallel city roads, with service frequencies greater than many other Australian cities.
4. The system has been continuously upgraded and extended providing a safe, comfortable and reliable service.

Weaknesses

There are some weaknesses that may leave the current public transport system unable to meet the future challenges that face it. These include:

1. Bus services are vulnerable to delays caused by road congestion.
2. The bus system is less legible than rail services with frequencies generally lower than trains in Perth and bus systems in other Australian cities.
3. The current focus on the Perth CBD does not support connectivity between the strategic centres identified in *Directions 2031 and Beyond*.
4. Some routes are almost at capacity in peak periods and only operating additional trips is unlikely to provide the capacity and quality of services needed, and may create congestion problems at stops and with traffic.

TRAVEL DEMANDS FROM A GROWING CITY

Directions 2031 and Beyond provides a spatial planning framework for a city with a population of 2.2 million residents. Over half a million new residents will need to be housed in 330,000 new dwellings and travelling to 350,000 new jobs.

The growing city

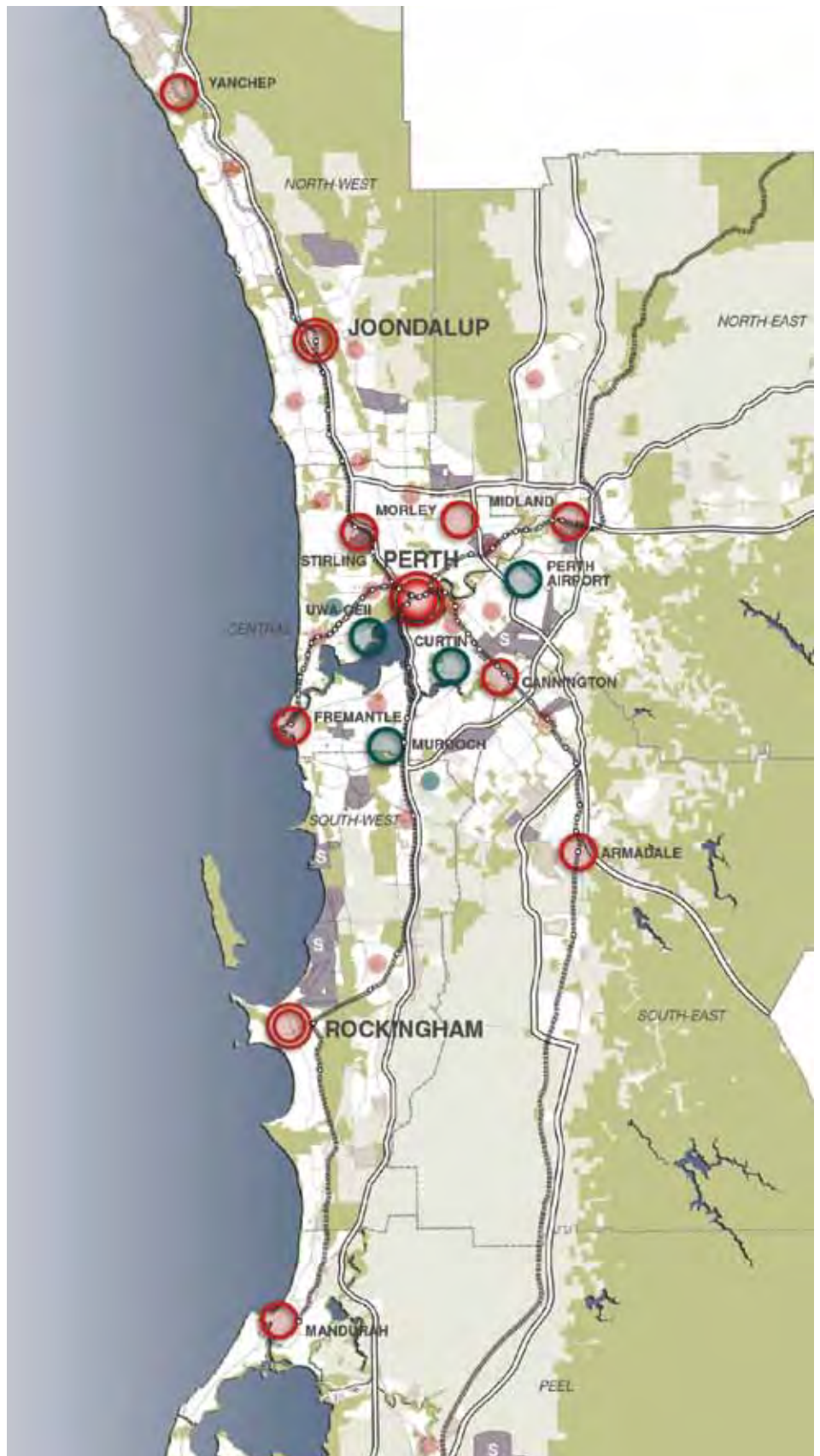
Directions 2031 and Beyond places an emphasis on consolidating development around existing and future public transport infrastructure and around strategic centres including UWA/QEII, Curtin, Murdoch, Stirling, Perth Airport and Midland. These centres are, and will continue to be, major employment centres and destinations and there is a need to ensure that they are well connected into the public transport network.

In addition the public transport system will need to be enhanced to service future growth areas to the north and north east of the City and to the south between Rockingham and Mandurah.

Directions 2031 and Beyond identifies the need for two key strategies for public transport. These are improving the relationship between public transport and land use planning and ensuring ongoing access to public transport.

It also identifies key public transport connections required to support and service the strategic centres. This plan builds on these network connections and includes the infrastructure and a service model needed to support this future urban development.

The Public Transport Network Plan supports the medium and long term planning direction for the City, particularly the need for consolidation and higher levels of activity in the Central Area.



DIRECTIONS 2031 AND BEYOND – STRATEGIC CENTRES AND AREAS OF FUTURE URBAN DEVELOPMENT.

In the future it will be difficult to rely on private vehicles for many trips. Roads will be congested, petrol prices will be high and parking will be less available in strategic centres and/or costly.

As a consequence, by 2031 public transport will account for:

- one-in-eight of all motorised trips (currently one-in-fourteen);
- one-in-five motorised trips in the morning peak period (currently one-in-eight);
- over 30% of peak hour distance travelled (currently around 20%); and
- nearly 70% of all trips to the CBD (currently around 47%).

Forecast travel activity

The forecast growth of Perth's population will have profound implications for how people move around the city to jobs, education and to strategic centres.

The population growth to 2031 will see a 33% increase in personal travel from 5.8 to 7.7 million trips per day (ie cars, public transport, walking and cycling). The longer term city with 3.5 million people could see a further 59% increase in passenger travel to 12.25 million trips per day, or more than double the current level of activity.

Planning strategies to consolidate urban development and create large mixed use centres will gradually reduce the current reliance on the car for many trips. A number of fundamental transport factors will also play a critical role in influencing travel behaviour:

- There is already significant and worsening congestion on the major arterial road spines and the Mitchell/Kwinana freeway system is unable to be expanded within 10 kms of the CBD
- Our highly car dependent city is vulnerable to high oil prices, as shown in recent years.
- For strategic centres in the central area, the supply and cost of car parking will impact on the ability to drive.

Public transport has a critical role to meet travel demands, especially to major centres and to the central area.

Assessing public transport demand

A Strategic Transport Evaluation Model (STEM) has been used to assess the demand for public transport and to identify current pressure points and future corridors of demand. STEM is a comprehensive analysis tool that predicts travel demand and patterns using a number of sub-models (eg. household structures, car ownership, trip generation, trip distribution, mode choice and network assignment).

The mathematical functions used in these sub-models have been developed and calibrated using observed travel behaviour from surveys taken over many years.

While these functions remain valid over time as a basis for predicting travel patterns, variables such as demographic data, socio-economic data, travel cost data and transport network data will change over time.

Directions 2031 and Beyond has provided updated demographic and socio-economic data to predict where people will live and work and the major centres of activity that will influence travel patterns. The Independent Panel has also considered other major influences on travel behaviour and patterns, such as the cost of travel, the availability of parking and investment in the transport network. Conservative values for these variables were used in the modelling.

By 2031 it is predicted that Perth's 2.2 million people will make more than twice as many trips by public transport than they do now, in the order of 760,000 trips per day. This 120% increase is an average of 3.85% per annum, or slightly lower than the average for the past decade to 2009 due to a lower forecast rate of population growth. By the time the city grows to 3.5 million people, nominally by 2050, daily patronage is likely to be in the order of 1.5-2.0 million trips per day.

Criteria for public transport priority

The Independent Panel has considered a rationale and policy context for when priority for public transport is warranted. Currently,

there are 346 kms of rail lines and 29 kms of bus priority lanes in Perth. New and extended commuter railways should always be provided in a full 'right-of-way' corridor with grade separation from general traffic. However, the warrants for public transport priority on roads will vary depending on the level of service and patronage, and impacts on land uses.

- Queue jump lanes are generally provided on the approach to a signalised intersection that is causing significant delay to buses, and should generally have a daily patronage of more than 3,000 people.
- Bus lanes are necessary where the speed and reliability of the service is being adversely impacted on a regular basis, not only through intersections but along the length of a road. Services operating along these corridors should typically average 6,000 passengers or more per day.

In certain locations, such as through some town centres, bus lanes may be converted to kerbside parking during off-peak times to support local businesses. However, consideration will be given to regional and local accessibility and the ability to provide off-street parking as an alternative.

Where a traffic lane has to be converted to a bus lane, the projected patronage of the planned facility should exceed 1,200 passengers in the peak hour within 5 years of opening, which compares to the average maximum carrying capacity of a single lane of traffic.

- Corridors with significantly higher forecast patronage, or with large growth potential, may justify a high capacity rapid transit system using a combination of conventional and articulated buses and/or light rail. These should be provided in a restricted access corridor with full transit priority to support the investment and to allow relatively unimpeded transit movement without the constraints of congested traffic or safety issues with turning vehicles.

Initial patronage of 10,000 passengers per day, or generally 1,500-2,000 passengers in the peak hour, would be needed.

Major public transport corridors

The major public transport corridors in Perth are shown in the two diagrams below comparing now with 2031. The diagrams highlight those corridors that carry 3,000 passengers or more per day.

At present, the five railways are the major corridors. There are also a number of bus corridors that carry 3,000 to 10,000 trips or more per day, mainly to the central area.

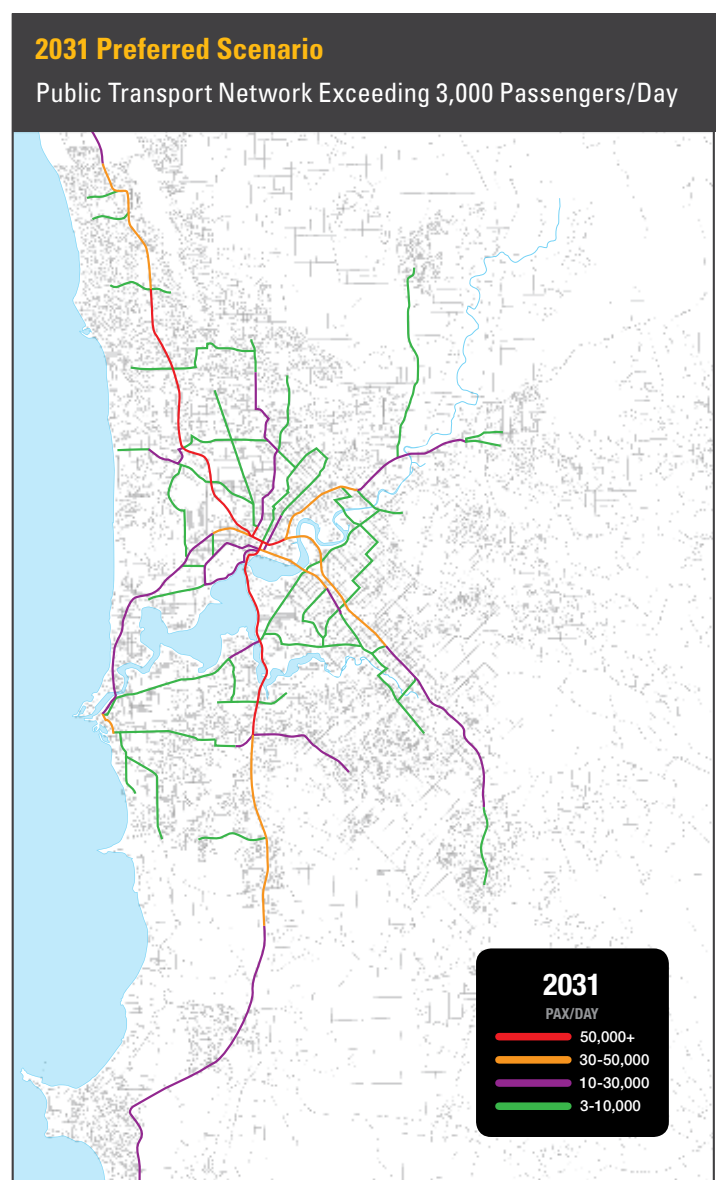
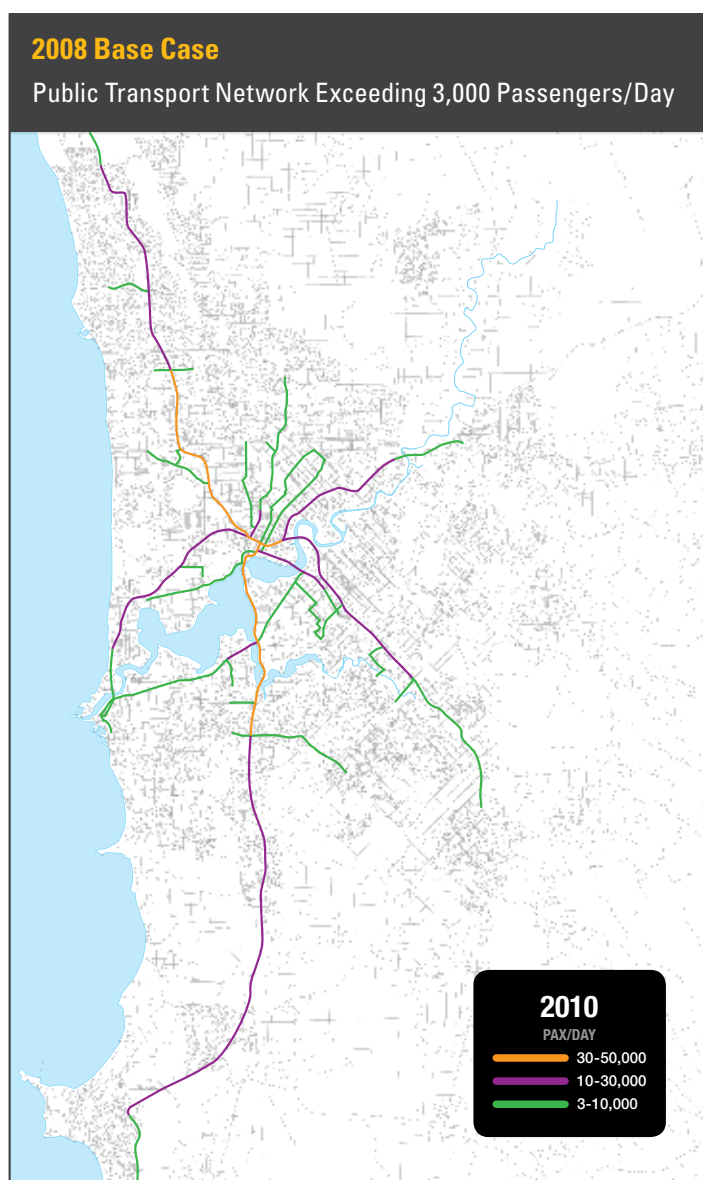
The picture changes significantly by 2031. The five existing railways continue to be the

major corridors and there continues to be a very strong focus of trips to the central area and the CBD. However, a number of new corridors are evident, including:

- the spines through the central northern suburbs and to the north eastern urban growth area – these areas do not currently have the same level of access to rapid transit services as other corridors;
- the additional demand from the north-west urban growth areas;

- the connections to and between major centres such as Stirling, Murdoch, Subiaco, UWA/QE11, Curtin University and Perth Airport; and
- the cross city services to and between the radial spines.

The demand modelling underpinning these diagrams provides a strategic overview of where future demand is greatest, and the areas that will need rapid transit infrastructure to address this demand for quality public transport services.





A VISION FOR A **MASS TRANSIT** SYSTEM IN PERTH

The Terms of Reference required that the Independent Panel recommend the future primary public transport network and the most appropriate mode for each component of the network.

Vision

Public transport will be the preferred choice of travel to Perth's strategic centres and through growth corridors.

This Plan includes a long-term vision for a public transport network to support the growth of Perth over the next 50 years and, nominally, a population of 3.5 million.

This ultimate vision network, shown on page 22, provides clear guidance for investment over the next 21 years.

Public transport will play a very significant role in meeting Perth's travel needs by the time the City's population reaches 3.5 million people. During peak periods the total distance travelled by public transport passengers is likely to be close to the total distance travelled by car users.

Developing a mass transit system

For the level and quality of public transport services to continue to improve, there will need to be real improvements in reliability, speed of travel, service frequency, safety and security, and ease of use.

There are limited options to further develop the rail system in a cost effective way. 'Right-of-way' reserves do not exist between many of the strategic centres in the Central Sector (largely within 15km of the CBD) where consolidation and higher intensity of activity is planned. The alternative of constructing tunnels is very expensive and not feasible for extending services to new areas.

Most of the new growth corridors and strategic centres can be served by road-based services, but strategic decisions need to be made to ensure these services have substantial priority over general traffic. Without this priority, the quality and level of service cannot be achieved and public

transport will not be able to meet demand.

This will lead to pressure for wider roads and increased congestion on roads in constrained environments.

The City has reached a stage in its development where another type of service is needed – on-road rapid transit. This reflects the reality that the major roads in the central areas of the city will need to move substantially more people and that public transport can move many more people in a road lane than cars.

As a result Perth's future transit system will have three types of integrated service – train services, road-based rapid transit services and buses. These elements of the future system are highlighted on the map on page 22.

A road based rapid transit service could be either light rail or bus rapid transit. These will operate with dedicated priority within existing streets, although there could be short sections where operation in mixed use traffic is permitted. Similarly there will be areas where the services need overpasses or tunnels to bypass areas of major congestion, or will need to operate in traffic controlled transit malls.

Passenger travel on the future network will likely be more dependent on transfers between local bus services and rapid transit services. This is a normal transition that occurs when a city develops from a small to a medium sized city. Perth has already seen the first phase of this transition, with feeder buses linking to bus and train stations across the network, particularly on the Joondalup and Mandurah rail lines. Already 35% of public transport journeys use more than one vehicle (i.e. bus/bus or bus/train).

High frequency services during peak periods and timetabled co-ordination of services at other times, in conjunction with high quality interchanges, will ensure that transfers are considered by passengers to be a normal part of their trip.



The network and infrastructure

As the City grows, two main issues are likely to impact on the rapid transit system servicing the central area:

1. Central city transit facilities will be unable to handle the number of bus services accessing the CBD bus stations and the physical capacity to move rail patrons through stations with train frequencies of 3 minutes is limited.
2. Development of medium to large scale transit oriented developments at railway stations within 10 kms of the City (such as Stirling, Glendalough, Leederville and Canning Bridge) will lead to increasing boardings at these stations.

To address these issues, an inner “circle route” is needed in the long term to link Glendalough on the Joondalup line with Canning Bridge on the Mandurah line, and Subiaco and UWA/QE11 before entering the City from the east via Curtin/Bentley at Victoria Park.

The ultimate network for a city of 3.5 million people should comprise:

Railway network 220 kms

Future rail expansion will build on the existing network to meet demand in growth corridors and to provide efficient access to, and connectivity between, strategic centres and central Perth. Future rail network proposals include:

Within 21 years

- extension of the Northern Suburbs Railway from Butler to Yanchep with stations at Alkimos, Eglinton and Yanchep (13.8kms)
- an eastern suburbs line linking to the Midland line at Bayswater with a station at the new consolidated airport terminal and in the vicinity of the current Domestic Airport terminal, with a park and ride and bus interchange to service the hills and foothills area (7 kms)
- new stations and interchange facilities on the Mandurah line at Success and Karnup.

In the longer term

- extension of the Armadale line to Byford and Mundijong (15kms)
- extension of the Thornlie line to link with the Mandurah line with a major interchange station in the vicinity of Ranford Road and a station to serve the Jandakot Airport growth precinct (11.5kms)

Road Rapid Transit network 413 kms

Daily public transport patronage in the Central Sector is expected to exceed 1.5 million trips by the time Perth’s population reaches 3.5 million. This will be driven by continued high employment and education activity within the existing area and a projected increase in resident population of more than 500,000 people.

Most of this network is proposed for the existing developed Central Sector to provide connectivity between centres, to link with train services and to ensure overall system capacity can keep ahead of demand.

In addition the north west growth area will have transit services in Alkimos-Eglinton and Yanchep-Two Rocks and the south west growth area will have transit services through Keralup and from Rockingham-Baldivis.

Transit services will be highly interconnected with the train system. Both trains and transit services will be served by feeder bus services where appropriate. The transit services will be designed to provide a greatly improved level of access to, and connectivity between, strategic centres and central Perth.

Over time the routes will be developed to provide a network with priority for transit services over other traffic. Journey times will be faster with fewer, more widely spaced stops up to 800m apart.

The system should initially be designed around 15 to 20 transit routes. However, the transit infrastructure will enable additional services to be introduced as required.

Bus services

Local bus services will act as feeders to the train and transit network, connect local centres and destinations across the metropolitan area, and provide a local distribution function. The majority of trips will still involve a local bus and they will form a very important part of the network.

Bus routes will be designed to maximise accessibility, whilst maintaining travel speed and ride comfort. Buses will take advantage of bus priority infrastructure to move through congestion and maintain on-time running.

Bus stops will have good levels of information including destinations, timetables and local maps. Major stops and stations will be designed to support fast and efficient transfers to train and transitway services. Overall, the bus network will benefit from improved legibility and frequency.

Ferries

The current ferry service is small in the context of overall public transport travel. Some additions to ferry services along and across the Swan River can be anticipated, perhaps linking Burswood, East Perth, Perth and Applecross. Growth beyond this is likely to be small due to speed constraints for ferries on the Swan River, parallel road/rail routes with faster journey times and limited opportunities for both high density development and transit interchanges at river nodes.

RAPID TRANSIT INFRASTRUCTURE

ULTIMATE NETWORK FOR CITY OF 3.5 MILLION



DEVELOPING THE NETWORK

The Terms of Reference required that the Independent Panel recommend capital investment proposals that identify and prioritise enhancements to the primary public transport network, including railcar and bus fleet requirements.

Key investment areas

The development of the network and services in the next 21 years should be based around:

1. Enhancing current capacity, particularly the railways.
2. Transformational projects that will redefine travel and development patterns.
3. Projects that provide strong connections to strategic centres.
4. Projects that support the growth in the Central Sector and the Perth CBD.

The projects are grouped into two categories – Stage One or shorter term/before 2020 and Stage Two or medium term/before 2031.

Enhancing capacity

Fleet requirements

As the demand for public transport increases over time, the number of rail cars and buses will need to be increased. In addition to growth, provision has been made in the economic analysis for replacement of railcars after 35 years and buses after 20 years of service.

Railcars

The demand for railcars is projected to increase to 390 equivalent one-car units by 2031, an increase of 156 beyond the fleet at the end of 2010 when delivery of the existing order is completed. On average the equivalent of eight one-car units will be required each year to 2031.

Light railcars

It is estimated that 29 light railcars would be required to support the 2031 network. These would replace approximately 65 buses.

Buses

The demand for buses is projected to grow from the current 1134 buses in 2010 to approximately 2050 in 2031.

Stations

Canning Bridge Station transit interchange is at capacity and requires an upgrade to improve bus connections and pedestrian access. This project would include introduction of priority lanes along Canning Highway between Reynolds Road and Henley Street.

Stirling Station is in need of an upgrade to improve the bus interchange and pedestrian access. This is compatible with the Stirling City Centre project.

Both of these projects are needed in the next 5 to 10 years.

In order to provide access to the transit network where growth is occurring within the vicinity of existing railways, two new stations are envisaged on the Mandurah Line. A station at Karnup, near Paganoni Road, would be constructed to serve the rapidly expanding population between Warnbro and Mandurah, as well as the proposed urban development at Keralup, east of the Kwinana Freeway. This station will be a transit interchange and needs to be constructed in the next 5 to 10 years.

Accessibility to the rail network is also required between Cockburn Central and Anketell Road to serve the expansion of the urban corridor on either side of the Freeway. The exact location of this station is yet to be determined, however it



STIRLING INTERCHANGE



CANNING BRIDGE INTERCHANGE



KARNUP STATION CONCEPT

is necessary for it to perform a significant park and ride function for the local community. There is no short-to-medium term need for this station as Cockburn Central is currently accessible for the existing urban area.

Other stations are proposed as part of the expansion of the railway north to Yanchep and the Airport Rail Link.

DEVELOPING THE NETWORK

STAGE ONE PROJECTS

Projects that can be implemented to provide a network of rapid transit services across Perth before 2020 are grouped into:

- Transformational projects;
- Connections to strategic centres using on-road priority measures that will contribute towards a network of rapid transit services; and
- Projects that support the central area.

Transformational projects

These projects have the ability to redefine travel and development patterns.

Northern Suburbs Railway (NSR) extension

The NSR is committed to extend north to Butler. Extending north to Yanchep will support the development of the Yanchep City Centre with a station precinct at its centre. Future developments between Butler and Yanchep will lead to future development of stations, potentially at Alkimos and Eglinton.

The early development of this line will provide developers with the certainty required to develop at a higher density, particularly around train stations and within walkable catchments of services. It will support a much more sustainable form of urban development with significantly lower levels of car use.

Central Northern Corridor/Curtin/UWA Light Rail

The Central Northern Corridor connecting Perth to Mirrabooka and suburbs to the north has a projected patronage equivalent to that on the Fremantle, Armadale or Midland railways. Efficient movement of this number of people could only be achieved by a railway, light rail or a Brisbane style busway.

A railway connecting the Perth CBD to Mirrabooka and beyond through East Wanneroo to Joondalup was considered, but it could not be justified based on the projected scale and density of future development in East Wanneroo and the cost to construct tunnels from the City to north of Mirrabooka.

Also a railway is less suited to this corridor due to the need to provide more closely based stops between Edith Cowan University and Perth where patronage is projected to be highest.

A Brisbane style bus rapid transit system could cater for projected demand, but only if full segregation from other traffic occurs and passing lanes are provided at stations. This would require a dedicated transitway with a width of 25 metres at stations. In reality, busways of this nature would not be feasible along inner city Perth streets such as Fitzgerald Street and expensive tunnelling would be required through North Perth from Aberdeen Street to north of Walcott Street.

In these circumstances the panel received specialist advice that light rail is the most feasible rapid transit option to provide capacity and service from Perth to Mirrabooka. Bus feeder services from the north could connect to the light rail service at Mirrabooka. Park and ride facilities could also be provided along the light rail route. The light rail service could be extended through East Wanneroo to Joondalup in the longer term.

An on-road light rail system has the capacity to move up to 7,500 persons per hour, operating at a frequency of about 2 minutes, if it is provided with priority running along the route. The light rail service would need to be introduced at a frequency of about 4 minutes initially with capacity to move about 3,250 persons per hour in the peak direction and in excess of 30,000 persons per day two way at the point of highest demand. As well as accommodating the projected travel demand along the corridor, light rail has two other significant advantages:

- The sense of permanence of light rail provides certainty and encouragement for developers to move towards more consolidated, higher density development along the route;

- The observed phenomenon, often known as the “sparks effect”, that applies to rail or light rail, results in between 10% and 25% additional patronage when compared with buses operating at an equivalent frequency. This is a result of improved comfort, improved legibility and other factors relating to passenger preference for rail.

The light rail service between Mirrabooka and Perth could provide direct through-services to UWA and Curtin University and in so doing provide an excellent network of services through the central area, as well as providing high capacity links into the city. This part of the light rail proposal is similar to the “Knowledge Arc” proposal advocated by Curtin University. However, it uses the high demand for travel along the Mirrabooka to Perth part of the route during the morning peak as a counter balance to high demand from the city to both Curtin and UWA, thus ensuring high demand along the entire route.

The “wishbone” light rail service linking Mirrabooka, Perth and three universities provides a significant network of light rail. The proposed light rail network will enable growth to occur at all of the three universities and at QEII hospital, without unacceptable levels of congestion due to high levels of car traffic that could otherwise be expected. It will also encourage and facilitate transit oriented development at various points along the route, including West Perth, North Perth, East Perth, Victoria Park and Bentley on the periphery of Curtin University.

The precise route of the light rail requires further investigation with full involvement from local authorities along the route and other key stakeholders such as universities and hospitals. It would also require a detailed master plan and business case.

PROPOSED **STAGE 1** PROJECTS FOR RAPID TRANSIT INFRASTRUCTURE



Connections to strategic centres

These centres have a large workforce or are centres of education and/or health. Public transport to these centres is currently high and is expected to grow significantly. The projects listed here are important in providing city-wide connectivity and transferring large numbers of passengers to public transport.

Access for Ellenbrook

The Plan supports the development of a rapid transit service for Ellenbrook, with the projected numbers of passengers justifying a road-based rapid transit service for the next 10 to 20 years. An option of running a Bus Rapid Transit (BRT) service between Ellenbrook and Bassendean and across to Morley is feasible. This provides quick transfer to the railway at Bassendean for trips to the central area and Midland, and access to commercial/community facilities at Morley. A railway reservation should be identified and secured, and a master plan prepared, to provide a long term rail option for the corridor (It is noted that the Government has allocated funding in 2012/13 for a Master Plan to be undertaken).

Access to UWA

As well as the light rail system, there is a need to support effective bus connections from UWA to the City via priority bus lanes on Mounts Bay Road. This will provide services for students to and from the Esplanade Busport and Train Station.

Access to Curtin University

The ultimate network light rail proposal will provide major access to Curtin University from Canning Bridge Station and the City via Victoria Park. Subject to infrastructure planning and staging associated with light rail, the following infrastructure measures are necessary to support bus services in the short term to Curtin University:

- bus priority along Canning Highway, Henley Street and Jackson Avenue to link to Canning Bridge Station; and
- bus priority along Shepperton Road as far as Miller Street to improve access to the city.

Access to Morley

Morley is a major centre for the eastern part of Perth and the City of Bayswater is currently undertaking planning for the Morley City Centre to coordinate its growth. This will include priority access to the bus station.

Priority lanes are proposed to link Morley to the City via Beaufort Street through Inglewood. Initially the priority lanes would be extended to Walcott Street. Discussions are currently underway with the City of Perth and the Town of Vincent with the objective of installing priority bus lanes into the City as part of the return to two way traffic along important streets.

Access to Stirling

The Stirling Alliance is promoting light rail through the Stirling Strategic Centre development. Planning for road infrastructure that would provide priority for light rail and/or buses in the centre of Stephenson Boulevard and Scarborough Beach Road is well advanced. The Alliance is currently considering timing and staging options for light rail, designed to encourage higher density development in the Stirling Strategic Centre and along Scarborough Beach Road between Stirling and Glendalough Stations. The Stirling Alliance is also investigating funding options that include contributions from development and parking levies.

Whilst this project is being developed by the Stirling Alliance to enhance development opportunities at Stirling, it will be a key component of a future light rail network that would be developed by 2031.

Access to Fremantle

Priority access to Fremantle currently consists of full time bus lanes on Hampton Road, between Douro Road and South Street. Priority is required south of Douro Road to Rockingham Road, and investigations are underway to look at options between South Street and Fremantle Station. It is likely that services south of Fremantle would be bus rapid transit.

Access to Murdoch

A committed project exists for bus priority west of Murdoch Station through the Main Street between Fiona Stanley Hospital and St John of God Hospital and into Murdoch University. The final part of this project connects the western end of Discovery Drive in Murdoch University back to South Street.

A further project is proposed to extend the South Street bus lanes east of Vahland Avenue to the freight railway bridge and to construct a park and ride facility in Canning Vale to supplement capacity at Murdoch Station.

Access to Perth Airport and Belmont

Priority bus lanes are proposed for Great Eastern Highway between the Victoria Park Bus Interchange and Kooyong Road, and 'queue jump lanes' at intersections from Kooyong Road to Tonkin Highway. This will enable improved access between the Perth CBD and other centres to the Airport for buses and other forms of public transport (e.g. taxis and airport shuttle buses) in the short to medium term. It will also provide for significantly improved services to Belmont Forum.

In the next ten years, when consolidation of the airport terminals is proposed (and prior to construction of a railway to the Airport), options to service a consolidated airport terminal will need to be resolved, but will likely incorporate either Great Eastern Highway and/or services via Belmont Forum.

Access to Midland

Rail will continue serving a redeveloped town centre including new health campus and other commercial activity and Government facilities, increasing contra-flow patronage. Investigations are underway for TOD development, redevelopment of Midland Station and a separate park and ride facility for Hills transit users.

Supporting the Perth central area

Light rail serving the Central Northern Corridor, UWA/QEII and Curtin University will provide an excellent network of services through the Perth CBD, East Perth, West Perth and beyond, as well as providing high capacity links into the City.

In the short term, prior to the implementation of light rail, changes to bus operations need to be considered for travel through the City

to help reduce congestion and allow for better coordination of bus services in peak hours. The system would operate on priority routes along St Georges and Adelaide Terrace and William Street. Passengers could catch buses at “superstops”, which would include no-step entry and off-vehicle ticket validation to improve vehicle loading speeds. Enhanced passenger information could be available through real time information on individual services.



DEVELOPING THE NETWORK **STAGE TWO** PROJECTS

The following projects are considered to be required in the period before 2031. They build on the Stage 1 projects and are all essential building blocks toward achievement of the long term (vision) network.

Glendalough/Subiaco/UWA

This route will be required by about 2031 to relieve pressure on the inner section of the Northern Suburbs Railway and create an important connection between the Stirling Strategic Centre, Subiaco, the Fremantle line and UWA/QE11 precinct.

It is likely that this route would need to be serviced by light rail in the longer term, although the technology would be determined following master planning closer to the time of implementation.

Railway to Perth Airport

A railway connection to Perth Airport will be required by around 2031. The railway will link to the Midland line to the east of Bayswater Station. Two rail stations are proposed. Airport West Station will be an important employment and business centre and a park and ride and bus interchange to serve the foothills area to the east of the Airport. The other station will serve the consolidated airport terminal and will provide access for air passengers and airline and airport employees.

Cannington to Fremantle cross city link via Murdoch

This important east-west link will connect three strategic centres (Fremantle, Murdoch and Cannington), connect to three railway lines and provide access to two major hospitals (Fiona Stanley and Fremantle) and two universities (Murdoch and Notre Dame).

It will build on priority infrastructure already provided along South Street, through Murdoch University and into Fremantle. The technology and detailed route planning would need to be the subject of master planning post 2020.

Fremantle to Cockburn Central via Cockburn Coast

This is likely to be a bus rapid transit facility in the period leading up to 2031, although a case for light rail may be made in the longer term.

Fremantle to Rockingham via Latitude 32 and Kwinana

A bus rapid transit facility is likely to be required in the period leading up to 2031 to provide enhanced access to major employment centres at Rockingham, Kwinana, Latitude 32 and Fremantle.

Other projects

As bus services are progressively developed along the proposed transitway network there will be a need for bus priority along a number of routes.

Routes that are likely to require bus priority by 2031 include:

- Shenton Park to QEII and UWA;
- Airport West and the consolidated airport terminal to Victoria Park via Belmont Forum;
- Scarborough to Stirling;
- Cannington to Curtin University via Manning Road;
- Completion of the Beaufort Street/Brown Avenue link to Morley;
- Mirrabooka Avenue from Reid Highway to Hepburn Avenue;
- Oats Street Station to Curtin University; and
- Completion of Canning Highway bus priority between Booragoon and the Causeway.

As well, three rapid transit services are likely to be warranted in the outer growth areas, being:

- Alkimos – Eglinton;
- Rockingham – Baldivis; and
- Keralup/Karnup – Mandurah.

The rate at which bus priority measures and enhanced services are introduced over time will depend on the rate of employment and population development and will need to be kept under review. It is possible and indeed likely that other bus priority measures will be required by 2031.



PROPOSED **STAGE 2** PROJECTS FOR RAPID TRANSIT INFRASTRUCTURE



RAPID TRANSIT SERVICES CONCEPT

Passenger travel on the future network will likely be more dependent on transfers between services. This is a normal transition that occurs when a city develops from a small to a medium sized city. Perth has already seen the first phase of this transition, with feeder buses linking to bus and train stations across the network, particularly on the Joondalup and Mandurah rail lines. This pattern will continue.

As the public transport network develops, the opportunity to connect between centres at suburban nodes improves. These improved connections contribute to greater coverage, more direct and shorter journeys and a more efficient public transport system.

A possible service network, as depicted in the figure below could be based around 15 to 20 core transit services across the metropolitan area.

This ultimate network is indicative and would be subject to the roll-out of the proposed transit network and detailed services planning.



VALUING PUBLIC TRANSPORT INVESTMENT

The Terms of Reference required that the Independent Panel identify the costs of capital investment proposals and to operate the system, and the benefits of the investment.

The investment required

The significant investment in public transport in Perth will require a funding plan to ensure certainty in delivery of the benefits. Under-funding or sporadic funding would result in the system not meeting demand and overcrowding of public transport infrastructure, including buses and trains.

The funding required for the public transport system can be broken down into three major components:

- Annual operating and maintenance costs
- Fleet expansion and associated depot and maintenance costs
- Infrastructure costs, including expansion of the rail network, development of light rail and bus rapid transit, bus priority measures, expansion and improvement of interchange facilities, park and ride facilities, and stations.

Annual operating costs

The current (2009/10) annual cost of providing the public transport system is \$499.1 million in operating costs and \$691.2 million in total costs (including capital and interest charges). Revenue comes from:

- Fares: \$141.7 million
- Perth Parking licence fee and other service contributions: \$11.9 million
- Joint ticketing for major events (eg. AFL): \$2.7 million

The remaining cost of \$534.9 million, representing 77% of total costs, is met by the State Government. This includes the additional subsidy requirements to provide reduced fares for concession users.

By 2031, it is estimated that the annual operating costs for the public transport system will have risen to \$820 million. The total cost in 2031 would be influenced by options to finance

infrastructure projects but, using a factor of 1.5:1 as the current ratio between total and operating costs (being the average for the past 5 years), total costs in 2031 would be in the order of \$1.2 billion per annum in 2010 dollars.

Fleet expansion

Annual investment in fleet expansion and replacement has averaged \$79 million per annum over the last 7 years. Over the next 21 years the total cost for fleet expansion is estimated to be \$1.2 billion in 2010 dollars.

The major components of the cost are:

- Additional railcars – \$624 million (156 additional railcars at \$4 million each);
- Additional buses – \$482 million (900 additional standard size buses at \$535,000 each);
- New light rail vehicles – \$131 million (29 light rail vehicles at \$4.5 million each).

This does not include additional costs for replacement or refurbishment of the existing bus/railcar fleets.

Network infrastructure costs

Capital expenditure on public transport has averaged \$270 million per annum over the last 7 years. Over the next 21 years the estimated cost to construct the infrastructure recommended in the public transport plan is \$2.9 billion in 2010 dollars.

The major components of the proposed infrastructure expenditure are:

- Rail system expansion – \$1.2 billion;
- Light rail – \$1 billion;
- Bus rapid transit and bus priority infrastructure – \$343 million;
- Additional rail, bus and light rail depot and maintenance facilities – \$180 million;
- Transit interchanges, including park and ride – \$135 million.

Total estimated funding needs to 2031

The total estimated funding needs to implement the public transport network plan to 2031 are:

- Annual total cost: \$1.2 billion per annum in 2031;
- Fleet expansion \$1.2 billion; and
- Infrastructure capital expenditure: \$2.9 billion.

Valuing public transport investment with benefit-cost analysis

Investment in public transport creates value for the community over the life of the assets created. These benefits can be economic, social or environmental, covering the full range of triple-bottom-line outcomes.

Investment in transport systems is typically a continuing process, although with some peaks where major infrastructure is built. Infrastructure may have a life of 50 years or more before it needs to be substantially replaced. Trains have an operating life of up to 35 years before they need substantial refurbishment and buses 20 years before replacement.

Where benefits from investments accrue over a period of time and over different periods from the costs of the investments, social benefit-cost analysis (BCA) is a useful tool for assessing their economic value.

For a typical (15km) peak period work journey to the Perth CBD, the cost to the community is currently (2010) nearly \$30 per day. If this journey was made by public transport, most of these costs, except travel time, would be saved – a net saving of \$20 per commuter per day – although there would be some direct costs incurred to provide the necessary public transport services.

Commuter travel by car to other places and car trips for other purposes may not impose obvious car parking costs or such high levels of congestion cost, but even an off-peak journey over the same distance by car imposes costs on the community of around \$13.

By 2031, increases in traffic congestion and in the price of fuel for cars (even allowing for more efficient car engines) will increase the daily cost of this travel to nearly \$35 in today's values, of which \$25 could be saved by switching to public transport.

The benefits of getting more people to travel by public transport will be greatest:

- for peak period travel (where congestion is greatest and car parking is likely to have a substantial resource cost); and
- for new patrons who previously drove a car for the journey.

Additional journeys on public transport will incur some additional costs for the community. These costs (infrastructure capital, vehicle capital and bus and train operating costs) are both a pre-requisite for attracting new passengers (ie better, more frequent, faster, more reliable and more comfortable services) and a consequence of carrying those passengers (ie. operating more buses and trains).

Capital costs will be incurred over a period of time, not as a single up-front investment. Benefit-cost analysis deals with a stream of investment costs over a period of time in the same way as it does a stream of benefits. The vehicle capital costs include replacement of existing vehicles where the evaluation period is greater than the effective vehicle life. This evaluation is based on buses having an effective life of 20 years and trains having an effective life of 35 years, at which point a major refurbishment of each train is required at 75% of the replacement cost.

Comparing benefits and costs: discounting the future

The generation of benefits and costs at different times means that a way of converting these to a comparable basis is needed. This

is done by means of discounting values for future years at a 'discount rate' that reflects the community's preference for having things now rather than later.

In many cases, benefits are largely proportional to costs (eg. a certain number of additional public transport trips requires a given number of additional buses and generates a predictable level of operating costs) and the choice of discount rate might not make a very big difference. However, when the real cost of something systematically changes in future years, the discount rate does make a difference.

For example, the price of petrol and other oil/gas-based transport fuels is expected to continue to increase and the congestion impact of each car that can be removed from the traffic stream will increase faster than overall traffic levels.

Although both fuel and congestion costs will increase over time, they will do so at different rates and the discount rate used for evaluation will substantially affect the impacts of these two on the evaluation outcome. In all cases, however, the benefit from congestion reduction (ie. the benefit to those who continue to drive their cars) is greater than that from reduced car operating costs for those who transfer to public transport after 2031.

In this evaluation, the WA Treasury-specified discount rate of 7% and an alternate value of 4% for sensitivity testing have been used.

What is being evaluated/ compared?

In this evaluation, the 'preferred' scenario is compared with a 'business-as-usual' scenario. The costs and benefits are additional to those that would accrue with a 'business-as-usual' approach, which would not involve new or extended railways or infrastructure priority for road based transit. This 'business-as-usual' scenario would itself substantially increase the use of public transport simply as a result of population growth and the increasing price of motor vehicle fuel.

The 'preferred' scenario being evaluated is a 21-year program of investment in vehicles, road based rapid transit, railways and associated infrastructure.

The evaluation is based on improved bus and train services only. The evaluation has not included the light rail proposals for the Central Northern Corridor and other parts of the network, as this would require judgements and major assumptions about the relative efficiency or cost-effectiveness of light rail and other benefits in terms of urban development and economic activity or increases in patronage.

It is more appropriate to assess proposals for light rail in the Perth context at a detailed project level. This would allow for more accurate analysis of public transport demand, changes to road traffic congestion and other efficiency and effectiveness benefits compared to a bus-based alternative. If that analysis were to demonstrate that similar benefits as experienced in other jurisdictions could be achieved in Perth from light rail, the benefit-cost outcomes would be enhanced. To that extent, this (bus and train only based) evaluation should therefore be regarded as conservative.

Some assets will only be created towards the end of the 21-year program. Where an asset reaches the end of its effective life during the evaluation period, an additional cost has been added to allow for replacement. This only applies to buses in both the 30-year and 40-year evaluations, and to trains in the 40-year evaluation period.

The main estimate for the patronage impacts of the Plan are for 2031, at the end of the program.

Projects are typically evaluated over 25 to 30 year periods, including the period of construction or investment, sometimes with sensitivity assessment for shorter and longer periods. This is an unusual evaluation, in that the proposed investment is over a very long (21-year) period. Evaluation periods of 30 and 40 years have therefore been used, which is effectively 20 and 30 years, respectively, from the mid-point of the investment timeframe.

Benefits and costs of improved public transport

In a typical benefit-cost analysis, longer-term benefits usually do not have a major impact on the present value of benefits – benefits 30 years hence have only 13% of their nominal value in present value terms when discounted at 7% per year. In this analysis, however, longer-term benefits beyond 30 years are very substantial, even when discounted to the present day (Figure 1). This is because:

- Marginal congestion costs increase very rapidly as road traffic volume grows into the future;
- Related to congestion, public transport travel times become increasingly competitive with car, especially where traffic congestion is at its worst;
- The real price of petrol is increasing, even after vehicle engine efficiency improvements.

The costs, on the other hand, increase at a reducing rate with extension of the evaluation period (Figure 1), as the majority of the costs are road and rail track capital with an effective life of over 50 years.

Half of the benefits of the increased use of public transport accrue through lower levels of congestion (Figure 2), with substantial benefits also through:

- reduced CBD car parking costs – freeing up CBD land for more productive uses;
- savings in travel time, especially in the period after 2031; and
- reduced road trauma;
- reduced environmental impacts, including greenhouse gases and air, water and noise pollution.

FIGURE 1 Present value of benefits (left) and costs (right)

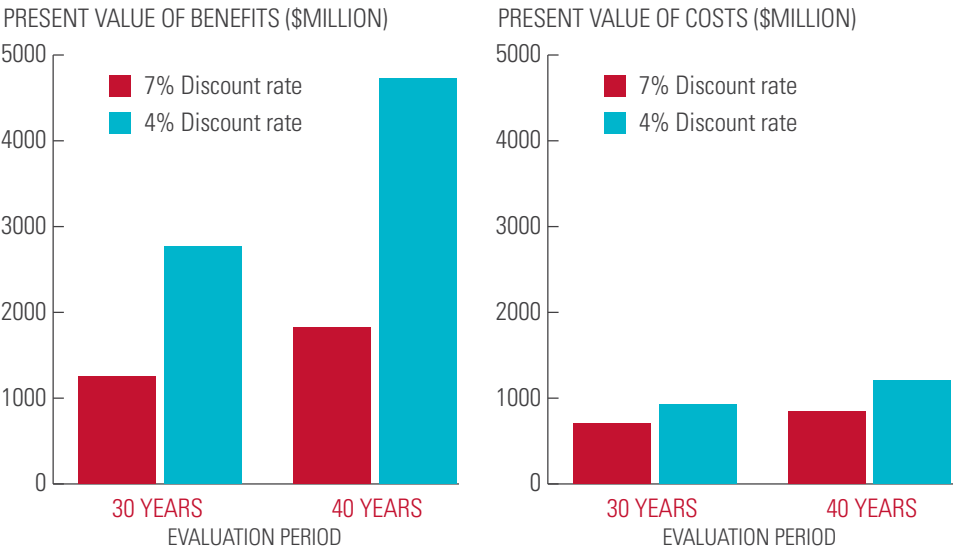
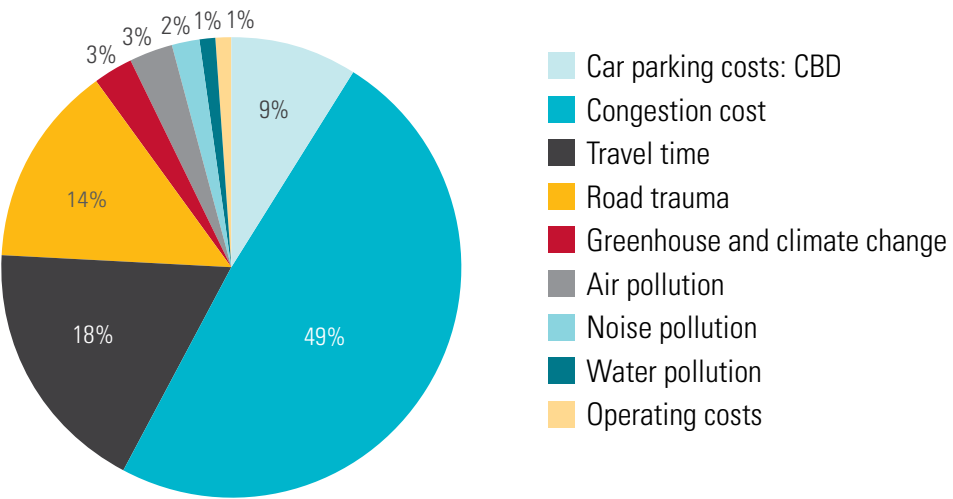


FIGURE 2 Composition of benefits (percent of present value; 30 years @7%)



90% of the net benefits are derived from lower congestion costs (49%), improved travel time for users (18%), reduced road trauma costs (14%) and savings in car parking costs (9%).

Reduced carbon emissions is a relevantly small benefit (3% at \$75 per tonne of carbon dioxide) so the value of carbon does not critically impact the evaluation.

Benefit-cost outcomes

Benefit-Cost Ratio (BCR) is the relativity between the present value of benefits and the present value of costs. BCR can be interpreted as the value for money to the community of the proposed investment. The BCR from the evaluation is 1.8 (for 30 years) and 2.2 (for 40 years). This compares favourably with Infrastructure Australia’s minimum BCR of 1.5 and a target BCR of 2.0.

The BCR and Net Present Value clearly demonstrate that investment in public transport is an investment in the long-term future of Perth. For every case except the shortest time period with the higher discount rate, benefits exceed costs and the extent of the difference increases with alternatives that are based on a greater concern with sustainability and the future (Figure 3).

Internal rate of return

The higher a project’s internal rate of return, the more desirable it is to undertake the project. For this evaluation, the internal rate of return increases with the longer evaluation period, reinforcing the conclusion that investment in improved public transport should be viewed as a long-term project for the future rather than a ‘quick fix’ for transport problems (Figure 4).

FIGURE 3 Benefit-cost outcomes

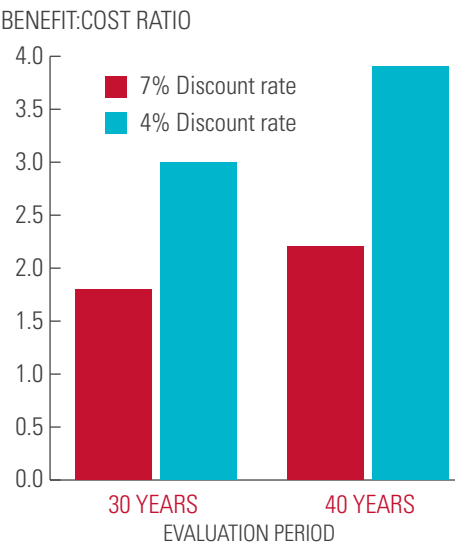
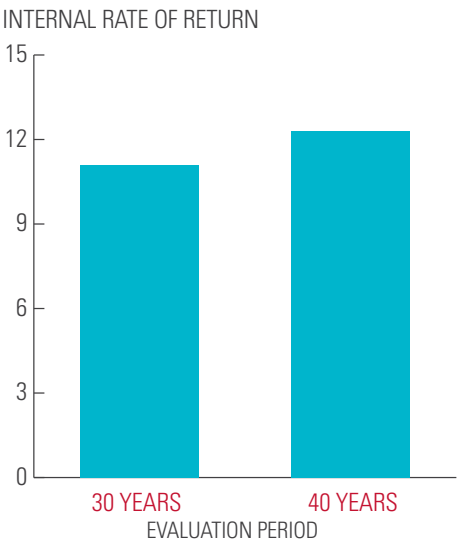


FIGURE 4 Internal rate of return



Benefit Cost Analysis at the strategic level inevitably has to average, or take typical values for, some outcomes. Where there are heavy concentrations, for example of road traffic and congestion, evaluation of individual projects is able to reflect the specific circumstances, including the more severe costs of road traffic congestion in heavy traffic locations.

Because some benefits of public transport are excluded and others can be better assessed for individual projects, the benefit-cost analysis presented here must be regarded as conservative. The full benefit-cost outcomes of all projects combined will therefore be better than the outcomes quantified in this evaluation.



FUNDING OPTIONS

The Terms of Reference required that the Independent Panel consider a range of public and private funding mechanisms.

Funding principles

Traditionally, public transport in Perth and other Australian cities has been funded in the main by State governments and public transport users. In the future, the range of public transport funding options should be expanded to be more aligned with the beneficiaries of an improved public transport system.

There are a number of beneficiaries of an efficient public transport system, including new and existing public transport users, other road users, land developers and the population at large, who benefit from reduced congestion and improved accessibility to jobs, education and other essential services and activities.

The Independent Panel has developed the policy principles below for funding of the public transport plan.

Funding plan

A detailed funding plan and strategy needs to be prepared by the Department of Transport and the Public Transport Authority in consultation with the Department of Treasury and Finance for consideration by the Government. The Independent Panel recommends that a number of new funding sources be examined for inclusion in the funding plan and that these be the subject of consultation with key stakeholders.

The opportunities to adopt alternative or additional funding sources will change over time. For that reason, a short term (5 year) funding plan and a longer term funding plan will need to be prepared.

Short term funding plan

In the short term, the State Government and public transport users are likely to remain

the predominant funders for public transport. However, within that overall framework, the following should be considered as part of a detailed funding plan:

Major capital projects

These projects should be developed utilising a public partnership approach in the first instance with potential opportunities for private funding. The project master plans should demonstrate how they contribute to an overall public transport network in accordance with Infrastructure Australia's requirements and should involve local authorities and major institutions such as universities in the development of the master plan, with a view to negotiating funding contributions. The primary contributors to funding major capital projects in the short term will be the State and Commonwealth Governments, but contributions from other stakeholders should also be a key consideration.

General principle

There should be a clear link between attributable benefit and the level of funds provided by any group or source.

Specific principles

1. The operating cost of the public transport system should be met by users and key beneficiaries.
2. The proportion of fare revenue to system operating costs should be relative to the externality benefits derived from public transport.
3. User charges should be considered among a range of options to help manage demand for travel during peak periods.
4. The subsidy provided for the elderly and other concession holders should be treated by Government as a "community services obligation" policy and be factored into the cost recovery model.
5. The allocation of capital funding should be based on an integrated transport funding model, assessing all costs and benefits to both users and non users and savings in external costs associated with road trauma, congestion and impacts on the environment.
6. The prioritisation of projects should include the contribution of major stakeholders to sustainable city development in terms of co-funding, transit and planning outcomes.
7. All levels of Government should participate in funding public transport capital projects as a means of reducing congestion, reducing environmental impacts, improving public health, reducing social disadvantage and contributing to city building.



Other public transport funding

The Independent Panel makes the following recommendations for consideration in the short term funding plan:

1. A re-allocation of funding within the State's transport portfolio budget to increase the funding share for public transport, reflecting its role in meeting the transport needs of Perth's growing population.
2. Cash-in-lieu or parking levies in strategic centres with the net revenue dedicated to public transport to assist in reducing car travel and increasing public transport.
3. An independent pricing mechanism be established to provide recommendations to Government on the setting of fares. The objectives should be to improve transparency and undertake benchmarking to establish whether changes to fares are justified over time. This mechanism should consider issues such as:
 - Differential charging for peak and non-peak travel, based on the higher cost to run the system during peak periods;

- The proportion of overall revenue obtained from users over time;
- The level of concession subsidy that should apply to different users and whether this subsidy should be funded as a Community Service Obligation.
- The charges that apply to park and ride users.

Longer term funding options

In the longer term, there are a number of funding options that should be considered to contribute to the higher cost and broader role of public transport in Perth. A number of these options will include an increased contribution from different levels of government and other stakeholders, all of which should be involved in development of a long term funding plan for public transport.

The need for greater funding for public transport is not unique to Perth. It applies equally to every capital city in Australia and growing cities overseas. As such it is recommended that the State Government

raise this in discussions with other State Governments and the Commonwealth Government through the Council of Australian Governments (COAG) with a view to having COAG consider a national strategy for funding both capital and operating costs of public transport.

Some options that should be considered in the longer term are:

- A congestion charge with a specific proportion of revenue dedicated to public transport improvements.
- Developer charges in areas where improved public transport can facilitate significantly higher density in key precincts and major centres and provide more efficient and more equitable public transport options.

The Independent Panel recognises that these are complex and challenging issues that will require extensive involvement and discussion between Government and key stakeholders.



ACTIVATING AND INTEGRATING

The Terms of Reference required that the Independent Panel identify how the public transport network can influence, or be influenced by, future urban planning and development.

Connectivity and accessibility

A successful public transport plan should result in a major improvement in accessibility to, and connectivity between, centres. To assess this, the public transport network identified in this Plan has been analysed using the Spatial Network Analysis for Multinodal Urban Transport Systems (SNAMUTS) developed by Curtis and Scheurer¹. The key findings were:

- The proposed network improvements will roughly double the overall efficiency of the system whilst only requiring additional operational improvements (eg. service frequencies) in the order of 60%.
- The basic structure of the existing network does not alter significantly, with the exception of the Perth Airport rail link and to a lesser degree the Central Northern Corridor rapid transit service.
- The ease of movement between centres/nodes across the network is significantly enhanced, even though the need to transfer remains at similar levels in 2031 as in 2010.
- The average proportion of residents within 45-minutes travel time of strategic centres across the network improves significantly, primarily due to more efficient transfers, network extensions and improved travel speeds on existing routes.
- The speed competitiveness of public transport over road travel improves in 2031 over 2010, primarily from less time-consuming and more efficient transfers between routes.

- The analysis confirms the ongoing importance of the Perth CBD, Stirling, Murdoch, Joondalup, Cannington, Rockingham and Fremantle as the strategic centre public transport hubs in 2031. It also highlights the potential of Canning Bridge, Bull Creek, Warwick, Whitfords and Bayswater stations to fulfil similar roles.

Whilst the public transport network analysed performs well, particularly in respect of connectivity to/between strategic centres, it should be noted that the SNAMUTS analysis was based on a bus-based rapid transit

network only. The network proposed by this Plan has since been revised to include light rail, which will further improve accessibility and connectivity. It will also result in further improvements to the speed competitiveness of public transport.

Principles to support integration of public transport and land use planning

The six principles below should be reflected in all land use planning documents to support land use and transport integration.

Concentrate development in centres particularly designated strategic centres

- 1 Develop concentrated centres containing the highest appropriate density housing, employment, services, retail and public facilities within an acceptable walking distance (400 – 1,000 metres) from major public transport nodes such as railway stations and high frequency bus routes with at least a 15 minute frequency at peak times.

Align centres within corridors

- 2 Concentrate high density mixed use, accessible centres along major public transport corridors within urban areas.

Connect streets

- 3 Provide street networks with multiple connections to public transport services and efficient access for road based public transport.

Improve access

- 4 Provide walkable environments and give priority to pedestrians including people with disabilities. Ensure that pedestrian access to public transport is direct and pleasant with good lighting and natural surveillance from adjacent uses.

Manage parking supply

- 5 Use the location, availability and supply of parking to discourage car use.

Improve road management

- 6 Improve transport choice and promote an integrated transport approach by managing road traffic flow and protect and promote priority public transport routes.

¹ Curtis, C. and Scheurer, J (2009 unpublished) Directions 2031 – Perth's 20 year public transport plan Spatial Network Analysis for Multimodal Urban Transport Systems (SNAMUTS)

Strategic integration

At the highest level of integration it is essential that there is a strong link between strategic land use plans and the public transport plans. This helps to ensure that public transport supports future growth areas and provides connections to areas of strategic importance. This Plan has been developed in close liaison with the Western Australian Planning Commission (WAPC) and the Department of Planning. The Plan reinforces the importance of connections to strategic centres and areas of future growth, as identified in *Directions 2031 and Beyond*.

However, this alone will not generate effective integration between land use and public transport. The level of synergy between this Plan and *Directions 2031 and Beyond* also needs to be replicated at all levels of planning and be expanded to consider the urban movement network as a whole.

Well-designed and located public transport can act as a catalyst for revitalisation, redevelopment and intensification of land use. This will only occur where there are land use policies that support more intensive use around key transport nodes and routes.

Without this level of integration, opportunities to maximise the usage of public transport will be lost. However, it is important that investment is targeted and opportunities that have the greatest chance of success become the real focus for 'integration'.

Current policy framework

All of the WAPCs high level planning policies for the Perth and Peel Region stress the importance of public transport.

The State Planning Policy Urban Growth and Settlement (SPP 3.0) emphasises the importance of good public transport connections. It outlines the following key requirements for sustainable communities:

- sufficient and suitable serviced land in the right locations for housing, employment, commercial, recreational and other purposes, coordinated with the efficient and economic provision of transport, essential infrastructure and human services;
- directing urban expansion into designated growth areas which are, or will be, well serviced by employment and public transport;
- supporting higher residential densities in the most accessible locations, such as, in and around town and neighbourhood centres, high frequency public transport nodes and interchanges, major tertiary institutions and hospitals, and adjacent to high amenity areas such as foreshores and parks;
- clustering retail, employment, recreational and other activities which attract large numbers of people in existing and proposed activity centres at major public transport nodes, so as to reduce the need to travel, encourage non-car modes and create attractive, high amenity mixed use urban centres; and
- access for all to employment, health, education, shops, leisure and community facilities by locating new development so as to be accessible by foot, bicycle or public transport rather than having to depend on access by car (whilst recognising the convenience of car travel for some trips and the limited potential to provide alternatives in rural and remote locations).

The Draft State Planning Policy on Activity Centres for Perth and Peel reinforces the importance of public transport in centres.

"Activity centres should be conveniently accessible by various transport modes, including walking, cycling, cars and freight vehicles, and particularly by public transport.

High trip-generating activities should be located so as to maximise opportunities to use public transport and to reduce the overall need for travel between places of residence, employment and recreation. The primary entrance to such activities in an activity centre of a district level and above should be within 400m of a high-frequency public transport service.

Where agreed by the Public Transport Authority, contributions towards the provision or improvement of capital works for public transport facilities may be provided in lieu of a proportion of the car parking bays that would otherwise be required by the development.²



² WAPC (2009) Draft State Planning Policy Activity Centres for Perth and Peel (p 7-8)

In addition, the Development Control Policy Planning to Support Transit Use and Transit Oriented Development (DC 1.6) provides strategic direction for transit oriented development in the Perth metropolitan area. It identifies a multitude of potential transit oriented precincts and corridors based on 800m radial catchments for rail stations, transit interchanges or major bus terminals and 400m catchments on bus routes with multiple bus services and 15 minute frequencies. There is an interdepartmental committee to support the implementation of TODs.

Application

The current planning system has a range of planning and policy tools to support and reinforce the importance of public transport. The level of integration between this Plan and these planning tools is relatively high, given the predominance of *Directions 2031 and Beyond* and its influence on the location of future greenfields and infill developments. As a consequence, four of the six principles mentioned on page 37 are strongly supported by the current framework. The fifth and six principles – managing parking supply and improving road management are not clearly articulated within the planning system and are areas that require further policy work (see the Policy Issues section).

In spite of the number of supporting policies, there are fewer examples of effective TODs in the Perth and Peel regions, though a number of strategic centres such as Stirling, Midland, Murdoch and Rockingham are in advanced planning stages and have significant potential.

Subi Centro is frequently held up as an example of how TODs can work in the Perth context. Subiaco is successful because of a number of coexisting conditions. There was a significant area of under-utilised inner city land that was undervalued because of its industrial nature and the fact that it was separated from the rest of the Subiaco area by the railway. The decision to underground the station and the railway was the catalyst for the revival of this area and for its full

integration with Subiaco's central area. The importance of the Government's involvement in this project, particularly through the use of a redevelopment authority model and associated planning controls, cannot be overestimated.

The lack of TODs throughout the metropolitan area may be related to:

- Lack of suitable available land at a price where developers will take a risk with returns;
- Lack of appropriate development powers and controls at a local level;
- A general unwillingness of residents to accept higher density development regardless of the overall benefits that can be gained for the community as a whole; and
- No mandated minimum density requirements for land in transit oriented development precincts.

An example of some development guidelines that could be used to facilitate development in public transport catchment areas are outlined on page 40.

Opportunities

Three future development projects have the potential to demonstrate a fully integrated system. Each has a different set of land use characteristics, governance structure and constraints.

The Perth City Link

The Perth City Link project has a number of characteristics that are similar to the Subiaco situation. It relies on undergrounding the rail lines and the Wellington Street Bus Station, which currently act as barrier between the Perth CBD and Northbridge. This will create significant development opportunities (housing, retail and commercial) above the rail line and bus station for private developers and provide the opportunity to create north-south connections and revitalise the cultural precinct.

This project uses the redevelopment authority model as the basis for coordinating development.

Stirling Alliance

This project is focused on development around the Stirling Strategic Centre with a view to revitalising this area, creating significant employment opportunities with 25,000 jobs within 1,000 metres of the train station. In addition there will be a focus on residential development within this catchment.

The Alliance model represents a different governance structure. It is a temporary project organisation that is committed to develop and implement an agreed City Centre Structure Plan that realises the vision of the community. It is made up of the WAPC, the Department of Planning, the Department of Transport, Main Roads WA, the City of Stirling, the Public Transport Authority, LandCorp and industry and community representatives.

Midland

The town centre of Midland, including the former Midland Railway Workshops and key adjacent areas are identified as a strategic centre in *Directions 2031 and Beyond*. These areas have benefited from a recent increase in development intensity and are shaping as an important centre of population and workforce growth, with a potential town centre population capacity of 24,000 by 2031.

A TOD will be integrated with the approved new 450 bed Midland Health Campus and other commercial activity and Government facilities. Investigations into proposed redevelopment of Midland Station and development of a potential separate new park and ride facility for Hills transit users are also underway. The Redevelopment Authority model applied in Midland, like that used in Subiaco, East Perth and as part of the current Perth City Link project, has been effective in focussing resources on strategic urban renewal and economic expansion, developing an area served by an existing rail corridor.

Strategic planning

Two draft urban growth management strategies are currently being developed by the WAPC – the Outer Metropolitan Perth and Peel Sub-Regional Strategy and the Central Metropolitan Perth Sub-Regional Strategy. There is an important opportunity to work closely with the WAPC and the Department of Planning in the finalisation of these strategies to ensure that the level of integration that has occurred with *Directions 2031 and Beyond* is continued.

It is essential that the Department of Transport continues its involvement in the development of a parking policy framework for major centres. This will reinforce the importance of Principle 5, outlined on page 37.

The development of an integrated transport plan for the Perth Metropolitan Area provides the ideal opportunity to ensure that the last principle of integrated planning is addressed and opportunities for collaboration between planning and transport on this task should be supported.

Example

Improving Transport Choice – Guidelines and criterion for planning and development

1	Location/land use factor
	<div>1.1 Strategic planning</div> <p>New residential development should be substantially within 5km of an existing or planned rail station (or equivalent rapid transit node) served at least every 15 minutes in the peak hour.</p>
	<div>1.2 Implementation</div> <p>Every household should be within 1,000m total walking distance of an existing or planned rail station (or equivalent rapid transit node) served at least every 15 minutes, or within 400m walking distance of a bus route (accessing such a node) served at least every 30 minutes.</p>
2	Public transport network factor
	<div>2.1 Strategic planning</div> <p>New residential development should be assessed in terms of the area’s trip generation and impact on the performance of the existing subregional transport network and service in the area. The strategy for future land releases should also take into account the commitments in the State Government’s transport infrastructure plans. New residential development should be serviced or have the potential to be serviced by an existing or planned network of cross-regional transport routes rather than necessitating the provision of an addition to existing networks.</p>
	<div>2.2 Implementation</div> <p>New residential development should be based on the type of interconnected street network that (a) minimises the travel distance between two points and (b) in its design facilitates walking, cycling and going by bus.</p>
3	Catchment factor
	<div>3.1 Strategic planning</div> <p>New residential development should accommodate the highest feasible density, in terms of land capability and market, and either form on its own, or as part of a larger area, a public transport TOD catchment of 6,000 residents.</p>
	<div>3.2 Implementation</div> <p>Development should be staged in a contiguous manner and with adequate roads to make the early provision of bus services feasible. Councils should work closely with Transperth to provide services as early as possible after the first residents move in.</p>

POLICY ISSUES

The development of this Plan has identified a number of important policy issues that relate to either the development and operation of public transport or to the broader urban transport system. These policy issues need to be addressed to ensure that the urban transport system can continue to support a fast growing city with an expanding rapid transit public transport system.

Public transport policy issues

Demand management (peak period travel)

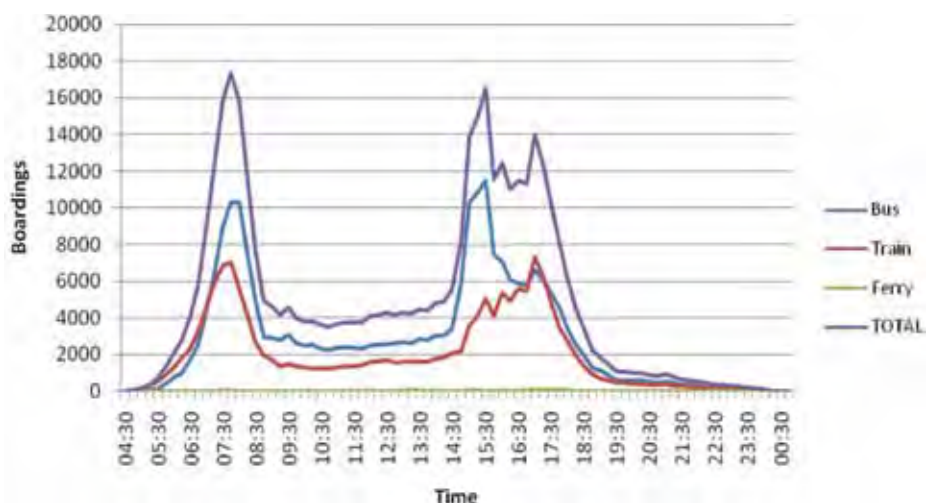
Public transport in major cities, including Perth, has to service a very significant peak period in the morning and afternoon. This has a significant impact on the cost of developing and operating the system, particularly for the rail network. The graph to the right highlights the concentration of activity in the peak periods in Perth.

Managing this demand is a complex and sensitive policy issue and one that most jurisdictions have struggled to deal with. At the heart of the matter is the fact that most commuters and students, who account for two thirds of all trips, need to arrive at work or their school/university within a narrow window of time.

In some overseas cities such as London, a fares surcharge has been implemented in the peak period for travel on the rail network in central city zones. In Melbourne, free travel was introduced several years ago for trips completed before 7.00am. There is some merit in further assessing pricing options to manage peak period travel in Perth, but this would need to consider the impact on patronage, the capacity for passengers to pay and the options to offer discount fares in the peak 'shoulder' periods.

There are also other non-transport policy solutions to deal with peak period travel such as changes to retail shopping hours and core business hours for major CBD workforces, and the start times for university students. These would perhaps have a more significant effect,

TYPICAL WEEKDAY PUBLIC TRANSPORT PATRONAGE PROFILE



and helped to spread demand more evenly, thereby making the public transport network more efficient.

Public transport fares

The level of cost recovery, being the ratio of fares to the total cost of the Transperth system, is low in Perth at 22.5%. This compares with a ratio of 28.5% in Sydney. The level of cost recovery is impacted by decisions about the cost of fares, Government concessions policy and cost pressures on the Transperth system. Many of these cost pressures reflect the significant community expectations for safe travel on public transport, for flexibility to be able to drive to public transport stations and for services to operate throughout the day to service a range of users. The nature of urban development in Perth also has a critical bearing on the cost of developing and operating the network and this, in-turn, has reflected the aspirations of the community for a unique suburban lifestyle.

Importantly, the fares policy and cost recovery target should ideally be based on a robust economic framework that recognises the significant benefits of public transport to the development of the city, to the community and to other road users (ie. by reduced congestion).

There is merit in fares being set by an independent tribunal. This would establish an agreed and consistent basis to assess the value of benefits to non users (externalities) and users; to assess the cost of the system (including operating costs, capital costs and a return on capital); to provide a clear basis for comparison with other jurisdictions and to provide a long term strategy for fares.

Powers to establish transitways and transit priority

Many of the rapid transit services will operate on local roads that are the responsibility of local government authorities. The proposed network of priority infrastructure also passes through a number of local government areas.



Given the need to further develop public transport services into rapid transit, it is important that whole-of-network public transport infrastructure can be constructed.

Current arrangements for the development of public transport priority infrastructure requires negotiation and cooperation between state agencies and local governments. A particular issue is the current lack of power for the state transport agencies to influence local governments where regional services and infrastructure networks are involved. Main Roads WA (MRWA) does not have the powers to direct the construction of public transport priority infrastructure on local roads.

Provisions for the State to have an appropriate level of authority are needed where local opposition or reluctance could jeopardise the development of a regional transit project. This could be in the form of MRWA having the ability to direct local governments to build and maintain particular items, allowing MRWA to construct infrastructure and hand over to local government for maintenance, or for MRWA to assume responsibility for roads or lanes as main roads and have them under their care and control.

Similar provisions have been introduced in New South Wales. The Transport Administration Act allows the Roads and Transport Authority (RTA) to direct local authorities to undertake particular works on local roads, including public transport works. The Transport Administration Act prevails over the Local Government Act and includes provisions for Supreme Court proceedings if necessary. The Act allowed the RTA and the State Transit Authority to construct the T-Way network in Sydney.

Transformational projects

Light rail transit networks and systems in most jurisdictions have typically been introduced partly as a measure to address urban accessibility and mobility, but also as a catalyst for urban consolidation and renewal. In this respect, the feasibility of many of these projects has been assisted by financial contributions from the private sector, which has recognised the increased value for property development from the light rail project.

Similarly, the fast tracking of the extension of the Northern Suburbs Railway to Yanchep provides a real opportunity to lock in this

extension as a transformational project. There is the potential for private sector financial contributions from the small number of land owners in the corridor and to secure significantly greater urban densities and town centre models than has typically been evident in Perth.

These transformational projects ought to be conditional on specific criteria, including:

- A contribution to the capital cost of the projects by the private sector, based on value transfer from increased property value;
- Alignment of support from local authorities to achieve a practical network across local boundaries;
- Minimum density outcomes being secured.

For light rail, project proposals would need to demonstrate how they are consistent with, and can be effectively expanded into, a broader network, would need to ensure a consistent use of technology to maximise operational flexibility and synergies across the network and would need to be subject to detailed master planning and a business case.

Broader transport policy issues

Implications of public transport priority on other road users

The allocation of road space to public transport vehicles opens up a broader debate about how the urban transport task will be managed. This includes the impact of on-road priority for public transport on other road users, including light commercial vehicles and heavy vehicle freight, and whether the dedication of road space should also be available to other road users where appropriate.

A broader metropolitan network plan and strategy is needed to more fully explore this challenge and define appropriate use of the network. However, a number of observations and preliminary conclusions have been drawn from this project:

- General Car Travel – this project has clearly concluded that it is not practical or achievable to meet the ‘moving people’ demand for a growing city, especially in the Central sector, by building more roads to provide for an unmitigated use of private cars. In practical terms, motorists will face significantly worsening congestion, constraints on the availability of parking in major centres and higher costs of travel. Road space must be based on the number of people that can be moved rather than the number of vehicles, and transit clearly has the strongest case for priority use of road space in high volume corridors.
- High Occupancy Passenger Vehicles – as a general rule, high occupancy vehicles should only be defined as carrying 3 or more people and should only be allowed to operate in lower volume bus priority lanes if the decision is supported by a strong enforcement regime and a pricing mechanism to regulate the intensity of traffic in peak periods.

- Light Commercial Vehicles (LCVs) – the need for dedicated priority for road based public transport has been based on the case for rapid transit in the peak period in the morning and the afternoon. In the main, LCV’s do not need to meet a demand in the peak period and have a whole-of-day opportunity for delivery of goods or tradesmen can access work sites and suppliers outside of the peak period. As such it is proposed that LCV’s not be specially provided for as part of the allocation of road space for public transport vehicles.
- Heavy Vehicle Freight – the Public Transport Network Plan has identified specific road routes for public transport priority that are mainly local roads and hence do not overlap or impact on the strategic metropolitan freight network.

Parking in strategic centres – supply, allocation and pricing

There is a growing recognition and direct action by a number of major local authorities and institutional land owners (ie. hospitals and universities) that unconstrained car access to strategic centres is unsustainable and expensive. The response has been to introduce various measures such as restricting the supply and allocation of parking, introducing charges and levies for parking and to broaden the traditional cash-in-lieu model so that funds can be applied to measures that will support facilities and infrastructure for public transport.

The Department of Planning and the Department of Transport have been working on an over arching parking policy framework to ensure some consistency is given to how these measures are applied and to define the role of the State Government.





Department of
Transport

CITY OF SOUTH PERTH
STATEMENT OF FINANCIAL POSITION AS AT 31 JUL 2011

	2012 YTD \$	2011 YTD \$	2011 \$
CURRENT ASSETS			
Cash	275,372	570,035	2,757,745
Investments	32,061,421	30,217,578	31,600,755
Receivables	29,840,296	27,038,875	1,994,339
Inventories	162,010	255,553	160,594
Other Current Assets	1,239,987	933,448	492,061
TOTAL CURRENT ASSETS	<u>\$ 63,579,087</u>	<u>\$ 59,015,489</u>	<u>\$ 37,005,495</u>
NON-CURRENT ASSETS			
Receivables	2,664,467	1,862,333	2,726,183
Investments	135,056	0	135,056
Property, Plant and Equipment	204,741,260	192,081,455	204,741,260
TOTAL NON-CURRENT ASSETS	<u>\$ 207,540,783</u>	<u>\$ 193,943,788</u>	<u>\$ 207,602,500</u>
TOTAL ASSETS	<u>\$ 271,119,870</u>	<u>\$ 252,959,277</u>	<u>\$ 244,607,995</u>
CURRENT LIABILITIES			
Payables	2,428,990	3,214,765	3,450,457
Interest Bearing Loans and Borrowings	813,981	519,124	948,927
Provisions	2,512,168	2,007,713	2,449,668
TOTAL CURRENT LIABILITIES	<u>\$ 5,755,140</u>	<u>\$ 5,741,602</u>	<u>\$ 6,849,051</u>
NON-CURRENT LIABILITIES			
Payables	652,402	519,768	656,577
Interest Bearing Loans and Borrowings	6,978,887	4,519,072	6,978,887
CPV Leaseholder Liability	29,226,810	25,747,932	29,217,635
Provisions	130,532	319,075	130,532
TOTAL NON-CURRENT LIABILITIES	<u>\$ 36,988,630</u>	<u>\$ 31,105,847</u>	<u>\$ 36,983,630</u>
TOTAL LIABILITIES	<u>\$ 42,743,769</u>	<u>\$ 36,847,449</u>	<u>\$ 43,832,681</u>
NET ASSETS	<u>\$ 228,376,101</u>	<u>\$ 216,111,828</u>	<u>\$ 200,775,313</u>
EQUITY			
Retained Earnings	141,950,190	140,840,845	114,462,557
Reserves	86,425,911	75,270,982	86,312,756
TOTAL EQUITY	<u>\$ 228,376,101</u>	<u>\$ 216,111,828</u>	<u>\$ 200,775,313</u>

**CITY OF SOUTH PERTH
STATEMENT OF CHANGE IN EQUITY
AS AT 31 JUL 2011**

	2012 YTD \$	2011 YTD \$	2011 \$
RESERVES			
Cash Backed			
Balance at beginning of reporting period	30,421,721	26,909,077	26,909,077
Aggregate transfers to Retained Earnings	(2,400)	(1,960)	(8,448,844)
Aggregate transfers from Retained Earnings	115,555	803,127	11,961,488
Balance at end of reporting period	<u>\$ 30,534,876</u>	<u>\$ 27,710,244</u>	<u>\$ 30,421,721</u>
Non - Cash Backed			
Asset Revaluation Reserve	55,891,034	48,783,755	55,891,034
Balance at end of reporting period	<u>\$ 55,891,034</u>	<u>\$ 48,783,755</u>	<u>\$ 55,891,034</u>
TOTAL RESERVES	<u>\$ 86,425,910</u>	<u>\$ 76,493,999</u>	<u>\$ 86,312,755</u>
RETAINED EARNINGS			
Balance at beginning of reporting period	114,462,558	120,664,744	120,664,744
Initial adjustments to comply with accounting standards	-	-	
Change in Net Assets from Operations	27,600,789	19,754,252	(2,689,542)
Aggregate transfers to Reserves	(115,555)	(803,127)	(11,961,488)
Aggregate transfers from Reserves	2,400	1,960	8,448,844
Balance at end of reporting period	<u>\$ 141,950,191</u>	<u>\$ 139,617,829</u>	<u>\$ 114,462,558</u>
TOTAL EQUITY	<u>\$ 228,376,101</u>	<u>\$ 216,111,828</u>	<u>\$ 200,775,313</u>

CITY OF SOUTH PERTH
2011/2012 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
REVENUE											
Chief Executive's Office											
City Administration	0	0	0	U		0	0	0	U		0
Human Resources Admin Revenue	0	0	0	U		0	0	0	U		0
Governance Admin	0	0	0	U		0	0	0	U		0
Ranger Services											
Animal Control	1,875	2,242	367	F	20	1,875	2,242	367	F	20	45,500
Fire Prevention	0	0	0	U		0	0	0	U		2,000
Parking Management	78,750	85,448	6,698	F	9	78,750	85,448	6,698	F	9	1,145,500
District Rangers	0	227	227	F		0	227	227	F		0
Sub Total Revenue - Ranger Services	80,625	87,918	7,293	F	9	80,625	87,918	7,293	F	9	1,193,000
Total Revenue - Governance & Legal	80,625	87,918	7,293	F	9	80,625	87,918	7,293	F	9	1,193,000
Total Revenue - Chief Executive's Office	80,625	87,918	7,293	F	9	80,625	87,918	7,293	F	9	1,193,000
Directorate - Financial & Information Services											
Administration	0	0	0	U		0	0	0	U		0
Financial Services											
Administration	0	2,359	2,359	F		0	2,359	2,359	F		550,000
Investment Activities	143,570	142,690	880	U	1	143,570	142,690	880	U	1	3,138,235
Rating Activities	25,118,670	25,170,540	51,870	F	0	25,118,670	25,170,540	51,870	F	0	25,733,670
Property Management	52,725	57,838	5,113	F	10	52,725	57,838	5,113	F	10	426,000
Total Revenue - Financial Services	25,314,965	25,373,427	58,462	F	0	25,314,965	25,373,427	58,462	F	0	29,847,905
Information Services											
Information Technology	0	0	0	U		0	0	0	U		0
Total Revenue - Information Services	0	0	0	U		0	0	0	U		0
Library & Heritage Services											
Administration	770	1,195	425	F	55	770	1,195	425	F	55	9,750
Civic Centre Library	670	705	35	F	5	670	705	35	F	5	8,000
Manning Library	280	86	194	U	69	280	86	194	U	69	3,000
Heritage House	0	0	0	U		0	0	0	U		0
Old Mill	250	270	20	F	8	250	270	20	F	8	3,000
Total Revenue - Library Services	1,970	2,256	286	F	15	1,970	2,256	286	F	15	23,750
Total Revenue - Dir Financial & Info Services	25,316,935	25,375,683	58,748	F	0	25,316,935	25,375,683	58,748	F	0	29,871,655

CITY OF SOUTH PERTH
2011/2012 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Directorate - Planning & Community Services											
Administration	0	0	0	U		0	0	0	U		0
Planning	46,000	31,200	14,800	U	32	46,000	31,200	14,800	U	32	530,000
Building Services	109,273	88,330	20,943	U	19	109,273	88,330	20,943	U	19	665,218
Community, Culture & Recreation											
Administration	500	718	218	F	44	500	718	218	F	44	7,000
Major Events	0	0	0	U		0	0	0	U		400,000
Community Events	1,750	1,750	0	U	0	1,750	1,750	0	U	0	5,000
Fiesta	0	0	0	U		0	0	0	U		70,000
Recreation	29,295	30,677	1,382	F	5	29,295	30,677	1,382	F	5	234,000
Senior Citizens	0	0	0	U		0	0	0	U		35,000
Halls & Public Buildings	13,850	17,504	3,654	F	26	13,850	17,504	3,654	F	26	154,500
Total Revenue - Community, Culture & Recreation	45,395	50,649	5,254	F	12	45,395	50,649	5,254	F	12	905,500
Collier Park Retirement Complex											
Collier Park Village	93,550	95,834	2,284	F	2	93,550	95,834	2,284	F	2	872,320
Collier Park Hostel	144,965	141,070	3,895	U	3	144,965	141,070	3,895	U	3	1,789,000
Collier Park Community Centre	400	409	9	F	2	400	409	9	F	2	4,800
Total Revenue - Collier Park Complex	238,915	237,313	1,602	U	1	238,915	237,313	1,602	U	1	2,666,120
Health & Regulatory Services											
Administration	200	136	64	U	32	200	136	64	U	32	2,000
Preventative Services	35,545	35,396	149	U	0	35,545	35,396	149	U	0	54,500
Other Sanitation	100	0	100	U		100	0	100	U		1,000
Total Revenue - Health Services	35,845	35,532	313	U	1	35,845	35,532	313	U	1	57,500
Total Revenue - Dir Planning & Community	475,428	443,024	32,404	U	7	475,428	443,024	32,404	U	7	4,824,338
TOTAL REVENUE - ADMIN BUSINESS UNITS	25,872,988	25,906,625	33,637	F	0	25,872,988	25,906,625	33,637	F	0	35,888,993

CITY OF SOUTH PERTH
2011/2012 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
EXPENDITURE											
Chief Executive's Office											
City Administration											
Corporate Support	37,305	26,901	10,404	F	28	37,305	26,901	10,404	F	28	608,246
Building Operating Costs	14,510	8,372	6,138	F	42	14,510	8,372	6,138	F	42	91,799
Human Resources Administration	20,760	14,403	6,357	F	31	20,760	14,403	6,357	F	31	153,555
Total Expense - City Administration	72,575	49,676	22,899	F	32	72,575	49,676	22,899	F	32	853,600
Governance Admin	37,125	36,064	1,061	F	3	37,125	36,064	1,061	F	3	526,255
Governance - Elected Members	111,955	107,618	4,337	F	4	111,955	107,618	4,337	F	4	1,012,537
City Communications											
Community Promotions	30,909	20,322	10,587	F	34	30,909	20,322	10,587	F	34	408,598
Publications	2,900	2,628	272	F	9	2,900	2,628	272	F	9	92,500
Ranger Services											
Animal Control	14,205	14,014	191	F	1	14,205	14,014	191	F	1	179,306
Fire Prevention	34,760	33,878	882	F	3	34,760	33,878	882	F	3	78,283
Parking Management	33,485	35,866	2,381	U	7	33,485	35,866	2,381	U	7	547,569
District Rangers	22,540	22,692	152	U	1	22,540	22,692	152	U	1	262,137
Other Law & Order	0	0	0	F		0	0	0	F		0
Total Expense - Ranger Services	104,990	106,450	1,460	U	1	104,990	106,450	1,460	U	1	1,067,295
Total Expense - Governance	287,879	273,082	14,797	U	5	287,879	273,082	14,797	U	5	3,107,185
Total Expense - Chief Executive's Office	360,454	322,758	37,696	F	10	360,454	322,758	37,696	F	10	3,960,785
Director Financial & Info Services											
Administration	14,125	13,832	293	F	2	14,125	13,832	293	F	2	182,767
Financial Services	0	0	0	F		0	0	0	F		0
Administration	11,120	(2,145)	13,265	F		11,120	(2,145)	13,265	F		372,332
Rating Activities	104,235	88,429	15,806	F	15	104,235	88,429	15,806	F	15	238,241
Investment Activities	97,500	92,526	4,974	F	5	97,500	92,526	4,974	F	5	646,564
Property Management	32,620	31,915	705	F	2	32,620	31,915	705	F	2	124,110
Total Expense - Financial Services	259,600	224,557	35,043	F	13	259,600	224,557	35,043	F	13	1,564,014
Information Technology	59,700	48,282	11,418	F	19	59,700	48,282	11,418	F	19	705,362
Customer Services Team	14,090	15,060	970	U	7	14,090	15,060	970	U	7	198,690

CITY OF SOUTH PERTH
2011/2012 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Library Services											
Library Administration	14,385	4,972	9,413	F	65	14,385	4,972	9,413	F	65	202,500
Civic Centre Library	88,645	94,083	5,438	U	6	88,645	94,083	5,438	U	6	1,203,281
Manning Library	43,030	40,963	2,067	F	5	43,030	40,963	2,067	F	5	550,862
Heritage House	8,390	11,148	2,758	U	33	8,390	11,148	2,758	U	33	124,615
Old Mill	4,620	2,826	1,794	F	39	4,620	2,826	1,794	F	39	54,619
Total Expense - Library Services	159,070	153,992	5,078	F	3	159,070	153,992	5,078	F	3	2,135,877
Total Expense - Dir Finance & Info Services	492,460	441,891	50,569	F	10	492,460	441,891	50,569	F	10	4,603,943
Directorate - Planning & Community Services											
Administration	15,550	15,667	117	U	1	15,550	15,667	117	U	1	216,767
Planning	114,715	99,786	14,929	F	13	114,715	99,786	14,929	F	13	1,488,290
Building Services	51,908	40,595	11,313	F	22	51,908	40,595	11,313	F	22	564,889
Community, Culture & Recreation											
Administration	63,735	62,657	1,078	F	2	63,735	62,657	1,078	F	2	791,881
Major Events Expense	70,000	51,714	18,286	F	26	70,000	51,714	18,286	F	26	775,000
Community Events	3,125	225	2,900	F	93	3,125	225	2,900	F	93	145,500
Civic Functions	14,925	6,241	8,684	F	58	14,925	6,241	8,684	F	58	252,140
Donations	17,500	17,700	200	U	1	17,500	17,700	200	U	1	220,000
Fiesta	1,135	1,219	84	U	7	1,135	1,219	84	U	7	263,616
Safer City Program	3,490	1,663	1,827	F	52	3,490	1,663	1,827	F	52	63,117
Senior Citizens	33,555	31,321	2,234	F	7	33,555	31,321	2,234	F	7	397,873
Recreation	47,680	51,848	4,168	U	9	47,680	51,848	4,168	U	9	594,162
Halls & Public Buildings	33,875	50,170	16,295	U	48	33,875	50,170	16,295	U	48	538,090
Total Expense - Community, Culture & Recreation	289,020	274,758	14,262	F	5	289,020	274,758	14,262	F	5	4,041,379
Collier Park Retirement Complex											
Collier Park Village	139,215	130,383	8,832	F	6	139,215	130,383	8,832	F	6	1,409,260
Collier Park Hostel	161,485	141,896	19,589	F	12	161,485	141,896	19,589	F	12	1,941,155
Collier Park Community Centre	100	0	100	F		100	0	100	F		1,250
Total Expense - Collier Park Complex	300,800	272,280	28,520	F	9	300,800	272,280	28,520	F	9	3,351,665
Health Services											
Administration	25,875	20,731	5,144	F	20	25,875	20,731	5,144	F	20	336,929
Infant Health Services	3,960	2,643	1,317	F	33	3,960	2,643	1,317	F	33	26,350

CITY OF SOUTH PERTH
2011/2012 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Preventative Services	1,810	1,165	645	F	36	1,810	1,165	645	F	36	60,497
Other Sanitation	2,425	673	1,752	F	72	2,425	673	1,752	F	72	21,999
Total Expense - Health Services	34,070	25,212	8,858	F	26	34,070	25,212	8,858	F	26	445,775
Total Expense - Health & Regulatory Services	34,070	25,212	8,858	F	26	34,070	25,212	8,858	F	26	445,775
Total Expense - Dir Planning & Community Service	806,063	728,298	77,765	F	10	806,063	728,298	77,765	F	10	10,108,765
TOTAL EXPENDITURE - ADMIN BUSINESS UNITS	1,658,977	1,492,946	166,031	F	10	1,658,977	1,492,946	166,031	F	10	18,673,493

DIRECTORATE - INFRASTRUCTURE SERVICES
2011/2012 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (3)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
REVENUE											
Infrastructure Support											
Administration Revenue	0	0	0	U		0	0	0	U		35,000
Total Revenue - Infrastructure Support	0	0	0	U		0	0	0	U		35,000
City Environment											
Contributions	9,500	7,447	2,053	U	22	9,500	7,447	2,053	U	22	245,000
Nursery Revenue	12,500	4,156	8,344	U	67	12,500	4,156	8,344	U	67	175,000
Asset Control Revenue	0	0	0	U		0	0	0	U		83,720
Environmental Services Revenue	0	102	102	F		0	102	102	F		0
Total Revenue - City Environment	22,000	11,706	10,294	U	47	22,000	11,706	10,294	U	47	503,720
Engineering Infrastructure											
Design Office Revenue	0	0	0	U		0	0	0	U		1,300
Construction & Maintenance											
Road Grants	0	0	0	U		0	0	0	U		377,000
Contributions to Works	0	455	455	F		0	455	455	F		70,000
Reinstatement Revenue	0	603	603	F		0	603	603	F		6,000
Asset Control Revenue	0	0	0	U		0	0	0	U		56,390
Other Revenue	0	0	0	U		0	0	0	U		2,000
Sub Total - Construction & Maint	0	1,058	1,058	F		0	1,058	1,058	F		511,390
Total Revenue - Engineering Infrastructure	0	1,058	1,058	F		0	1,058	1,058	F		512,690
Waste Management											
Refuse Collection	3,936,225	3,984,819	48,594	F	1	3,936,225	3,984,819	48,594	F	1	4,111,305
Recycling	1,009,315	1,023,272	13,957	F	1	1,009,315	1,023,272	13,957	F	1	1,018,315
Total Revenue - Waste Management	4,945,540	5,008,091	62,551	F	1	4,945,540	5,008,091	62,551	F	1	5,129,620
Collier Park Golf Course											
Collier Park Golf Course - Revenue	161,959	123,850	38,109	U	24	161,959	123,850	38,109	U	24	1,962,130
Total Revenue - Collier Park Golf Course	161,959	123,850	38,109	U	24	161,959	123,850	38,109	U	24	1,962,130
TOTAL REV - INFRASTRUCTURE SERVICES	5,129,499	5,144,704	15,205	F	0	5,129,499	5,144,704	15,205	F	0	8,143,160

DIRECTORATE - INFRASTRUCTURE SERVICES
2011/2012 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (3)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
EXPENDITURE											
Infrastructure Support & Administration											
Governance Cost	18,035	11,694	6,341	F	35	18,035	11,694	6,341	F	35	299,955
Total Expense - Infrastructure Support	18,035	11,694	6,341	F	35	18,035	11,694	6,341	F	35	299,955
City Environment											
Reserves & Parks Maintenance	282,515	222,166	60,349	F	21	282,515	222,166	60,349	F	21	3,485,761
Miscellaneous Parks Programmes	3,335	3,718	383	U	11	3,335	3,718	383	U	11	40,000
Grounds Maintenance	20,765	13,862	6,903	F	33	20,765	13,862	6,903	F	33	249,000
Streetscape Maintenance	99,835	84,529	15,306	F	15	99,835	84,529	15,306	F	15	1,595,000
Environmental Services	34,015	16,684	17,331	F	51	34,015	16,684	17,331	F	51	408,252
Plant Nursery	11,140	17,609	6,469	U	58	11,140	17,609	6,469	U	58	143,758
Overheads	42,793	49,010	6,217	U	15	42,793	49,010	6,217	U	15	493,198
Asset Holding Costs	0	0	0	F		0	0	0	F		850,000
Building Maintenance	30,200	21,266	8,934	F	30	30,200	21,266	8,934	F	30	522,405
Reserve Building Maintenance & Operations	13,725	4,336	9,389	F	68	13,725	4,336	9,389	F	68	108,500
Public Convenience Maintenance & Operations	22,865	14,424	8,441	F	37	22,865	14,424	8,441	F	37	195,500
Operations Centre Maintenance	13,115	7,663	5,452	F	42	13,115	7,663	5,452	F	42	143,252
Jetty Maintenance	1,680	0	1,680	F		1,680	0	1,680	F		20,000
Total Expense - City Environment	575,983	455,267	120,716	F	21	575,983	455,267	120,716	F	21	8,254,626
Engineering Infrastructure											
Design Office Overheads	19,790	18,022	1,768	F	9	19,790	18,022	1,768	F	9	271,402
Sub Total - Design Office	19,790	18,022	1,768	F	9	19,790	18,022	1,768	F	9	271,402
Construction & Maintenance											
Reinstatements	3,000	2,251	750	F	25	3,000	2,251	750	F	25	21,000
Crossovers	3,000	7,506	4,506	U	150	3,000	7,506	4,506	U	150	30,000
Asset Holding Costs	0	0	0	F		0	0	0	F		4,375,000
Roads, Paths & Drains	214,360	151,275	63,085	F	29	214,360	151,275	63,085	F	29	2,454,500
Fleet Operations	4,684	29,916	25,232	U	539	4,684	29,916	25,232	U	539	377,307
Overheads	58,715	70,285	11,570	U	20	58,715	70,285	11,570	U	20	714,489
Sub Total - Construction & Maintenance	283,759	261,232	22,527	F	8	283,759	261,232	22,527	F	8	7,972,296
Total Expense - Engineering Infrastructure	303,549	279,254	24,295	F	8	303,549	279,254	24,295	F	8	8,243,698

DIRECTORATE - INFRASTRUCTURE SERVICES
2011/2012 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (3)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Waste Management											
Refuse Collection	356,705	356,691	14	F	0	356,705	356,691	14	F	0	3,867,822
Recycling	41,540	40,055	1,485	F	4	41,540	40,055	1,485	F	4	540,000
Transfer Station	45,975	41,797	4,178	F	9	45,975	41,797	4,178	F	9	574,507
Total Expense - Waste Management	444,220	438,544	5,676	F	1	444,220	438,544	5,676	F	1	4,982,329
Collier Park Golf Course											
Collier Park Golf Course - Expense	121,720	108,069	13,651	F	11	121,720	108,069	13,651	F	11	1,941,588
Total Expense - Collier Park Golf Course	121,720	108,069	13,651	F	11	121,720	108,069	13,651	F	11	1,941,588
TOTAL EXP - INFRASTRUCTURE SERVICES	1,463,507	1,292,827	170,680	F	12	1,463,507	1,292,827	170,680	F	12	23,722,196

CITY OF SOUTH PERTH
2011/2012 CAPITAL SUMMARY - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
CAPITAL REVENUE											
Directorate - Financial & Info Services											
Building Grants	0	0	0	U		0	0	0	U		0
Library & Heritage Services	0	0	0	U		0	0	0	U		0
Information Technology	0	0	0	U		0	0	0	U		0
Total Revenue - Financial & Info Services	0	0	0	U		0	0	0	U		0
Directorate - Planning & Community Services											
Admin Capital Revenue	0	0	0	U		0	0	0	U		0
Community, Culture & Recreation	0	0	0	U		0	0	0	U		6,250,000
Collier Park Retirement Complex											
Collier Park Village	50,250	15,000	35,250	U	70	50,250	15,000	35,250	U	70	452,250
Collier Park Hostel	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Retirement Complex	50,250	15,000	35,250	U	70	50,250	15,000	35,250	U	70	452,250
Total Revenue - Dir Planning & Community	50,250	15,000	35,250	U	70	50,250	15,000	35,250	U	70	6,702,250
Collier Park Golf Course											
Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Directorate - Infrastructure Services											
Roads, Paths & Drains	52,500	66,903	14,403	F	27	52,500	66,903	14,403	F	27	730,000
Traffic Management	0	0	0	U		0	0	0	U		0
City Environment	0	0	0	U		0	0	0	U		150,000
Building Management	0	0	0	U		0	0	0	U		0
Total Revenue - Dir Infrastructure Services	52,500	66,903	14,403	F	27	52,500	66,903	14,403	F	27	880,000
Underground Power											
Underground Power	0	(9)	9	U		0	(9)	9	U		4,800,000
Total Revenue - Underground Power	0	(9)	9	U		0	(9)	9	U		4,800,000
TOTAL CAPITAL REVENUE	102,750	81,894	20,856	U	20	102,750	81,894	20,856	U	20	12,382,250

CITY OF SOUTH PERTH
2011/2012 CAPITAL SUMMARY - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
CAPITAL EXPENDITURE											
Administration Projects											
Chief Executive's Office											
Administration	0	(617)	617	F		0	(617)	617	F		80,000
Parking Management	0	0	0	F		0	0	0	F		100,000
Total Expense - Chief Executive's Office	0	(617)	617	F		0	(617)	617	F		180,000
Directorate - Financial & Info Services											
Information Technology	3,500	3,356	144	F	4	3,500	3,356	144	F	4	700,000
Finance Capital Expense	0	0	0	F		0	0	0	F		0
Library & Heritage Services											
General Capital Expense	0	0	0	F		0	0	0	F		0
Heritage Capital Expense	10,000	11,233	1,233	U	12	10,000	11,233	1,233	U	12	585,000
Total Expense - Library & Heritage Services	10,000	11,233	1,233	U	12	10,000	11,233	1,233	U	12	585,000
Total Expense - Dir Financial Services	13,500	14,589	1,089	U	8	13,500	14,589	1,089	U	8	1,285,000
Unclassified Capital											
General Capital Expense	0	0	0	F		0	0	0	F		0
Total Expense - Unclassified Capital	0	0	0	F		0	0	0	F		0
Directorate - Planning & Community Services											
Strategic Urban Planning	0	0	0	F		0	0	0	F		515,000
Community Culture & Recreation											
Community, Culture & Recreation	0	7,500	7,500	U		0	7,500	7,500	U		300,000
Total Expense - Community, Culture & Recreation	0	7,500	7,500	U		0	7,500	7,500	U		300,000
Collier Park Retirement Complex	70,000	39,332	30,668	F	44	70,000	39,332	30,668	F	44	400,000
Health & Regulatory Services											
Preventative Services	0	0	0	F		0	0	0	F		0
Total Expense - Health & Regulatory Services	0	0	0	F		0	0	0	F		0
Total Expense - Planning & Community Services	70,000	46,832	23,168	F	33	70,000	46,832	23,168	F	33	1,215,000

CITY OF SOUTH PERTH
2011/2012 CAPITAL SUMMARY - BUDGET VERSUS ACTUAL
July-2011

Attachment 10.6.1 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Collier Park Golf Course											
Collier Park Golf Course	870,000	570,109	299,891	F	34	870,000	570,109	299,891	F	34	5,768,760
Total Expense - Golf Course	870,000	570,109	299,891	F	34	870,000	570,109	299,891	F	34	5,768,760
Directorate - Infrastructure Services											
Roads, Paths & Drains											
Roadworks	0	32,470	32,470	U		0	32,470	32,470	U		1,840,000
Drainage	20,000	16,143	3,857	F	19	20,000	16,143	3,857	F	19	650,000
Water Management Initiatives	0	845	845	U		0	845	845	U		250,000
Paths	0	15,310	15,310	U		0	15,310	15,310	U		550,000
Other	0	582	582	U		0	582	582	U		120,000
Total - Roads, Paths & Drains	20,000	65,350	45,350	U	227	20,000	65,350	45,350	U	227	3,410,000
Traffic Management	0	8,965	8,965	U		0	8,965	8,965	U		500,000
Waste Management	65,000	5,253	59,747	F	92	65,000	5,253	59,747	F	92	170,360
City Environment											
Streetscape Projects	0	14,554	14,554	U		0	14,554	14,554	U		600,000
Park Development	0	3,026	3,026	U		0	3,026	3,026	U		895,000
Street & Reserve Lighting	0	609	609	U		0	609	609	U		180,000
Environmental Projects	0	7,287	7,287	U		0	7,287	7,287	U		400,000
Other Projects	0	507	507	U		0	507	507	U		150,000
Total - City Environment	0	25,982	25,982	U		0	25,982	25,982	U		2,225,000
Recoverable Works	0	2,873	2,873	U		0	2,873	2,873	U		0
Building Management	0	1,876	1,876	U		0	1,876	1,876	U		555,000
Fleet Management	0	0	0	F		0	0	0	F		1,089,924
Sustainability	10,000	5,450	4,550	F	46	10,000	5,450	4,550	F	46	110,000
Total Expense - Dir Infrastructure Services	95,000	115,749	20,749	U	22	95,000	115,749	20,749	U	22	8,060,284
Underground Power											
Underground Power Project	0	0	0	F		0	0	0	F		5,300,000
Total - Underground Power	0	0	0	F		0	0	0	F		5,300,000
TOTAL CAPITAL EXPENDITURE	1,048,500	746,662	301,838	F	29	1,048,500	746,662	301,838	F	29	21,809,044

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
<u>Revenue</u>									
Parking Management	78,750	85,448	9%	F	78,750	85,448	9%	F	Infringement revenue is slightly ahead of P1 budget expectations. Also timing difference on some insurance proceeds.
Investment Revenue	199,165	186,668	6%	U	199,165	186,668	0%	U	Revenue is in line with budget expectations. Refer to Item 10.6.2 for more detailed comment.
Rating Activities	25,118,670	25,170,540	0%	F	25,118,670	25,170,540	0%	U	Late advice of revised GRVs by Landgate and new billing. Refer to Item 10.6.2 for more detailed comment.
Planning Revenue	46,000	31,200	32%	U	46,000	31,200	32%	U	Quieter than anticipated month for development applications.
Building Services Rev	109,273	88,330	19%	U	109,273	88,330	19%	U	Quieter than anticipated month for building applications.
Collier Park Village	93,550	95,834	2%	F	93,550	95,834	2%	F	Slightly higher than budgeted revenue from CPV rates.
Collier Park Hostel	144,965	141,070	3%	U	144,965	141,070	3%	U	Reflects the expected downwards adjustment to commonwealth subsidy - to be progressively phased in over next few months.
Waste Management Rev.	4,945,540	5,008,091	1%	F	4,945,540	5,008,091	1%	F	Higher than anticipated number of services billed.
Collier Park Golf Course	161,959	123,850	24%	U	161,959	123,850	24%	U	Adverse weather conditions and disruption to the course related to the Island 9 Hole upgrade has resulted in a low level of patronage for the month.
<u>Expenditure</u>									
City Administration	72,575	49,676	32%	F	72,575	49,676	32%	F	Timing difference on recruitment costs and salary savings whilst staff are on leave.
Governance Admin	37,125	36,064	3%	F	37,125	36,064	3%	F	Close to overall budget for month.
City Communications	30,909	20,322	34%	F	30,909	20,322	34%	F	Favourable timing difference on advertising.
Rangers	104,990	106,450	1%	U	104,990	106,450	1%	U	Various minor variances - none individually significant.
Financial Services (after allocations outwards)	259,600	224,557	13%	F	259,600	224,557	13%	F	Favourable timing differences on various items - most significantly landgate valuation fees & loan interest.
Information Services (after allocations outwards)	59,700	48,282	19%	F	59,700	48,282	19%	F	Timing differences on salaries & data communication charges.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Customer Focus Team	14,090	15,060	7%	U	14,090	15,060	7%	U	Variances on salaries & allocations out largely offset each other.
Library Services	159,070	153,992	3%	F	159,070	153,992	3%	F	Favourable timing difference on book purchases. Utilities charges are higher than anticipated - currently being investigated.
Planning Services	114,715	99,786	13%	F	114,715	99,786	13%	F	Favourable timing difference on legals and salaries.
Building Services	51,908	40,595	22%	F	51,908	40,595	22%	F	Favourable timing difference on equipment purchase & salaries.
Major Events Expense	70,000	51,714	26%	F	70,000	51,714	26%	F	Minor timing difference .
Civic Functions	14,925	6,241	58%	F	14,925	6,241	58%	F	Timing difference due to suppliers billing cycles.
Halls & Public Buildings	33,875	50,170	48%	U	33,875	50,170	48%	U	Utilities and cleaning costs are well in excess of budget expectations to date - so too is hire revenue (to a lesser extent) Costs are currently being further investigated.
Collier Park Village	139,215	130,383	6%	F	139,215	130,383	6%	F	Favourable timing difference on maintenance activities and water charges. Electricity costs are above expectations due to further increase in tariffs. This will be monitored over future months.
Collier Park Hostel	161,485	141,896	12%	F	161,485	141,896	12%	F	Numerous small favourable variances - most significant ones are timing differences on maintenance activities.
Health Services	34,070	25,212	26%	F	34,070	25,212	26%	F	Salary savings from vacant position.
Infrastructure Support (after allocations outwards)	18,035	11,694	35%	F	18,035	11,694	35%	F	Salary savings due to two vacant but approved staff positions.
Reserve & Park Maint.	282,515	222,166	21%	F	282,515	222,166	21%	F	Favourable timing difference on park maintenance whilst maintenance programs are developed and implemented.
Grounds Maintenance	20,765	13,862	33%	F	20,765	13,862	33%	F	Timing difference as programs are implemented.
Streetscape Maintenance	99,835	84,529	15%	F	99,835	84,529	15%	F	Timing difference as programs are scheduled & implemented.
Environmental Services	34,015	16,684	51%	F	34,015	16,684	51%	F	Favourable timing difference on contractor costs and vacant staff positions.
Plant Nursery	11,140	17,609	58%	U	11,140	17,609	58%	U	Costs incorrectly attributed - corrected in August accounts.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
City Env - Overheads	42,793	49,010	15%	U	42,793	49,010	15%	U	Higher than expected sick leave and staff training time plus accelerated spending on protective equipment.
Building Maint (Various)	81,585	47,689	42%	F	81,585	47,689	42%	F	Favourable timing difference on maintenance activities whilst maintenance programs are developed and implemented.
Roads, Paths & Drains	214,360	151,275	29%	F	214,360	151,275	29%	F	Favourable timing difference on maintenance activities whilst maintenance programs are developed and implemented.
Fleet Operations	44,180	73,282	66%	U	44,180	73,282	66%	U	Expenses are close to budget. Plant charge recoveries were extremely modest in the first month because of their limited use on construction and maintenance whilst programs are set up.
Eng Infra Overheads	58,715	70,285	20%	U	58,715	70,285	20%	U	Recovery against jobs is slightly less than anticipated.
Waste Management	444,220	438,544	1%	F	444,220	438,544	1%	F	Several very minor timing differences.
Collier Park Golf Course	121,720	108,069	11%	F	121,720	108,069	11%	F	Numerous small favourable variances - most not individually significant.
<u>Capital Revenue</u>									
Collier Park Village	50,250	15,000	70%	U	50,250	15,000	70%	U	Refurbishment levies and lease premium revenue for vacant unit not received until August.
City Env Contributions	52,500	66,903	27%	F	52,500	66,903	27%	F	Slightly more than anticipated receipt for direct roads grant.
<u>Capital Expenditure</u>									
CPV Refurbishments	70,000	39,332	44%	F	70,000	39,332	44%	F	Refurbishment costs for vacated unit not yet received.
Collier Park Golf Course	870,000	570,109	34%	F	870,000	570,109	34%	F	Overall the project is right on budget to date - the dates applied on supplier's invoices lead to an apparent \$300K overspend in the 30 June accounts offset by a similar size underspend in July.
Roads, Paths & Drains	20,000	65,350		U	20,000	65,350		U	Program is essentially phased to commence in August.
Traffic Management	0	8,965		U	0	8,965		U	Program is phased to commence in August.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
City Environment	0	25,982		U	0	25,982		U	Program is phased to commence in August.
Building Management	0	1,876		U	0	1,876		U	Program is phased to commence in August.
Waste Management	65,000	5,253	92%	F	65,000	5,253	92%	F	Timing difference on supplier's invoices - received at 30 June rather than in July.

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 31 JUL 2011**

Attachment 10.6.1(7)

	YTD BUDGET \$	YTD ACTUAL \$	2012 BUDGET \$
REVENUE (Excluding Rates)			
General Purpose Funding	152,270	150,378	4,220,735
Governance	0	2,359	50,000
Law, Order & Public Safety	1,875	2,469	47,500
Education	0	0	0
Health	35,745	35,532	56,500
Welfare	0	0	0
Housing	294,755	258,666	3,160,430
Community Amenities	4,991,640	5,039,393	5,480,540
Recreation & Culture	265,959	235,688	3,607,750
Transport	81,250	88,516	6,310,500
Economic Services	121,773	92,486	840,218
Other Property & Services	0	455	72,000
	5,945,267	5,905,941	23,846,173
OPERATING EXPENDITURE			
General Purpose Funding	(201,735)	(180,955)	(884,805)
Governance	(388,474)	(316,786)	(5,284,048)
Law, Order & Public Safety	(80,665)	(75,324)	(671,843)
Education	(7,295)	(4,478)	(85,250)
Health	(32,425)	(24,420)	(437,777)
Welfare	(36,765)	(34,019)	(445,373)
Housing	(389,875)	(330,504)	(3,793,025)
Community Amenities	(626,180)	(570,223)	(7,460,369)
Recreation & Culture	(935,873)	(843,606)	(14,980,403)
Transport	(451,900)	(392,222)	(16,368,580)
Economic Services	(63,048)	(58,205)	(708,647)
Other Property & Services	(21,749)	(46,186)	(478,069)
	(3,235,984)	(2,876,929)	(51,598,189)
NET RESULT	2,709,283	3,029,012	(27,752,016)
Add back Non Cash Items	(12,500)	(4,503)	8,001,260
Proceeds from Disposal of Assets	0	2,050	6,567,060
Contributions for Acquisition of Assets	50,000	62,380	850,000
FUNDS DEMAND FROM OPERATIONS	2,746,783	3,088,939	(12,333,696)
ACQUISITION OF NON CURRENT ASSETS			
Purchase of Buildings	0	617	0
Purchase of Furniture & Fittings	0	0	(15,000)
Purchase of Technology	0	0	(222,500)
Purchase of Plant & Equipment	(5,000)	0	(160,000)
Purchase of Mobile Plant	0	0	(1,120,284)
Construction of Infrastructure Assets	(60,000)	(86,015)	(5,320,000)
Purchase of Equipment	(870,000)	(570,109)	(5,768,760)
	(935,000)	(655,507)	(12,606,544)

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 31 JUL 2011**

Attachment 10.6.1(7)

	YTD BUDGET \$	YTD ACTUAL \$	2012 BUDGET \$
FINANCING ACTIVITIES			
Incoming Accomodation Bonds	58,333	11,575	700,000
New Loan Proceeds (City Loans)	0	0	7,765,000
Repayment of Loan Borrowings (Principal)	(154,712)	(127,614)	(1,856,545)
Self Supporting Loan Proceeds (Principal)	34,232	7,332	410,780
Change in Equity - Joint Venture	0	0	0
Transfers to Reserves	(165,409)	(115,555)	(12,297,786)
Transfers from Reserves	0	2,400	6,748,760
Movement in Other Assets (Not Reserves)	0	0	245,000
Movement in UGP Debtors	(10,000)	(9,352)	(1,920,000)
	<u>(237,556)</u>	<u>(231,214)</u>	<u>(204,791)</u>
DEMAND - NON OPERATING RESOURCES	<u>(1,172,556)</u>	<u>(886,721)</u>	<u>(12,811,335)</u>
Opening Position Brought Forward	208,213	208,213	208,213
Closing Position to be Carried Forward (Includes Committed Assets)	(26,892,410)	(27,573,284)	(214,352)
AMOUNT TO BE MADE UP FROM RATES	<u>25,109,970</u>	<u>25,162,852</u>	<u>25,151,170</u>
COMPOSITION OF CLOSING POSITION			
Current Assets			
Cash & Cash Equivalents		32,336,794	38,549,182
Trade & Other Receivables			
Rates		26,744,950	339,058
Sundry Debtors		3,207,050	1,247,686
Provision for Doubtful Debts		(111,704)	(110,000)
Inventories		162,010	170,594
Accrued Interest & Prepayments		1,239,987	486,664
Total Current Assets		<u>63,579,087</u>	<u>40,683,184</u>
Current Liabilities			
Trade & Other Liabilities			
Creditors		(2,340,675)	(2,077,060)
Income in Advance		(48,861)	(46,429)
Other Liabilities		(39,454)	(128,255)
Interest Bearing Liabilities		(813,981)	(1,606,149)
Employee Provisions - Current		(2,512,168)	(2,246,339)
Total Current Liabilities		<u>(5,755,139)</u>	<u>(6,104,232)</u>
Net Current Assets		<u>57,823,948</u>	<u>34,578,952</u>
Add Back			
Interest Bearing Liabilities		813,981	1,606,149
Employee Provisions		2,512,168	2,246,339
		<u>61,150,097</u>	<u>38,431,440</u>
Less			
Restricted Cash - Reserves, Current Trust & Emp Entitlements		(33,576,813)	(38,217,088)
		<u>27,573,284</u>	<u>214,352</u>

Figures contained on this statement necessarily include accounting estimates and accruals

**STATEMENT of ALL COUNCIL FUNDS
AS AT 31 JULY 2011**

Municipal Fund	\$ 1,377,635
Represented by:	
Investments	1,104,664
Current Account at Bank	269,456
Cash on Hand	3,515
Transfers to Reserves	0
	<u>1,377,635</u>
Trust Fund	\$ 652,402
Represented by:	
Investments	650,000
Current Account at Bank	2,402
	<u>652,402</u>
Cash Backed Reserves	\$ 30,534,877
Plant Replacement Reserve	1,079,467
Future Municipal Works Reserve	176,294
CPV Residents Loan Offset Reserve	15,078,284
CPH Capital Works Reserve	687,097
Hostel Loan Offset Reserve	2,085,313
Collier Park Golf Course Reserve	1,168,188
Waste Management Reserve	3,043,224
Reticulation and Pump Reserve	195,045
Information Technology Reserve	760,539
Insurance Risk Reserve	82,621
Footpath Reserve	133,756
Underground Power Reserve	478,761
Parking Facilities Reserve	120,482
Collier Park Village Reserve	1,543,693
River Wall Reserve	661,599
Railway Station Precincts Reserve	620,673
Future Building Projects Reserve	1,412,809
Future Transport Projects Reserve	502,130
Future Streetscapes Reserve	205,494
Future Parks Works Reserve	183,600
Sustainable Infrastructure Reserve	315,808
Represented by:	
Investments	30,306,757
Accrued Interest	228,120
Transfers to / from Muni to be funded	0
	<u>30,534,877</u>
TOTAL COUNCIL FUNDS	\$ 32,564,914

SUMMARY OF CASH INVESTMENTS AS AT 31 JULY 2011

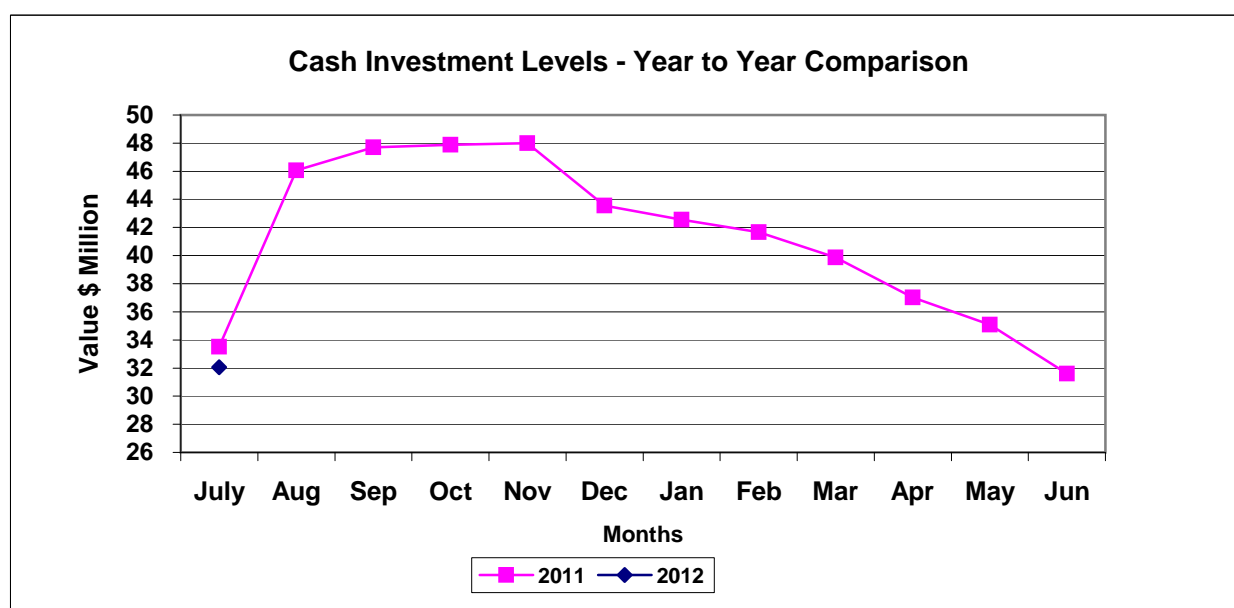
Investments - Disclosed by Fund	\$	%
Municipal	1,104,664	3.45%
Restricted - Trust	650,000	2.03%
Reserves	30,306,757	94.53%
	32,061,421	100.00%

Investments - Disclosed by Financial Institution	\$	%
Bankwest	7,154,136	22.31%
Commonwealth Bank	948,777	2.96%
ANZ Bank	650,000	2.03%
Westpac	5,774,730	18.01%
St George Bank	3,502,272	10.92%
Suncorp Metway Bank	7,504,688	23.41%
National Australia Bank	5,524,538	17.23%
Bank of Queensland	500,000	1.56%
Citibank	502,281	1.57%
	32,061,421	100.00%

Interest Earned on Investments for Year to Date	2012	2011
Municipal Fund	17,606	24,622
Reserves	103,980	125,322
	121,586	149,945

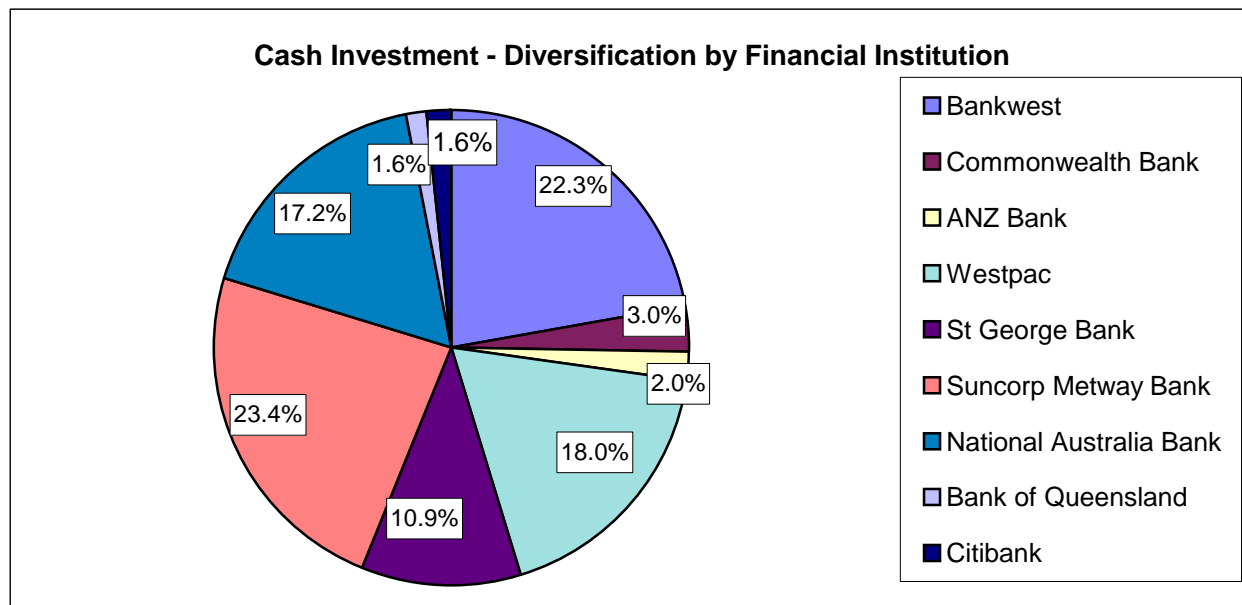
The anticipated weighted average yield on funds currently invested is 5.84%

Cash Investment Levels

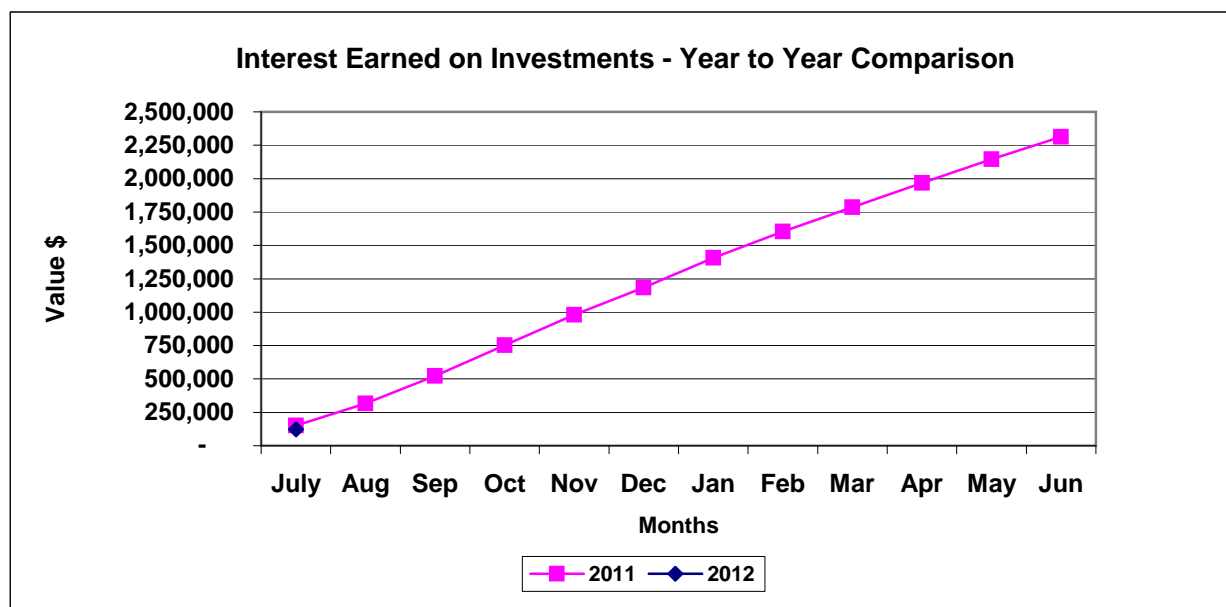


SUMMARY OF CASH INVESTMENTS AS AT 31 JULY 2011

Investments - Disclosed by Institution



Interest Earned on Investments



STATEMENT OF MAJOR DEBTOR CATEGORIES AS AT 31 JULY 2011

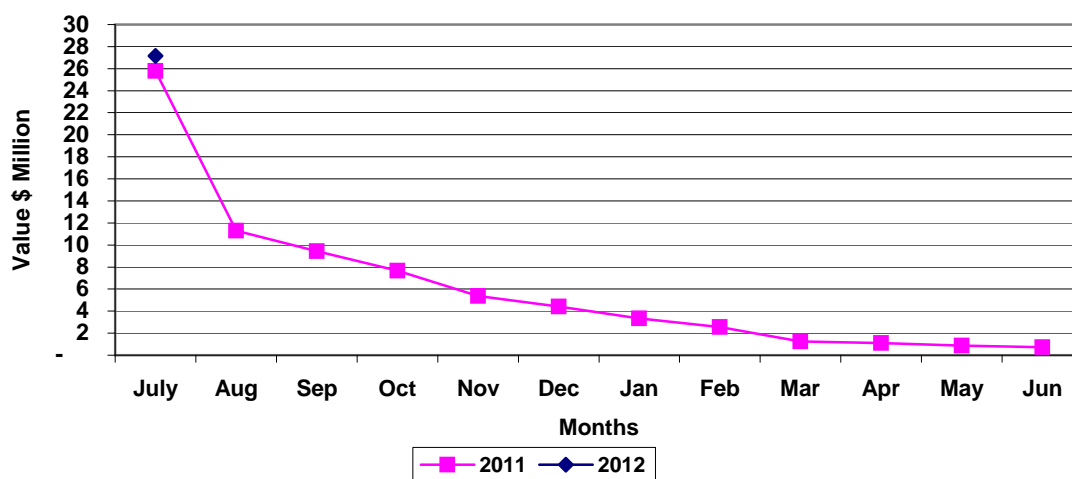
Rates Debtors Outstanding

	2012	2011
Outstanding - Current Year & Arrears	26,744,950	25,379,281
Pensioner Deferrals	403,644	407,933
	27,148,594	25,787,214

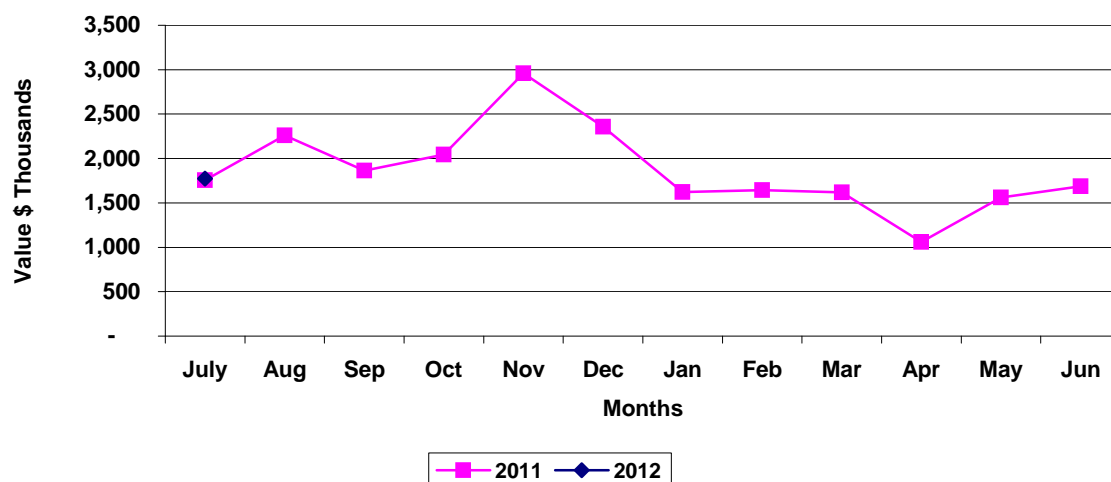
Rates Outstanding as a percentage of Rates Levied

	2012	2011
Percentage of Rates Uncollected at Month End (4 Instalments yet to fall due)	90.11%	91.22%

Rates Debtors Outstanding - Year to Year Comparison



Non Rates Debtors Outstanding - Year to Year Comparison



Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00086785	06/07/2011	205503	Mr G Cridland	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
00086786	06/07/2011	200691	Water Corporation	Creb Easement Lodgement Legal Fees-(\$1,375.00
00086787	06/07/2011	204550	Western Power	Detailed Design Fee-CPGC	\$1,508.00
00086797	07/07/2011	203650	Access Unlimited	Supply & Install Roof Anchors-Various L	\$17,007.10
00086798	07/07/2011	206070	Ace Plumbing & Gas	Plumbing-Civic Centre	\$492.05
00086799	07/07/2011	205542	Advam Pty Ltd	Support Fees-Jul 11 & Transactions-Jun	\$160.05
00086800	07/07/2011	203306	AGS Metalwork	Fabricate & Install Goal Racks	\$4,655.75
00086801	07/07/2011	203925	Airco	Supply & Install RCD Units In 27 Units-V	\$10,098.00
00086802	07/07/2011	200274	AJ Baker & Son	Repair Ice Machine-Civic Centre	\$150.70
00086803	07/07/2011	84133	Alinta Gas	Usage-Sth Pth Civic Hall 19/03/11-16/06	\$12.80
00086804	07/07/2011	204865	All Suburbs Tree Surgeons	Tree Pruning-Various Locations	\$3,641.00
00086805	07/07/2011	202561	Allpest WA	Bee Removal-16 Melinga Crt	\$610.00
00086806	07/07/2011	205582	ALS Library Services Pty Ltd	Various Books	\$667.55
00086807	07/07/2011	83433	Angelo Street Gallery & Picture Fra	Framing Of Bronze Award For Excellenc	\$88.00
00086808	07/07/2011	205875	API Services & Solutions Pty Ltd	Service Call-Re Key Office	\$126.01
00086809	07/07/2011	205836	Aquarium Artists Australia Pty Ltd	Maintenance For Aquarium-June 11	\$260.00
00086810	07/07/2011	203174	Armaguard	Banking Services 31/05/11	\$42.85
00086811	07/07/2011	205877	Artcraft Pty Ltd	Removal Of 2 Signs-Alston Ave/Labouch	\$165.00
00086812	07/07/2011	201278	Asphaltech	Supply & Lay Asphalt-Millpoint & Onslow	\$36,591.82
00086813	07/07/2011	72842	Australia Post	Billpay Transaction Fees-June 2011	\$137.76
00086814	07/07/2011	204660	Australian Native Nurseries Group	600 X Isolepis Cernua Plants	\$771.32
00086815	07/07/2011	204095	Automatic Solutions	Boom Gate Service	\$122.00
00086816	07/07/2011	76423	Baileys Fertilisers	Green Plus Fertilizer-CPGC	\$3,850.00
00086817	07/07/2011	202193	Battery World Welshpool	1 X 12 Volt Battery	\$274.00
00086818	07/07/2011	205955	Beacon Equipment	10 X Fly Mower Blades-CPGC	\$1,463.30
00086819	07/07/2011	204260	Beaver Tree Services	Remove & Grind Tree-Bruce St	\$5,687.00
00086820	07/07/2011	72834	Blackwoods	White Sandbags & Hessian Bags	\$959.20
00086821	07/07/2011	203155	Bolinda Publishing Pty Ltd	100 X Lanyards For Playaways	\$88.00
00086822	07/07/2011	201823	Boral Construction Materials Group	1.5 Tonne Of 7 Mill Asphalt	\$501.15
00086823	07/07/2011	206106	Bright Light Photography	Photos From Aust Reporting Awards Cer	\$150.00
00086824	07/07/2011	72990	Bunnings Building Supplies P/L	Paint, Sandpaper, Filler, Tape	\$2,129.53
00086825	07/07/2011	76626	Bunzl Ltd	Medical Supplies	\$437.47
00086826	07/07/2011	24780	Burgtec	1 X Funktion Slimline Chair	\$587.40
00086827	07/07/2011	205931	Call 4 Coffee Pty Ltd	Coffee Sales-June 2011	\$726.00
00086828	07/07/2011	205192	Caltex Energy WA	1750 Litres Of Diesel-CPGC	\$16,829.00
00086829	07/07/2011	203641	Cannon Hygiene	Hygiene Ser-Public Conveniences-20/06	\$706.81
00086830	07/07/2011	205718	Captivate Global	On Line On Hold Annual Charge 01/07/1	\$2,890.80
00086831	07/07/2011	205006	CBCA WA Branch	Merchandise For Childrens Book Week	\$234.50
00086832	07/07/2011	204458	Central Fire Services Pty Ltd	Quarterly Maintenance-CPV/CPH	\$288.75
00086833	07/07/2011	201907	Chris Rowett	Photography-Pioneer Lunch	\$525.00
00086834	07/07/2011	23840	City Of Cockburn	Refund Overpayment	\$41.80
00086835	07/07/2011	82825	City Of Perth	Long Service Leave Contribution	\$2,855.90
00086836	07/07/2011	204556	City Subaru	Fleet Vehicle Service	\$636.55
00086837	07/07/2011	200298	Civica Pty Limited	Annual Licence Ren-Performance Mana	\$13,684.00
00086838	07/07/2011	76586	CJD Equipment Pty Ltd	Loader Repairs	\$15,144.20
00086839	07/07/2011	200489	Cleansweep Pty Ltd	Sweep Millpoint Precinct 13/06/11	\$790.68
00086840	07/07/2011	201859	Como IGA	Speak With Confidence-Gifts For Judges	\$182.62
00086841	07/07/2011	73229	Como Plumbing Services	Boiler Inspections	\$786.50
00086842	07/07/2011	21715	Como Secondary School	Student Scholarships	\$3,000.00
00086843	07/07/2011	206055	Computer Badge Embroidery	14 X Polo Shirts	\$924.00
00086844	07/07/2011	201827	Contek Communications	Disconnect Lead In Service-7 Swan St	\$400.40
00086845	07/07/2011	206104	Coolmate Pty Ltd	Airconditioning Repairs-Manning Library	\$990.00
00086846	07/07/2011	201034	Corporate Express	Mail Scales-Records	\$371.00
00086847	07/07/2011	73261	Coventrys	3 X Bags Of Rags	\$90.92
00086848	07/07/2011	205051	CPE Group	Contract Labour-Hostel 20/06/11-26/06/1	\$9,321.22
00086849	07/07/2011	21174	Crosby Tiles	Tiles For Challenger Pavilion	\$198.00
00086850	07/07/2011	200993	CY O'Connor Institute	Course Fees-C Kimber,L Preedy,P From	\$2,882.09
00086851	07/07/2011	205064	Data#3 Limited	CS5 Adobe Design Std & CS5 Adobe De	\$106,447.14
00086852	07/07/2011	201168	DMS, Digital Mapping Solutions	Intramaps Map Control Parking-For Publ	\$12,870.00
00086853	07/07/2011	204166	Down Under Stump Grinding Pty Ltd	Grind Stumps In Carpark-Rear Windsor I	\$110.00
00086854	07/07/2011	83929	Dowsing Concrete	Footpath Construction-Baldwin/Cale St	\$2,436.92
00086855	07/07/2011	84865	Drake Australia Pty Ltd	Contract Labour-Hostel P/E 27/05/11	\$3,803.55
00086856	07/07/2011	84833	Eastern Metropolitan Regional Counc	Disposal Of Mattresses	\$8,229.00
00086857	07/07/2011	202681	Ecojobs	Contract Labour-13/06/11-17/06/11	\$21,762.40
00086858	07/07/2011	21437	Educational Art Supplies	Craft Supplies-School Holidays	\$582.56
00086859	07/07/2011	201800	Eighty Nine Enterprises	Maintenance-Village	\$155.00
00086860	07/07/2011	202588	Electrolux Home Products Pty Ltd	Service Stove-U157/Village	\$310.00
00086861	07/07/2011	203213	Events Industry Association WA	Membership Subscription-01/07/11-30/01	\$450.00

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00086862	07/07/2011	204170	ExpandraBrand	3 X Large Flying Banners	\$2,970.00
00086863	07/07/2011	205741	FE Technologies	RFID (Racetrack) Tags	\$1,980.00
00086864	07/07/2011	204610	Fixit Maintenance and Roofing	Gutter Repairs-Manning Senior Citizens	\$5,313.00
00086865	07/07/2011	204927	Fluid Electrical Pty Ltd	Maintenance-CPGC	\$319.00
00086866	07/07/2011	204374	Garmony Property Consultants	Addendum To Valuation-15 & 17 Alston	\$1,320.00
00086867	07/07/2011	204379	Gel Group	Contract Personnel-S Smithers F/E 16/0	\$5,776.78
00086868	07/07/2011	203877	Global CCTV Pty Ltd	CCTV Maintenance-GBLC Quarterley Se	\$2,497.00
00086869	07/07/2011	205696	Greenspan Technology P/L (MCE)	Monthly Admin Fees-Handheld Units	\$154.00
00086870	07/07/2011	202644	Harrison Electrics Pty Ltd	Lighting Repairs-Streetlights	\$9,066.20
00086871	07/07/2011	203622	Harvey Fresh	Milk, OJ	\$136.62
00086872	07/07/2011	205998	Havestock Pty Ltd	Grates	\$198.00
00086873	07/07/2011	200974	Hays Specialist Recruitment(Aust) P	Recruitment Placement Fee - OHS Coord	\$14,135.70
00086874	07/07/2011	203752	Hillarys Plumbing & Gas	Maintenance-McDougall Kindy	\$1,188.50
00086875	07/07/2011	205536	IDF Global WA Pty Ltd	Old Mill Precinct-Tram Enclosure	\$1,155.00
00086876	07/07/2011	204792	IFAP	Injury Management Course 18/7-20/7/11	\$1,260.00
00086877	07/07/2011	203504	Imperial Glass	Repairs-WCG Thomas Pavilion	\$791.42
00086878	07/07/2011	205068	Industrial Combustion Engineering	Maintenance-Hostel	\$629.20
00086879	07/07/2011	204675	Insight Call Centre Services	Overcall Fees/Council COU Charges-Ma	\$555.89
00086880	07/07/2011	204586	Integrity Industrial	Contract Personnel-S Kelly W/E 19/06/1	\$8,568.81
00086881	07/07/2011	202355	IPWEA	NAMS Plus Training Workshops-N Sutto	\$7,260.00
00086882	07/07/2011	205473	JB Hi-Fi	6 X DVD'S	\$150.89
00086883	07/07/2011	203917	JBA Surveys	Linemarking Setout-Douglas Ave/Cannin	\$5,863.00
00086884	07/07/2011	205849	JCB Construction Equipment Australi	Water Pump & O Ring	\$408.12
00086885	07/07/2011	206116	Jinda Pty Ltd	Cyber Safety Presentation	\$330.00
00086886	07/07/2011	204468	John Hughes Service	90,000KM Service & Repairs 1DAI315	\$1,750.58
00086887	07/07/2011	206117	Julian Paving	Brickpaving-Village	\$4,774.50
00086888	07/07/2011	201825	Kelyn Training Services	Whitcard Training-14/06/11	\$1,400.00
00086889	07/07/2011	205745	Keos Events Pty Ltd	Aust Day 2012-Celebration Zone Games	\$1,721.19
00086890	07/07/2011	205828	Keston Australia Pty Ltd	1000 X Single DVD Cases	\$1,220.45
00086891	07/07/2011	206079	Kinetic Health Group Pty Ltd	Pre Employment Medicals	\$1,743.50
00086892	07/07/2011	205384	Ms M King	Expense Reimbursement	\$33.04
00086893	07/07/2011	204840	Kleen West Distributors	1 X 5 Litre Graffiti Remover	\$76.45
00086894	07/07/2011	74632	Landgate	GRV General Revaluation 2010/2011	\$176,992.83
00086895	07/07/2011	200735	Lawrence And Hanson	Cable, Conduit, Couplings	\$6,853.00
00086896	07/07/2011	202033	Lawrence Associates Pty Ltd	Old Mill Precinct-Tram Enclosure	\$19,179.19
00086897	07/07/2011	205465	Leicon Notley Pty Ltd	Pump Repairs	\$643.50
00086898	07/07/2011	204685	Lina Mustapah	Street Trees Pickup & GIS Program 17/0	\$950.00
00086899	07/07/2011	201523	Lo-Go Appointments	Temps - Infrastructure Services	\$9,039.70
00086900	07/07/2011	201413	Local Chambers of Commerce & Indust	Sponsorship Local Chambers Business /	\$4,600.00
00086901	07/07/2011	202452	Lock, Stock & Farrell Locksmith	Keys Cut-Manning Health Clinic	\$933.45
00086902	07/07/2011	204713	Manning / Salter Point Delivery Rou	Newspapers-Mannign Library-23/05/11-1	\$159.74
00086903	07/07/2011	205238	Market United Pty Ltd	Maintenance & Enhancements-Jun 2011	\$44,682.00
00086904	07/07/2011	204415	Mechanical Project Services Pty Ltd	Air Cond Maintenance CCentre	\$976.93
00086905	07/07/2011	201998	Midalia Steel Pty Ltd	30 Lengths Galvanised Pipe	\$2,219.58
00086906	07/07/2011	201830	Millennium Kids Inc	Community Bus Hire Bond-Apr-June 201	\$250.00
00086907	07/07/2011	200473	Millpoint Caffee Bookshop	Various Books	\$260.79
00086908	07/07/2011	204064	MMM WA Pty Ltd	Box Out & Remove Tree-Douglas Ave	\$53,007.83
00086909	07/07/2011	206107	Mucky Duck Bush Band	Aust Day 2013-Deposit For Mucky Duck	\$600.00
00086910	07/07/2011	205443	Nab Government Business	Bank Audit Certificate Fee	\$70.00
00086911	07/07/2011	206020	National Foodservice Equipment	Dishwashing Detergent	\$91.82
00086912	07/07/2011	205319	Natsync Environmental	Build, Supply & Install 8 Bat Boxes	\$3,000.00
00086913	07/07/2011	204603	NEC Australia Pty Ltd	Covert Analogue Extensions To Digital F	\$261.80
00086914	07/07/2011	76599	New Town Toyota	Fleet Vehicle Service	\$470.00
00086915	07/07/2011	205259	Nicole Hodgson	Preparation Of SLS Survey-Community F	\$600.00
00086916	07/07/2011	201615	Office Cleaning Experts	Cleaning Services-01/07/11-15/07/11	\$21,000.00
00086917	07/07/2011	203591	Parkland Mazda	Spolier Installation-1DOZ841	\$970.00
00086918	07/07/2011	205393	PCAC Aged Care	Medical Supplies-Hostel	\$13.95
00086919	07/07/2011	205180	Perth Security Services	Patrol Services 30/05/11-12/06/11	\$4,085.56
00086920	07/07/2011	76261	Peter Jodrell Architect	Activity Centre Concept Plan For Mannin	\$2,750.00
00086921	07/07/2011	205286	Pink Hygiene Solutions	Sanitary Hygiene Services-01/07/11-30/0	\$2,681.20
00086922	07/07/2011	204704	Planet Footprint	Annual Subscription- Data Manag Servic	\$5,995.00
00086923	07/07/2011	202359	Plant & Soil Management	Extra Fixtures 2010/11 Season 3/11/10 &	\$1,650.00
00086924	07/07/2011	204991	Premium Logos	Corporate Shirt	\$75.50
00086925	07/07/2011	206120	Print Solutions Group	Service Call-Records Scanner	\$165.00
00086926	07/07/2011	201815	Quick Corporate Aust Pty Ltd	Stationery	\$435.88
00086927	07/07/2011	74357	RA Shopland	Refurbishment-U88/Village	\$14,190.00
00086928	07/07/2011	204779	Red 11	EBox PC & HP 8200 PC & Monitor	\$1,592.71
00086929	07/07/2011	201391	Refresh Pure Water	Water-Civic Centre	\$72.00

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00086930	07/07/2011	200800	Roofspan	Roofing Supplies	\$2,297.24
00086931	07/07/2011	204683	Ross Human Directions Ltd	Contract Personnel-S Hunt/A Birch W/E :	\$5,917.77
00086932	07/07/2011	201828	Rotary Club Of South Perth-Burswood	Reimbursement For Aust Day 2011 Brea	\$2,982.33
00086933	07/07/2011	206088	Rumbles Bobcat & Trucks	Bobcat Hire-20/06/11-24/06/11 CPGC	\$8,976.00
00086934	07/07/2011	205246	Rytech Australia Pty Ltd	Consultancy Sustainability Project W/E 1	\$1,485.00
00086935	07/07/2011	205589	Sam Parr	Expense Reimb-Refilling Gas Bottle-Con	\$15.00
00086936	07/07/2011	205776	Skill Hire WA Pty Ltd	Contract Personnel-D Barnfield W/E 19/C	\$2,004.75
00086937	07/07/2011	204789	South City News	Newspapers	\$403.90
00086938	07/07/2011	200880	Sports Turf Technology	Monthly Lysimeter & Soil Moisture-CPGC	\$7,920.00
00086939	07/07/2011	203106	State Library of WA	Recoveries Of Lost & Damaged Books	\$442.55
00086940	07/07/2011	76431	Statewide Line Marking	Linemarking-Various Locations	\$3,286.25
00086941	07/07/2011	206118	Sue Hillier	Activity For Fit N Fun Day 20/03/11	\$200.00
00086942	07/07/2011	205534	Superclean	Laundry Services	\$76.60
00086943	07/07/2011	201512	Supreme Filtering Systems	Cleaning Of Deep Fryer/Oil	\$106.40
00086944	07/07/2011	20395	Symonds Seed	Creeping Bentgrass/Attapulgitte-CPGC	\$6,334.23
00086945	07/07/2011	84059	Synergy	Usage	\$58.80
00086946	07/07/2011	203975	Syrinx Environmental Pty Ltd	Cloisters Foreshore Restoration	\$10,422.34
00086947	07/07/2011	203366	T-Quip	Bearing Set	\$469.10
00086948	07/07/2011	203885	Termico Pest Management Services	Termite Inspection-U43/Village	\$2,590.00
00086949	07/07/2011	201590	The Pressure King	Graffiti Removal	\$3,233.36
00086950	07/07/2011	85446	The Tree Guild Of WA Inc	Renewal Of Membership Fees-1/7/11-30	\$357.50
00086951	07/07/2011	200544	TJ & J Sheppard	Bus Shelter Repairs-Murray St	\$2,869.90
00086952	07/07/2011	204997	Toner Plus	Printer Ink	\$73.30
00086953	07/07/2011	76773	Total Eden	Wire Connectors	\$200.20
00086954	07/07/2011	200510	Totally Workwear - Victoria Park	Safety Clothing	\$1,996.27
00086955	07/07/2011	206029	Tourism Council WA	Aust Day 2013-Tourism Accrediation Fee	\$539.00
00086956	07/07/2011	24182	Trees Need Tree Surgeons	Prune Trees-Various Locations	\$1,787.00
00086957	07/07/2011	205726	Tyre Recyclers WA	Disposal Of Tyres-Transfer Station	\$268.44
00086958	07/07/2011	204653	Ultimo Catering and Liquor	Catering - Meetings & Functions	\$1,409.80
00086959	07/07/2011	205155	Ultraclean Carpet Cleaning	Tile Cleaning-U3 & 122/Village	\$165.00
00086960	07/07/2011	82332	Valli Reticulation	Repair Retic-Cale & Baldwin Sts	\$500.00
00086961	07/07/2011	205134	Vaucluse Newsagency	Assorted Magazines-June 2011	\$895.20
00086962	07/07/2011	205822	Visual Lighting	New Arm For Lighting-Viewing Deck	\$385.00
00086963	07/07/2011	73806	WA Local Government Association	CEO Performance Appraisals 11/06/11-k	\$395.00
00086964	07/07/2011	204956	WA Paint City	Paint	\$172.45
00086965	07/07/2011	200795	WARP Pty Ltd	Traffic Control-Douglas Ave	\$4,717.81
00086966	07/07/2011	200691	Water Corporation	Disconnect Water Meter-Outside 58 Dys	\$3,226.90
00086967	07/07/2011	23289	Wattleup Tractors	Handie 60L Spray Gun	\$229.60
00086968	07/07/2011	205366	Weeding Women	Garden Maintenance-CPGC	\$1,270.50
00086969	07/07/2011	74748	Wembley Cement Industry	Soak Wells/Manholes-Letchworth Ave	\$1,220.00
00086970	07/07/2011	21476	Western Aust Treasury Corp	Loans - L222,224,223,219,225A,218,22C	\$227,471.48
00086971	07/07/2011	204550	Western Power	Design Fee-56 Axford St Como	\$1,500.00
00086972	07/07/2011	204588	Western Resource Recovery Pty Ltd	Cleaning Of Grease Trap-Hostel	\$291.50
00086973	07/07/2011	21521	Williams Electrical Service Pty Ltd	Refurbishment-U58/Village	\$1,489.07
00086974	07/07/2011	203116	Wilson Technology Solutions	Repairs To Ticket Machines	\$1,804.30
00086975	07/07/2011	84314	Work Clobber	Jackets, Pants-CPGC	\$875.70
00086976	08/07/2011	206122	Paul Chapman	Expense Reimbursement	\$50.89
00086977	08/07/2011	206119	Robert Jones	Expense Reimbursement-Purchase Of H	\$89.00
00086978	08/07/2011	84675	Australian Buiding Codes Board	International Fire Engineering Guildline	\$175.00
00086979	08/07/2011	205155	Ultraclean Carpet Cleaning	Cleaning-Hostel	\$693.00
00086980	13/07/2011	84059	Synergy	Streetlights-25/05/11-24/06/11	\$85,549.17
00087003	14/07/2011	206121	Muscon Civil Pty Ltd	CPGC Island 9 - Claim 1	\$105,043.95
00087004	19/07/2011	204953	A Paolino	Install Brass Plaque Into Footpath-Georg	\$3,212.00
00087005	19/07/2011	202645	ACAA - WA	Aged Care Admissions Briefing	\$137.50
00087006	19/07/2011	203650	Access Unlimited	Suspension Straps	\$2,182.50
00087007	19/07/2011	206108	ADS Automation Pty Ltd	Install Automatic Sliding Gate-Ops Centr	\$26,831.20
00087008	19/07/2011	203306	AGS Metalwork	Fabricate & Install 4 New Lids No 5-Reb	\$21,945.00
00087009	19/07/2011	203925	Airco	Supply & Install RCD Devices In 38 Units	\$14,212.00
00087010	19/07/2011	84741	All Creatures Great & Small	Euthanasia Services	\$171.50
00087011	19/07/2011	206126	All Occasions Management-IPWEA	International Public Works Conf-21/8-24/	\$1,815.00
00087012	19/07/2011	204951	Allwest Turfing	Turf Works-McDougall Trail	\$6,380.00
00087013	19/07/2011	205582	ALS Library Services Pty Ltd	2 X Books	\$148.92
00087014	19/07/2011	205884	Ampac Debt Recovery WA Pty Ltd	Debt Recovery - UGP Stage 3	\$243.63
00087015	19/07/2011	205875	API Services & Solutions Pty Ltd	New Locks-Manning Bowling Club	\$342.05
00087016	19/07/2011	206127	Askwith Company Safe & Locks	New Safe-Hostel	\$731.50
00087017	19/07/2011	201082	Assured Tree Services	Tree Work-CPGC	\$2,750.00
00087018	19/07/2011	206113	Aust Wool Testing Authority	Food Sampling Books/Labels	\$124.00
00087019	19/07/2011	205257	Austral Mercantile Collections Pty	Debt Collection - Rates	\$905.46

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00087020	19/07/2011	72842	Australia Post	Postage-June 2011	\$5,929.51
00087021	19/07/2011	21799	Australian Institute of Management	Leading Bold Change 04/08/11-V Lumm	\$1,625.00
00087022	19/07/2011	76388	Australian Plant Wholesalers	Assorted Plants-Windsor Park	\$972.84
00087023	19/07/2011	205170	Aveling	Work Safely In Construct Industry-P Co	\$1,025.00
00087024	19/07/2011	202792	Award Contracting	Locate Service-Douglas Ave	\$548.63
00087025	19/07/2011	202193	Battery World Welshpool	Battery	\$92.85
00087026	19/07/2011	206124	Bayswater Martial Arts & Yoga Centr	Self Defence Presentation 05/07/11	\$180.00
00087027	19/07/2011	205955	Beacon Equipment	Fuel Pump, Retaining Pin	\$66.00
00087028	19/07/2011	204260	Beaver Tree Services	Remove & Grind Trees In Douglas Ave	\$7,865.00
00087029	19/07/2011	72966	Benara Nurseries	Assorted Plants-Windsor Park	\$2,494.06
00087030	19/07/2011	200815	Bernies	Maintenance-U66/Village	\$187.00
00087031	19/07/2011	205744	Bibby Financial Services	Street Name Plates-Various Locations	\$223.74
00087032	19/07/2011	206115	Bin Bombs Pty Ltd	Bin Bomb Deodorant Granules	\$288.83
00087033	19/07/2011	206041	Birch Architecture & Design	Project Management Services-Island 9 L	\$34,716.00
00087034	19/07/2011	72834	Blackwoods	Various Loose Tools	\$2,356.59
00087035	19/07/2011	83878	BOC Gases	Oxygen-Hostel	\$274.35
00087036	19/07/2011	201823	Boral Construction Materials Group	2.5 Tonne Of 7 Mill Asphalt	\$356.75
00087037	19/07/2011	205992	Brian Wright Architect Pty Ltd	Construction Drawings-Sth Pth Bridge Cl	\$2,200.00
00087038	19/07/2011	203410	Brightwater Care Group	Laundry Services-Hostel	\$1,569.41
00087039	19/07/2011	72990	Bunnings Building Supplies P/L	Door Bell, Globes, Hooks	\$1,405.50
00087040	19/07/2011	76626	Bunzl Ltd	1 X Box Paper Towel	\$47.41
00087041	19/07/2011	201109	Burke Air	Maintenance-June 2011	\$145.53
00087042	19/07/2011	202602	Burnside Enterprises Pty Ltd	Concrete Works-Pedestrian Bridges At C	\$17,204.00
00087043	19/07/2011	205985	C & T Reticulation	Callout Fee-Gwenyfred Rd	\$75.00
00087044	19/07/2011	202872	Cabcharge Australia Limited	Cabcharges/Service Fee-30/05/11-26/06	\$554.40
00087045	19/07/2011	200088	Carpet Court	Refurbishment-U6/Village	\$3,020.00
00087046	19/07/2011	204708	Cash & Carry	Consumables-Civic Functions/Cygnnet Cc	\$309.53
00087047	19/07/2011	205385	CEDA	Inventing The Future-Shaping WA 2010-	\$290.00
00087048	19/07/2011	201216	Chemform	Cleaning Supplies	\$1,372.92
00087049	19/07/2011	22459	City Of Melville	Payment For Lost Item-A Year In Proven	\$5.50
00087050	19/07/2011	82825	City Of Perth	Ticket Machine Repairs	\$915.00
00087051	19/07/2011	200298	Civica Pty Limited	Prepaid Authority Support Hours	\$38,750.00
00087052	19/07/2011	76586	CJD Equipment Pty Ltd	2 X Gas Springs	\$498.02
00087053	19/07/2011	204298	Clean Underfoot	Water Damage-Storm 27 & 28/06/11	\$925.00
00087054	19/07/2011	204607	Cleanaway	Bin Collections, Replacements	\$196,160.37
00087055	19/07/2011	200489	Cleansweep Pty Ltd	Table 2 & Table 3 Precincts Sweeping-Ji	\$18,910.84
00087056	19/07/2011	205297	Colleagues Print Solutions	40 X Hectronic Ticket Machine Rolls	\$1,474.00
00087057	19/07/2011	77059	Collier Park Hostel Petty Cash	Petty Cash Reimbursement	\$194.25
00087058	19/07/2011	201859	Como IGA	Dettol Hand Sanitizer	\$53.29
00087059	19/07/2011	73229	Como Plumbing Services	Maintenance-U4/Village	\$4,257.88
00087060	19/07/2011	204181	Compass Group (Australia) Pty Ltd	Meal Provisions-Hostel/Village-23/05/11-	\$32,205.08
00087061	19/07/2011	202682	Constable Care Child Safety Fountat	Community Partnership Agreement-2011	\$11,000.00
00087062	19/07/2011	201827	Contek Communications	Raise Telstra Pit-Mill Pt Rd & Onslow St	\$1,991.00
00087063	19/07/2011	201034	Corporate Express	Stationery	\$889.73
00087064	19/07/2011	206123	COVS Parts Pty Ltd	Led Combination Lamp	\$252.57
00087065	19/07/2011	205051	CPE Group	Contract Labour-Hostel 27/06/11-03/07/1	\$962.87
00087066	19/07/2011	205356	CRL Highbury Consulting	Local Laws Review-June 2011	\$1,408.00
00087067	19/07/2011	21449	Curtain Drycleaners	Dryclean Curtains-U43/Village	\$202.40
00087068	19/07/2011	21480	Curtin University of Technology	Public Open Space Strategy-Final Paym	\$11,000.00
00087069	19/07/2011	204655	Della's Group Pty Ltd	200 X Copies Vehicle Log Books	\$1,122.00
00087070	19/07/2011	205515	Department Of Transport	Annual Licence Fees 2011/2012 - Fleet &	\$21,159.85
00087071	19/07/2011	204061	Discus	Fiesta Banner-Moorditj Keila	\$123.20
00087072	19/07/2011	76373	Domus Nursery	Assorted Plants-Windsor Park	\$2,514.27
00087073	19/07/2011	204166	Down Under Stump Grinding Pty Ltd	Grind Stump-32 Downey Drive	\$605.00
00087074	19/07/2011	206069	Downer EDI Engineering	Reinstatement Of Traffic Signal Loops-D	\$1,361.18
00087075	19/07/2011	204678	Downer EDI Works Pty Ltd	200 Litres RS2K Emulsion	\$14,634.00
00087076	19/07/2011	83929	Dowsing Concrete	Construction Of New Footpath-Leonora/(\$24,042.46
00087077	19/07/2011	205261	Drain Flow Services	Jett Piping-Murray St	\$14,700.00
00087078	19/07/2011	204769	Dux Cafe Restaurant	Lunch-Mayor/Dep Mayor/Acting CEO	\$390.00
00087079	19/07/2011	204935	E-Par Pty Ltd	E-Par Platinum Licence Renewal-CPGC	\$4,564.56
00087080	19/07/2011	84833	Eastern Metropolitan Regional Council	Disposal Of Mattresses	\$705.00
00087081	19/07/2011	202681	Ecojobs	Temps - Infrastructure Services	\$3,845.16
00087082	19/07/2011	201608	Econo Sweep	Power Sweeping-Hostel/Village/Commur	\$913.00
00087083	19/07/2011	201800	Eighty Nine Enterprises	Maintenance-U121/158 Village	\$310.00
00087084	19/07/2011	201529	Electroboard Solutions Pty Ltd	Replacement Remote For Mayors Projec	\$93.50
00087085	19/07/2011	204344	Envirocare Systems	Urinal Maintenance-Ops Centre	\$88.00
00087086	19/07/2011	204152	Enware Australia Pty Ltd	Water Stax Microbe Solution	\$638.00
00087087	19/07/2011	204610	Fixit Maintenance and Roofing	Guttering & Downpipe Repairs-Como Cr	\$16,615.50

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00087088	19/07/2011	203611	Flex Health Services	Contract Labour-Hostel 07/07/11	\$208.45
00087090	19/07/2011	74187	Fuji Xerox	DocuPrint Colour Machines	\$14,982.50
00087091	19/07/2011	205866	GA Power Equipment Spares	Blade Belts, Slasher Blades	\$118.70
00087092	19/07/2011	204379	Gel Group	Temps	\$6,175.66
00087093	19/07/2011	83130	GHD Pty Ltd	Station Precinct Transport Strategy-Clai	\$7,150.00
00087094	19/07/2011	203318	Governor's Prayer Breakfast Inc	Breakfast 12/08/11-S Doherty	\$50.00
00087095	19/07/2011	76691	Grass Growers	Grind Greenwaste-Depot & CPGC	\$26,895.00
00087096	19/07/2011	205696	Greenspan Technology P/L (MCE)	Supply & Install Soil Moisture Sensors	\$15,785.00
00087097	19/07/2011	204459	Greg Davies Architects	Outstanding Design Schematics-12/5/11	\$8,140.00
00087098	19/07/2011	201951	Hanson Construction Materials P/L	85.14 Tonne Of Roadbase	\$1,709.19
00087099	19/07/2011	202644	Harrison Electrics Pty Ltd	Complete New Mains Cable-Manning Ha	\$8,770.30
00087100	19/07/2011	203622	Harvey Fresh	Milk & OJ	\$438.91
00087101	19/07/2011	202155	Harvey Norman Cannington	Monitors & Wireless Mouse	\$1,653.95
00087102	19/07/2011	202372	Heatley Sales Pty Ltd	Shirts, Pants	\$612.04
00087103	19/07/2011	206132	Hinds Sand Supplies	Sand For Greens Construction-CPGC	\$53,885.28
00087104	19/07/2011	22070	Hydro Engineering Pty Ltd	Clean & Flush Bores-CPGC	\$1,573.00
00087105	19/07/2011	73679	Hydro-Plan Pty Ltd	Consultancy-CPGC Irrigation Upgrade	\$14,597.33
00087106	19/07/2011	201100	HydroQuip Pumps	Repairs To Richardson Park Bore Pump	\$3,344.00
00087107	19/07/2011	205536	IDF Global WA Pty Ltd	Old Mill Precinct-Tram Enclosure	\$4,182.75
00087108	19/07/2011	204792	IFAP	Safety & Health Course-S Bennett 25/7-1	\$1,170.00
00087109	19/07/2011	203504	Imperial Glass	Repairs-Manning Library	\$534.56
00087110	19/07/2011	205068	Industrial Combustion Engineering	Replace Boiler-U91/Village	\$10,301.06
00087111	19/07/2011	203898	Ingal Civil Products	Protective Fencing & Installation	\$6,050.00
00087112	19/07/2011	204675	Insight Call Centre Services	Overcall Fees/Council COU Charges-Jur	\$793.49
00087113	19/07/2011	204586	Integrity Industrial	Contract Personnel-B Herring W/E 10/07	\$10,890.69
00087114	19/07/2011	202768	Irrigation Australia	Waterwise Irrigation Expo-R Bryant,D Pe	\$165.00
00087115	19/07/2011	201920	ISS Hygiene Services Pty Ltd	Sanitary Hygiene Services-1/7/11-30/09/	\$546.70
00087116	19/07/2011	205054	J. Gourdis Landscapes	Garden & Turf Maint-Various Locations-~	\$2,541.00
00087117	19/07/2011	202250	Jacqueline Giles	Turtle Project-CPGC Final Report	\$3,250.00
00087118	19/07/2011	202801	Jardine Lloyd Thompson Pty Ltd	Collier PK Village & Hostel Premium Ren	\$19,906.70
00087119	19/07/2011	73709	Jason Signmakers	Removal Of Damaged Bus Shelter-Henle	\$2,123.00
00087120	19/07/2011	203917	JBA Surveys	Feature Survey-Letchworth Centre Ave	\$4,235.00
00087121	19/07/2011	206130	Julian Masters Lifestyle Photograph	CPGC Redevelopment Photographic Sur	\$1,980.00
00087122	19/07/2011	206129	Jump Marketing & Business Solutions	Presentation-Marketing Your Club 29/06/	\$550.00
00087123	19/07/2011	204510	Karalee Tavern	Beverages	\$35.99
00087124	19/07/2011	206079	Kinetic Health Group Pty Ltd	Pre Employment Medicals	\$1,320.00
00087125	19/07/2011	206017	Lamwise Pty Ltd	COSP Bike Plan-Final Payment	\$7,700.00
00087126	19/07/2011	73342	Landgate	Land Enquiries-June 2011	\$19.00
00087127	19/07/2011	74632	Landgate	GRV Interim Valuation Schedule G2011/	\$1,459.99
00087128	19/07/2011	76403	Landmark Operations Ltd	Roundup Biactive/Pulse	\$3,093.20
00087129	19/07/2011	206114	LiftRite Hire & Sales	Hire Of Replacement Machine For Volvo	\$2,170.30
00087130	19/07/2011	204685	Lina Mustapah	Waste Audit Planning & Procedure Man	\$660.00
00087131	19/07/2011	201523	Lo-Go Appointments	Contract Personnel-J Ruffo W/E 02/07/1	\$9,635.08
00087132	19/07/2011	202452	Lock, Stock & Farrell Locksmith	Callout Fee-Heritage House	\$285.40
00087133	19/07/2011	73822	Lovegrove Turf Services Pty Ltd	Repair Turf After Lighting Installation-	\$4,675.00
00087134	19/07/2011	204657	MACRI Partners	Interim Audit Y/E 30/06/11	\$9,746.00
00087135	19/07/2011	202479	Manning Physiotherapy	Standard Consultations-R Stewart	\$1,600.00
00087136	19/07/2011	76794	Martins Trailer Parts Pty Ltd	Jockey Wheels & Turn Tables	\$353.21
00087137	19/07/2011	22029	Maxwell Robinson & Phelps	Spraying Of Footpaths, Cycleways, Islan	\$29,062.00
00087138	19/07/2011	80788	McIntosh & Son WA	Spare Parts For Walking Mower	\$1,088.53
00087139	19/07/2011	202490	McLeods Barristers & Solicitors	Legal Fees-Dog Attack Prosecution-BA L	\$6,960.30
00087140	19/07/2011	204415	Mechanical Project Services Pty Ltd	Maintenance-Civic Centre	\$1,650.00
00087141	19/07/2011	202699	Media Monitors Australia Pty Ltd	Monitoring Services-01/07/11-31/07/11	\$403.91
00087142	19/07/2011	25522	Mercury Messengers Pty Ltd	Courier Services-June 2011	\$48.35
00087143	19/07/2011	200473	Millpoint Caffee Bookshop	1 X Book	\$212.45
00087144	19/07/2011	205716	Millpoint Veterinary Centre	Consultation For Impounded Dog	\$110.95
00087145	19/07/2011	203868	Mills Sign & Painting	Paint 3 Timber Seats-Como Foreshore	\$1,474.00
00087146	19/07/2011	204472	Milner's Fencing	Remove & Supply New Gates-Britian St	\$1,870.00
00087147	19/07/2011	204064	MMM WA Pty Ltd	Works-CPGC	\$198,770.84
00087148	19/07/2011	201891	Mobile Dewatering	Discharge/Groundwater Monitoring-CPG	\$11,825.00
00087149	19/07/2011	202628	Moving On Enterprises Pty Ltd	Annual Audit Fees/Printing Levy 2011/20	\$1,722.60
00087150	19/07/2011	202351	Municipal Workcare Scheme	Over Payment Of Workers Comp	\$434.57
00087151	19/07/2011	206121	Muscon Civil Pty Ltd	Excavator, Water Cart & Dump Truck Hir	\$52,244.50
00087152	19/07/2011	200780	Nashtec Auto Electrics	Supply Wiring Connectors	\$510.00
00087153	19/07/2011	205815	Natasha Hughes	Expense Reimbursement-Parking-Middle	\$8.50
00087154	19/07/2011	205900	National Corporate Imaging	Wayfinding Signage-Progress Claim A	\$17,231.50
00087155	19/07/2011	203407	Natural Areas Management Services	Restoration Of Redmond Reserve-Claim	\$3,891.84
00087156	19/07/2011	204987	Neat Sweep	Sweeper Hire-Various Locations	\$1,089.00

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00087157	19/07/2011	76599	New Town Toyota	60,000KM Service 1DBG297	\$694.80
00087158	19/07/2011	205868	Nextside Concrete	Install Paths & Crossovers-Saunders St	\$21,573.20
00087159	19/07/2011	74004	Nilfisk-Advance Pty Ltd	Maintenance-Vacuum Cleaner-Hostel	\$562.32
00087160	19/07/2011	202404	Nuturf Australia Pty Ltd	20 Litres Fusilade	\$1,087.90
00087161	19/07/2011	205359	OCLC (UK) Ltd	Amlib Annual Maintenance-01/07/11-30/0	\$11,097.80
00087162	19/07/2011	201615	Office Cleaning Experts	Cleaning Services-16/07/11-31/07/11	\$34,176.14
00087163	19/07/2011	204875	Oxfords Carpentry and Renovations	Install Posts & Rails-McDougall Milking	\$5,484.60
00087164	19/07/2011	21416	Parker Black & Forrest Pty Ltd	5 X Keys-Manning Seniors	\$145.75
00087165	19/07/2011	206128	Perth District Development Council	Contribution To Perth Football Club Dinn	\$1,000.00
00087166	19/07/2011	205180	Perth Security Services	Staff Escort Services-13/06/11-26/06/11	\$4,388.34
00087167	19/07/2011	202511	Pirtek Welshpool	Repair Hydraulic Leak	\$231.16
00087168	19/07/2011	202962	Planning Institute Australia WA Div	Increasing Densities In Aust-11/8/11 Jan	\$88.00
00087169	19/07/2011	204533	Planning Institute of Australia Inc	How To-Minter Ellison Seminar 30/11/11	\$352.00
00087170	19/07/2011	205901	PMP Distribution	Peninsula Distribution-31/05/11-01/06/11	\$1,524.80
00087171	19/07/2011	204201	Prepress Skills Centre	Adobe Acrobat Crse-15/7/11 C Ruthenbe	\$750.50
00087172	19/07/2011	203439	Prestige Alarms	Service Call-Manning Library	\$12,628.00
00087173	19/07/2011	200925	Professional Towing	Towing Services-8 Campbell St To Pickle	\$77.00
00087174	19/07/2011	201068	Progressive Brick Paving	Brickpaving-U58/Village	\$5,136.00
00087175	19/07/2011	201815	Quick Corporate Aust Pty Ltd	100 X Lever Arch Files	\$1,342.49
00087176	19/07/2011	204291	Recall Information Management Pty L	Archive Storage	\$16.35
00087177	19/07/2011	204779	Red 11	EBox PC For SPCC AV Rack	\$1,406.01
00087178	19/07/2011	201391	Refresh Pure Water	Water-CPV	\$274.00
00087179	19/07/2011	204348	Repco Auto Parts	Hydraulic Nozzle Grease Gun/Cut Off W	\$35.62
00087180	19/07/2011	72818	Rocla Quarry Products	2 X Loads Yellow Sand	\$1,210.98
00087181	19/07/2011	200800	Roofspan	Roofing Supplies	\$1,599.86
00087182	19/07/2011	74233	Rosetta Holdings Pty Ltd	Catering For Project Meetings	\$9,811.90
00087183	19/07/2011	204683	Ross Human Directions Ltd	Contract Personnel-S Hunt/A Birch W/E	\$5,504.16
00087184	19/07/2011	76364	Royal WA Historical Society	Annual Subscription- 2011/2012	\$80.00
00087185	19/07/2011	85089	SAI Global Limited	Internet Download-Parking Facilities	\$60.14
00087186	19/07/2011	202328	SecurePay Pty Ltd	Monthly Service Fee/Transaction Fees-J	\$292.49
00087187	19/07/2011	84393	Seton Australia Pty Ltd	1000 X Barcodes For Assets	\$1,526.44
00087188	19/07/2011	205776	Skill Hire WA Pty Ltd	Contract Personnel-D Barnfield W/E 03/C	\$1,252.97
00087189	19/07/2011	204789	South City News	Newspapers-Ops Centre 22/05/11-18/06	\$31.00
00087190	19/07/2011	202862	Southern Metropolitan Regional Coun	Green Waste Gate Fees - June 2011	\$3,577.00
00087191	19/07/2011	205230	Spearwood Public Library	Lost Book-Treading Lightly-3111102966	\$15.40
00087192	19/07/2011	85086	St John Ambulance Aust (WA) Inc.	First Aid Cover-Pioneer Lunch 29/06/11	\$207.00
00087193	19/07/2011	76431	Statewide Line Marking	Line Marking-Various Locations	\$5,198.82
00087194	19/07/2011	76491	Supa Pest & Weed Control	Weed Control On Medians & Verges-Jac	\$6,996.49
00087195	19/07/2011	205534	Superclean	Laundry Services	\$192.40
00087196	19/07/2011	203975	Syrinx Environmental Pty Ltd	Draft Restoration Plan For Salter Point	\$665.50
00087197	19/07/2011	203366	T-Quip	Rollers, Bearings, Nuts	\$1,199.45
00087198	19/07/2011	204988	Telstra	Usage to 30/06/11, Serv & Equip to 31/0	\$3,893.46
00087199	19/07/2011	203885	Termico Pest Management Services	Pest Control Treatment-U25/Village	\$1,715.00
00087200	19/07/2011	206110	Terry Gale	Design & Construction Of Greens & Bunl	\$10,000.00
00087201	19/07/2011	206125	The Computer School	2 Year Subscription-Library Skills Index	\$880.00
00087202	19/07/2011	205990	The Planning Group WA Pty Ltd	Precinct Streetscape Polices-Comm Eng	\$4,422.00
00087203	19/07/2011	201590	The Pressure King	Clean Metal Bin Enclosures-Street Bins	\$3,995.57
00087204	19/07/2011	74535	Titan Ford	Motor Vehicle Repairs-1COX102	\$416.00
00087205	19/07/2011	200544	TJ & J Sheppard	First Aid Kit Fitted-Civic Ctre Hall Kit	\$1,491.60
00087206	19/07/2011	204997	Toner Plus	Service Call LJET 4345	\$324.00
00087207	19/07/2011	77033	Toolmart	Batteries	\$296.00
00087208	19/07/2011	201814	Total Packaging	Dog Litter Bags	\$2,574.00
00087209	19/07/2011	200510	Totally Workwear - Victoria Park	Protective Clothing-Village	\$2,018.65
00087210	19/07/2011	204767	Tradelink	New Soap Dispenser-Civic Centre Toilet	\$97.90
00087211	19/07/2011	24182	Trees Need Tree Surgeons	Prune Trees-Civic Ward	\$58,001.94
00087212	19/07/2011	205272	Tyre Hero	2 X Tyres	\$4,109.60
00087213	19/07/2011	204653	Ultimo Catering and Liquor	Catering-Speak With Confidence Awards	\$2,176.35
00087214	19/07/2011	205155	Ultraclean Carpet Cleaning	Carpet Clean-U88/Village	\$71.50
00087215	19/07/2011	206087	Urban Civil Contracting Pty Ltd	Hire Of Front End Loader-CPGC	\$13,978.25
00087216	19/07/2011	82332	Valli Reticulation	Repair Retic-Mill Point Rd & Onslow St	\$660.00
00087217	19/07/2011	25544	Vertical Telecoms (WA) Pty Ltd	Rental Of Two Way Equipment-1/07/11-3	\$227.70
00087218	19/07/2011	204109	Vision Cabling Services	Operations Centre Rack Upgrade	\$45,471.88
00087219	19/07/2011	202859	WA Hino Sales & Service	5,000KM Service 1DMW610	\$249.75
00087220	19/07/2011	73806	WA Local Government Association	WALGA Breakfast 06/07/11	\$308.00
00087221	19/07/2011	200795	WARP Pty Ltd	Traffic Control-Douglas Ave	\$11,360.00
00087224	19/07/2011	200691	Water Corporation	Annual Ser Chgs 1/7/11-30/6/12 EJ Spor	\$64,042.70
00087225	19/07/2011	203982	Water Dynamics	Supply Pipe For Repairs To Irrigation-Tr	\$655.59
00087226	19/07/2011	201183	Mr J Webb	Welcome To Country Citizenship Cerem	\$220.00

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00087227	19/07/2011	74748	Wembley Cement Industry	Well Liners, Pipe	\$16,461.50
00087228	19/07/2011	205421	West Australian Landfill Services	Rubbish Site Charges - June 2011	\$159,436.41
00087229	19/07/2011	81399	Western Educating Service	Jetting-Murray St & Hobbs Ave	\$6,260.39
00087230	19/07/2011	202836	Westpark Services Pty Ltd	Removal Of Whirl-EJ Oval	\$550.00
00087231	19/07/2011	81916	Westral	Refurbishment-Hostel	\$1,723.00
00087232	19/07/2011	201118	Westwide Electrical Service	Supply & Install Electrical Services-SJM	\$15,642.00
00087233	19/07/2011	21521	Williams Electrical Service Pty Ltd	Maintenance-U91/Village	\$1,511.96
00087234	19/07/2011	203116	Wilson Technology Solutions	Ticket Machine Repairs-Various Location	\$972.47
00087235	19/07/2011	25750	Windsor Hotel	Food & Drinks For July Staff Sundowner	\$1,250.00
00087236	19/07/2011	204641	Wisteria Investments Pty Ltd	Food & Drinks/Hire Costs-Pioneer Lunch	\$26,024.57
00087237	19/07/2011	84314	Work Clobber	Safety Boots	\$119.70
00087238	19/07/2011	76963	Wormald	Service Of Equipment-Various Locations	\$8,463.01
00087239	19/07/2011	203692	ZD Constructions Pty Ltd	Refurbish Kitchen-Challenger Pavilion	\$96,397.04
00087243	19/07/2011	205745	Keos Events Pty Ltd	Aust Day 2012-Celebration Zone Youth I	\$55,631.17
00087251	19/07/2011	206134	Gymbus Perth	Aust Day 2012-Gymbus Deposit	\$594.50
00087252	19/07/2011	205023	LGIS Insurance Broking	Insurance Renewal Premiums 2011/2012	\$93,663.11
00087253	19/07/2011	206133	LGISWA	Insurance Renewal Premiums 2011/2012	\$730,855.32
00087254	19/07/2011	205880	Michael Rendell	Expense Reimbursement	\$75.80
00087255	19/07/2011	85086	St John Ambulance Aust (WA) Inc.	Mountable First Aid Kit-Library	\$220.00
00087256	19/07/2011	200510	Totally Workwear - Victoria Park	Safety Boots, Jackets-Hostel	\$460.68
00087257	26/07/2011	205932	Adam Strachan	Expense Reimbursement	\$339.22
00087258	26/07/2011	205667	Jescar Pty Ltd	Building Surveyor Consultancy-05/07/11-	\$5,577.00
00087259	26/07/2011	205368	Mi Club Services	Website Support Program-CPGC-01/07/	\$660.00
00087260	26/07/2011	84059	Synergy	Usage-221 Labouchere Rd-10/01/11/-22	\$371.50
00087261	26/07/2011	76773	Total Eden	CPGC Irrigation Master Plan-Progress C	\$415,501.26
00087262	26/07/2011	202859	WA Hino Sales & Service	Element Air Filters	\$147.59
00087263	26/07/2011	76787	Zipform Pty Ltd	Annual Rate Notice Printing & Postage-2	\$27,154.90
00087264	26/07/2011	73970	Australian Services Union	Payroll Deduction PPE 11 & 25/7/2011	\$369.80
00087265	26/07/2011	76670	Deputy Child Support Registrar	Payroll Deduction 11 & 25/7/2011	\$1,073.69
00087266	26/07/2011	201999	Health Insurance Fund of WA	Payroll Deduction PPE 11 & 25/7/2011	\$524.40
00087267	26/07/2011	73636	Hospital Benefit Fund	Payroll Deduction PPE 11 & 25/7/2011	\$1,537.80
00087268	26/07/2011	202999	Local Gov't Racecourses & Cemeterie	Payroll Deduction PPE 11 & 25/7/2011	\$661.20
00087269	26/07/2011	21425	United Voice	Payroll Deduction PPE 11 & 25/7/2011	\$46.60
00087270	26/07/2011	202589	WA Local Govt Superannuation Plan	Payroll Deduction PPE 11 & 25/7/2011	\$80.00
00087276	26/07/2011	204977	AMP Life Limited - CustomSuper	Payroll Deduction PPE 11 & 25/7/2011	\$1,102.64
00087277	26/07/2011	205083	AMP Life Limited - SuperLeader	Payroll Deduction PPE 11 & 25/7/2011	\$152.70
00087278	26/07/2011	205174	AMP Life Limited - SignatureSuper	Payroll Deduction PPE 11 & 25/7/2011	\$368.24
00087279	26/07/2011	205846	AMP Life Ltd-Flexible Lifetime Supe	Payroll Deduction PPE 11 & 25/7/2011	\$296.51
00087280	26/07/2011	204906	AustralianSuper	Payroll Deduction PPE 11 & 25/7/2011	\$1,159.61
00087281	26/07/2011	205379	BT Super For Life	Payroll Deduction PPE 11 & 25/7/2011	\$1,046.75
00087282	26/07/2011	205018	Catholic Super	Payroll Deduction PPE 11 & 25/7/2011	\$433.95
00087283	26/07/2011	205969	Cbus	Payroll Deduction PPE 11 & 25/7/2011	\$285.92
00087284	26/07/2011	204872	Cogent Nominees Pty Ltd ACF Spectru	Payroll Deduction PPE 11 & 25/7/2011	\$462.26
00087285	26/07/2011	204805	Colonial First State FirstChoice	Payroll Deduction PPE 11 & 25/7/2011	\$138.33
00087286	26/07/2011	204798	HESTA Super Fund	Payroll Deduction PPE 11 & 25/7/2011	\$2,461.68
00087287	26/07/2011	205065	Host Plus	Payroll Deduction PPE 11 & 25/7/2011	\$257.93
00087288	26/07/2011	205802	Ing Life Limited	Payroll Deduction PPE 11 & 25/7/2011	\$964.35
00087289	26/07/2011	204890	MIML Super Manager	Payroll Deduction PPE 11 & 25/7/2011	\$1,450.89
00087290	26/07/2011	205845	MLC Nominees Pty Ltd	Payroll Deduction PPE 11 & 25/7/2011	\$1,171.03
00087291	26/07/2011	205947	Quadrant Superannuation Scheme	Payroll Deduction PPE 11 & 25/7/2011	\$234.17
00087292	26/07/2011	205977	Recruitment Super	Payroll Deduction PPE 11 & 25/7/2011	\$344.93
00087293	26/07/2011	204984	REST Superannuation	Payroll Deduction PPE 11 & 25/7/2011	\$797.79
00087294	26/07/2011	205929	Tower Australia-ARC Master Trust	Payroll Deduction PPE 11 & 25/7/2011	\$388.60
00087295	26/07/2011	204873	UniSuper Limited	Payroll Deduction PPE 11 & 25/7/2011	\$1,121.25
00087296	26/07/2011	204577	Westscheme Pty Ltd	Payroll Deduction PPE 11 & 25/7/2011	\$2,527.22
00087297	27/07/2011	204865	All Suburbs Tree Surgeons	Prune Trees-Carr St	\$9,240.00
00087298	27/07/2011	206138	Dimension Data Australia	DIDATA Portfolio For SCCM Support	\$11,000.00
00087299	27/07/2011	83929	Dowsing Concrete	Minor Path Repairs-Lyall St & Rose Ave	\$14,556.53
00087300	27/07/2011	202679	MP Rogers & Associates Pty Ltd	Professional Fees-North Comer Foresho	\$3,175.89
00087301	27/07/2011	204987	Neat Sweep	Sweep Transfer Station	\$528.00
00087302	27/07/2011	84059	Synergy	Supply Usage	\$12,301.50
00087303	27/07/2011	204681	Urbis	Consultancy Fees-SJMP Promenade	\$6,443.26
00087306	29/07/2011	21545	City of South Perth	Refund Debtor Payment Made To Rates	\$450.00
00087307	29/07/2011	84865	Drake Australia Pty Ltd	Temps - CPH Carers	\$797.48
00087308	29/07/2011	200875	iinet	Broadband/Phone Charges CPV 11/08/1	\$125.90
00087309	29/07/2011	206145	Siven Naidu	Expense Reimbursement	\$7.00
00087310	29/07/2011	205422	Ms S Watson	Expense Reimbursement	\$250.00
00087311	29/07/2011	200691	Water Corporation	Annual Ser Chgs 1/7/11-30/6/12-CPV	\$18,651.50

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Creditors

<i>Cheque No.</i>	<i>Chq Date</i>	<i>Creditor</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
00087321	29/07/2011	73091	Administration Petty Cash	Petty Cash Reimbursement Admin	\$1,243.55
00087322	29/07/2011	22507	BCITF	BCITF Levies-July Less Transaction Fee	\$22,498.71
00087323	29/07/2011	202397	Builders' Registration Board of WA	BRB Levies-July 11 Less Transaction Fe	\$2,124.00
00087324	29/07/2011	21545	City of South Perth	BRB & BCITF Levies Commiss	\$456.50
00087325	29/07/2011	200672	Kalamunda Toyota	Toyota Grande Sedan	\$37,808.25
00087327	29/07/2011	200406	Perth Zoo	Coin Machine Takings-July 11	\$7,606.37
00087328	29/07/2011	202359	Plant & Soil Management	Turf Maint-Jun-Richardson Pk,Como Crc	\$19,183.57
00087329	29/07/2011	83856	South Perth Bowling Club	Coin Machine Takings-July 11	\$5,827.20
00087330	29/07/2011	206099	WATS Management Pty Ltd	15 X Traffic Speed Surveys	\$1,320.00
1049.202612	04/07/2011	202612	Fleetcare	Fuel-June 2011	\$9,738.37
1050.202938	06/07/2011	202938	Mrs S D Doherty	Mtg Attend, Commun, Dep Mayor Allow ,	\$5,725.00
1050.202939	06/07/2011	202939	Mr I J Hasleby	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.202970	06/07/2011	202970	Mr L P Ozsdolay	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.204265	06/07/2011	204265	Mr J Best	Mayor Allow,Meeting Attend Fee-Jul-Sep	\$16,850.00
1050.204771	06/07/2011	204771	Mr R J Grayden	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.204772	06/07/2011	204772	Mr P Best	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.204773	06/07/2011	204773	Mr & Mrs T Burrows	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.205502	06/07/2011	205502	V Lawrance	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.205504	06/07/2011	205504	B Skinner	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.205906	06/07/2011	205906	Mr P Howat	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.74608	06/07/2011	74608	Mr K R Trent	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1050.84867	06/07/2011	84867	Mr C A Cala	Mtg Attend, Commun, Inf Tech Allow Jul-	\$2,600.00
1051.203256	07/07/2011	203256	Bankwest	New Muni Fund Investment	\$500,000.00
1052.76357	15/07/2011	76357	Deputy Commissioner Of Taxation	PAYG PPE 11/7/2011	\$94,123.00
1053.205502	19/07/2011	205502	V Lawrance	Expense Reimbursement - Parking Fees	\$57.73
1054.76765	28/07/2011	76765	WA Local Govt Superannuation Plan	Payroll Deduction PPE 11 & 25/7/2011	\$149,330.67
1055.76357	29/07/2011	76357	Deputy Commissioner Of Taxation	PAYG PPE 25/7/2011	\$100,803.00
1056.205504	29/07/2011	205504	B Skinner	Expense Reimbursement - Mileage	\$17.76
Total:	Creditors			504	\$5,653,863.63

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Non-Creditors

Cheque No.	Chq Date	Payee	Description	Amount
00015546	15/07/2011	Mr F Mallabone	Refund Possum Trap Bond	\$100.00
00015547	15/07/2011	Mr S L Wyatt	RefundRdResAccBond-235 Mill Point	\$500.00
00015548	15/07/2011	Mr N A Spicer	RefundRdResAccBond-12 Redmond	\$500.00
00015549	15/07/2011	R Sullivan	RefundRdResAccBond-76 Banksia Tce	\$500.00
00015550	15/07/2011	Mr D J Lake	RefundRdResAccBond-9 King Street	\$500.00
00015551	15/07/2011	Mr L Szalay	RefundRdResAccBond--A56 Bradshaw	\$500.00
00015552	15/07/2011	Mr D A Marlow	RefundRdResAccBond--41 Welwyn Ave	\$700.00
00015553	15/07/2011	Mr J Dyer	RefundRdResAccBond-27 Sth Perth Esp	\$500.00
00015554	15/07/2011	Mr & Mrs Scott	RefundRdResAccBond--3/34 Mill Point F	\$200.00
00015555	15/07/2011	N Nici	RefundRdResAccBond-24A Klem Ave	\$500.00
00015556	18/07/2011	Manor Home Builders	RefundBalRdResAccBond-40 Ridge St	\$475.00
00015557	18/07/2011	Tegella Construction	RefundRdResAccessBond-238 Canning	\$1,100.00
00015558	18/07/2011	Sidi Constructions	RefundRdReserveAccBond-A/7 Bessell	\$500.00
00015559	18/07/2011	Artstyle Pty Ltd T/A David Fini	RefundRdReserveAccBond-40 Crawsha	\$500.00
00015560	18/07/2011	NH Enterprises T/a Perth Better Ho	RefundRdReserveAccBond-23 Success	\$500.00
00015561	18/07/2011	Dale Alcock Development Solutions	RefundRdReserveAccBond-124 Mannin	\$500.00
00015562	18/07/2011	Artstyle Pty Ltd	RefundRdReserveAccBond-6 Henning	\$500.00
00015563	18/07/2011	Roxby Star Pty Ltd	RefundRdReserveAccBond-56 Gardner	\$700.00
00015564	18/07/2011	APG Homes	RefundRdReserveAccBond-17 Jubilee S	\$500.00
00015565	18/07/2011	Manor Homebuilders Pty Ltd	RefundRdReserveAccBond-19 Sandgate	\$500.00
00015566	18/07/2011	Ashmy Pty Ltd (Ross North)	RefundRdReserveAccBond-68 Eric	\$200.00
00015567	18/07/2011	ASHMY Pty Ltd t/a Ross North Group	CANNING BRIDGE WA 6153-68 Eric St	\$500.00
00015568	18/07/2011	Penrhos College Attn Brian Clarke	RefundRdResAccessBond-101 Thelma	\$1,100.00
00015569	18/07/2011	Total Homes Pty Ltd	RefundRdResAccessBond-90 Labouche	\$700.00
00015570	18/07/2011	Ashmy Pty Ltd	RefundRdResAccessBond--68 Eric St	\$500.00
00015571	18/07/2011	Total Construction WA Pty Ltd	RefundRdResAccessBond--25 Parsons	\$500.00
00015572	18/07/2011	Mr P Leach	RefundRdResAccessBond--40 Crawsha	\$1,100.00
00015573	18/07/2011	Penrhos College	RefundRdResAccessBond--101 Thelma	\$1,100.00
00015574	18/07/2011	Aspect Constructions	RefundofBond-Accesssto Reserve Clydes	\$1,500.00
00015575	21/07/2011	Mr P H Otto PO BOX 135	Refund RdReserveAccessBd 394 Mill Pt	\$700.00
00015576	21/07/2011	Imperial Pools	Refund RdReserveAccessBd 40 Roebuc	\$500.00
00015577	21/07/2011	Mrs C A Spiers	Refund RdReserveAccessBd 88 Hensma	\$500.00
00015578	21/07/2011	Imperial Pools	Refund RdReserveAccessBd 64 Welwyr	\$500.00
00015579	22/07/2011	Great Aussie Patios	Refund RdReserveAccessBd 7 Mabel	\$500.00
00015580	26/07/2011	Mr J Oeij	Refund Bond Possum Trap	\$100.00
00015581	26/07/2011	Mrs B J McCamey	RefundHalland KeyBond-Collins St	\$425.00
00015582	26/07/2011	Perth Demolition Company	RefundRdResAccBond-38 Vista	\$500.00
00015583	26/07/2011	Perth Demolition Company	RefundRdResAccBond-81 Comer	\$500.00
00015584	26/07/2011	Perth Demolition Company	RefundRdResAccBond-24 Pepler Ave	\$500.00
00015585	26/07/2011	Perth Demolition Company	RefundRdResAccBond-22 Gladstone Av	\$500.00
00015586	27/07/2011	K & N Burnett	REfundRdReserveAccBond-UA/18 River	\$500.00
00015587	27/07/2011	Mr D L Renk	RefundRdResAccessBond-58 Kennard S	\$500.00
00015588	27/07/2011	Spacemaker Additions	RefundRdReserveAccBond-15 Boongale	\$500.00
00015589	28/07/2011	Mr & Mrs B K Van Bueren	RefundRoadResAccBond-45 Gladstone	\$500.00
00015590	28/07/2011	Mrs L K Storer	RefundRdResAccBond-11 New Ross La	\$500.00
00015591	28/07/2011	Mrs W M Wells	RefundRdResAccBond-314 Mill Point	\$500.00
00015592	28/07/2011	Mr R M Dalton	RefundRdResAccBond-36A Hope Ave	\$500.00
00015593	28/07/2011	Mrs S L Menarry	RefundRdResAccBond-4 Griffin Cres	\$500.00
00015594	28/07/2011	Ms D Kitcher	RefundRdResAccBond-5 Henning Cres	\$500.00
00015595	28/07/2011	Mr D S Anderson	RefundRdResAccBond-85 Mary St	\$500.00
00086788	07/07/2011	Shenton College 227 Stubbs Tce	Student Scholarships	\$750.00
00086789	07/07/2011	Leeming Area Community Band C/- 30	Quick Response Grant-Bring On The Ba	\$1,000.00
00086790	07/07/2011	Scott Brown 9 Sulman Ave	Individual Develop Grant-FAI World Cup	\$300.00
00086791	07/07/2011	Jack Nichol 86 Hensman St	Individual Develop Grant-Junior Volleyba	\$200.00
00086792	07/07/2011	J & D Carter 8/2 Douglas Ave	Crossover Subsidy/Footpath Maint-17 Ju	\$1,056.96
00086793	07/07/2011	Maria Ramsay 93 Birdwood Ave	Crossover Subsidy-93 Birdwood Ave Coi	\$809.76
00086794	07/07/2011	Michael Chadwick 1/40 Todd Ave	Crossover Subsidy-1/40 Todd Ave Comc	\$775.50
00086795	07/07/2011	Jodie Everett 38 Forrest St	Individual Develop Grant-World Champs	\$500.00
00086796	07/07/2011	Mr M Strother 96A Thelma St	Refund Dog Registrations	\$26.86
00086981	14/07/2011	NEO Pools P/L 10/6 Corbusier Place	Overpayment Of Building Fees-19 Cale	\$9.26
00086982	14/07/2011	Dumbartung Aboriginal Corporation P	Quick Response Grant-DVD Launch Wo	\$650.00
00086983	14/07/2011	Manning Community Toy Library C/-40	Quick Response Grant-Update Toys/Incr	\$1,000.00
00086984	14/07/2011	Dave Woolley 1/17 Strickland St	Individual Develop Grant-2011 World Ch	\$300.00
00086985	14/07/2011	Cherie McCauliffe 32A Baldwin St	Individual Develop Grant-2011 World Ch	\$300.00
00086986	14/07/2011	Jessica Darmago 30 Cashel Way	Individual Develop Grant-2011Football Y	\$200.00
00086987	14/07/2011	Jazton Tan 32 Oxford St	Individual Develop Grant-CP Madden Tr	\$200.00
00086988	14/07/2011	Madeleine Rose Hughes 101 Gwentyfred	Individual Develop Grant-U12 State Hoc	\$200.00
00086989	14/07/2011	Domenic Scutti 1/45 Anstey St	Young Writers Award-Primary Category-I	\$100.00

Listing of Payments

Payments between
1/07/2011 to 31/07/2011

City of South Perth

Program - co_ap001 11/08/2011 5:13:16PM

Minimum Amount: \$ 0.00

Non-Creditors

Cheque No.	Chq Date	Payee	Description	Amount
00086990	14/07/2011	Matthew Donovan 81 Collins St	Young Writers Award-Primary Category-I	\$75.00
00086991	14/07/2011	Asha McDonald 25A Edgecumbe St	Young Writers Award-Primary Category-I	\$100.00
00086992	14/07/2011	Lily Graves 44 Lansdowne Rd	Young Writers Award-Primary Category-I	\$75.00
00086993	14/07/2011	Atira Shack 26 Barrisdale Rd	Young Writers Award-Primary Category-I	\$100.00
00086994	14/07/2011	Tom Wallis 8 Munro St	Young Writers Award-Primary Category-I	\$75.00
00086997	14/07/2011	Persephone Shaw 72 Harvey St	Young Writers Award-Secondary Catego	\$150.00
00086998	14/07/2011	Shelby Goh 86 Kilkenny Circle	Young Writers Award-Secondary Catego	\$100.00
00086999	14/07/2011	Kessiah Larsen 87 Manning Rd	Young Writers Award-Secondary Catego	\$150.00
00087000	14/07/2011	Anna-Rose Shack 26 Barrisdale Rd	Young Writers Award-Secondary Cat-Eq	\$100.00
00087001	14/07/2011	Natalie Thompson 5 Bland St	Young Writers Award-Secondary Cat-Eq	\$100.00
00087002	14/07/2011	Mr S G Charles C/-Property People	Refund Of Rates-3/124 Labouchere Rd	\$299.08
00087244	19/07/2011	Stephanie Hair 28 Waverley St	Individual Develop Grant-World Challeng	\$300.00
00087245	19/07/2011	Dianne Millar 57 Preston St	Motor Vehicle Claim	\$355.00
00087246	19/07/2011	Home Builders Advantage 5/511 Wanne	Overpayment Of Planning Application-37	\$82.09
00087247	19/07/2011	Young At Heart Community Club 9 Kil	Refund Bond For Hire Of Community Ctr	\$729.00
00087248	19/07/2011	Pentecostal Revival Ministries 6/46	Refund Of Bond-Hire Of Community Ctr	\$450.00
00087249	19/07/2011	David McMullen 18 Sixth Ave	Crossover Subsidy -18 Sixth Ave	\$769.44
00087250	19/07/2011	Ridge Street Body Corporate 9/19 Ri	Crossover Subsidy-18 Sixth Ave	\$1,643.04
00087271	26/07/2011	J Taylor 109 South Terrace	Refund Dog Registration Fee	\$13.50
00087272	26/07/2011	P R & M J McMahon 1080 Milligan Rd	Overpayment Of Planning Application-6 \	\$124.09
00087273	26/07/2011	Andrew Steers 23 Market Street	Rfnd Crossover Subsidy 23 Market St	\$557.76
00087274	26/07/2011	Chad Cartwright-Worrall 76 Esperanc	Young Writers Award-Primary-First Prize	\$100.00
00087275	26/07/2011	Tiaan Rousset 4 Surbiton Rd	Young Writers Award-Primary-Second P	\$75.00
00087304	27/07/2011	S Pyke 9 Gladstone Ave	Refund Dog Registration	\$12.00
00087305	27/07/2011	Mrs M M Phillips 1 Hope Ave	Refund Of Rates, Paid Twice	\$1,126.87
00087312	29/07/2011	Tyler & Sons 524 Hay St	Crossover Subsidys-41 Park St-\$789.60	\$2,429.20
00087313	29/07/2011	Diamond Way Buddhist Assoc Of WA 31	Refund Swipe Card Bond-Sth Pth Comm	\$50.00
00087314	29/07/2011	Bangladesh Australia Assoc Of WA 7	Refund Of Bond & Swipe Card-Sth Pth C	\$450.00
00087315	29/07/2011	Tribal Refugee Welfare Of WA Inc PO	Refund Bond & Swipe Card/Sth Pth Com	\$1,550.00
00087316	29/07/2011	Conway Projects 780A Canning Hwy	Refund Planning Fee-16 Bradshaw Cres	\$205.00
00087317	29/07/2011	Ronson Mackinlay Conveyancing PO Bo	Overpayment Of Food Act 2008 Registra	\$50.00
00087318	29/07/2011	Blackburne Property Group PO Box 42	Overpayment Of Planning Fees-8 Ray S	\$2.27
00087319	29/07/2011	Wendy H Vance 34 George St	Refund Dog Registration	\$56.16
00087320	29/07/2011	RJ & AM Bryce PO Box 973	Crossover Subsidy-104 Gardner St	\$814.80

Total: Non-Creditors 102 \$49,347.64

Grand Total: 612 \$5,872,542.37

City of South Perth

Attachment 10.6.5

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/07/2011 to 31/07/2011

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2010.00000701.001	CA6/45	28/07/2011	45 Canning HWY SOUTH PERTH	Mr C G Giles	Approved	Additions (Carport) to Single House
011.2010.00000716.001	SW3/25	5/07/2011	27 Swanview TCE SOUTH PERTH	Greg Rowe & Associates	Refused	Single House of 2-Storeys
011.2011.00000101.001	JA2/L1	12/07/2011	Jameson ST SOUTH PERTH	Artique Building Pty Ltd	Approved	Single House of 3-Storeys
011.2011.00000103.001	DO4/31	7/07/2011	31 Downey DR MANNING	JAM Building Designs	Approved	Additions (X) to Single House
011.2011.00000156.001	DA4/40	12/07/2011	40 Darlot CRES SOUTH PERTH	Palazzo Exclusive Homes	Approved	Single House of 2-Storeys
011.2011.00000179.001	CO6/23	4/07/2011	232 Coode ST COMO	Mr J Tamminga	Approved	Grouped Dwelling of 2-Storeys
011.2011.00000193.001	LA5/58	19/07/2011	58 Lansdowne RD KENSINGTON	Brad Ladyman Architects	Approved	Additions (X) to Single House
011.2011.00000197.001	CO3/70	26/07/2011	70 Comer ST COMO	Mr C R Della Bosca	Approved	Additions (Patio) to Single House
011.2011.00000209.001	HO4/42	12/07/2011	42 Hovia TCE KENSINGTON	Mr B N Daily	Approved	Additions (X) to Single House
011.2011.00000211.001	RO3/9	6/07/2011	9 Roscrea CL WATERFORD	Mr L Smith	Approved	Additions (X) to Single House
011.2011.00000214.001	DO2/19	4/07/2011	199 Douglas AVE KENSINGTON	Mr B A Black	Approved	Additions (Carport) to Single House
011.2011.00000225.001	PR1/24	13/07/2011	24 Preston ST COMO	Birch Architecture & Design	Approved	Change of Use (from X) to X
011.2011.00000228.001	JU1/15	7/07/2011	15 Jubilee ST SOUTH PERTH	WS ARCHITECTS	Approved	Additions (X) to Single House
011.2011.00000230.001	ST3/20	5/07/2011	20 Stone ST SOUTH PERTH	Patio Living	Approved	Additions (Patio) to Grouped Dwelling
011.2011.00000232.001	CA6/3	1/07/2011	3 Canning HWY SOUTH PERTH	Diadem	Approved	Sign (Non-Residential)
011.2011.00000233.001	CA6/27	19/07/2011	273 Canning HWY COMO	Extended Living Patios	Approved	Additions (Patio) to Grouped Dwelling
011.2011.00000236.001	SA2/L8	26/07/2011	3 Salter Point PDE SALTER POINT	Contemporary Design & Construction	Approved	Single House of 2-Storeys
011.2011.00000240.001	VI3/34	8/07/2011	34 Vista ST KENSINGTON	Mr M Johnson	Approved	Additions (X) to Single House
011.2011.00000245.001	TH1/10	8/07/2011	101 Thelma ST COMO	Zuideveld Marchant Hur Pty Ltd	Approved	Additions (X) to Educational Establishment
011.2011.00000246.001	KI2/88	26/07/2011	88 Kilkenny CIR WATERFORD	Mr J B Young	Approved	Additions (X) to Single House
011.2011.00000251.001	BR2/47	25/07/2011	47 Brandon ST KENSINGTON	Mrs J Young Webb & Brown-Neaves Homes	Approved	Single House of 2-Storeys
011.2011.00000252.001	HO4/19	18/07/2011	19 Hovia TCE SOUTH PERTH	Ms A Syme	Approved	Additions (Patio) to Single House

Attachment 10.6.5
List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/07/2011 to 31/07/2011

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2011.00000253.001	MA8/32	26/07/2011	32 Mary ST COMO	Mr L A Wilson	Approved	Additions (X) to Single House
011.2011.00000254.001	HA1/10	26/07/2011	10 Hampden ST SOUTH PERTH	Crow Constructions	Approved	Amended Approval (X) to X
011.2011.00000255.001	RO2/38	22/07/2011	38 Roebuck DR SALTER POINT	Artique Homes	Approved	Single House of 2-Storeys
011.2011.00000267.001	DA6/10	13/07/2011	10 Davilak CRES MANNING	APG Homes	Approved	Grouped Dwelling of 2-Storeys
011.2011.00000273.001	FO4/20	14/07/2011	20 Fourth AVE KENSINGTON	Ms J A Rutkowska	Approved	Additions (X) to Single House
011.2011.00000276.001	HE3/14	5/07/2011	142 Hensman ST SOUTH PERTH	Mr C BROOK	Approved	Additions (X) to Single House
011.2011.00000277.001	DA4/15	5/07/2011	15 Darlot CRES SOUTH PERTH	Mr Thatch	Approved	Additions (Patio) to Single House
011.2011.00000278.001	MI3/37	26/07/2011	379 Mill Point RD SOUTH PERTH	Mr P I Fielding	Approved	Additions (X) to Single House
011.2011.00000287.001	ST3/9	12/07/2011	9 Stone ST SOUTH PERTH	Outside Concepts - South East WA	Approved	Additions (Patio) to Grouped Dwelling
011.2011.00000289.001	RY1/12	28/07/2011	126A Ryrie AVE COMO	Mr J T Lowe	Approved	Additions (X) to Grouped Dwelling
011.2011.00000292.001	MA8/43	14/07/2011	43 Mary ST COMO	Westral Outdoor Centre	Approved	Additions (Patio) to Grouped Dwelling
011.2011.00000294.001	FI3/11	15/07/2011	11 First AVE KENSINGTON	Mr K J Somerville	Approved	Additions (X) to Single House
011.2011.00000298.001	PI2/26	20/07/2011	26 Pitt ST KENSINGTON	RDP Cadd	Approved	Additions (X) to Single House
011.2011.00000304.001	DO4/57	27/07/2011	57 Downey DR MANNING	Westral Outdoor Centre	Approved	Additions (Patio) to Single House
011.2011.00000305.001	GO2/41	27/07/2011	41 Goss AVE MANNING	Outdoor World Rockingham	Approved	Additions (Patio) to Single House



SPECIAL ELECTORS MEETING

**Minutes of Special Electors Meeting Called in Response to a Petition to Discuss
Options for the Future Use of Heritage House
Meeting held in the Civic Hall
at the Civic Centre, Sandgate Street, South Perth on
Wednesday 13 July 2011 commencing at 7.00PM**

1. DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

The Deputy Mayor opened the meeting at 7.06 pm and welcomed Councillors, officers and ratepayers in the public gallery, with a special mention to former Mayors John Collins and John Hardwick, Kerry Davey - Chairman of the May Gibbs Trust, Lynne O'Hara - Chairman of the South Perth Historical Society, and former Councillor Bill Gleeson. She then paid respect to the Noongar peoples, the traditional custodians of the land we are meeting on, and acknowledged their deep feeling of attachment to country.

2. RECORD OF ATTENDANCE / APOLOGIES

Present:

Deputy Mayor S Doherty (Chair)

Councillors:

I Hasleby	Civic Ward
V Lawrance	Civic Ward
G Cridland	Como Beach Ward
T Burrows	Manning Ward
L P Ozsdolay	Manning Ward
C Cala	McDougall Ward
P Howat	McDougall Ward
R Grayden	Mill Point Ward
B Skinner	Mill Point Ward
K Trent, RFD	Moresby Ward

Officers:

Mr S Bell	Acting Chief Executive Officer
Ms V Lummer	Director Development and Community Services
Mr P McQue	Manager Governance and Administration
Ms P Arevalo	City Communications Officer
Ms G Nieuwendyk	Corporate Support Officer
Mr R Woodman	Acting Minute Secretary

Apologies

Mr C Frewing	Chief Executive Officer – annual leave
Mayor James Best	Approved Leave of Absence
Cr P Best	Approved Leave of Absence

There were approximately 40 members of the public and 1 member of the press in attendance.

STATEMENT FROM THE DEPUTY MAYOR

The Deputy Mayor outlined the format for the Special Electors Meeting, called in response to a Petition from ratepayers to discuss the options for the future use of Heritage House. She then apologised on behalf of the Council for omitting the South Perth Historical Society President Lynn O'Hara as the joint petitioner in requesting this Special Electors Meeting.

She then advised that it was his intention to apply the City's Standing Orders Local Law to the running of the meeting, and raised the following points:

- Only electors can speak or vote at the meeting;
- Councillors are not obliged to attend Electors' Meetings but have chosen to do so to listen to the comments made by the residents of South Perth. Councillors will not respond to any questions;
- Electors have the right to speak however any Councillor wishing to speak does so as an elector;
- Council is not bound by any decision made at the meeting. Comments in relation to the project will taken into consideration when a report is presented at the August 2011 Council meeting;
- Each speaker will be permitted 5 minutes and should restrict their comments to the subject of the meeting;
- Speakers should not repeat comments / points already raised by another speaker.
- Meeting protocol is to be adhered to.

3. PETITION

Petition received 8 June 2011 from Kerry Davey JP, CPA, Chairman of Trustees, The May Gibbs Trust, together with 210 signatures.

The Deputy Mayor read aloud the text of the petition, as follows:

*"We the undersigned electors of the City of South Perth, request that a Special Meeting of the Electors of the City be held. The details of the matters to be discussed at the Special Meeting of Electors being to: **facilitate community input into the development of options for the future use and preservation of Heritage House as a Historical, Heritage and Exhibition Centre for the community of South Perth.***

4. REPORT / PRESENTATION

The Deputy Mayor handed over to the Acting Chief Executive Officer who presented the following points:

- Background of Heritage House
 - The site is reserved under the Metropolitan Region Scheme (MRS) and classified as 'Civic & Cultural' reserve
 - Heritage House is identified on:
 - State Register of Heritage Places (since July 1999); and
 - City of South Perth Municipal Heritage Inventory (since 1994)
 - The City is required to protect the site under the provisions of the Heritage of Western Australian Act 1990
 - Forms part of a group of historic buildings that includes:
 - Windsor Hotel, former Mechanics Institute, Post Office, & Police Station
- Former uses of Heritage House
 - Formerly the South Perth Road Board Offices
 - Local Studies Collection (i.e. collection of books, records & photographs depicting the history & growth of South Perth)– only permanent feature operating at Heritage House on a daily basis – relocated to the Civic Centre Library in early 2011

ATTACHMENT 10.6.6

- May & Herbert Gibbs collection permanently based at Heritage House – six (6) exhibitions since 1 July 2007
- Bead Guild of WA exhibition (four (4) since 1 July 2007)
- 'Wilt the Wombat' exhibition (two (2) since 1 July 2007)
- City of South Perth 'Emerging Artist Award'
- Phillip Pandal Young Heritage Award and Exhibition
- Exhibition attendance
 - Common to all exhibitions held since July 2007 is that other than the 'opening event' function for the higher profile exhibitions, attendances are very low
 - Since 1 July 2007, no event has exceeded an average daily attendance of twenty (20) persons
 - The highest attendance is on "opening nights", ranging from 30 to 133 persons
 - May and Herbert Gibbs Exhibitions – Only one (1) exhibition recorded average daily attendances greater than ten (10) persons; and – Three (3) exhibitions recorded five (5) or fewer average daily attendances.
 - City of South Perth Art Awards – Average between 11.2 and 13.8 persons per day
 - Japanese Pottery Exhibition (July 2007) – Average 19.5 persons per day
- Heritage House opening hours
 - Prior to closure*, Heritage House operated the following hours:

Monday	Closed
Tuesday to Friday	10 am to 4 pm
Saturday & Sunday	1 pm to 4 pm (exhibitions only)
 - Total hours per week
 - 30 hours during an exhibition period
 - 24 hours during non-exhibition period
 - *Heritage House was closed when the Local History Collection was relocated to the Civic Centre Library
- Heritage House staffing issues
 - Heritage House was staffed by one (1) person
 - An OSH audit identified this to be a high safety and security risk
 - No coverage existed for lunch or rest breaks, sick or annual leave
 - The City does not have sufficient staff resources within the Library to service the opening hours or cover leave and rest breaks
 - If the City is to staff exhibition functions there is a requirement that at least two (2) staff members are present on site at all times
 - There is a high cost in operating Heritage House (i.e. staff wages, cleaning and utilities, IT, building maintenance etc)
- Future use considerations
 - The City has no operational need for a presence at Heritage House
 - The City is undertaking a review of potential strategic uses for Heritage House which will be concluded late 2011, culminating in a report to Council for consideration
 - South Perth Historical Society will be taken into consideration along with many other potential uses for the building
 - No funds are allocated in the 2011/2012 Budget or Strategic Financial Plan to fund operations at Heritage House (approx \$150,000 pa)
 - The City will consider all possible uses for heritage House that are:
 - complementary to the building and area in general,
 - provide a Return on Investment to the City, and
 - in the best interests of South Perth ratepayers
 - The City does not wish to set a precedence by fully subsidising a community group within an invaluable City asset

- The City needs to be satisfied that the building is maximised to the best possible benefit for the community, ensuring there is no opportunity cost or loss of financial return to ratepayers
- South Perth Historical Society – Short term accommodation
 - The City is willing to offer SPHC the use of the former South Perth Learning Centre (Labouchere Road) on a short term basis until the property is required to accommodate the Civic Triangle Project.
 - The City has a longer term strategic view that SPHC be permanently located within the proposed Old Mill Precinct Redevelopment.

5. PUBLIC COMMENT PERIOD

The Deputy Mayor opened the public comment period at 7:20pm. The following is a 'summary' of comments raised:

Kerry Davey, Chairman of the May Gibbs Trust - Apologies from Hon. Barbara Scott and Ray Turner. Brief history of the acquisition of the May and Herbert Gibbs Collection and the formation of the May Gibbs Trust. Last valuation of the collection was approximately \$350,000. Extra works have been donated to the City via the Trust. The City are the owners of the collection and the Trust feels that the City have lost interest. The Trust is concerned the City are seeking to lease Heritage House and questioned the need for the City to collect rental revenue. The May and Herbert Gibbs Collection needs to be housed at Heritage House. The building has historical and cultural significance. Only community use should be allowed at Heritage House.

Lynne O'Hara, Chairman of the South Perth Historical Society - Apologies from Bob Maher and Rob O'Connor QC. An agreement between the City and the South Perth Historical Society states 'to hold and display the Collection'. Council have not been officially informed of the points raised in the Acting Chief Executive Officer's presentation. South Perth Historical Society have contacted the City numerous times regarding the issue of consultation on the future of Heritage House. We are to protect heritage buildings. South Perth Historical Society was established by way of Council resolution. Heritage House was named so in 1992 after being restored following thirty years of commercial lease. It was difficult to secure Heritage House as a venue for the Philip Pandal exhibition, which affected promotion of the event. Heritage House should not be leased commercially and should be leased to the South Perth Historical Society.

John Hardwick, 2 Bickley Crescent, Manning - When the collection was acquired the only condition put by Council was that private funding be sought for its maintenance. Heritage House is an intrinsic part of South Perth due to its location and iconic nature. Heritage house is underutilised because it became a place where large and rare events occurred rather than as a place of regular displays. I would like a situation where the tenants of Heritage House can commit to a series of events that would mean that the building is open over 70% of the time to residents and visitors. It may well be that a sub tenant could be housed in Heritage House subject to the wishes of Council and the South Perth Historical Society as the main tenant.

John Collins, 39A Sulman Avenue, Salter Point - A flyer created by the City in 2003 for an exhibition at Heritage House named the building as "The Cultural Centre Heritage House", so what has happened since then? For Councillors to properly consider this issue, they need to be given all of the appropriate information. There is no innovative plan for the Cultural Centre or Heritage House. The Cultural Centre should be the starting point for people visiting the City of South Perth. Closing Heritage House to the public would be like closing Collier Park Hostel. Volunteers will happily work with staff on building heritage within the City. The budget should be adjusted to include Heritage House.

Marjorie Barker, 11 Garden Street, South Perth - Previous Councillor who persuaded \$22,000 from Council be used to restore the building initially. It is sad that the Local History Collection has been

ATTACHMENT 10.6.6

moved. Councillors have a duty of care to protect the history of the City. Heritage House needs to be preserved for South Perth Historical Society and to have a permanent collection on display.

Bill Gleeson, - Did Mayor James Best not email Councillors suggesting that they not attend the meeting? I want to congratulate the Councillors who attended. Fifteen old Council chairs have gone missing from Heritage House.

The Deputy Mayor requested Mr Gleeson to keep his comments related to the subject of Heritage House.

Lynne Giblett, 17 Amery Street, Como - Lived in Amery Street since 1952. Something historical should have a high priority. When South Perth Historical Society doesn't have a dedicated headquarters, member numbers suffer.

Finola O'Doherty, 357 Mill Point Road, South Perth - Managed heritage arts buildings in Ireland. It seems that there are two issues here - the collection and the building. We need to use the building in a contemporary way. The City needs a better policy on public arts and culture. Local Government doesn't want to invest given the high cost, but the South Perth Historical Society wants to protect heritage.

Maxine Pental, 15 Swan Street, South Perth - The City's vision statement mentions "sharing of spaces". Is the Council saying that there is no operational need for the building? Council isn't for monetary gain, but for community value. Leasing Heritage House seems like an executive decision.

Jenny Wood, 9/85 South Terrace, Como - Lived in the City of South Perth for 30 years. Speaking as a grandmother of Manning residents. Took grandchildren to see the Philip Pental Young Heritage Award and Exhibition at Heritage House. Heritage House gave entrants to the competition a sense of joy, pride an inspiration. I hope that we never put a price on that.

PROPOSED MOTION

Moved Lynne O'Hara, Sec John Hardwick

That:

- (a) the City of South Perth Historical Society request that Heritage House Cultural Centre remain the home of heritage and culture in our City, as dedicated by the City in 1992 celebrating the centenary of the South Perth Road Board.
- (b) May Gibbs Trust and South Perth Historical Society are appointed as guardians of the substantial May and Herbert Gibbs Collection.

COMMENTS FOR / AGAINST MOTION - POINTS OF CLARIFICATION

Lynne O'Hara for the Motion

- Appreciated the offer of temporary housing at the at the former South Perth Learning Centre
- Nothing is planned for Heritage House by September 2011
- We need open discussion with the City on heritage issues

AMENDMENT

John Collins moved that the following be added to the Motion, which was agreed by the mover and seconder of the substantive Motion:

That:

- (a) The original part (a) and part (b) be combined, and part (b) being amended to read
“And that the South Perth Historical Society, with the May Gibbs Trust be granted occupancy forthwith to act as guardians of the substantial May and Herbert Gibbs Collection and maintain interpretation of the Heritage Precinct”
- (b) a new part (b) added, which reads,
“the Council instruct City Officers to cease any negotiations for lease or part lease of Heritage House”
- (c) a part (c) be added to read
“the City officers, in conjunction with the community and South Perth Historical Society, provide Council with an innovative plan to promote Heritage House Cultural Centre as the cultural centre for arts and culture in the City of South Perth”

MEETING DECISION

The Deputy Mayor put the Motion

That....

- (a) the City of South Perth Historical Society request that Heritage House Cultural Centre remain the home of heritage and culture in our City, as dedicated by the City in 1992 celebrating the centenary of the South Perth Road Board. And that the South Perth Historical Society, with the May Gibbs Trust be granted occupancy forthwith to act as guardians of the substantial May and Herbert Gibbs Collection and maintain interpretation of the Heritage Precinct.
- (b) the Council instruct City Officers to cease any negotiations for lease or part lease of Heritage House.
- (c) the City, in conjunction with the community and City of South Perth Historical Society, provide Council with an innovative plan to promote Heritage House Cultural Centre as the cultural centre for arts and culture in the City of South Perth.

CARRIED UNANIMOUSLY

Note: This matter will be the subject of report to the August 2011 meeting of Council.

6. CLOSURE

The Deputy Mayor closed the meeting at 8.30pm and thanked everyone for attending.

Policy P693 Retiring Elected Member Gift

Responsible Business Unit/s	Governance and Administration
Responsible Officer	Manager Governance and Administration
Affected Business Unit/s	

POLICY OBJECTIVES

To recognise a retiring Elected Member's invaluable contribution and honourable service to the community with an appropriate gift of appreciation.

POLICY SCOPE

This policy applies to Elected Members who retire after a full term of office.

POLICY STATEMENT

The City will acknowledge the service and contribution of an Elected Member who retires after serving a full term with an appropriate gift of appreciation. The amount of this gift will be limited to \$100 per year of service, to a maximum of \$1,000. The value of this gift must take into consideration and be reduced by the residual value of any City provided furniture or equipment that the retiring Elected Member wishes to retain.

LEGISLATION/ LOCAL LAW REQUIREMENTS

Local Government (Administration) Regulations 2011 Clause 34AC Gifts to Council Members.

OTHER RELEVANT POLICIES/ KEY DOCUMENTS

Nil.

LOCAL GOVERNMENT ACT 1960 (AS AMENDED).

City of South Perth.

By-law No. 7.

Nuisances.

IN pursuance of the powers conferred upon it by the abovementioned Act and of all other powers enabling it the Council of the City of South Perth hereby records having resolved on 25 May 1983 to make and submit for confirmation by the Governor the following By-law:—

1. In this By-law unless the context otherwise requires the word "Council" means the Council of the City of South Perth.

2. Nuisances.

No person shall carry on any activity, conduct any business or engage in any undertaking on any land or premises in such a manner as to permit the escape therefrom of any noise, smoke, dust, sawdust, fumes, stormwater or liquid wastes in such a quantity or extent or in such a manner or at such times as to create or be a nuisance to any inhabitant in neighbourhood of such land or premises or any person using a street in the vicinity.

3. Use of Amplifiers.

No person shall without consent of the Council:—

- (a) take on to or erect or install any loud speaker or other device for the amplification of sound;
- (b) operate or use any loud speaker or device for the amplification of sound; or
- (c) speak or make a noise or sound so as knowingly to cause such speech or noise or sound to be amplified by a loud speaker or other device for the amplification of sound,

on, in or above any street or footpath.

4. Offensive Noises or Odours for Advertisement Purposes.

No person shall, for advertisement purposes, in any street, way, footpath or public place or in any private property:—

- (a) make any noise; or
- (b) cause any obnoxious odour,

which by reason of its nature, intensity or persistence causes a nuisance, annoyance or distress to any person or is offensive to any person.

5. Offences and Penalties.

A person who does not do a thing which by or under this By-law he is required or directed to do and a person who does a thing which by or under this By-law he is prohibited from doing commits an offence.

6. Any person who commits an offence against this By-law shall on conviction be liable to:—

- (a) a minimum penalty of two hundred dollars (\$200);
- (b) a maximum daily penalty during the breach of twenty dollars (\$20) per day.

Dated this 12th day of August, 1983.

The Common Seal of the City of South Perth was
hereunto affixed in the presence of:—

[L.S.]

J. G. BURNETT,
Mayor.

P. A. BENNETTS,
Town Clerk.

Recommended—

JEFF CARR,
Minister for Local Government.

Approved by His Excellency the Governor in Executive Council this 27th day of August 1985.

G. PEARCE,
Clerk of the Council.

DOG ACT 1976.

The Municipality of the City of Stirling.

By-laws Relating to Dogs.

IN pursuance of the powers conferred upon it by the abovementioned Act and of all other powers enabling it the Council of the abovementioned Municipality hereby records having resolved on 4 June 1985 to make and submit for confirmation by the Governor the following by-laws:

1. In these by-laws the By-laws of the City of Stirling published in the *Government Gazette* of 12 May 1971 and amended from time to time are referred to as "the principal by-laws".

2. By-law 680 of the principal by-laws is amended by deleting "or 672" and substituting "672, 684 or 685".

LOCAL GOVERNMENT ACT 1960.

The Municipality of the City of South Perth.

By-law Relating to Bee-keeping.

By-law No. 9.

IN pursuance of the powers conferred upon it by the abovementioned Act, the Council of the abovementioned municipality hereby records having resolved on 27 June 1984, to make and submit for confirmation by the Governor the following by-law:

1. In this by-law, unless the context requires otherwise:
 "Act" means the Local Government Act 1960 as amended;
 "district" means the district of the City of South Perth;
 "lot" has the meaning given it in the Town Planning and Development Act 1928 as amended.
2. No person shall keep or permit to be kept bees in any more than two (2) beehives on any one lot in the district.
3. A person shall not keep or permit to be kept bees in a beehive on any land within the district unless:
 - (a) an adequate supply of water is provided not less than 10 metres from the beehive; and
 - (b) the beehive is screened in a manner which affords protection to neighbouring residents and passers-by.
4. A person shall not keep bees, or transport them in such a manner as to cause a nuisance to any other person.
5. Any person who contravenes the provisions of this by-law commits an offence and is liable upon conviction to a maximum penalty of \$200.

Dated this 27th day of June, 1984.

The Common Seal of the City of South Perth
 was hereunto affixed in the presence of—

[L.S.]

J. G. BURNETT,
 Mayor.
 P. A. BENNETTS,
 Town Clerk.

Recommended—

JEFF CARR,
 Minister for Local Government.

Approved by His Excellency the Governor in Executive Council this 19th day of February, 1985.

R. G. COOPER,
 Clerk of the Council.

LOCAL GOVERNMENT ACT 1960.

The Municipality of the Town of Armadale.

General By-laws.

IN pursuance of the powers conferred upon it by the abovementioned Act and all other powers enabling it, the Council of the abovementioned Municipality, hereby records have resolved on 15 October 1984 to make and submit for confirmation by the Governor, the following amendments to its General By-laws published in the *Government Gazette* on 5 July 1918.

- (1) The By-laws be titled, "General By-laws".
- (2) By-law 71 be amended by deleting the figure "£10" in line 9, and replacing with "\$500."

Dated this 19th day of November, 1984.

The Common Seal of the Town of Armadale
 was hereunto affixed in the presence of—

[L.S.]

I. K. BLACKBURN,
 Mayor.
 J. W. FLATOW,
 Town Clerk.

Recommended—

JEFF CARR,
 Minister for Local Government.

Approved by His Excellency the Governor in Executive Council this 19th day of February, 1985.

R. G. COOPER,
 Clerk of the Council.



NOTES

COUNCIL AGENDA BRIEFING

**Held in the Council Chamber
Tuesday 19 July 2011
Commencing at 5.30pm**

Present:

S Doherty Moresby Ward (Chair)

Councillors:

I Hasleby	Civic Ward (from 5:40pm)
V Lawrance	Civic Ward
T Burrows	Manning Ward
C Cala	McDougall Ward
P Howat	McDougall Ward
K Trent, RFD	Moresby Ward
L Ozsdolay	Manning Ward
G Cridland	Como Beach Ward
P Best	Como Beach Ward

Officers:

Mr C Frewing	Chief Executive Officer
Mr S Bell	Director Infrastructure Services
Mr M Kent	Director Financial and Information Services
Ms V Lummer	Director Development and Community Services
Ms D Gray	Manager Financial Services
Mr R Kapur	Manager Development Services
Mr P McQue	Manager Governance and Administration
Mr E Blackwell	Strategic Planning Officer
Ms P Arevalo	Marketing Officer
Mr R Woodman	Acting Minute Secretary

Apologies

Mayor Best	Approved Leave of Absence
B Skinner	Mill Point Ward - official Council business
R Grayden	Mill Point Ward - sick

Gallery

There were 11 members of the public and 1 member of the press present.

OPENING

The Deputy Mayor opened the Agenda Briefing at 5.33pm and welcomed everyone in attendance.

DECLARATIONS OF INTEREST

Deputy Mayor Doherty – Item 10.5.1

The Deputy Mayor read aloud a Declaration of Interest Affecting Impartiality in relation to Agenda Item 10.5.1 (*Area 8 Local Area Traffic Management Study*) from herself.

The Deputy Mayor then called for any other declarations. Councillor Cridland noted that he had a similar interest and requested the Minute Secretary to organise the appropriate form to sign.

DEPUTATIONS

The Deputy Mayor reported that 2 ‘Request for Deputation to Address Council’ applications had been received in relation to Item 10.3.3. She then opened Deputations at 5:38 pm.

Note: Councillor Hasleby arrived at 5:40pm.

Dr Julie Bellamy, McDonald Street, Como Agenda Item 10.3.3

Dr Bellamy, spoke against the proposed development at Item 10.3.3 (*Proposed Seven × Single Bedroom Dwellings (2-Storeys) - Lot 9 (No. 353) Canning Highway, Como*) on the following points:

- Overlooking bedroom
- Increased noise
- Overlooking outside eating area

Steve Walker, on behalf of Yaran Property Group, South Perth Agenda Item 10.3.3

Mr Walker, on behalf of Yaran Property Group, spoke for the proposed development at Item 10.3.3 (*Proposed Seven × Single Bedroom Dwellings (2-Storeys) - Lot 9 (No. 353) Canning Highway, Como*) on the following points:

- Noise
- Privacy
- Number of dwellings

JULY COUNCIL AGENDA REPORTS

The Chief Executive Officer presented a brief summary of each of the July 2011 Council Reports as follows. Questions and points of clarification were raised by Members and responded to by the officers.

10.0.1 Draft Policy P351.14 “Cygnia Cove Residential Design Guidelines” – final adoption following advertising for submissions

At its 24 May meeting, the Council endorsed the draft Planning Policy P351.14 Cygnia Cove Residential Design Guidelines for advertising for public submissions. The policy aims to guide the assessment and determination of all residential development applications within Cygnia Cove estate (east Clontarf).

10.0.2 Proposed Amendment No. 28 to Town Planning Scheme No. 6 to rezone Lot 51 (Nos. 245-247) Canning Highway, SW corner South Terrace, Como to Highway Commercial

The applicant is seeking rezoning from Residential R40 with 7 metre building height limit to Highway Commercial (R80 residential density coding) with a 10.5 metre building height limit. The recommendation is that draft Amendment No. 28 be endorsed to enable the Amendment to be advertised for public inspection and comment.

10.1.1 Proposed changes to Policy P107 Disability Access

The purpose of this report is to seek Council endorsement for the amended Policy P107 Disability Access.

10.3.1 Proposed Amendment No. 29 to Town Planning Scheme No. 6 – Fencing

The purpose of the amendment is to expand clause 6.7 in order to clarify and refine the application and approval requirements for fences of various types in specified locations.

10.3.2 Proposed Submission on the draft *Prostitution Bill 2011*

The purpose of this report is to consider draft state legislation, the Prostitution Bill 2011, and provide City's comments to the Department of the Attorney General as a submission during the public consultation period.

10.3.3 Proposed Seven × Single Bedroom Dwellings (2-Storeys) - Lot 9 (No. 353) Canning Highway, Como

To consider an application for planning approval for seven × Single Bedroom Dwellings (2-storeys) on Lot 9 (No. 353) Canning Highway Como.

10.3.4 South Perth Railway Station Business Case

This report considers the community consultation feedback on the South Perth Railway Station Business Case.

Note: Following discussion, Council decided to remove the report for Item 10.3.4 and defer until the August Council Agenda.

10.5.1 Area 8 Local Area Traffic Management Study

This report summaries the key findings and recommendations of the Area 8 Local Area Traffic Management Study for consideration by Council.

10.6.1 Monthly Financial Management Accounts - June 2011

This report presents the Monthly Management Accounts for June 2011.

10.6.2 Monthly Statement of Funds, Investments and Debtors

This report presented a statement summarising treasury management for the month of June 2011.

10.6.3 Listing of Payments

This report lists accounts paid under delegated authority for the month of June 2011.

10.6.4 Use of Common Seal

This report provides a list on the use of the Common Seal for the month of June 2011.

10.6.5 Planning Approvals Determined under Delegated Authority

This report advises Council of applications for planning approval determined under delegated authority during the month of June 2011.

12.1 Aquatic Centre – Community Survey – Cr Burrows

This Motion suggests a community survey be carried out to established whether ratepayers want an Aquatic Centre to be established within the City of South Perth.

12.2 Security Patrols – Cr Burrows

This Motion requests an investigation be carried on the effectiveness and cost of implementing private security patrols within the City of South Perth.

Closure

The Mayor thanked everyone for their attendance and closed the Agenda Briefing at 6.37pm.



NOTES

Concept Forum

Councillors'

Role/Responsibilities

Held in the Council Chamber
Wednesday 10 August 2011
Commencing at 5.37pm

Present:

Mayor Best (Chair) (from 5.45pm)

Councillors:

I Hasleby	Civic Ward
V Lawrance	Civic Ward
P Best	Como Beach Ward (from 5.42pm)
G Cridland	Como Beach Ward
T Burrows	Manning Ward (from 5.45pm until 7.20pm)
L P Ozsdolay	Manning Ward
C Cala	McDougall Ward
P Howat	McDougall Ward
B Skinner	Mill Point Ward
S Doherty	Moresby Ward
K Trent, RFD	Moresby Ward

Officers:

Mr C Frewing	Chief Executive Officer
Mr P McQue	Manager Governance and Administration

Apologies

Cr R Grayden	Mill Point Ward
--------------	-----------------

Presenter

Mr Neil Douglas	McLeods Lawyers
-----------------	-----------------

OPENING

Deputy Mayor Doherty opened the Briefing at 5.37pm and welcomed everyone in attendance. She then requested Mr Douglas to commence his presentation.

1. Councillors' Role and Responsibilities

Mr Douglas of McLeods gave a powerpoint presentation and covered the following topics:

Role of the City of South Perth

Provide for 'good government' (sections 1.3, 3.1)

- better decision making
- greater community participation
- greater accountability
- more efficient and effective local government

Who Acts for the City?

- Council – governance functions
- CEO/administration – management functions

Council's Role - Governance (section 2.7)

- governs
- financial oversight
- determines policies
- Governance, not management

CEO's Role (section 5.41)

- Gives advice and information to Council
- Implements Council's decisions
- Manages day-to-day operations
- Liaises with Mayor
- Keeps City's records
- Employment of other employees

Role of Councillor (section 2.10)

- Represents interests of people in district
- Provides leadership and guidance
- Facilitates communication between community and Council
- Participates in decision making

Represent Whole District

- Ward vs district
- LGA requirement – 'represent interests of electors, ratepayers and residents of the district'
- Cr declaration – fulfil duties of office 'for the people in the district'
- Rules of Conduct – 'improper use of office'
- *PLWA* case

Wearing Different Hats

- Duty of fidelity to Council/City
- Potentially conflicting roles:
 - regional local government
 - ratepayer/resident group
 - *Re* case
 - professional expertise
 - *Hipkins* case

Conflicts of Interest

- Examples:
 - Financial interests
 - Proximity interests
 - Impartiality interests
- Underlying rationale
 - exercising public powers
 - procedural fairness
 - process vs outcomes
 - importance of perceptions
 - public confidence
- Bias or ‘open mind’
- Prejudgment


During the presentation Members raised questions and points of clarification which were responded to by the presenter, Neil Douglas.

Closure

The Mayor thanked everyone for their attendance and closed the Concept Forum at 7.50pm



Perth Airports Municipalities Group Inc.




ORDINARY GENERAL MEETING Thursday 16 June 2011 Minutes - Executive Summary



Cr Glenys Godfrey
PAMG Chairman &
Mayor of the City of Belmont

11 July 2011



Perth Airports Municipalities Group Inc.

EXECUTIVE SUMMARY OF THE MINUTES OF THE PAMG's ORDINARY GENERAL MEETING HELD AT THE OFFICES OF THE CITY OF BAYSWATER ON THURSDAY, 16 JUNE 2011 COMMENCING AT 7.05PM.

This following is a summary of the business discussed at the meeting of the Perth Airports Municipalities Group Inc held on Thursday 16 June 2011 and excluding any items relating to the administrative matters of the Group.

1. State Planning Policy

Perth Airport's representative gave an overview of a development application in Mundaring had been approved by the Western Australian Planning Commission (WAPC) without consideration for the objections raised by Perth Airport and Perth Airport questioned the WAPC's application of State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport for this development. Perth Airport wished to consult with the PAMG on how to improve the process of consultation and seek better application of the State Planning Policy, not only for Perth Airport but to the benefit of the prospective property owners within the development.

2. Perth Airport – Draft Major Development Plan

The PAMG was notified of Perth Airport's draft major development plan for the Terminal One expansion project. The public comment period closes on 11 July 2011.

3. Gateway WA Project

The PAMG discussed a request from the Shire of Kalamunda who was seeking support from the PAMG to approach Main Roads Western Australia (MRWA) to have the Gateway WA road network project expanded to include the Grogan Road intersection and Berkshire Road intersection. It was agreed that the PAMG would support action to write to MRWA regarding the Grogan Road intersection as it fell within the road network servicing access to Perth Airport whereas Berkshire Road was too far removed from Perth Airport.

4. Community Aviation Consultation Groups

The PAMG has formally entered into a Memorandum of Understanding with Perth Airport for the PAMG to provide the administrative services for Perth Airport's new Community Aviation Consultation Group which is to be formed in compliance with the Commonwealth Department for Infrastructure and Transport's policy.

5. Aircraft Noise

The PAMG was briefed that:-

- Required Navigation Performance (RNP and its ability to pinpoint aircraft movement and provide an exact marking of the flight path. This will lead to a lesser spread of the flight path and noise will be more concentrated to fewer residents.

Perth Airports Municipalities Group Inc.

- Airservices Australia had control of the Air Space out to 100km (from the airport), but this has been reduced to 60km and the Civil Aviation Safety Authority now control from 60km out.

At the request of the City of Armadale, the PAMG is also to write to Airservices Australia seeking a more detailed and audience appropriate response to a request from a resident of the City of Armadale relating to a request for the relocation of a flight path impacting on the hills residents.

6. Perth Airport

Perth Airport's representative briefed the PAMG on the Commonwealth's White Paper initiative for airports to establish Planning Coordination Forums to improve consultation and for State and Local Governments to get better planning outcomes. Perth Airport saw this as a good initiative towards better transport planning and airport master planning.

7. Jandakot Airport

A report was tabled from Jandakot Airport Holdings Pty Ltd providing information for the PAMG relating to:-

- The impacts of CHOGM on Jandakot Airport.
- Jandakot Airports Community Aviation Consultation Group.
- Year to date air traffic movements.

DELEGATE'S REPORT

WALGA South East Metropolitan Zone

The attached Table of contents was considered by the South East Metropolitan Zone at its meeting held on Wednesday 27 July at the Town of Victoria Park. The recommendations of the Zone were considered by the State Council at its meeting on Sunday, 7 August 2011.

Council's delegates to the WALGA South East Metropolitan Zone are Mayor James Best and Cr Kevin Trent, with the CEO Cliff Frewing as Deputy Delegate.

WALGA SOUTH EASTERN METROPOLITAN ZONE AGENDA

ITEMS FOR NOTING

DEPUTATIONS

1.1 Presentation Local Government Perth NRM

Dr Bruce Hamilton, Local Government NRM Coordinator, provided a presentation on Integrating NRM into Local Government Core Business. His update gave background and context into the Perth Region NRM (PRNRM), including its Vision of: *The natural resources of the Perth Region are protected and managed sustainably in their own right and for the enhancement of the quality of life for present and future generations.*

Dr Hamilton outlined the integral role that Local Government plays in NRM in the Perth Region, being the largest investor at around \$270M each year.

Dr Hamilton outlined the extent of consultation that has been conducted to date by the Local Government Reference Group (LGRG) of the PRNRM, to engage with key Local Government organisations and people. The actions that the LGRG are planning to assist Local Government with implementing the LGNRM recommendations were outlined, which includes a series of workshops to introduce the LGNRM Business Plan and Partnership Agreement.

Tools to support the integration of NRM into core business will also be provided, including a means of assisting Local Government to build their own NRM framework, and a way of linking all Local Government NRM/environmental KRAs and KPIs to show how they support state and national NRM objectives, targets and outcomes.

1.2 Presentation Send2Solve Initiative

A presentation was received from WALGA Executive Manager Marketing and Communications, Zac Donovan, and Marketforce Group Communications Director, Brendon Lewis, on the new Send2Solve community application that will be launched within the next few months in the metropolitan area.

The application that has been developed in response to community research insights and the identification of an impost on Local Government operations, will enable online and 'smartphone' reporting of community requests. The application will be the focus of the next television marketing campaign for Local Government.

Extensive consultation has taken place with Local Government CEOs and IT experts, and has resulted in the system being developed to align with the needs of the sector without placing extra demand on resources. It will be owned and controlled by WA local government, aligned with existing systems and provided at no charge.

ITEMS FOR DISCUSSION

6.1 Metropolitan Public Transport Policy Forum

WALGA has advised that a Metropolitan Public Transport Policy Forum has been established to develop a response to the draft State Public Transport Plan for Perth 2031, and included this item on the agenda for discussion.

The Minister for Transport has recently released a draft 20-year public transport network plan that provides a transport vision for the Perth metropolitan area up to the year 2031 which coincides with the recently released State Planning Department's future document titled *Directions 2031*.

The plan focuses on three principal means of transportation to be developed over the next 20 years:

- Heavy rail - The northern heavy rail line between Clarkson and Butler will be constructed by 2014 and it is proposed that the line will be further extended to Yanchep by the year 2020.
- Light rail (tram) - It is proposed to develop a light rail system based on a 'wishbone design' commencing with a line from Mirrabooka through Mt Lawley to the Perth CBD. An extension of the light rail system will then occur in a Westerly direction through Subiaco to the QEII hospital and UWA, and in an Easterly direction over the Causeway to Victoria Park and Curtin University. Further extensions are envisaged beyond 2030. Light rail is very common in North America and Europe, and is being installed in just about every major City as it is a far more efficient way of transporting large numbers of commuters.
- Rapid transit bus system - A comprehensive and integrated rapid bus transit system will be continually implemented over the next 20 year period throughout the greater Perth metropolitan region and it is likely that more dedicated bus lanes will be required for an increasing number of buses.

At this stage the draft plan does not recognise a railway station at South Perth (when the freeway was upgraded in the early 2000s as a part of the Perth to Mandurah railway line construction, the freeway was straightened at Richardson Street to provide for a new railway station).

The plan does comment that should justification be made, a station could be built before 2030. This is obviously something the City is keen to advance and has obtained a business case on the subject. A further report on this topic will be presented to a future Council meeting for consideration.

There is increasing evidence already that an increasing number of trips are being taken on public transport in Perth and the objective is to further increase this number with less reliance on the private motor vehicle. The alternative to providing a comprehensive integrated public transport system is more roads, which is basically unaffordable from a monetary and environmental point of view.

STATE COUNCIL AGENDA

MATTERS FOR DECISION

Item 5.1 Submission into Review of Caring for our Country

WALGA Recommendation

The interim submission to the 'Caring for our Country' review be endorsed.

Officer Comment

The report highlighted the major elements of a submission made to the Australian Government following a review of the Natural Resource Management (NRM) funding arrangements. Funding to Western Australia is low on a national standard, and funding to West Australian Local Governments is particularly low. The submission detailed potential reasons for this and suggested that criteria should be changed to allow greater participation by West Australian Local Governments.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

The Zone adopted the recommendation.

Item 5.2 Business Case for a Safer Regional Roads and Urban Intersections Program

WALGA Recommendation

That State Council supports the advocacy of the new Safer Regional Roads and Urban Intersection Program to the State Government, Road Safety Council and key stakeholders.

Officer Comment

As the recommendation suggests, WALGA proposed to lobby the State Government to refocus the existing 'black spot' funding program with a view to reducing road accidents within our community.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

The Zone adopted the recommendation.

Item 5.3 Licensing Agent Commission Model Review

WALGA Recommendation

- 1. Notes the alternate models for commissions and support to Local Government Licensing Agents developed by the Department of Transport; and*
- 2. Endorses further development and investigation of the 'Reasonable Proficiency Model' for the calculation and payment of commissions for future consideration.*

Officer Comment

As the report was not directly related to the affairs of the City of South Perth or Local Governments in the metropolitan area, it was felt that the WALGA recommendation should be supported as WALGA has conducted appropriate consultation with relevant country Local Governments who are involved in licensing on behalf of the Department of Transport.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

The Zone adopted the recommendation.

Item 5.4 Climate Change Declaration**WALGA Recommendation**

That State Council endorse the Local Government Climate Change declaration.

Officer Comment

The association has developed a Climate Change declaration which is based on a declaration adopted by the City of Nottingham in the UK to which 90% of UK Councils are signatories. The declaration provides a platform for Local Government to assert their commitment to leadership on appropriate and collective climate change management. The declaration is voluntary and can be amended to suit the level of commitment of individual Local Governments. It has been designed to strengthen Local Governments advocacy position by articulating a shared political commitment across the sector, and is consistent with WALGA's endorsed climate change policy statement.

A copy of the draft WA Local Government declaration on Climate Change is attached.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

The Zone adopted the recommendation.

SOUTH EAST METRO ZONE MINUTES

Minutes of the South East Metropolitan Zone meeting dated 27 July 2011 are available on iCouncil.

Present:

Mayor James Best - Delegate

Cr Kevin Trent - Delegate

Mr Cliff Frewing - Chief Executive Officer [Deputy]

WALGA PRESIDENT'S REPORT

A copy of the President's Report is attached for information.

WALGA South East Metropolitan Zone

Meeting 27 July 2011

AGENDA ITEMS

WALGA STATE COUNCIL AGENDA

5. MATTERS FOR DECISION

- 5.1 Submission into Review of Caring for our Country
- 5.2 Business Case for a Safer Regional Roads and Urban Intersections Program
- 5.3 Licensing Agent Commission Model Review
- 5.4 Climate Change Declaration

6. MATTERS FOR NOTING/INFORMATION

- 6.1 Municipal Waste Advisory Council [MWAC]
- 6.2 Crime Prevention Updates
- 6.3 State Government Response to Review of Regional Development Commissions
- 6.4 Local Government Amendment (Regional Subsidiaries) Bill 2010

7. ORGANISATIONAL REPORTS

7.1 Key Activity Reports

- 7.1.1 Environment and Waste
- 7.1.2 Governance and Strategy
- 7.1.3 Infrastructure
- 7.1.4 Planning and Community Development



PRESIDENT'S REPORT

July - August 2011

LOCAL GOVERNMENT REFORM - METROPOLITAN REVIEW

On Friday 24 June 2011, the Premier and Minister for Local Government announced the commencement of a Local Government reform review.

An eminent three (3) member panel has been established to review the social, economic and environmental challenges facing Perth over the next 50 years and recommend appropriate governance models and resultant boundaries for the sector. The panel will be chaired by Professor Alan Robson, Vice Chancellor of UWA and includes former Vice Chancellor of Notre Dame University, Dr Peter Tannock and Dr Sue van Leeuwen, the CEO of Leadership WA. The WALGA President and Deputy President will be one of the advisory groups providing input to the Panel, which will report to the Minister in June 2012.

Following this announcement, I have created a President's Advisory Group comprising representatives from within the sector to contribute to the process. The President's Advisory Group includes representation from Metropolitan State Councillors and Metropolitan CEOs.

The President's Advisory Group will be an open and engaging process with the ability for Roundtable discussions and open forums allowing for a wide range of Local Government Elected Member and CEO contribution, in addition to the Advisory Group participants.

A Communication Plan is being established to keep the sector informed of any developments and information during the independent panel's review.

REVIEW OF REGIONAL DEVELOPMENT COMMISSIONS

Local input into the development of WA regions will be maintained with the retention and strengthening of Regional Development Commissions (RDCs).

The State Government recently announced that following the recent review, it would retain the nine (9) Development Commissions as individual statutory authorities. However, the current requirement for one-third representation by Local Government on RDCs will be removed.

WALGA was pleased that the State had heeded the Local Government sector's concerns over the possible centralisation of the Commissions' responsibilities. Regional Development Commissions have proven to be important drivers for the development of local communities in country areas, and we believe part of their strength lies in their autonomy and direct relationship with the Minister. This is reflected in the State's decision that RDCs' current autonomy be retained, along with their development to include broader roles and responsibilities.

The Association will closely monitor the level of Local Government engagement with the Development Commissions following the removal of guaranteed Local Government representation on the groups.

We are disappointed to see the guaranteed representation removed, although it is acknowledged that Local Government representation on RDCs is currently well above the mandated level. This is a reflection of the high calibre of Local Government candidates, and it is hoped that this level of representation will continue.

REGIONAL SUBSIDIARY MODEL – CALL FOR SUBMISSIONS

The *Local Government Amendment (Regional Subsidiaries) Bill 2010*, introduced into Parliament by the Hon Max Trenorden MLC in November 2010, has been referred by the Legislative Council to its Legislation Committee.

The Legislation Committee called for public submissions on the Bill which were due by **Wednesday, 20 July**. The Committee's report is expected to be tabled in the Legislative Council on 1 September 2011.

The Association supports the regional service delivery concept encapsulated in the Bill as it provides for increased flexibility for Local Government service delivery. The regional subsidiary model would allow two (2) or more Local Governments to establish a regional subsidiary to perform specific functions without establishing a formal Regional Council.

The Association has prepared a comprehensive submission to the Legislation Committee which highlights the need for greater flexibility for Local Governments to collaborate and share services, the benefits of the Regional Subsidiary Model, as well as other models worthy of consideration, including Local Government Enterprises and requesting amendments to the *Local Government Act* to reduce the compliancy burden on formal Regional Councils.

METROPOLITAN PUBLIC TRANSPORT POLICY FORUM

The State Government has recently released the draft Metropolitan Public Transport Plan, which maps the future for the public transport network in the Perth metropolitan area.

This plan identifies that alignment of support from Local Governments to achieve a practical network across local boundaries is critical for success, as is minimum development outcomes being secured.

A new **Metropolitan Public Transport Policy Forum** has been established which will be chaired by Cr Doug Thompson and asked with overseeing the development of a

comprehensive response to the draft plan from the Local Government sector. This group will present a report for consideration by State Council on 5 October and to the State Government on 14 October. Local Governments, Regional Councils and Zones are all strongly encouraged to contribute to the development of a response over the coming weeks.

STATE ROAD FUNDS TO LOCAL GOVERNMENT AGREEMENT

The State Road Funds to Local Government Agreement was jointly signed by the Minister for Transport and the WALGA President on 23 June 2011.

This important Agreement commits the State Government to allocate 27 per cent of the revenue from vehicle licence fees to work on Local Government roads. It is anticipated that this Agreement will see over **\$800 million** flow to Local Governments to maintain, renew and upgrade roads over the coming five years.

This provides increased funding certainty as Local Governments work towards tackling the maintenance backlog on this important asset.

GRAIN SUPPLY CHAIN INFRASTRUCTURE

Hard work by a large number of Councillors and Officers from across the wheatbelt have resulted in the Local Government sector being in a sound position to advocate strongly for efficient management of local road assets while meeting the needs of the grains industry for a cost effective supply chain from farms to port.

In April 2011, State Council endorsed Local Government preferred **Strategic Grain Freight Routes** for bin-to-bin and bin-to-port grain transport. The identified routes channel grain freight to viable rail transfer facilities or State roads. Work has now been completed on the capital and annual maintenance / renewal costs associated with the identified local roads.

Work in the coming months will focus on securing agreement from freight forwarders and transporters to use the identified routes and seeking State Government support for the necessary upgrades.

CARBON TAX

The proposed introduction of a Commonwealth tax on carbon dioxide emissions by large producers has dominated public debate in recent weeks. This will have direct and indirect effects on Local Governments which are still to be quantified.

It seems very likely that large waste facilities will be required to pay the tax on their emissions. Costs are also likely to flow through higher electricity and gas prices and in construction materials. Local Governments are likely to be called on to justify any cost increases brought about by the carbon tax, passed on to their ratepayers. There is also the incentive and opportunity to re-examine all activities to identify ways to lessen or avoid the impact of the tax by choosing alternatives which contribute less greenhouse gases to the atmosphere.

REGIONAL CENTRES DEVELOPMENT PLAN (SUPERTOWNS)

WALGA attended a briefing on Thursday 7 July by the Minister for Regional Development and Lands to Local Government representatives of the towns of Katanning, Collie, Esperance, Northam, Jurien Bay, Morawa, Boddington, Manjimup and Margaret River. The towns were recently announced as selected to participate in the State Government's Regional Centres Development Plan (SuperTowns).

The Minister stated that these towns exhibited potential for population expansion; potential for economic expansion and diversification; strong local governance capabilities; and generation of net benefits to Western Australia. The selection process for participating SuperTowns was mindful of major State and Commonwealth initiatives such as the State's Regional Freight Strategy, the Workforce Development and Training Plan and the National Broadband Network roll out.

In 2011/12 a total of **\$5.5 million** has been allocated to planning activities across the selected communities. A further **\$80 million** will then be available for transformational projects in SuperTowns. Subject to availability of funding, it is also intended to extend the SuperTowns initiative to other towns that can demonstrate they meet the selection criteria in the future.

Following the Minister's announcement, WALGA has been invited to become directly involved in the rollout of the funding initiative and the implementation of the guidelines. WALGA will continue to keep all country Local Governments informed in relation to the progress of this important initiative.

RATING OF MINING OPERATIONS

Discussions are progressing on resolving an improved scenario for the rating of resource projects in WA.

Earlier this month, the State Government convened a meeting chaired by the Minister for Local Government and attended by representatives from WALGA, CME and AMEC to consider how the matter should be progressed. It was agreed that the State Government will develop a draft policy position that will be used for consultation prior to a final decision on how GRV will be applied to resource company rate assessments.

CME and AMEC have so far acknowledged that GRV is appropriate for assessing permanent accommodation, recreation facilities and administrative activities. WALGA is also keen for "Workshop Facilities" to be GRV rated, and for all existing GRV based special rating arrangements to remain in place, and for there to be continuing capacity for the Minister to approve new arrangements of this kind. CME and AMEC are open to these discussions that, if successful, will result in clarity for the resource sector, certainty for Local Government and stability for the State.

WALGA will engage Local Governments in developing a representative sector response to the draft State policy position when this is revealed.

PREFERRED SUPPLIER CONTRACTS

WALGA has recently implemented new Preferred Supply Contracts for Audit Services, Computer Hardware and ICT Services, Signs and Energy. Development is underway for major new contracts to supply road building materials and kerbside waste / recycling collection services (including supply of mobile garbage bins).

During the last financial year, WALGA Preferred Supply Contracts delivered more than **\$120 million** worth of products and services into the Local Government sector, providing quantifiable savings in excess of **\$25 million**.

These financial savings are in addition to reducing the compliance burden of Local Governments by removing their need to tender in these supply areas, saving the time, costs and risks associated with procurement.

CAT BILL 2011

The Minister for Local Government introduced the *Cat Bill 2011* into Parliament on Wednesday, 15 June 2011.

WALGA made a submission, which was endorsed by State Council in August 2010, on the proposal for cat control legislation to be developed following the Department of Local Government's release of a Discussion Paper. The Association's submission indicated broad Local Government support for the proposed legislation subject to conditions regarding cost recovery and Local Government consultation.

As per the Association's request for sufficient implementation time, the Bill will come into effect in November 2012 with some provisions to come into effect in November 2013. The Bill leaves significant detail to regulations, which have not yet been drafted, and the Association will be strongly advocating for Local Government to have input into the development of regulations.

FUNDING AND CONTRACTING REFORMS FOR NOT-FOR-PROFITS: IMPLICATIONS FOR LOCAL GOVERNMENT

The State Government has released the *Delivering Community Services in Partnership Policy* as an initiative by the public and not-for-profit (NFP) sectors to ensure a sustainable not-for-profit sector. The State Budget includes **\$600 million** over four years for contracting and procurement reforms which will benefit all providers. The pricing reforms can be used as an opportunity to reflect true cost and move away from subsidisation.

Of the total package, \$491 million will be allocated to NFP's who hold contracts with the State Government, totalling up to 25% increase to their funding over 2 years. The funding is intended to be used to support salary increases to staff. This will assist NFP's in meeting potential increases to community sector salaries by Fair Work Australia.

Unfortunately Local Government has been excluded from the funding package and subsequently, will not be eligible for the 25% increase. This may adversely impact on State services that are provided by Local Government - eg Financial Counselling, Women's refuges and Volunteer Resource Centres.

WALGA is aware of Local Government concerns in this area and our Community Policy Unit are advocating on the issue.

PRESIDENT'S CONTACTS

During the June – August period, contacts that have occurred or are scheduled to take place prior to the August State Council meeting are as follows:

State Government Relations

Meetings with:

- Hon Colin Barnett MLA, Premier; Minister for State Development
- Hon John Castrilli MLA, Minister for Local Government; Heritage – Joint Liaison meeting with LGMA
- Hon Bill Marmion MLA, Minister for Environment; Waste
- Hon Philip Gardiner MLC, Member for Agricultural Region
- Mr Robin Chapple MLC, Member for Mining & Pastoral Region
- Dr Chris Back, Liberal Senator for WA

Local Government Relations

Meetings with:

- Cr Sheila Twine, President, Ms Joanne Abbiss, CEO and Cr Merri Harris, Shire of Serpentine-Jarrahdale
- Visit to Shire of Busselton, President Ian Stubbs, CEO Mr Mike Archer and Councillors
- Visit to Shire of Mukinbudin, President Gary Shadbolt, CEO Mr Trevor Smith
- Visit to Shire of Nungarin, President Eileen O'Connell, CEO Mr Bill Fensome
- Visit to City of Rockingham, Mayor Barry Sammels, CEO Mr Andrew Hammond
- ALGA Constitutional Sub-Committee (teleconference)
- SMRC Council Briefing
- Salaries & Allowances Tribunal re CEO Remuneration
- LGIS Investment Committee Meeting

Conferences / Workshops / Public Relations

- Launch R4R in Busselton by Hon Brendon Grylls MLA
- RAC Breakfast with Minister Troy Buswell
- National General Assembly, Canberra
- Breakfast for WA MPs, Canberra
- Launch Public Transport Network Plan
- Lunch meeting Landcorp Board
- RAC Board Meeting Address

ATTACHMENT – Item 5.4



**The Western Australian
Local Government Declaration
on Climate Change**

Shire/City/Town of [insert] acknowledges that:

- Evidence shows that climate change is occurring.
- Climate change will have significant effects on the Western Australian environment, society and economy, and the Local Government sector.
- Human behaviours, pollution and consumption patterns have both immediate and future impacts on the environment.

Shire/City/Town of [insert] supports the:

- Environmental, social and economic benefits of addressing climate change immediately.
- Opportunity for Local Government to demonstrate leadership in climate change management at a community level.
- Development of equitable and implementable State and Commonwealth strategies for climate change management.

Shire/City/Town of [insert] commits from date of signing to:

- Set an appropriate, individual Local Government emissions reduction target and work toward its achievement.
- Work with State and Federal Government to ensure achievement of greenhouse gas emissions reduction targets as set out in key National and International agreements.
- Work with State and Federal Government to implement key actions and activities for climate change management at a local level.
- Assess the regionally specific risks associated with climate change and implications for Local Government services, and identify areas where appropriate mitigation and/or adaptation strategies should be applied.
- Develop an internal Climate Change Action Plan (CCAP) for climate change actions across all Local Government functions, with a focus on the two, five and ten year future.
- Ensure that, at appropriate review intervals, the strategic plan and policies for the Local Government are reviewed and amended to reflect climate change management priorities and emissions reduction targets.
- Encourage and empower the local community and local businesses to adapt to the impacts of climate change and to reduce their greenhouse gas emissions.
- Monitor the progress of climate change initiatives and ensure full communication of achievements for Council and Community.



Signed:

Mayor/President - Shire/City/Town

Date:

Signed:

President - Western Australian Local Government Association

Date:

MAINSTREET CONFERENCE 2011 – Everything Old is New Again

Adelaide

1st – 4th May 2011

Conference delegate – Cr Sue Doherty

The key theme of the conference was “Everything Old is New Again.” Case studies, panel sessions, keynotes and presentations and study tours built on this through the following sub-themes:

- Management
- Marketing
- Business Development
- Place making

Over 200+ delegates from Australia and New Zealand attended, representing a wide range of interests and backgrounds – South Australian government, local government (in particular Economic Development staff, Councillors), events co-ordinators, business/precinct/chamber of commerce managers, town planners, architects, engineers and marketing consultants.

Hosted by Mainstreet SA, the Lord Mayor of Adelaide, Stephen Yarwood opened the Conference referring to - “Great cities make great streets and main streets play a vital role in supporting economic development, city vibrancy and residential growth.” Stephen’s words set the context for the Conference, local shops are important and mainstreets are the remnants of the old town centre. In a time poor 21st century shopping needs to be more than a chore, its needs to be social. Mainstreets must be seen as community hubs which cash in on the popularity of outdoor dining and create quality public spaces to lure people back to street life. The retail war is not just about local dollars, but also vibrancy and social cohesion; we need spaces where people can be part of a community.

Over the 3 days of the Conference there were 5 keynote speakers.

Day 1: Cathy Parker, Professor of Marketing and Retail Enterprise, Manchester Metropolitan University Business School

Topic: *Evolution, Devolution and Revolution*

Evolution means plenty of space for expansion and free car parking. In establishing mainstreets shops need to stay independent, rather than form part of a chain. Cathy spoke of the importance of place making, maintenance and marketing as being integral to the planning process for main streets. In her view it is essential that place branding acknowledges history.

In relation to devolution there are 3 sectors – public, private and third sectors, she referred to the website www.placemanagement.org for further information on place management schemes, how they start influencing and leading strategy as they lead to service delivery

In respect to revolution, she spoke about the Community Interest Companies, legislated in the UK to raise awareness politically to get parties together for place management.

Day 1: Libby Ozinga, Place Making, Town Centre Management and Community Engagement Consultant.

Topic: *Mainstreet is about Identity, Heart and Soul.*

Community is all about finding the passion and capitalising on the assets of the community. Mainstreets are not just a face lift for an area, they make the heart healthy. Libby proposed a 4 point approach to mainstreets – organisation, marketing and promotions, economic development and design. She advocated relationships being the foundations of partnerships. Relationships are the glue: communicating and connecting, fostering leadership – individual, courage and practice collaboration. Her references to social innovative processes through café conversations, the art of hosting and appreciative inquiry are all well known in community engagement and key components of her “U theory approach” – open mind, open heart and open will.

Day 2: Natalya Boujenko, Intermethod.

Topic: *The Challenge of Integrated Street Design.*

Natalya, an inspirational speaker whose presentation was both challenging and informative. She referred to Duthy Street in Unley – South Australia as a case study where there are scattered shops and work being undertaken to concentrate growth around existing shopping centres. This highlighted the need to create more destinations of interest to people while at the same time having an integrated vision for the street. Street design starts with a vision based on integration of aspiration within a wider street network context. Everyone is an expert; everyone has a point with the outcome of a shared vision for a street.

Question: “how can you make neighbourhoods more liveable?” Neighbourhoodness + empowerment = wellbeing. Wellbeing = sense of belonging. Natalya relayed a story of her work in engaging the community. From her perspective undertaking community consultation first up can be problematic – conversations are preferable and she did this by walking around the streets and talking to people, gathering information, opinions and people’s views. A conversation first as consultation leads to expectations.

Traffic can be linked to a liquid flow. Reference was made to Jeffery Kensworthy from the Sustainable Policy Institute at Curtin University, and his interview in the E2 transport series, which uses the analogy of traffic linked to gas; through Braess’s Paradox – traffic evaporation, disappearing traffic. Throughout her presentation, many references were made to places, books and reports these included – Cheonggyecheon – Korea Seoul, book/report “Reclaiming streets for people”; “Arterial Streets for People” (EC – 2001/4); Link and Place – reports. Natalya talked about the hierarchy of streets and hierarchy of places and putting those together more in a functional link. In relation to streets she advocated 40 km/hour for speed vs. safety. Also shared streets with no kerbs, we need to rethink the overall objective for streets. In her view Councils are becoming more commercially savvy and more focussed on relationship building, which is a positive and the way to move ahead with the community.

Day 2: Peter Kenyon, Bank of IDEAS

Topic: *Back to Basics; it's All About the People Factor*

Peter spoke about relationship building as the fundamental action of community and economic building, with collaboration the key. His presentation made reference to a series of people and books. Anita Roddick's book "For Body and Soul"; he suggested Googling "Ken Blanchard", "Claudia Becker" and Vicki Buck (the Mayor of Christchurch, NZ). His slogan is "of course you can!" rather than "we can't do that!"

Day 3: Steffen Lehmann, UniSA.

Topic: *Great Streetscapes Make Great Cities.*

Steffen addressed the value of face-to-face interactions and the need for spontaneous unplanned activities in public spaces during both the day and night. The waste hierarchy is to avoid waste creation as a priority, and emphasis on programming and activating public spaces not just filling them up as there are many functions that public space needs to deliver today. These functions include discovering, learning, playing, sleeping, working and eating in making cities.

One of the threats we face is the rising popularity of on-line shopping, along with the threat of air-conditioned big boxes on the city fringe. We need to learn from other cities such as Portland in Oregon, Seattle and Lyon in France. The key elements are connectivity, walkability and public open space. While there is an emergence of non-places, reclaiming public spaces for pedestrians and cyclists is critical along with integrating public transit. An example of creating a sense of place through adaptive re-use of good public spaces is in Paddington Reservoir in Sydney). An option is to place new public spaces on roofs. Urban street greenery through people informally and spontaneously putting gardens in place. Strong urban governance and leadership is critical, as well as long term vision and excellent processes in place, adopting a bottom up approach – bringing the community with you. While pushing an urban design agenda consultation is important but someone has to take the lead. E.g. Richard Rogers and Cabe.

Portland is sticking to a tight growth boundary, stopping the sprawl and densifying inside. Steffen questioned the concept of growth and whether growth always means progress? He advocated stopping all greenfields developments, with better utilisation of heritage assets and brownfield site. The most sustainable building is the one that already exists. No site is too small to be built up through the use of light-weight roof-top extensions providing affordable inner-city housing. In essence building a city above a city. Also diversifying through new typologies for affordable 3-6 storey buildings balanced by good public open space in scale and fitting with the topography. Capitalising on natural assets – e.g. a great view of a water body or skyline. Mainstreets and public space are under threat as our own public domain gets increasingly over-furnished and cluttered. We need a cluster of poly-centric precincts not mono-centric precincts. High rises are not the best option; preference is for compact mixed uses in the city with 4-8 stories combined with effective public transport.

Workshops and Study Tours

The keynote speakers were supported by a range of workshops with the themes of management, marketing, business development and place making. Study tours were interactive providing opportunities of obtaining first hand experiences of Adelaide.

The Grote Precinct (www.groteprecinct.com.au) ECO Tour identified the environmental and community passion of those belonging to this Precinct. Journeying to the Precinct on the world's first solar electric bus operated by the Adelaide City Council, we visited the Liquid Hair Salon – an eco-hair dressing salon fitted out with a range of energy efficient equipment, environmentally friendly techniques and products that use only low-chemical ingredients. Next stop was the Adelaide Markets where they convert their food waste into soil to reduce their reliance on dumping to landfill. Local traders donate unsold goods to CentraCare to support Adelaide's homeless people. The Central Bus Station and Central Markets roof tops are fitted out with massive solar panels that provide power for the electric car recharging bays in the public car parks servicing the area. Other features of the Precinct included visiting footpath rain gardens which absorb large volumes of stormwater and save mains water resources to manually water street trees.

The Public Art Walking Tour provided the opportunity to view innovative street art – furniture, sculptures, lighting installations, graffiti and play space.

The Workshop presentation from Mark Withers, CEO, City of Charles Sturt, SA – Woodville Road Revitalisation Project, between a Rock and a Hard Place, I found offered lessons worth sharing. The scenario presented by Mark, was of an underperforming run down district centre which was included in a 20 year vision for the City of revitalising corridors. The St Clair residential development formed part of this corridor, the State government started to invest in public transport in the area which led to the St Clair area being absorbed in the Woodville Village Master plan. There was considerable community outrage about the Master plan and both the State and local governments were targeted by the community group established to oppose any changes. The local government elections were shortly to take place and the community continued to advocate against what both levels of government were planning.

The community group set up a Facebook page, allegations were made against the City and they in hindsight were naïve in not responding. Message here, is that the City would have been wiser to respond to all allegations made. Since that time, the City of Charles Sturt has set up their own Facebook page and has used it for the good of the community. The City learnt that managing the business of communicating with the media is critical was critical throughout this time of outrage.

The Master plan was approved and implemented, with a new Council in place and a new Mayor at the helm. Mark shared the following lessons from his experience in this situation:

- Risk taking is risky
- Public authorities do not make good entrepreneurs
- Make sure your partners are on the same page
- Be smart enough to retreat and fight another day
- Planets aligning doesn't mean the sun won't explode
- Be objective about measuring community reaction

- Social media is king
- Be nice to people on the way up because they may become your new Mayor on the way down
- Don't be seduced by your own brilliance
- Selling density in Adelaide via the 30 year Plan is the State's biggest challenge
- Need to have mature conversations to overcome the NIMBY syndrome.

Key ideas from the Mainstreet Conference for consideration by the City of South Perth:

- Importance of engaging in conversations prior to consultation;
- Identify how we can develop our shopping hubs in the City to become mainstreets for the community at the same time supporting local traders, especially in some of the smaller shopping centres;
- Investigate the possibility of establishing Precinct Traders groups for Mends, Angelo and Preston Streets, Welwyn Avenue and Waterford Plaza;
- Investigate how we can undertake Public Private Partnerships through our current LGA to regenerate shopping areas; and
- Consider re-zoning shopping areas to enable them to become mixed development zones taking into account zoning in the vicinity. E.g. Moresby Street, Kensington – shops rezoned for mixed development, Moresby Street Hall rebuilt with several floors of office space above.

Conference Papers

The Mainstreet conference papers are available from the following website:

www.mainstreetaustralia.org.au/2011-conference-papers

Username: JPJC

Password: 6005