

# ATTACHMENTS

## **Attachments for the Ordinary Council Meeting**

25 August 2015

# ATTACHMENTS TO AGENDA ITEMS

Ordinary Council Meeting - 25 August 2015

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# NOTES

## Council Agenda Briefing 18 August 2015

Venue: Council Chamber  
Date: Tuesday 18 August 2015  
Time: 5.30 pm

### Declaration of Opening / Announcement of Visitors

The Presiding Member opened the Agenda Briefing at 5.34 pm and welcomed everyone in attendance.

### Attendance

Mayor S Doherty - Presiding Member

#### Councillors

C Cala	Manning Ward
S Hawkins-Zeeb	Manning Ward
G Cridland	Como Ward
Cr V Lawrance, JP	Como Ward
M Huston	Mill Point Ward (from 6.25pm until 7.56pm)
C Irons	Mill Point Ward
K Trent, OAM, RFD, JP	Moresby Ward
F Reid	Moresby Ward (from 5.59pm)

#### Officers

M Kent	Acting Chief Executive Officer / Director Financial and Information Services
M Taylor	Director Infrastructure Services
V Lummer	Director Development and Community Services
G Eves	Acting Manager Governance and Administration
D Gray	Manager Financial Services (until 7.55pm)
R Kapur	Manager of Development Services (until 7.15pm)
L Croxford	Manager Engineering Infrastructure (from 5.43pm until 7.55pm))
K Breese	Governance Project Officer
S Kent	Governance Officer

#### Gallery

19 members of the public and 0 members of the press were present.

### Apologies

No Apologies were received.

### Leave of Absence

No Members were on a Leave of Absence.

### Audio Recording of Council Meeting

The Presiding Member advised that the Agenda Briefing was being audio recorded in accordance with Council Policy P673 and Clause 6.15 of the Standing Orders Local Law.

### Declarations of Interest

A Declaration of Impartiality Interest was received from Mayor S Doherty for the following Agenda Items:

- **10.3.1 Proposed Two-Storey Dwelling & Roof Terrace Additions To Shop on Lot 2 (No. 10) Moresby Street, Kensington**

*"I declare that the operator and owner of the shop on Lot 2 (No. 10) Moresby Street, Kensington is my hairdresser. It is my intention to remain in the Chamber and consider this matter on its merits."*

- **10.5.1 Black Spot Program**

*"I declare that I live at 11 Birdwood Avenue – 200 metres from the corner of Canning Highway and Birdwood Avenue, which has been identified in the Black Spot Program. It is my intention to remain in the Chamber and consider this matter on its merits."*

These Deputations were read out immediately prior to discussions on these Items.

### Deputations

Deputations commenced at 5.39pm. Deputations were heard from:

**Item 10.3.1 Proposed Two Storey Dwelling & Roof Terrace Additions to Shop on Lot 2 (No. 10) Moresby Street, Kensington**

- Mr Philip Stejskal of Philip Stejskal Architecture, Beaconsfield speaking FOR the Officer Recommendation;
- Mr Phil Martinz of 212 Douglas Avenue, Kensington speaking FOR the Officer Recommendation

*Note: Mayor S Doherty read aloud her Declaration of Impartiality Interest on this Item prior to the Deputations being heard on this Item.*

**Item 10.3.3 Amendment 46 to Town Planning Scheme No. 6: South Perth Station Precinct**

- Ms Vicki Redden of 14/63 Mill Point Road, South Perth speaking AGAINST the Officer Recommendation;
- Mr Craig Dermer of 14/63 Mill Point Road, South Perth (spokesperson – Ms Vicki Redden) speaking AGAINST the Officer Recommendation; and
- Mr Terry Hogan of 2/73 Mill Point Road, South Perth (spokesperson – Mr Mike Allen) speaking AGAINST the Officer Recommendation.

**Item 10.6.4 Planning Policy P317 'Licensed Premises' – Final Adoption Following Community Consultation**

- Mr Greg Benjamin of 42 Norfolk Street, South Perth speaking FOR the Officer Recommendation;
- Mr Peter Howat of 2 Boongala Close, Karawara speaking FOR the Officer Recommendation; and
- Mr Harry Anstey of 21 River View Street, South Perth speaking AGAINST the Officer Recommendation.

Deputations closed at 7.13pm.

## **August 2015 Draft Reports**

The Acting CEO gave a brief summary of the August Agenda Items to be considered by Council:

### **10.3.1 Proposed Two-Storey Dwelling & Roof Terrace Additions To Shop on Lot 2 (No. 10) Moresby Street, Kensington**

*Note: Mayor S Doherty read aloud her Declaration of Impartiality Interest on this Item prior to discussion.*

*Note: This Item was the subject of Deputations this evening.*

This report seeks Council's consideration of an application for planning approval in Moresby Street, Kensington. Council is being asked to exercise discretion in relation to land uses, plot ratio, car parking bay numbers, landscaping, boundary walls, solar access to adjoining sites and visual privacy. The Officer Recommendation is that the application be approved subject to conditions.

### **10.3.2 Proposed Change of Use from Single House to Consulting Rooms (Skin Cancer Clinic) - Lot 8 (No. 417) Canning Highway, Como**

This report seeks Council's consideration of an application for planning approval on Canning Highway, Como. Council is being asked to exercise discretion in relation to minimum lot size. The Officer Recommendation is that the application be approved subject to conditions.

### **10.3.3 Amendment No. 46 to Town Planning Scheme No. 6: South Perth Station Precinct (to rectify anomalies)**

*Note: This Item was the subject of Deputations this evening.*

This report seeks Council's consideration of the 41 public submissions received. In response to the submissions the Officer Recommendation is that Council recommended to the Minister for Planning that Amendment No. 46 be approved with modification to the extent described in the Report on Submissions.

### **10.4.1 Amendment No. 50 to Town Planning Scheme No. 6 - New Definitions and Land Use Provisions for Licensed Premises**

This report seeks Council's endorsement of the draft Amendment No. 50 proposals to enable them to be advertised for public comment. The Scheme Amendment was initiated by Council at the May 2015 Ordinary Council meeting.

### **10.5.1 Black Spot Program**

*Note: Mayor S Doherty read aloud her Declaration of Impartiality Interest on this Item prior to discussion.*

This report seeks Council's endorsement of the City's submission of three projects (locations) for assessment under the National and State Black Spot Programs 2016-17.

### **10.6.1 Monthly Financial Management Accounts – July 2015**

This report presents to Council monthly management account summaries with comment provided on the significant financial variances disclosed in those reports.

### **10.6.2 Monthly Statement of Funds, Investments and Debtors at 31 July 2015**

This report presents to Council a statement summarising the effectiveness of treasury management for the month.

### **10.6.3 Listing of Payments**

This report presents to Council a list of accounts paid under delegated authority (Delegation DC602) between 1 July 2015 and 31 July 2015.

### **10.6.4 Planning Policy P317 'Licensed Premises' - Final Adoption Following Community Consultation**

*Note: This Item was the subject of Deputations this evening.*

This report provides a summary of issues raised in 7 submissions received against the draft Policy and provides recommendations relating to the issues raised. The Council now needs to resolve whether the policy should be finally adopted, with or without modification, or should not proceed. The Officer Recommendation is that the draft Policy be adopted by Council with modifications.

### **10.6.5 Tender 4/2015 "Disposal of Inert Waste"**

This report considers submissions received from the advertising of Tender 4/2015 for the 'Removal and Disposal of Inert Waste' for a three (3) year period. More detailed information about the tender assessment process can be found in the Evaluation Panel Member's Report - **Confidential Attachment 10.6.5(a)**. The Officer Recommendation is that the tender be awarded to Capital Recycling.

### **10.6.6 Tender 7/2015 "Provision of Truck Mounted Sweeping Services"**

This report considers submissions received from the advertising of Tender 7/2015 for the 'Provision of Truck Mounted Sweeping Services' for a three (3) year period. More detailed information about the tender assessment process can be found in the Evaluation Panel Member's Report - **Confidential Attachment 10.6.6(a)**. The Officer Recommendation is that the tender be awarded to Enviro Sweep.

### **10.6.7 Tender 8/2015 "Replacement of Concrete Slab Paths with Poured Insitu Concrete Footpaths"**

This report considers submissions received from the advertising of Tender 8/2015 for the 'Replacement of Existing Concrete Slab Footpaths with poured in-situ concrete footpaths' for a three (3) year period. More detailed information about the tender assessment process can be found in the Evaluation Panel Member's Report - **Confidential Attachment 10.6.7(a)**. The Officer Recommendation is that the tender be awarded to Dowsing Concrete.



#### **10.6.8 Tender 11/2015 "Provision of Plumbing Services"**

This report considers submissions received from the advertising of Tender 11/2015 for the 'Provision of Plumbing Maintenance Services' for a three (3) year period. More detailed information about the tender assessment process can be found in the Evaluation Panel Member's Report - **Confidential Attachment 10.6.8(a)**. The Officer Recommendation is that the tender be awarded to AAA Hillarys Plumbing & Gas.

### **Other Business**

#### **Notice of Motion - Mayor S Doherty: Proposed New Process for JDAP Meetings**

Mayor Doherty put forward a Notice of Motion circulated previously to all Members and which will form part of the 25 August 2015 Ordinary Council Meeting Agenda.

#### **Notice of Motion – Cr F Reid: Engagement of a Quantity Surveyor – DA for Proposed Child Care at 55 Thelma Street, Como**

Cr F Reid put forward a Notice of Motion circulated to all Members at the meeting and which will form part of the 25 August 2015 Ordinary Council Meeting Agenda:

*"That a quantity surveyor be engaged by the City of South Perth to provide and independent evaluation of development application for a proposed Child Care at 55 Thelma St, to determine the application's eligibility to be determined by DAP' (Draft)".*

Note: this Draft Motion is likely to have some minor changes to ensure the correct wording is used to meet the intent of the motion.

#### **Notice of Motion – Cr F Reid: Review of Planning Policy P301 – Consultation for Planning Proposals**

Cr F Reid put forward a Notice of Motion circulated to all Members at the meeting and which will form part of the 25 August 2015 Ordinary Council Meeting Agenda:

*"That Planning Policy P301 - Consultation for Planning Proposals be reviewed and endorsed for community consultation at the September 2015 ordinary Council meeting" (Draft).*

#### **Leave of Absence / Declarations of Interests**

Cr C Irons submitted a Leave of Absence application for the period 23 August 2015 to 3 September 2015 inclusive.

Cr F Reid submitted a Leave of Absence application for the period 2 September 2015 – 4 September 2015 inclusive (Cr Reid will be interstate attending to State Council duties).

These Leave of Absence applications will form part of the 25 August 2015 Ordinary Council Meeting Agenda.

The Presiding Member reminded all Members to provide to the Governance Officer any Leave of Absence requests and Declarations of Interest in relation to Items on the Agenda prior to the Ordinary Council Meeting.

### Meeting Closed to the Public

At this point the Presiding Member closed the meeting to the public so confidential Items **15.1.1 Manning Community Hub – Proposed Land Acquisition and Disposal** and **15.1.2 Review of the Metropolitan Central Joint Development Assessment Panel Decision (DAP/14/00542) - Proposed Dan Murphy's Liquor Store Como** could be discussed. The Presiding Member requested the members of the public remaining vacate the Chamber. At 7.55pm the Chamber doors were closed.

### Closing

The Presiding Member closed the Agenda Briefing at 8.17pm and thanked everyone for their attendance.

# DELEGATES' REPORT

## Rivers Regional Council - Special Council Meeting

**Venue:** City of South Perth  
**Date(s):** Thursday, 30 July 2015

**Delegate(s):** Cr K Trent (Deputy Chairman) Moresby Ward  
Cr C Cala Manning Ward

The meeting commenced at 6.47pm.

The Agenda contained a single item: *Item 7.1 Draft Budget 2015/2016.*

The Council adopted the Recommendation for Item 7.1.

The Minutes of the meeting are available to be read in full on iCouncil.

The meeting concluded at 7.08pm.





**City of South Perth**

Folder No. TH1

28 JUL 2015

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## Petition

Clause 6.10 of the City of South Perth Standing Orders Local Law 2007

TO: Mayor Sue Doherty

### REQUEST

We, electors who live nearby, in and around Thelma St between Canning Highway and Axford St, request that the City take action to cause the section of Thelma St between Canning Highway and Axford St to become a cul de sac as is already planned by Main Roads.

### LIST OF PETITIONERS

Name	Address	Signature	Date signed
HARRY GOFF	1/62 THELMA ST COMO	[Signature]	7/7/2015
KAREN McWILLIAMS	COMO 3/57 THELMA ST	[Signature]	08.07.15
NARELLE GOFF	1/62 THELMA ST COMO	[Signature]	11/7/15
RODNEY KITCHEN	59A THELMA ST COMO	[Signature]	11/7/15
KATIE KITCHEN	59A THELMA ST COMO	[Signature]	11/7/15
GLENN CRIDLAND	61 THELMA ST COMO	[Signature]	11/7/15
Michelle Cridland	61 Thelma St Como	[Signature]	11/7/2015
Caitlin Cridland	61 Thelma St como	[Signature]	11/7/2015
Dawn Voges	60 Thelma St Como	[Signature]	11/7/15
Ryan Voges	60 Thelma St, Como	[Signature]	11-07-15
CHRIS PARR	66A THELMA ST COMO	[Signature]	11.7.15

NAME & ADDRESS OF PERSON TO WHOM NOTICE TO PETITIONERS CAN BE GIVEN

HARRY B GOFF 1/62 THELMA ST COMO WA 6152

# REQUEST

We, electors who live nearby, in and around Thelma St between Canning Highway and Axford St, request that the City take action to cause the section of Thelma St between Canning Highway and Axford St to become a cul de sac as is already planned by Main Roads.

## LIST OF PETITIONERS

Name	Address	Signature	Date signed
Ann Bayley	66 Thelma St Como	[Signature]	10 July 2015
Ann Bayley	66 B Thelma St	[Signature]	11.7.2015.
IAN JOHNSON	68 Thelma St Como	[Signature]	11.7.2015
J. KOPPEL	60 THELMA ST Como	[Signature]	12.7.2015
I. SIVAK	64 THELMA ST.	[Signature]	13.7.2015.
IAN STANBURY	62/2 Thelma St	[Signature]	13/7/15.
Kate Stanbury	62/2 Thelma St.	[Signature]	13/7/15.
JACK STANBURY	2/62 THELMA ST COMO	[Signature]	13/7/15
EBONY STQUINTIN	80 THELMA ST	[Signature]	14/7/15
VERN SIVAK	64 THELMA ST	[Signature]	17/7/15
AMY HANCOCK	63 Thelma St.	[Signature]	18/7/15
L. CARNEGIE-SMITH	65 Thelma St	[Signature]	18/7/15
PHYLLIS NICHELE	67 Thelma St	[Signature]	18/7/15
DALE STROHEFER	71 Thelma St	[Signature]	19/07/15
JENNIFER WARD	1/77 THELMA ST	[Signature]	19/07/15
TULIE DRYRY	74 Thelma St Como	[Signature]	19/7/15

NAME & ADDRESS OF PERSON TO WHOM NOTICE TO PETITIONERS CAN BE GIVEN

Harry B Goff Unit 1/62 Thelma St Como WA 6152



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## REQUEST

We, electors who live nearby, in and around Thelma St between Canning Highway and Axford St, request that the City take action to cause the section of Thelma St between Canning Highway and Axford St to become a cul de sac as is already planned by Main Roads.

## LIST OF PETITIONERS

Name	Address	Signature	Date signed
NOEL CARTER	72A THELMA ST. Como		19.7.15
ASHLEY PEARCE	66 THELMA ST. Como		19.7.15.
ERIKA VOIGES	135 SOUTH TEE Como		19.7.15
MARZIA NICHOL	67 Thelma St. Como		19.7.15
PAUL RADALT	67 Thelma St. Como		19-7-15
P. ELLENOR	73 THELMA ST.		26/7/15.
B. FARRELL	75 THELMA ST		26/7/2015
Emily Higgins	3/81 Thelma St		26/7/2015.
W. McClean	20a Brittain St		26/7/2015
R. Papas	18 Brittain St		26/7/2015
S. FIMWOOD	16A Brittain St Como		26/7/2015
A. SMALLWOOD	12 BRITTAI St		26/7/2015.
T. FORREST	4/4 BRITTAI St Como		26/7/2015
D. MILES	7A BRITTAI ST		26/7/15.
A. GYLL	9 Brittain		26/7/15
R. Rennie	19 Brittain St		26/7/15

NAME & ADDRESS OF PERSON TO WHOM NOTICE TO PETITIONERS CAN BE GIVEN

Harry B Goff Unit 1/62 Thelma St Como WA 6152

## SUMMARY OF REASONS FOR REQUEST

- 1 The one-way intersection of Thelma Street with Canning Highway is very close to the traffic light controlled intersection of Barker St and Canning Highway. The intersection is hidden by the dominant commercial building (the rug shop) which has no set back from the footpath - thus making turning left into Thelma St when travelling west along Canning Highway a dangerous exercise.
- 2 The turn into Thelma Street from Canning Highway is a 135 degree turn which requires the turning car to slow almost to a stop on a highway which is often flowing bumper to bumper at 60 kph plus.
- 3 There have been observed a number of near miss rear end collisions at the intersection of Thelma St and Canning Highway leading to Axford St as very few of the drivers of transitting cars travelling along Canning Highway are aware of the hidden entry to Thelma Street and and it is only a matter of time before a serious incident occurs.
- 4 There are a number of families with young children who are less traffic aware. There are also some older residents in Thelma Street who are less able to move out of traffic quickly.
- 5 Making Thelma St a cul de sac would make that area safer for pedestrians. Cars turning left into Thelma St sometimes have to travel faster around the 135 degree blind turn to avoid being rear ended as they turn from Canning Highway or be mistaken for turning at the Barker St lights. Also when the Canning Highway traffic lights are red and traffic is stopped, transitting drivers sometimes turn and accelerate rapidly up Thelma Street to "rat run" without being aware of the angle of the turn or the peculiar traffic and pedestrian conditions on the street. Pedestrians have to be extra vigilant especially near the 135 degree intersection as the drivers cannot see them. There have been several near miss pedestrian incidents near the rug shop in Thelma Street.
- 6 Main Roads have plans to turn Thelma St into a cul de sac and their drawings of the widening of Canning Highway show this clearly. This widening of Canning Highway has seen the State Government buy many of the houses on the eastern side of Canning Highway. This makes sense to the petitioners and we support the idea. It is therefore prudent for Council to take note of future planning by Main Roads and act now and consistently with their traffic plan.
- 7 This part of Thelma St is already a defacto cul de sac where the only means of access from Canning Highway is one way by a left hand turn when travelling West along Canning Highway. Turning the street into a cul de sac will formalize an already defacto situation.
- 8 Turning this part of Thelma St into a cul de sac has the overwhelming support of the immediate and affected community.

**Attachment (a)**

City of South Perth  
**Town Planning Scheme No. 6**

Report on Submissions  
**Amendment No. 46**

**South Perth Station Precinct: Special Control Area SCA 1:  
Rectifying anomalies and ambiguities in Schedule 9 and  
strengthening criteria for building height variations**



**Civic Centre**

Cnr Sandgate Street and South Terrace  
SOUTH PERTH WA 6151

Monday to Friday: 8.30am to 5.00pm

Enquiries:

Telephone: 9474 0777

Facsimile: 9474 2425

Email: [enquiries@southperth.wa.gov.au](mailto:enquiries@southperth.wa.gov.au)

Web: [www.southperth.wa.gov.au](http://www.southperth.wa.gov.au)

## PLANNING AND DEVELOPMENT ACT 2005

**CITY OF SOUTH PERTH  
TOWN PLANNING SCHEME NO. 6  
AMENDMENT NO. 46**

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## PLANNING AND DEVELOPMENT ACT 2005

CITY OF SOUTH PERTH  
TOWN PLANNING SCHEME NO. 6  
AMENDMENT NO. 46

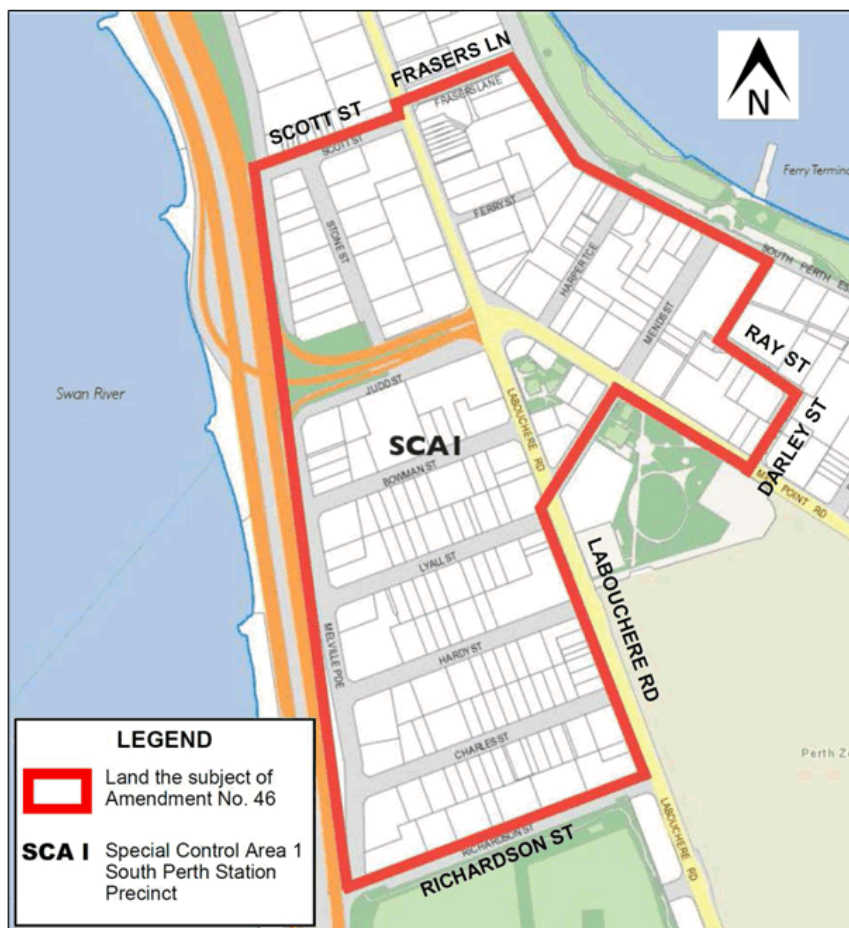
## REPORT ON SUBMISSIONS

## AMENDMENT PROPOSALS

## (i) Background

The location of the land affected by the proposed Amendment No. 46 is shown in **Figure 1**, below:

**Figure 1 Special Control Area 1 – South Perth Station Precinct**





Within the City of South Perth Town Planning Scheme No. 6 (TPS6), the southerly portion of the South Perth peninsula has been designated as Special Control Area 1 – South Perth Station Precinct (SCA 1). The precinct includes all land between Richardson and Darley Streets to the south and east, and Scott Street and Frasers Lane to the north. Amendment No. 25 to TPS6 created the South Perth Station Precinct with special development requirements and entitlements designed to allow more intensive commercial and multiple residential development than previously allowed, and to promote a significant increase in employment opportunities adjacent to major public transport routes, particularly in anticipation of the future construction of the South Perth Station. The special development requirements apply to all 'comprehensive new development' in SCA 1. These requirements are primarily contained in Schedule 9.

The geographic extent of the South Perth Station Precinct will remain unchanged under the proposed Amendment No. 46.

Since Amendment No. 25 became operative on 18 January 2013, through assessment of development applications in this precinct, it has been found that the Schedule 9 provisions contain certain anomalies and ambiguities. It has also been recognised that the performance criteria linked to the approval of variations from the basic building height limits need to be made progressively more demanding according to the extent of proposed 'height' variations. At present, the same set of performance criteria must be met, irrespective of the extent of the variation being sought. Scheme Amendment No. 46 has been initiated for the purposes of:

- (a) rectifying the identified minor anomalies / ambiguities in existing provisions; and
- (b) strengthening existing performance criteria relating to building height variations.

This will be achieved by inserting a new Schedule 9A in place of the existing Schedule 9.

## **(ii) Amendment No. 46 not facilitating higher buildings**

Within the South Perth Station Precinct, since the provisions of Scheme Amendment No. 25 became operative in January 2013, building height limits of 10.5 metres, 14 metres, 25 metres or 41 metres have applied to land in various parts of the precinct. In the case of land in that part of the precinct designated as the 'Special Design Area', where a proposed development meets all of the specified performance criteria, approval may be granted for higher buildings than the nominated 25 metre or 41 metre basic height limit. In those cases, continuing the arrangement introduced by Amendment No. 25, there is no additional restriction on the extent of possible variations from the applicable basic building height limit. Amendment No. 46 will make additions and alterations to, and deletions from, the performance criteria to make them more stringent and effective in relation to qualifying for approval of buildings higher than the nominated height limit. There will be no other changes in relation to the possible height of future buildings. Amendment No. 46 is not allowing or promoting higher buildings than are currently possible.

There has been a great deal of confusion and misunderstanding in the community about the purpose and effects of the proposed Amendment No. 46. Many people hold the incorrect belief that Amendment No. 46 is the instrument for allowing the decision-maker to approve higher buildings than are currently able to be approved. That is not the case. To clarify the situation before explaining what Amendment No. 46 will achieve, it is important to understand the limitations on its scope. Amendment No. 46 will not make any changes to the existing basic building height limits and will not facilitate the approval of higher buildings than are currently able to be approved. To the contrary, by way of the revised performance criteria, Amendment No. 46 will impose more stringent requirements on

applicants who seek approval for buildings higher than the nominated 25 metre or 41 metre basic height limits. Apart from the revisions to the performance criteria, Amendment No. 46 will not make any substantial changes. It will only implement numerous minor changes for greater clarity and to make the existing provisions work more effectively.

### **(iii) Future new Scheme Amendment**

The Council now recognises that the geographic extent of the South Perth Station Precinct and some of the applicable special provisions might be too far-reaching in relation to the desired future character of that precinct. However at this stage, after having advertised the draft Scheme Amendment No. 46 in its present form, the Council does not intend to use it as the instrument for introducing substantial changes to the geographic extent of the special precinct nor substantial changes to the development requirements in Table A of Schedule 9A. The only substantial change will be the strengthening of the performance criteria in Table B. If other substantial changes were now incorporated into Amendment No. 46, a second round of advertising would be required. This would delay the implementation of the many beneficial changes in Amendment No. 46. Rather than attempting to substantially alter the purpose of Amendment No. 46, with the assistance of an external consultant, the Council will investigate possible substantial changes. Any substantial changes will then be incorporated into another Scheme Amendment. The Council resolution concerning this further Scheme Amendment is set out below, in the section titled: "Electors' Meeting 6 May 2015 And Special Council Meeting 20 May 2015."

### **(iv) Advertised changes in draft Amendment No. 46**

As advised in the letter inviting community submissions, the purposes of Amendment No. 46 are to rectify identified anomalies and ambiguities in the special provisions for the South Perth Station Precinct; and to strengthen existing performance criteria relating to building height variations. The advertised draft Amendment on which submissions were invited, replaces the existing Schedule 9 with a new Schedule 9A to implement the following changes, mostly within Table A 'Development Requirements for Comprehensive New Development' and Table B 'Performance Criteria for Special Design Area':

#### New Provision 1: Objectives

Expansion and clarification of the existing 'Purpose of SCA1' at the commencement of Schedule 9, now presented as a new set of 'Objectives'.

#### New Provision 2: Description of affected land

Reformatting of an untitled table in Schedule 9 as a new provision containing a description of the land comprising Special Control Area 1.

#### New Provisions 3 (1), 3(2), 3(3) and 3(4): Operation of Table A

Clarification of the respective functions of 'Development Requirements' and 'Guidance Statements' in Table A.

#### New Provision 3 (5): 'Minor Additions and Alterations'

Clarification as to what constitutes 'minor additions and alteration' to which the special provisions in Schedule 9A do not apply.

#### Provision 4: Schedule 9A Definitions

(a) Reformatting of 'Definitions' in Schedule 9 as a new provision in Schedule 9A.

- (b) Deletion of definition of "comprehensive new development". Schedule 9A only applies to the South Perth Station Precinct whereas the term "comprehensive new development" is now used in other parts of the district as well. The definitions in Schedule 1 of the Scheme Text have City-wide application and therefore, by way of Scheme Amendment No. 30, the definition of "comprehensive new development" has been inserted in Schedule 1. Consequently, in the new Schedule 9A this term has been deleted.
- (c) Minor changes to the definitions of "discretionary" and "preferred land use" to further clarify the meaning and operative effect of each.
- (d) Insertion of a new definition of "heritage place" in Schedule 9A.
- (e) In place of the definition of "Specialty Retail", insertion of a definition "Small Shop", being a shop with a 250 sq. metre limit on gross floor area and excluding a supermarket or department store.

#### Table A, Element 1: Land Use – Preferred and Discretionary

- (a) In Mends Sub-Precinct 'Preferred land uses', deletion of "Local Shop" and "Specialty Retail" and insertion of "Service Industry", "Shop" and "Small Shop".
- (b) In Scott-Richardson Sub-Precinct 'Preferred land uses', insertion of "Service Industry".
- (c) In Scott-Richardson Sub-Precinct 'Discretionary land uses', deletion of "Specialty Retail" and insertion of "Small Shop".

#### Table A, Element 2: Ground Floor Land Uses – Preferred and Discretionary

- (a) In Mends Sub-Precinct 'Preferred ground floor land uses', deletion of "Local Shop" and "Specialty Retail" and insertion of "Service Industry", "Shop" and "Small Shop".
- (b) In Scott-Richardson Sub-Precinct 'Preferred ground floor land uses', deletion of "Specialty Retail" and insertion of "Service Industry" and "Small Shop".
- (c) Insertion of new Guidance Statement (b) to clarify that, within Element 2, the sole purpose of designating uses as either 'preferred' or 'discretionary' is to indicate their appropriateness for location on the ground floor of a building, not to indicate the appropriateness of the identified land uses within a particular Sub-Precinct, the latter being the function of Element 1.

#### Table A, Element 3: Plot Ratio and Land Use Proportions

Modification of the development requirements and guidance statements to clarify that a Mixed Development may contain predominantly residential development provided that, in the Mends and Scott-Richardson Sub-Precincts, the non-residential component has a minimum plot ratio of 1.0, as currently required.

In the Special Design Area, where the plot ratio of a development is more than 3.0, the non-residential component must have a plot ratio of at least 1.5 unless the Council is satisfied that, with a lower non-residential plot ratio (but not less than 1.0), the proposed development will still make a significant contribution towards consolidating the precinct as an employment destination.

#### Table A, Element 6: Special Design Area

Amendment No. 46 incorporates the following changes:

- (a) For more convenient reference, the current Element 13: Special Design Area has been brought forward to immediately follow Element 5: Building Height. It is now designated as Element 6.



- (b) Currently, Development Requirement 13.1 in Element 13 'Special Design Area' states that both 'Plot Ratio and Land Use Proportions' and 'Building Height' may be varied where the Table B performance criteria are satisfied. However for land use mix i.e. residential vs non-residential, the discretion for Council to allow variations is now being transferred to Element 3. Therefore the new Element 6 (currently Element 13) only relates to 'building height' variations.

#### Table A, Element 7: Relationship to the Street

Street setback for portions of a building above the podium: The new Development Requirements 6.5.2 and 6.5.3 and Guidance Statement (f) clarify that there is discretionary power to permit reductions below the prescribed 4 metre street setback, to a minimum of 3 metres, but only to accommodate cantilevered balconies or decorative elements on the street elevation.

#### Table A, Element 8: Side and Rear Setbacks

Setback of portions of a building above the podium: Modification to Development Requirements 8.2 and related Guidance Statement (b) to clarify that no discretionary power is available to approve any lesser setbacks than those prescribed.

#### Table A, Element 9: Parking

In relation to Element 9, the following changes are being implemented:

- (a) Modification to clarify that visitor parking bays are not additional to the prescribed minimum number of occupiers' bays.
- (b) Modifications in relation to discretionary power to allow a lesser number of parking bays than normally required. The current provisions allow for variations where neighbouring buildings have under-utilised parking bays. This would be an extremely rare occurrence and in any event is not an appropriate circumstance for granting parking concessions for new development. However, as is currently the case, the Council may grant a parking concession where a proposed development includes non-residential uses that have different periods of peak parking demand; and the Council is satisfied that the proposed number of bays is sufficient.
- (c) Addition of Development Requirements 9.3, 9.4 and 9.5 to regulate where visitor parking bays are to be placed on a development site.

#### Other Elements in Table A

To achieve greater clarity, Amendment No. 46 will also improve the wording of development requirements and guidance statements in Elements 4, 5, 11, 12 and 13 of Table A without changing the operative effect of those provisions.

#### Table B 'Performance Criteria'

Table B has been restructured to create a three-tiered scale of increasingly demanding performance criteria, coupled with progressively more generous building height concessions.

#### Table B, Design Consideration 1: Minimum Lot Area and Frontage

To guide discretionary decisions regarding approval of variations from the prescribed minimum lot area and frontage, introduction of a qualification relating to inability to amalgamate with an adjoining lot.

#### Table B, Design Consideration 6: Car Parking

In relation to car parking, a new performance criterion has been added which imposes a maximum limit on the provision of parking bays for residential dwellings.

Table B, Design Consideration 7: Additional Community Benefits

The following changes are being implemented:

- (a) Deletion of reference to 'street art' and 'public art' from Performance Criteria (a) and (b) because the Council has adopted a new Policy P316 with wider application, dealing with applicants' obligations concerning public art.
- (b) Re-naming this design consideration as "Additional Community Benefits and Sustainable Design Elements". Design Consideration 7 now includes the performance criterion relating to sustainable design, relocated from the existing TPS6 Design Consideration 8 "Resource Efficiency".
- (c) Table B has been restructured as referred to in Item 14 above. The restructuring affects only Design Consideration 7.

Table B, Design Consideration 8: Resource Efficiency

- (a) The Council has recently adopted a revised version of its Policy P350.1: 'Environmentally Sustainable Building Design'. Policy P350.1 imposes demanding 'sustainability' requirements on all development elsewhere throughout the City. Therefore, for Design Consideration 8, the wording of the performance criterion has been strengthened in order to exceed the requirements in Policy P350.1. The revised performance criterion is linked to the requirements of the 'Green Star' rating system. 'Five-star' compliance is required for buildings up to 60 metres above the height limit shown on Plan 3 'Building Heights'. Above that height, '6-star' compliance is required.
- (b) As referred to in Item 16(b) above, Design Consideration 8 has now been consolidated with Design Consideration 7 and re-named accordingly.

Plan 2 'Special Design Area' and Plan 3 'Building Heights'

Correction relating to the heritage-listed property at No. 35 Labouchere Road. The extent of the required correction is shown in **Figure 2** below:

**Figure 2 Correction of extent of heritage site at 35 Labouchere Road**



The Table B 'Performance Criteria' within Schedule 9 are only applicable to lots fronting onto major and 'high visibility' streets comprising the 'Special Design Area'. These lots are coloured red on Plan 2 'Special Design Area' within Schedule 9. For properties in the Special Design Area, where the total plot ratio of a proposed development exceeds 3.0, approval may be granted for a building higher than the basic height limit shown on Plan 3 'Building Heights', provided that the proposal meets all of the performance criteria in Table B.

The most significant change being introduced by Amendment No. 46 is the restructuring of Table B to create a graduated scale of increasingly demanding performance criteria. As the proposed height variation increases, progressively more performance criteria must be met. This change is necessary because at present, where all performance criteria are met, there is no differentiation as to the extent of possible variations from the basic building height limits. Under the existing provisions in Table B, for properties in the Special Design Area, one applicant who meets all relevant performance criteria may seek a height variation of perhaps one or two storeys, while another applicant in the same situation may seek a far greater height variation without the development being of a higher standard or offering more occupier or community benefits. The proposed restructuring of Table B will make the performance criteria more equitable according to the extent of height variation being sought.

The current provisions within Schedule 9 may seem to indicate that, on sites in the Special Design Area where an applicant seeks a concession regarding building height or land use proportions ('residential' vs 'non-residential') the proposal must be predominantly non-residential although legal advice to the contrary has been obtained. The legal advice is to the effect that in such cases, the Council may approve a predominantly residential development if satisfied that the development will also make a significant contribution towards consolidation of the South Perth Station Precinct as an employment destination, provided that all relevant Table B performance criteria are met. However as there is a degree of ambiguity regarding the required 'residential' vs 'non-residential' mix, the current provisions need to be modified. Amendment No. 46 will clarify the position.

In Amendment No. 46, the matter of 'residential' vs 'non-residential' land use is no longer linked to the Table B performance criteria. Table B will only relate to building height variations.

Under Amendment No. 46, the proposals regarding land use mix are as follows:

Mixed use development with a total plot ratio of 3.0 or less

For any mixed use development with a total plot ratio of 3.0 or less, consistent with the current requirement, the residential floor area is not permitted to exceed the non-residential floor area.

Mixed use development with a total plot ratio of more than 3.0

For a mixed use development on a site not in the Special Design Area, it is not possible for a variation from the prescribed building height limit to be granted. In such a case, the floor area could be predominantly residential. The non-residential plot ratio must be not less than 1.0, but the balance of the floor area could be residential.

For a mixed use development on a site in the Special Design Area, the land use could be predominantly residential provided that a minimum non-residential plot ratio of 1.5 is provided unless the decision-maker approves a lower non-residential plot ratio to a minimum of 1.0 where satisfied that the development will still make a significant contribution towards consolidating the South Perth Station Precinct as an employment destination.



## STATUTORY POSITION TO DATE

### (i) Amendment No. 25 – finalised 18 January 2013

When the State Parliament approved the Perth to Mandurah Railway in 2005, a Parliamentary commitment was given to construct a railway station near Richardson Street, South Perth to service the area, the Perth Zoo, Mends Street shopping centre and activities on foreshore areas. Using funding provided by the State Government under a "Network City Communities Program" grant, to assist the State Government to progress towards construction of this station, a town planning study known as the South Perth Station Precinct Study was implemented. Stage 1 was a wide-ranging community engagement study to determine attitudes and preferences on a range of matters, including appropriate development mix and housing forms; pedestrian and vehicular linkages; and public transport. Stage 1 commenced in late 2005 and was completed in April 2007.

Based on the findings of the Stage 1 study, Stage 2 was undertaken by the City in conjunction with the Western Australian Planning Commission (WAPC) and the WA Department of Planning with a view to increasing employment and residential density within the precinct. This study, and the subsequent Amendment No. 25 to TPS6 have established the South Perth peninsula as a 'District Centre' in the Central Metropolitan Perth Sub-region, giving effect to a proposal in the WAPC's "Directions 2031" final report, released by Minister John Day in August 2010. The South Perth Station Precinct Study was completed in January 2011 and the related Town Planning Scheme Amendment (No. 25) was subsequently approved two years later.

In accordance with clause 9.8 of TPS6, prior to initiation of Scheme Amendment No. 25, preliminary consultation was undertaken. Among other advertising methods, 930 letters were mailed to affected landowners and others, inviting comments between 4 and 30 March 2011. The Council received 126 submissions. Having considered a report on these preliminary submissions, at its 3 May 2011 meeting, the Council resolved to endorse draft Amendment No. 25 proposals for statutory advertising under the Town Planning Regulations.

The draft Amendment incorporated modifications to the original proposals that were the subject of the 'first-round' community consultation, most notably the following:

- For the area bounded by Scott Street, Stone Street, Judd Street and Melville Parade, the long-standing 14 metre building height limit was retained in place of the originally proposed 41 metre height limit.
- Near the proposed South Perth train station, the Amendment area originally included a portion of land on the north-west corner of Richardson Park, reflecting the footprint of a proposed major building. However the original proposal was changed to exclude Richardson Park from the Scheme Amendment and the reserve remains unchanged.
- The boundary of the affected area was expanded northwards to include additional South Perth Esplanade properties up to Frasers Lane.

On 28 December 2011, the WAPC granted consent to advertise the draft Amendment No. 25 proposals.

The 45-day 'second-round' advertising period ran from 24 January to 9 March 2012. On this second occasion, the Council mailed 1244 letters to all landowners in and abutting the precinct; and received 151 submissions.

On 22 May 2012, the Council considered the officer's Report on Submissions and recommended to the Minister that the Amendment be approved with modifications. Notable modifications were as follows:

- In the advertised draft Amendment, podiums were required to be one-third of the total building height. This was modified to require podium height to be in the range between 9 metres and 13 metres regardless of the height of the building.
- The property at No. 11 Harper Terrace cnr South Perth Esplanade was transferred from the South Perth Esplanade Sub-Precinct to the Mends Street Sub-Precinct, thus allowing commercial development.
- In Table B, the wording of Design Consideration 1 was modified to read as follows:  
*"The development site is to have a minimum area of 1,700 sq. metres and a minimum lot frontage of 25 metres unless otherwise approved by the Council as a minor variation."*
- In Table B, the following additional performance criterion was inserted regarding car parking:  
 (a) *The development site shall not have car parking bays at the ground level within 10 metres of a road frontage, unless allowed by Council.*  
 (b) *At least 60% of the primary street frontage is to be an active street frontage."*

On 8 January 2013, the Minister for Planning granted final approval to Amendment No. 25 with the recommended modifications. The Amendment became operative on 18 January when published in the Government Gazette.

Including the processes involved in the pre-requisite precinct study (Stages 1 and 2) and Scheme Amendment No. 25, the current set of provisions guiding development in the precinct represents the culmination of some seven years of investigation and statutory processes with extensive community involvement.

## (ii) Amendment No. 46

At its meeting held on 28 October 2014, the Council resolved to initiate Amendment No. 46 to TPS6 for the purposes described above. This particular Scheme Amendment is not introducing any changes to the basic height limits in the South Perth Station Precinct SCA1, introduced by Amendment No. 25. For properties in the Special Design Area, in relation to possible variations from the 25 metre and 41 metre height limits, Amendment No. 46 is strengthening the performance criteria, but is not curtailing the extent of any possible height variations.

On 7 November 2014, the draft Amendment and accompanying report were forwarded to the Western Australian Planning Commission for information. The report describes the background to, and reasons for, the Amendment.

Also on 7 November, the Amendment No. 46 proposals were forwarded to the Environmental Protection Authority (EPA) for assessment. By letter dated 17 November 2014, the EPA advised that it considered that it is not necessary to provide any advice or recommendations on the Amendment proposals.

The draft Amendment has been advertised in the manner described below, inviting public submissions.



## ADVERTISING OF AMENDMENT NO. 46

Following environmental clearance by the EPA, the statutory community consultation was undertaken to the extent and in the manner prescribed by the *Town Planning Regulations 1967* and the City's Planning Policy P301 '*Consultation for Planning Proposals*'. The consultation involved the following:

- 46-day advertising period, being 4 days longer than the 42-day minimum;
- 1352 letters / notices mailed to all landowners within the South Perth Station Precinct and to owners of properties on the perimeter, outside the precinct;
- 30 letters / notices mailed to architects, town planners and developers known to have an interest in the precinct;
- 10 letters / notices mailed to potentially affected Government agencies;
- Notices published in the 27 January and 17 February 2015 issues of the *Southern Gazette* newspaper; and
- Notices and documents displayed on the City's web site, in the City's Libraries and in the Civic Centre.

## SUBMISSIONS ON AMENDMENT NO. 46 – GENERAL DISCUSSION

During the advertising period, a total of 41 submissions were received in the following categories:

1. No objection .....	4
2. Opposing Table A development requirements; Table B performance criteria .....	8
3. Opposing exclusion of certain properties from Special Design Area .....	5
4. Opposing Amendment as height controls considered inadequate .....	17
5. Opposing certain provisions .....	5
6. Government submissions.....	2

### Note:

Due to the mixed nature of the comments in some submissions, the comments have been assigned to more than one of the categories listed above. This explains why the total number of all the submissions in the listed categories is higher than the total number of people (41) who lodged submissions.

A summary of the submitters' comments, together with the Council's responses and recommendations, are contained in this Report on Submissions and in the accompanying Schedule of Submissions.

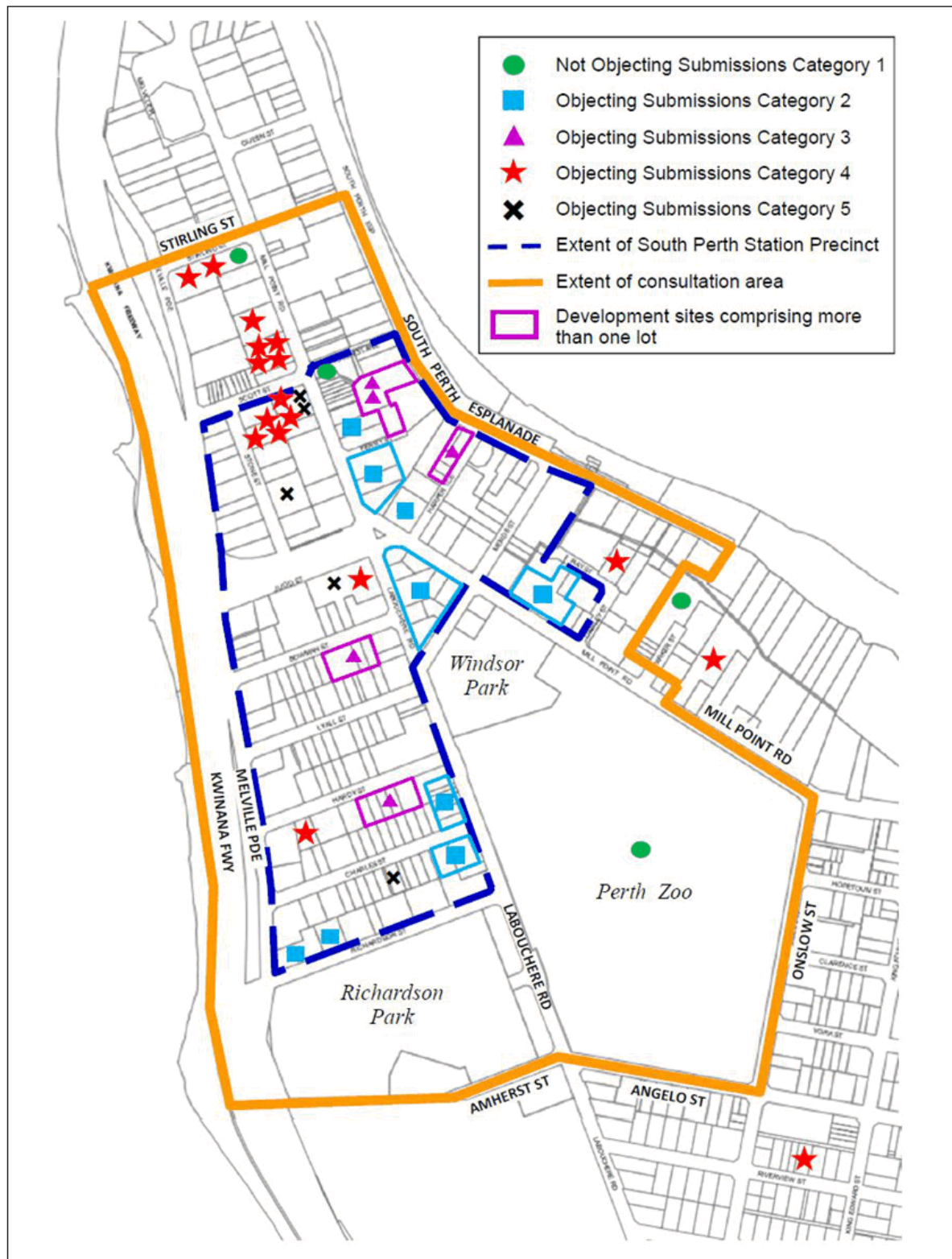
A **confidential** copy of the submissions is provided with this report for the information of Council Members, the WAPC and the Minister.

The broad nature of the submissions is as follows:

Supporting / no objection submissions	4	(10%)
Submissions wanting modifications not related to building height variations	18	(44%)
Submissions wanting more stringent height controls	17	(41%)
Government agencies' submissions	2	(5%)
<b>TOTAL SUBMISSIONS</b>	<b>41</b>	<b>(100%)</b>

**Figure 3** below shows the extent of the City's notification mail-out to neighbouring landowners and also the geographic spread of submissions received, identifying the properties from which they originated.

**Figure 3** Extent of advertising and origin of submissions map



The relationship between individual submissions and the area consulted by personally addressed mailed letters is as follows (not including submissions from government agencies):

Total number of landowners consulted by mailed letters from the City	1352	
Number of the 4 supporting submissions originating within consultation area	3	(75%)
Of the 18 submissions wanting modifications not related to height variations, number originating within consultation area	18	(100%)
Of the 17 submissions wanting more stringent height controls, number originating within consultation area	15	(88%)
Number of the total submissions originating within consultation area	36	(92%)

The City's consultation mail-out process also included 10 government agencies, responses being received from the following agencies:

- Main Roads WA
- Western Power

### ELECTORS' MEETING 6 MAY 2015 AND SPECIAL COUNCIL MEETING 20 MAY 2015

Following the City's receipt of a development application for a 29-storey (plus basements) residential / office / café building at No. 74 Mill Point Road, 63 letters were mailed to neighbouring landowners, occupiers and strata bodies inviting submissions on the proposal. In response, a total of 64 submissions (including a petition signed by 39 residents) were received, objecting to the proposed development. The decision-maker was a Joint Development Assessment Panel.

The development proposed at No. 74 Mill Point Road was the catalyst for a petition bearing approximately 292 signatures, received by the City on 15 April 2015. The petition requested an Electors' Meeting to discuss:

*"development issues concerning the Mill Point Peninsula".*

The petition also asked the Council to:

- immediately exclude the Mill Point peninsula from the South Perth Station Precinct; and
- defer further action in connection with Amendment No. 46 pending removal of the Mill Point peninsula from the Station Precinct; and a review of the need for a new Local Planning Strategy.

The Electors' Meeting was held on 6 May 2015. At that meeting, the following motions were carried:

1. *The South Perth Council should initiate the necessary processes to exclude from the South Perth Station Precinct, the Mill Point Peninsula that lies north of Ferry Street.*
2. *The South Perth Council should resolve to initiate immediately a Local Planning Strategy for the Mill Point Peninsula and the land included in the South Perth Precinct Plan pursuant to the requirement in Paragraph 5.5 in the Precinct Action Plan.*
3. *The South Perth Council should inform JDAP that applications for developments of heights of more than 25 metres in the Mill Point Peninsula (including the 74 Mill Point Road development application) should be refused as premature until such time as a Local Planning Strategy is in place which addresses the Mill Point Peninsula.*



4. All further action in connection with Amendment 25, including proposed Amendment 46, should be deferred until a Local Planning Strategy is in place for the South Perth Station Precinct.
5. By reason of the State Architect's report into the proposed development at 74 Mill Point Road, this house has no confidence in the ability of the planners in the South Perth Council to determine whether a development application meets the Performance Criteria in Schedule 9 of the TPS, thereby underscoring the urgent need for a Local Planning Strategy."

These motions were considered at a Special Council Meeting on 20 May 2015, where the following resolution was carried unanimously:

- "1. The minutes of the Special Electors meeting held on 6 May 2015 be received.
2. (a) in relation to the No. 6 Town Planning Scheme provisions pertaining to the South Perth Station Precinct, a consultant be engaged to conduct an independent review of those provisions and the geographic extent of the remainder of that precinct;
- (b) as part of that review, the consultant is to examine design elements associated with higher buildings, using other well respected regulatory and design frameworks such as that produced by the Commission for Architecture and the Built Environment UK (CABE's): "Guidance on Tall Buildings" or "SEPP 65" from New South Wales; and
- (c) based on the findings of the review, the consultant is to prepare a draft of a new amendment to Town Planning Scheme No. 6 for consideration by the Council which will be included into the City-wide Local Planning Strategy which is currently in progress.
3. In the interim, this Council acknowledges the concerns of the community in regard to the development at No. 74 Mill Point Road and requests of the JDAP, at the next meeting held to consider the Development Application of No. 74 Mill Point Road, that further to the outcome and recommendations of the Government Architect and City Officers, the panel require the Applicant to:
  - (a) set back all below-ground parking a sufficient distance from the street to avoid damage to tree roots; and conceal above-ground parking within the development;
  - (b) provide a greater setback from the street boundary to provide a building more in keeping with the existing focus area which will avoid any possible damage to the root network of the existing street trees; and
  - (c) reduce the height of the proposed development to:
    - (i) be compatible and consistent with the bulk and scale of the surrounding apartments of the peninsular; and
    - (ii) reduce the significant overshadowing the present proposal will have on the surrounding area.
4. A report be provided to Council on the processes required for the removal of properties from the Special Design Area situated on the East side of Mill Point Road between Ferry Street and Fraser Lane and the West side of Mill Point Road, between Judd Street and Scott Street."

## COMMENTS BY SUBMITTERS

Of the 41 submissions received, 4 support the Amendment proposals, 35 are wholly or partially opposed to the Amendment proposals, and 2 responses were received from government agencies.

Most of the objections relate to building height controls, however these objectors fall into three groups having radically different opinions from one another. The first group contend that some of the proposed performance criteria for building height variations are too onerous. The second group seek to have their properties included in the Special Design Area as they wish to be able to build above the prescribed height limits. The third group seek tighter controls over 'height' variations.

The small number of submissions unrelated to building height controls have been lodged by people wanting more demanding parking requirements, podiums to have increased setbacks from street and side boundaries, a change to the method of measuring building height where the height limit is 25 metres, and a reduction of the mandatory non-residential plot ratio.

A summary of the comments contained in the submissions and Council's responses to, and recommendations on, those comments are presented as follows:

### 1. Submissions 1.1 to 1.4 – NO OBJECTION to Amendment No. 46

<b>(a) Total support</b>	<b>(1 submitter)</b>
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#### Submitter's comment

As co-owner of a unit at 66 Mill Point Road, I would like to record my total support for the amendment. It is time South Perth was developed further than it has been, and this is a great step in the right direction.

#### Council's response

The Council recommends that the comment be UPHELD.

<b>(b) Supports Amendment to promote case for train station</b>	<b>(2 submitters)</b>
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#### (i) Submitter's comment

*Submitter from Stirling Street, South Perth comments as follows:*

I am in favour of the train station and any further development in South Perth that will promote progress.

#### (ii) Submitter's comment

*Submitter (Perth Zoo) comments as follows:*

Perth Zoo supports the development of a South Perth railway station and the concept of a precinct which would accommodate this in the future. Perth Zoo attracted over 627,000 visitors during the last financial year, some of which are school children attending the Zoo as part of formal education programs. Two thirds of the Zoo's visitors are from the metropolitan area. An improvement in local public

transport and better access to rail transport would be a positive improvement to the accessibility of the Zoo; an improvement in longer term environmental sustainability; and would provide a safe and economic alternative to the use of private motor vehicles for Zoo visitors and also Zoo staff.

As such, Perth Zoo supports Amendment No. 46 to the City's Town Planning Scheme No. 6.

#### **Council's response**

The Council recommends that the comments of these submitters be UPHELD.

<b>(c) Supports Amendment - extend precinct to Parker Street</b>
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<b>(1 submitter)</b>
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#### **Submitter's comment**

*Submitter from 'Windsor Towers', Parker Street, South Perth comments as follows:*

I note that one of the purposes of Amendment No. 46 is to:

".... strengthen the existing performance criteria relating to building height concessions".

Generally I support the proposal and suggest that *Windsor Towers* should come under the same umbrella, the reason being that *Windsor Towers* is a 21-storey building that clearly sits in a 12 to 14 storey envelope so it has been, and is, a long time ambiguity and anomaly.

By adding *Windsor Towers* into, or extending the envelope, or including *Windsor Towers* itself as part of the envelope, the proposed South Perth Station Precinct, so mooted would rectify this long time anomaly.

#### **Council's response**

Darley Street and Ray Street form the easterly boundary of the existing South Perth Station Precinct. The submitter's building, *Windsor Towers*, in Parker Street, is not contiguous with the precinct boundary, but is separated from it by a full street block containing several properties including three large apartment buildings. *Windsor Towers* is contained within the area sometimes referred to as the 'escarpment' - the area north of Mill Point Road, extending eastwards from Darley Street to No. 180 Mill point Road (opposite King Edward Street).

The escarpment has distinctly different characteristics from the land in the South Perth Station Precinct. Its built form is already well established, comprising mainly high-rise strata titled apartment buildings with negligible prospect of redevelopment for many years. There are no places of employment on the escarpment and the existing buildings do not reflect the streetscape character which is being promoted by the special development requirements in Schedule 9 of the Scheme, applicable to the South Perth Station Precinct. As the escarpment is not consistent with the objectives for the precinct, this area was excluded when the precinct boundary was determined.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 46 not be modified in this regard.



<b>(d) Supports Amendment – particularly Design Consideration 4 in Table B: Performance Criteria</b>	<b>(1 submitter)</b>
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### Submitter's comment

*Submitter from Mill Point Road, South Perth comments as follows:*

The initiative is excellent and will over time achieve the objective of creating a multi-storey precinct of mixed use residential and commercial development in a concentrated area, with increased residential density and the commercial development providing an employment node, with new offices, restaurants and shops.

I am involved with two developers who have commenced 20-storey residential towers with commercial components and are working on another three high-rise projects in the area.

Hopefully the developments will eventually lead to the State Government prioritising a train station to enhance public transport to the area.

Table B – Performance criteria for Special Design Area –

Design Consideration 4: 'Dwelling Density and Type' – Performance criterion reads:

*"Residential development must have a minimum residential density of 100 dwellings per gross hectare or provide a minimum of 20% single bedroom dwellings."*

Then under Design Consideration 7 it appears to contradict the 'or' provision by stating in Performance Criterion (3)(b)(iii) that a minimum of 20% of the residential units are to meet the Adaptable House Class B standard.

Seems to be a contradiction, however I would like to see the 'or' provision retained as I believe, in order to provide for the broader demographic, we need to also provide some exclusive residential complexes that cater for the 'top end' exclusively - and do not require mixing prestigious apartments with commercial space and basic 1 and 2 bedroom units, that are currently being well provided for in the current proposed developments.

### Council's response

The submitter refers firstly to the two options offered in the advertised version of the Table B performance criterion for Design Consideration 4: 'Dwelling Density and Type'. The options are to either achieve a density of 100 dwellings per gross hectare, with no requirement regarding dwelling size; or alternatively, to confine at least 20% of the dwellings to single bedrooms. One purpose of Amendment No. 46 is to strengthen the existing Table B performance criteria relating to building height variations. This can be achieved by deleting criteria which offer only a minimal contribution to local amenity, inserting new criteria offering significant benefits in this regard, and rewording other existing criteria to more effectively meet the objective. With this objective in mind, it is now recognised that the performance criterion linked to Design Consideration 4 does not offer any significant benefits to dwelling occupiers, nor to the local or wider communities. Therefore, it is now proposed that this particular performance criterion be deleted from Table B.

Secondly, in reference to the advertised version of Table B, the submitter refers to one of the 'applicant's choice' performance criteria linked to Design Consideration 7 'Additional Community Benefits and Sustainable Design Elements'. The particular criterion to which he refers deals with 'adaptable housing'. This remains one of the optional criteria which an applicant may elect to meet in order to be eligible for consideration of a building

height variation. However, in response to another submission, the term 'Adaptable House' is no longer used in the final version of this criterion.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be UPHELD; and
- (b) Amendment No. 46 be modified by:
  - (i) deleting Design Consideration 4 'Dwelling Density and Type' and the related Performance Criterion in Table B of Schedule 9A; and
  - (ii) inserting the following new Performance Criterion (ii) in the recommended modified Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities':
 

“(ii) A minimum of 10% of the residential units, rounded up to the next whole number of dwellings, are to have an internal floor area of 200 sq. metres or more.”

## 2. Submissions 2.1 to 2.8 OPPOSING development requirements in Table A; and performance criteria in Table B

<b>(a) Oppose constraints on discretionary power to permit variations from Table A development requirements</b>	<b>(2 submitters)</b>
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### Submitter's comments

*Submissions from Planning Consultant on behalf of one property owner in Mill Point Road and another owner / developer in Richardson Street, comment as follows:*

Provision 3 of Schedule 9A is titled: 'Operation of Schedule 9A'. The submitter quotes the wording of clauses (1) and (3) of Provision 3; clause (1) requiring compliance with the development requirements in Table A of that schedule, with no variations permissible unless a particular development requirement refers to a discretionary power expressly vested in the Council; and clause (3) stating that, in cases where discretionary power is conferred, before approving a proposed variation, the Council must be satisfied that the proposed development meets the intent of the related guidance statements.

The submitter then itemises 'non-discretionary' development requirements relating to minimum non-residential plot ratio, building height on sites not in the Special Design Area; for sites in the Special Design Area, the need to meet all performance criteria listed in Table B to qualify for a 'height' variation; side and rear setbacks; and minimum number of parking bays.

The submitter believes Amendment No. 46 seeks to remove (or severely limit) existing discretionary powers with respect to a number of the provisions contained in Schedule 9A. He expresses concern about this, as being overly restrictive and not giving the decision-maker any opportunity to approve a non-compliant development which might achieve design excellence and be an entirely acceptable design response to the characteristics of the site in question, noting that different sites in the precinct have varying characteristics.

Further, the submitter says that, in some instances, it is unclear whether an exercise of discretion is allowed, possibly leading to legal challenges.

The submitter therefore recommends Table A be modified to include guidance for the exercise of discretion in relation to all of the Development Requirements.



**Council's response**

The existing Schedule 9 includes the following provision:

*"All comprehensive new development within the development area requires planning approval and shall comply with the provisions of this Schedule."*

In relation to the extent of the decision-maker's discretionary power, the operative effect of the proposed replacement Schedule 9A is identical to the existing Schedule 9, although in the new Provision 3, clauses (1), (3) and (4) make the position clearer in this regard. Those clauses read as follows:

- (1) *Comprehensive new development within Special Control Area 1 – South Perth Station Precinct shall comply with the development requirements in the second column of Table A of this Schedule. No variation from those requirements is permissible unless a particular development requirement refers to a discretionary power expressly vested in the Council.*
- (3) *In cases where the Council has discretionary power to approve a proposed variation from a particular development requirement in Table A, approval shall not be granted unless the Council is satisfied that the proposed development meets the intent of the related guidance statements.*
- (4) *On sites within the Special Design Area where approval is sought for variations from Development Requirements 3.4 and 5.1, approval shall not be granted unless the Council is satisfied that the proposed development meets the intent of the related guidance statements and also complies with all relevant Performance Criteria in Table B.*

Although Amendment No. 46 contains revised wording regarding possible variations from certain provisions, the extent to which the decision-maker could approve variations from provisions in Table A will not change. The only purpose of the re-wording is to improve clarity. The new provisions set out above now make the position entirely clear regarding the extent of available discretionary power.

The City disagrees with the submitter's opinion that more discretionary power should be available, allowing approval of more variations from particular provisions in Table A. That table was introduced by Amendment No. 25 in January 2013. All provisions in Table A have been meticulously re-examined and the changes now proposed in the revised Table A will eliminate existing identified anomalies and ambiguities. Table A already most effectively accommodates the intended form of development to meet the eight precinct objectives set out in Provision 1 of Schedule 9A. In this regard, among the many provisions introduced by Amendment No. 25, provisions in Table A:

- have increased the building height limits beyond those which had applied prior to January 2013;
- prescribe a required minimum plot ratio for non-residential floor area in order to increase employment;
- have reduced required on-site parking to around 50% of the previous requirement;
- have substantially reduced minimum setbacks from all lot boundaries, compared to those which were required prior to Scheme Amendment No. 25.

Under the proposed Amendment No. 46, discretionary power will already be available for approval of variations from the site requirements in Table A relating to:

- land uses not listed;
- reduction of non-residential plot ratio from 1.5 to 1.0;

- podium height for properties containing or abutting a heritage place;
- podium height on corner sites to accommodate an architectural design feature;
- minimum street setback for listed 'perimeter' streets;
- percentage of the podium which is to abut the street boundary;
- minimum percentage of clear glass in ground floor street facades;
- street setback for storeys above podium to accommodate balconies or decorative elements;
- increased side and rear setbacks for podiums;
- reciprocal parking arrangements where non-residential land uses on the same site have different periods of peak parking demand;
- siting of visitor parking bays.

There is already substantial capacity for architects to design innovative buildings responding to the characteristics of particular development sites. Therefore, being mindful also, of the existing significantly increased development entitlements outlined above, there is no justification for further increasing the decision-maker's discretionary power. If this were done, it could lead to 'over-development' of some sites without more effectively meeting the precinct objectives or the intent of the more specific guidance statements.

Having regard to all relevant considerations, the Council recommends that:

- the comments be NOT UPHOLD; and
- Amendment No. 46 not be modified in this regard.

<b>(b) Oppose constraints on residential development in Element 3 of Table A</b>
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<b>(1 submitter)</b>
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### Submitter's comments

#### *Submission from large development company comments as follows:*

We congratulate the City for the change in the planning environment that occurred through Amendment No. 25. This has acted as a positive catalyst for a number of development applications to be brought forward that align with the City's vision for the precinct.

We support the clarification and certainty provided by the proposed amended definition to Table A, Element 3, allowing predominantly residential development, including no limitation on the maximum plot ratio for the residential component of a Mixed Development with a total plot ratio of more than 3.0 (Development Requirement 3.4).

With respect to Development Requirement 3.5, we support the amendment to where developers can provide a minimum non-residential plot ratio of 1.0 where the plot ratio of the development is more than 3.0 but propose removal of a need to satisfy the City that the development will still make a significant contribution towards consolidating the precinct as an employment destination. This will better allow the residential component to de-risk and effectively support the non-residential component.

Further, we propose that the City delete Development Requirement 3.3 as an additional amendment where the plot ratio is less than 3.0 that the residential plot ratio shall not exceed 1.5. The operation of 3.2 will still require a minimum non-residential plot ratio of 1.0. This will support the development of smaller sites that otherwise would likely struggle to meet financial pre-commitment or feasibility requirements if the non-residential component forms a 50% or majority component of a small-scale development. Aggregation of land is difficult to achieve within inner city high land value areas and such

an approach would allow further development within the precinct for smaller and mid-scale projects.

### **Council's response**

#### Development Requirement 3.5

In its modified form as contained in draft Amendment No. 46, Development Requirement 3.5 reads as follows:

*"On sites in the Special Design Area, where the total plot ratio of a Mixed Development is more than 3.0, the plot ratio of the non-residential component shall be not less than 1.5 unless the Council approves a lower non-residential plot ratio to a minimum of 1.0, where satisfied that the development meets the intent of Guidance Statement (a)."*

The related Guidance Statement (a) says that, other than in the two small 'residential' sub-precincts:

*"any comprehensive new development should make a significant contribution towards consolidation of the South Perth Station Precinct as an employment destination."*

The DR 3.5 requirement regarding minimum non-residential plot ratio and the related Guidance Statement (a) give effect to the following two important objectives of the development controls in the South Perth Station Precinct:

- "(a) Promote more intensive commercial land use to support the increased residential population, provide greater employment self-sufficiency in the City and patronage for a future 'destination' rail station.*
- (b) Create a precinct that offers commercial office space, cafés, restaurants, hotels and tourist accommodation."*

In relation to these objectives, the report on the draft Amendment No. 46, forming part of the Minutes of the October 2014 Council meeting, contains the following comment:

*"The land use controls for the South Perth Station Precinct are designed to ensure that a substantial portion of any new development will be non-residential, so as to provide patronage for the future train station - intended to function as a 'destination' station. The objective is for large numbers of train commuters to disembark at the South Perth Station in the morning to go to work, and return in the evening.*

This is a sound objective, aimed at most effectively promoting train travel without overloading the carrying capacity of the trains and not excessively increasing the volume of car trips in the precinct during peak hours. In comparison with the original provisions introduced by Amendment No. 25, Draft Amendment No. 46 is already relaxing the requirement regarding the maximum residential component of 'comprehensive new development' in the precinct. Amendment No. 46 clarifies that the residential component is permitted to predominate for large-scale projects i.e. those with a plot ratio of more than 3.0. However in cases where an applicant seeks a relaxation of the 1.5 minimum non-residential plot ratio, the proposed development must still demonstrate that there will be a significant number of employees, as opposed to residents, in the building. Abandonment of this requirement would seriously compromise a fundamental precinct objective that has been in place from the outset - since 2008.

The submitter seeks the removal of the need to demonstrate a significant contribution towards consolidation of the precinct as an employment destination in order to 'de-risk' the residential component and support the non-residential component. He is saying, in



effect, that this change would make potential future development proposals more economically viable.

The submitter's request is not supported. The economic viability of possible future development must not be the ultimate determinant. Rather, the determination must be based on fulfilment of sound objectives for the precinct. Acceding to the submitter's request would undermine a fundamental precinct objective. If some potential future developments do not proceed in the short term due to the requirements regarding the land use mix, that is not a cause for concern, as market demand for residential vs non-residential land use fluctuates from time to time. It is also of interest to note that, since Amendment No. 25 was finalised in January 2013, the existing provisions have not discouraged large-scale development proposals from proceeding.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments relating to Development Requirement 3.5 be NOT UPHOLD; and
- (b) Amendment No. 46 not be modified in this regard.

### Development Requirement 3.3

Development Requirement 3.3 has been operative since January 2013 when Amendment No. 25 was finalised. In draft Amendment No. 46, Development Requirement 3.3 reads as follows:

*"In the Scott-Richardson Sub-Precinct and the Mends Sub-Precinct, where the total plot ratio of a Mixed Development is 3.0 or less, the plot ratio of the residential component shall not exceed 1.5."*

While this requirement imposes a constraint on the maximum permissible proportion of residential floor area in the smaller-scale mixed developments (those with a plot ratio of 3.0 or less), Development Requirement 3.4 does not impose a constraint of this kind. The effect of DR 3.4 is that, on sites with a prescribed height limit which cannot be exceeded, for larger-scale mixed developments (those with a plot ratio of more than 3.0) there is no maximum plot ratio for the residential component.

The submitter supports Development Requirement 3.4 and wishes to also obtain a more generous entitlement for the residential component of smaller-scale mixed developments. To achieve this, he requests deletion of Development Requirement 3.3. In essence, he is saying that amalgamation of lots in separate ownership to facilitate larger-scale development is not economically feasible, and on the other hand, smaller-scale development on single lots is not economically feasible unless they can be predominantly residential.

While smaller-scale developments may not be economically viable due to the constraint on residential development imposed by DR 3.3, the submitter's request for deletion of that requirement is not supported for the following reasons:

- If smaller-scale developments were allowed to be predominantly residential this would undermine the fulfilment of Precinct Objective (a) relating to promotion of more intensive commercial land use to provide greater patronage for a future 'destination' rail station.
- Smaller-scale developments, particularly 'single lot' developments should be discouraged as they would not achieve the precinct objective of promoting more intensive land use and would not be compatible with larger-scale neighbouring developments.



Having regard to all relevant considerations, the Council recommends that:

- (a) the comments relating to Development Requirement 3.3 be NOT UPHELD; and
- (b) Amendment No. 46 not be modified in this regard.

<b>(c) Oppose 'gross floor area' method of specifying parking ratios in Element 9 of Table A</b>	<b>(1 submitter)</b>
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### Submitter's comments

*Submission from development company comments as follows:*

For non-residential uses, parking should be calculated by reference to the Nett Lettable Area of the commercial use rather than the Gross Floor Area. This is a standard practice in other Local Government Areas and is being adopted in other planning policies eg. the current draft Canning Bridge Structure Plan. Given that the City's aspirations focus on the future provision of a train station that would service the precinct, it seems counter-intuitive to require parking numbers to be calculated for spaces that do not relate to actual occupation by occupants eg. lobby/corridor areas.

### Council's response

The 'gross floor area' method of specifying parking ratios is not new, and was not introduced by the current Scheme Amendment No. 46 nor the previous Amendment No. 25 which also applied specifically to land in the South Perth Station Precinct. This method has applied throughout the City of South Perth since 2003.

Under previous town planning schemes, the City of South Perth used the term 'office floor area' (comparable with Nett Lettable Area) when specifying the car parking requirement for offices. 'Office floor area' was defined as:

*"the total of the floor areas of a building used for the purpose of Offices where the floor areas are measured from the inner faces of external walls but does not include the areas of any lift shaft, stair, toilet, plant room, kitchen, lunch room, store area, storage room, passage, and any area within the building used for parking of vehicles or for vehicular access."*

This method of specifying parking ratios was found to have the following significant disadvantages:

- o Complexity of calculations for applicants and City Planning Officers, involving the deduction of 'non-office' portions of the building from the gross floor area.
- o Disputes between applicants and the City as to whether or not certain areas within a building should be deducted from the gross floor area for the purpose of parking calculations.
- o In many instances, inability to determine which areas should be deducted from the gross floor area in cases where the internal layout of 'office' floors of a building was not known at the time of the development application. The final layout was frequently not confirmed until much later, when tenants or strata title purchasers had been secured.

To overcome the disadvantages referred to above, when the current Town Planning Scheme No. 6 (TPS6) was being prepared, the parking ratios for all commercial zones and for appropriate non-residential land uses were expressed with reference to 'gross floor area', with the quantum of the ratios adjusted so that the required number of parking bays remained the same. TPS6 was finally gazetted in 2003. Under TPS6, 'gross floor area' is defined as:

*"the area of all floors of a building measured from the outer faces of external walls, but the term does not include any balcony and any area within the building used for parking of vehicles, for vehicular access or for end-of-trip facilities for cyclists."*

Being mindful of the reasons why the Council changed to 'gross floor area' as explained above, the City does not share the submitter's preference for expressing non-residential parking ratios in relation to Nett Lettable Area. Even if such a change had been supported, Amendment No. 46 would not be the appropriate instrument for making such a change because the 'gross floor area' method applies City-wide, whereas Amendment No. 46 only applies to the South Perth Station Precinct. Furthermore, such a change would not have been supported without changing the quantum of the parking ratios. In the South Perth Station Precinct, the existing parking requirement for non-residential land uses is 1 car bay per 50 sq. metres of gross floor area, representing a reduction to half of the requirement that applied prior to January 2013. If there were to be a change to the 'Nett Lettable Area' method, the quantum of the parking ratio would need to change as well. Otherwise the actual number of bays required on development sites would be further reduced.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHOLD; and
- (b) Amendment No. 46 not be modified in this regard.

**(d) Oppose wording of Table B, Design Consideration 1 performance criterion relating to minimum lot area and frontage**

**(1 submitter)**

#### **Submitter's comments**

*Submission from Planning Consultant on behalf of one property owner in Mill Point Road and another owner / developer in Richardson Street comments as follows:*

With respect to Design Consideration 1 in Table B, we consider a greater level of discretion ought to be available for the decision-maker for sites less than 1,700 sq. metres in area, or which do not achieve the minimum frontage width of 25 metres. As presently worded, a variation to the requirements of Design Consideration 1 is only available if the variation is deemed "minor" and the site cannot be amalgamated with an adjoining site. The term "minor" does not appear to be defined in TPS6, and what constitutes "minor" could vary considerably from site to site. We recommend the word "minor" be deleted from Design Consideration 1.

#### **Council's response**

The existing TPS6 wording of Design Consideration 1 in Table B is as follows:

*"The development site is to have a minimum area of 1700 sq. metres and a minimum lot frontage of 25 metres unless otherwise approved by the Council as a minor variation."*

The advertised draft Amendment No. 46 proposes to modify the existing wording of the performance criterion for Design Consideration 1, to read as follows:

*"The development site is to have a minimum area of 1,700 sq. metres and a minimum lot frontage of 25 metres unless the Council approves a minor variation where it is demonstrated that amalgamation with an adjoining site cannot reasonably be achieved due to the density, tenure and / or use of the adjoining sites."*

When considering an applicant's request for a 'building height' variation, the purpose of the modified (advertised) wording of Design Consideration 1 is to guide the decision-

maker's discretionary decisions regarding variations from the prescribed minimum lot area and frontage. As noted by the submitter, based on the proposed wording, a variation from the requirements of Design Consideration 1 is only able to be supported if the variation is deemed 'minor' and the site cannot be amalgamated with an adjoining site.

While 'minor' is not defined for use in this context, the City does not support the submitter's contention that the solution is to simply delete this word. This would create a situation where any site in the 'Special Design Area' not capable of amalgamation with an adjoining lot would 'qualify' for a building height variation, irrespective of the extent of the deficiency of the lot area or frontage.

However, the submitter has highlighted an issue that needs to be addressed, in order to provide certainty for prospective developers, neighbouring landowners and the decision-maker. In place of the reference to 'minor variations', there needs to be a definitive limit on the extent of permissible variations from the prescribed minimum site area and frontage. In cases where the site area is less than 1,700 sq. metres or the frontage is less than 25 metres, there should also be a constraint on the extent of any building height variation which may be considered.

Having now re-examined the Table B Performance Criterion for Design Consideration 1 'Minimum Lot Area and Frontage', it has been recognised that this criterion is not actually a 'performance criterion' because it does not relate to the attributes or qualities of a proposed development. Rather, it prescribes a minimum lot area and frontage for a proposed development to be eligible for consideration of a building height variation. As referred to above, in the case of 'under-size' lots, there should also be a finite limit to the extent of any possible building height variation. In order to address both the 'minor variation' issue and the 'building height constraint' issue, Design Consideration 1 and the related 'performance criterion' are recommended to be removed from Table B and re-formatted into new Development Requirements in Element 6 'Special Design Area' of Table A.

Scheme Amendment No. 46 will replace the existing Schedule 9 with a new Schedule 9A. The City's lawyers have closely examined the full text of draft Schedule 9A. This examination has brought to light the need to consolidate the draft performance criterion for Design Consideration 1 'Minimum Lot Area and Frontage' with the first paragraph of the draft performance criterion for Design Consideration 7 (now identified as Design Consideration 8) 'Benefits for Occupiers and Local and Wider Communities'. In addition to the deletion of Design Consideration 1 from Table B, it is now proposed that the first paragraph of the draft performance criterion for the new Design Consideration 8 will also be deleted. In place of both, substantially expanded Development Requirements for Element 6 'Special Design Area' have been inserted in Table A. Table B will then be properly confined to a list of performance criteria for building height variations, and all of the prescriptive development requirements will be located in Table A.

Having regard to all relevant considerations and to further clarify the relationship between maximum permissible building height and:

- minimum land area / frontage; and
- the required minimum number of Design Consideration 8 performance criteria that must be satisfied;

the Council recommends that:

- (a) the comments be NOT UPHOLD; however
- (b) Amendment No. 46 be modified by:



- (i) amending paragraph (b)(ii) of clause 6.1A(10) by inserting the following words at the commencement of the preamble:  
“(b)(ii) subject to (iii),”
- (ii) amending clause 6.1A(10) by the addition of the following new paragraph (b)(iii):  
“(b)(iii) on a site having an area of not less than 1,700 sq. metres and a lot frontage of not less than 25 metres, in the case of a building height variation above the 25 metre Building Height Limit permitted under Table B of Schedule 9A, the provisions of sub-clauses 6.1A (2), (3), (4), (5), (6), (7), (8) and (9) of the Scheme do not apply.”
- (iii) deleting Design Consideration 1 ‘Minimum Lot Area and Frontage’ in Table B of Schedule 9A and the related Performance Criterion, and renumbering subsequent Design Considerations accordingly; and
- (iv) deleting the Development Requirements for Element 6 ‘Special Design Area’ in Table A and replacing those Development Requirements with the following:
  - “6.1 In the case of a comprehensive new development in the Special Design Area with a plot ratio of more than 3.0, the Council may, subject to all of the provisions of Element 6, approve a variation from the Building Height Limits shown on Plan 3, provided that:
    - (a) the development site has an area of not less than 1,700 sq. metres and a frontage of not less than 25 metres; or
    - (b) where it is demonstrated that the development site cannot reasonably be amalgamated with any adjoining land in the Special Design Area due to the scale of development on, or form of tenure, or use of the adjoining land, the development site has an area of not less than 1,300 sq. metres and a frontage of not less than 20 metres.
  - 6.2 Where comprehensive new development satisfies Development Requirement 6.1(a) and the applicable Building Height Limit shown on Plan 3 is 25 metres or 41 metres, the Council may approve a variation above that Building Height Limit, provided that the development satisfies:
    - (a) all Performance Criteria in Table B for Design Considerations 1 to 7 inclusive; and
    - (b) at least 5 of the Performance Criteria in Table B for Design Consideration 8 where the variation is no greater than 30 metres; or
    - (c) at least 7 of the Performance Criteria in Table B for Design Consideration 8 where the variation is more than 30 metres but not greater than 60 metres; or
    - (d) at least 9 of the Performance Criteria in Table B for Design Consideration 8 where the variation above the Building Height Limit is greater than 60 metres.
  - 6.3 Where comprehensive new development is subject to Development Requirement 6.1(b) and the applicable Building Height Limit shown on Plan 3 is 25 metres, the Council may approve a variation above that Building Height Limit, provided that:
    - (a) the development does not exceed a building height of 50 metres measured in the manner prescribed in clause 6.1A(10) of the Scheme; and
    - (b) the development satisfies:
      - (i) all Performance Criteria in Table B for Design Considerations 1 to 7; and
      - (ii) at least 5 of the Performance Criteria in Table B for Design Consideration 8.
  - 6.4 Where comprehensive new development is subject to Development Requirement 6.1(b) and the applicable Building Height Limit shown on Plan 3 is 41 metres, the Council may approve a variation above that Building Height Limit, provided that:
    - (a) the development does not exceed a building height of 82 metres; and
    - (b) the development satisfies:
      - (i) all Performance Criteria in Table B for Design Considerations 1 to 7; and



- (ii) at least 5 of the Performance Criteria in Table B for Design Consideration 8 where the variation is no greater than 30 metres; or
  - (iii) at least 7 of the Performance Criteria in Table B for Design Consideration 8 where the variation is more than 30 metres and no greater than 41 metres.
- 6.5 Where a variation from a Building Height Limit shown on Plan 3 is sought under Development Requirement 6.1 the applicant shall submit as part of the application for planning approval, a report demonstrating how the development satisfies the Performance Criteria in Table B.
- 6.6 For the avoidance of doubt, the maximum building heights referred to in Development Requirements 6.3(a) and 6.4(a) are not subject to variation and may not be exceeded in any circumstance whatsoever."

<b>(e) Oppose Table B, Design Consideration 7 performance criterion relating to maximum parking ratios</b>	<b>(3 submitters)</b>
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**(i) Submitter's comments**

*Submissions from Planning Consultant on behalf of one property owner in Mill Point Road and another owner / developer in Richardson Street comments as follows:*

We consider the maximum allowance of one car bay per two-bedroom dwelling fails to recognise market expectations, which can vary considerably from site to site. We consider a better approach would be to stipulate a maximum parking requirement of 2 bays per two-bedroom dwelling. This would provide greater flexibility, whilst maintaining an acceptable overall maximum number of car bays.

**(ii) Submitter's comments**

*Submission from large development company comments as follows:*

The maximum limitation of 1 car bay for two-bedroom apartments and 2 bays for 3 or more bedroom apartments creates a disjunct with the market which still requires a level of servicing greater than this upper limit. There should be no maximum limitation and the market should be allowed to allocate bays to apartments that meet an identified need. For example, penthouses are usually provided with 3 car bays due to their greater size and purchaser profile that sees greater numbers of vehicle ownership.

**Council's response**

Amendment No. 46 proposes to modify Design Consideration 6 'Car Parking' in Table B by the addition of the following:

*"The maximum permissible number of on-site parking bays for residential uses shall be as follows:*

- (a) 1 car bay per dwelling for occupiers of 1 and 2 bedroom dwellings;
- (b) 2 car bays per dwelling for occupiers of dwellings containing 3 or more bedrooms."

Amendment No. 25 introduced the currently operative minimum parking ratios which apply in the South Perth Station Precinct. Amendment No. 46 now proposes to introduce the new performance criterion set out above, specifying maximum parking ratios as well, but only for residential dwellings, not for non-residential land uses. Being a performance criterion in Table B, the maximum ratios will only apply to development on sites in the Special Design Area where an applicant seeks approval for a higher building than the basic height limit shown on Plan 3.

A building higher than the basic height limit will generate a need for more on-site parking bays and more daily vehicle trips than would be generated by a building conforming to the applicable basic height limit. The additional floor space above the basic height limit will comprise residential apartments rather than non-residential land uses. The City is concerned that, without any control as to the maximum number of car bays per dwelling, the higher buildings could generate an excessive number of daily vehicle movements, which would adversely affect traffic movement generally.

The City is committed to promoting "TravelSmart" initiatives. In line with this commitment, for the larger developments approved with building height variations, the objective of prescribing maximum parking ratios is to avoid the prospect of an excessive number of cars associated with such developments, and instead, to actively encourage more use of public transport. This has important benefits in relation to traffic movement. This approach is strongly promoted by the WA Department of Planning and is being implemented in other TOD (transit oriented development) centres elsewhere in the Perth region. In other cities, in order to manage traffic volumes, it is also common practice for parking ratios to be 'capped' in a manner similar to the maximum ratios proposed for dwellings in the higher buildings in the South Perth Station Precinct. This control mechanism is effective and widely accepted in other places.

If the parking ratios are 'capped' as proposed, every occupier of a single-bedroom and two-bedroom dwellings can still have one allocated parking bay and, in the case of three-bedroom dwellings (or more bedrooms), the occupants can have two car bays. In addition, on-site visitors' car bays are required.

Many prospective purchasers of dwellings are likely to be satisfied with the one allocated parking bay, or two bays in the case of the larger dwellings, owing to their lifestyle, times of travelling and preferences regarding mode of travel. These people may be retired from the workforce or working from home. There may be only one regular 'car driver' in the household or two 'car drivers' may use the car at different times, or travel together in one car. One, or in some cases, two, of the dwelling occupiers might drive a car frequently, while other members of the household may not need to travel frequently, may travel in cars as passengers, or may be prepared to regularly use public transport. If satisfied with the parking bay allocation, these people would commit to purchasing or leasing a particular dwelling if the design, location and price suit their expectations.

If prospective purchasers or tenants of a dwelling have more cars than the assigned number of on-site bays, due to security concerns it is unlikely that they would take up residence and park the surplus vehicle in the public street. Time limits and fees payable for street parking may also actively discourage such a practice. It is far more likely that, where prospective purchasers find the on-site parking bay allocation inadequate for their needs, they would decide not to proceed with their purchase. Instead they may choose a dwelling in a nearby building conforming to the basic height limit, where more parking bays are offered; or they may decide not to take up residence in any part of the precinct.

Developers always undertake feasibility studies before committing to development proposals. As part of their feasibility studies, they will test the market demand for the dwellings they will be offering with less on-site parking than in many other buildings. Even with the 'capped' parking ratios, developers can still allocate one parking bay to every dwelling and two bays to the larger dwellings. As is the case with any contemplated development project, if the findings from the developers' feasibility studies are favourable, they proceed with their project, but if not found to be economically feasible, they do not proceed with the project. There is no cause for concern about a developer's decision not to proceed with any particular project.

The Amendment No. 46 proposal for 'maximum' parking ratios is moderate. It will not apply to any non-residential development and will not apply to residential dwellings in any building conforming to the prescribed basic height limits. Rather, 'maximum parking ratios' will be a performance criterion only applicable to dwellings in the larger and higher buildings. This performance criterion is being introduced as a mechanism to manage the potentially excessive number of vehicle trips generated by larger buildings due to the potential adverse impact on vehicle movement in the street network. Having regard to the preceding explanatory comments, there is no reason why this control mechanism cannot be workable as proposed. It has proved successful in many other places.

In addition to other methods of advertising the draft Amendment No. 46 proposals, 1392 individual letters were mailed to affected landowners, architects and developers. In response, only three of the total of 41 submissions express objection to the proposed maximum parking ratios. This would indicate that the community in general has no objection to 'capped' parking ratios as proposed. On the other hand, 17 submitters have expressed concern about increased traffic congestion. Even if the three objecting submitters' predictions about market resistance to maximum parking ratios were found to be accurate, the Council's response to the submissions must not be dictated by perceived market forces at the present time. The response must be based on planning principles and amenity. Otherwise traffic congestion will be exacerbated. If the maximum parking ratios are introduced in the form proposed, commercially viable projects will still proceed.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHOLD; and
- (b) Amendment No. 46 not be modified in this regard.

<b>(f) Oppose Table B, Design Consideration 7 performance criterion relating to Green Star energy-efficiency rating</b>
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<b>(6 submitters)</b>
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#### **Council's general explanation of Green Star energy-efficiency rating**

The primary functions of the Green Building Council of Australia (GBCA) are:

- Rate the sustainability of buildings and communities via the Green Star rating system;
- educate the property industry to deliver more sustainable outcomes; and
- advocate for all levels of government to drive greater sustainability in the built environment.

The GBCA is not government-funded. It is a member-based industry association representing approximately 750 member organisations.

There are four Green Star rating tools for assessing the sustainability of projects at all stages of the 'built environment' life cycle:

- Green Star – Communities: assesses the planning and delivery of sustainable precincts and neighbourhoods
- Green Star – Design and As-Built: assesses the design and construction of sustainable buildings
- Green Star – Interiors: assesses the sustainability of interior fit-outs
- Green Star – Performance: assesses the sustainability of ongoing operations of buildings.



The currently operative City-wide Council Policy P350.01 'Environmentally Sustainable Building Design' applies to most kinds of residential and non-residential development with a floor area above 1000 sq. metres. Through Policy P350.01, all applicable development is required to achieve, and provide certification of, at least a 4-star rating under the relevant Green Star rating tool, or equivalent. Basically this means new developments are required to obtain a Green Star 'Design and As Built' rating. Four stars is the lowest rating awarded under Green Star, representing Australian industry best practice.

In the South Perth Station Precinct, under proposed Scheme Amendment No. 46, where an applicant seeks approval for a higher building than the prescribed basic height limit, a performance criterion in Table B of Schedule 9 requires a higher Green Star rating, as follows:

- For building height to a maximum of 60 metres above the basic height limit, at least a 5-star Green Star rating, or equivalent;
- For building height more than 60 metres above the basic height limit, 6-star Green Star rating, or equivalent.

A 5-star rating represents 'Australian Excellence' in sustainable building and a 6-star rating is the highest possible, representing 'World Leadership'.

In Council Policy P350.01 and in the district Town Planning Scheme (proposed 'sustainable design' performance criteria in Table B) the term 'or equivalent' is used in conjunction with the Green Star rating requirement. This allows the applicant to use an alternative rating tool, provided it is demonstrated that the performance of the selected tool is equivalent to that of the applicable Green Star rating tool referred to in Policy P350.01 or TPS6. The applicant must satisfy the decision-maker that the selected alternative does indeed represent equivalent outcomes in terms of sustainable design.

#### (i) Submitter's comments

##### *Submission from a development company comments as follows:*

We do not support the proposed sustainability requirement changes. Mandatory '5-star Green Star or equivalent' for buildings up to 60 m above the height limit; or '6-star Green Star or equivalent' for buildings over 60 m above the height limit, would greatly impact the feasibility of any project in metropolitan Perth.

Benchmarking to a third party rating tool is potentially restrictive. Green Star has its own administration, substantial fees and profession of accredited Green Star consultants.

As a rating system, it has a focus on achieving points. However, with Green Star, points can be achieved for site-inherent characteristics e.g. proximity to public transport, or for adopting 'proactive' steps such as not installing dishwashers into apartments or merely for employing a Green Star consultant. One closely studies how the points are awarded, and calculated decisions are made, in order to achieve the required points for the desired number of stars. The process is time-consuming, adds another layer of complexity and substantial cost, simple formatting errors can see points lost, and the achievement of 'points' rather than 'outcomes' takes precedence. Further, there are sustainable measures available that are cost-effective and linked to a proactive design process that would not necessarily be awarded any points under the Green Star system. Implicitly questionable value judgments are also made in particular areas e.g. achieving natural light in the kitchen area is rated higher than natural light in the living area.



There is a growing recognition of potential shortcomings of this approach and a desire from industry to focus on practical results.

#### Alternate approach

A potential alternate approach is to start with the design measures allowed by the Building Code of Australia, and then look at improving on that. The focus and drive of the sustainable design is then on the actual carbon footprint and reduction of kilograms of CO<sub>2</sub> over the life of the building. The embedded energy that is involved in the construction and measures that look to energy-efficiency for the lifetime of the building take precedence. For example, using 'Bubble Deck' as a slab system which reduces the use of concrete in construction by 30%, installing central heat pump hot water systems that provide ongoing energy reductions of around 65%, devising better designs of kitchen cabinetry to allow increased air flow around fridge condenser coils, greatly improve their efficiency. These, and many other possible positive design modifications, are all measures that can provide practical and effective sustainable outcomes.

It can then be stated clearly through a sustainability consultant's report how a development provides a sustainability outcome of a certain percentage better than BCA 'business as usual'.

To claim that a building provides a 10% better outcome would then be easily judged against a development that achieves a 15% better outcome. NABERS and NatHERS can also be effectively co-opted within the approach. Sustainability is important and deserves a practical approach where sustainability outcomes are more important than processes.

#### **Council's response**

*"Do not support the proposed sustainability requirement changes ... would greatly impact the feasibility of any project in metropolitan Perth."*

The GBCA has extensive research material outlining the economic, social and environmental benefits of building sustainably, including higher returns on investment, lower operating costs, healthier environments, increased productivity, and reduced water use. While a Green Star rating does add to the cost of development projects, it provides independent verification of the design and 'build' quality of the building. This adds to the value of the development and the precinct.

*"Benchmarking to a third party rating tool is potentially restrictive. Green Star has its own administration, substantial fees and profession of accredited Green Star consultants."*

Green Star is a flexible and cost-effective rating system that delivers independent verification of sustainable outcomes throughout the life-cycle of buildings. Green Star provides independent verification of developments, without requiring the City to retain the technical skills or adding complexity to the development application assessment process.

Green Star is Australia's only national, voluntary and holistic rating system for sustainable buildings and communities. Green Star rating tools help the property industry to reduce the environmental impact of buildings, improve occupant health and productivity and achieve real cost savings, while showcasing innovation in sustainable building practices.

*"Green Star points can be achieved for site-inherent characteristics."*

The South Perth Station Precinct is well located to achieve points under Green Star for site-inherent characteristics such as access to public transport. The Precinct's location makes it relatively easy to achieve Green Star ratings.

*"Calculated decisions are made in order to achieve the required points for the desired number of stars. The process is time consuming, adds another layer of complexity and substantial cost."*

The diagram below depicts the Green Star 'Design and As-Built' certification process.



Applicants can choose to obtain an optional Design Review early in the project. This review provides early feedback and helps embed sustainability from the outset. Obtaining a Design Review rating can support the promotional plans for projects, such as residential apartments.

A Green Star Design Review rating expires once the project achieves 'As-Built' certification, or 24 months after 'practical completion'. The rating process also expires upon confirmation that the developer has no intention of continuing towards obtaining 'As-Built' certification.

When a developer seeks Green Star 'Design and As-Built' certification, the building is assessed at the time of 'practical completion' by reviewing documentation used during the construction process. This guarantees outcomes, while simplifying the submission, as no additional documents need to be produced in order to obtain a rating.

Once achieved, the Green Star certification can be used for further promotional opportunities and corporate reporting. An 'As-Built' rating does not expire and can be used to promote the building to potential purchasers and tenants.

*"There are sustainable measures available that are cost-effective and linked to a proactive design process that would not necessarily be awarded any points under the Green Star system."*

The relevant performance criteria in Table B refer to the need for a certain Green Star rating *"or equivalent"*. This allows the applicant the option of employing an alternative means of meeting the objective of the operative City-wide Council Policy P350.01 'Environmentally Sustainable Building Design'. The Policy objective is to ensure that buildings achieve at least the minimum acceptable environmentally

sustainable building design standard, while encouraging a higher standard. Where it is necessary to comply with the Table B performance criterion, the decision-maker must be satisfied that an applicant's alternative to Green Star does indeed deliver equivalent outcomes to a 5-star or 6-star, as applicable, Green Star rating in terms of sustainable design.

*"Implicitly questionable value judgments are also made in particular areas e.g. achieving natural light in the kitchen area is rated higher than natural light in the living area."*

Green Star is comprehensive and assesses a wide range of items. The tool can be customised to individual project requirements. Green Star 'Design and As-Built' assesses the following items:

#### Management

Green Star Accredited Professional; Commissioning and tuning; Adaptation and resilience; Building information; Commitment to performance; Metering and monitoring; Construction environmental management; Operational waste.

#### Indoor Environment Quality

Indoor air quality; Acoustic comfort; Lighting comfort; Visual comfort; Indoor pollutants; Thermal comfort.

#### Energy

Greenhouse gas emissions; Peak electricity demand reduction.

#### Transport

Sustainable transport.

#### Water

Potable water.

#### Materials

Life cycle impacts; Responsible building materials; Sustainable products; Construction and demolition waste.

#### Land Use and Ecology

Ecological value; Sustainable sites; Heat island effect.

#### Emissions

Stormwater; Light pollution; Microbial control; Refrigerant impacts.

#### Innovation

Innovative technology or process; Market transformation; Improving on Green Star benchmarks; Global sustainability benchmarks; Innovation challenges.

*"There is a growing recognition of potential shortcomings of this approach and a desire from industry to focus on practical results."*

In October 2014 the GBCA released the new Green Star 'Design and As-Built' rating tool, which supersedes seven legacy Green Star rating tools to deliver one that can rate the design and construction of virtually any building. The new Green Star 'Design and As-Built' rating tool delivers a range of improvements:



- This single rating tool is now suitable for any building type;
- certification of the building focuses on the completed project;
- all benchmarks have been re-assessed and updated; and
- a range of templates and flexible approaches will make certification simpler and more cost-effective.

The new Green Star 'Design and As-Built' rating tool is the result of extensive industry collaboration, with over 70 working group participants, and feedback from over 55 organisations.

*"A potential alternate approach is to look at improving on the Building Code of Australia requirements. The focus and drive of the sustainable design is then on the actual carbon footprint and reduction of CO2 over the lifetime of the building. The embedded energy involved in the construction, and energy-efficiency measures for the lifetime of the building, take precedence."*

Green Star addresses more than reducing CO2. Green Star has five clear aims:

- Reduce the impact of climate change;
- enhance the health and quality of life of people;
- restore and protect biodiversity and ecosystems;
- drive optimal performance of the built environment; and
- drive market transformation for a more sustainable economy.

Green Star 'Design and As-Built' consists of nine impact categories, being: Management; Indoor Environment Quality; Energy; Transport; Water; Materials; Land Use and Ecology; Emissions; and Innovation. Across these nine categories, in order to earn Green Star points and ultimately Green Star Certification, project developers pursue a total of 29 credits, plus 'Innovation'.

*"It can be stated clearly through a sustainability consultant's report how a development provides a sustainability outcome of a certain percentage better than BCA 'business as usual'."*

A Green Star rating provides independent verification that a project has achieved its sustainability goals.

*"To claim that a building provides a 10% better outcome would then be easily judged against a development that achieves a 15% better outcome. NABERS and NatHERS can be effectively co-opted within the approach."*

The operative City-wide Council Policy P350.01 'Environmentally Sustainable Building Design' and also the proposed Table B performance criteria dealing with environmentally sustainable design refer to Green Star rating, but also allow the applicant to employ a different rating tool if the alternative is shown to be genuinely equivalent to 5-star or 6-star, as applicable, Green Star rating.

'NABERS' assesses the energy used in the ongoing operation of buildings, whereas Green Star 'Design and As-Built' assesses the design and construction of buildings. For assessing the sustainability of the ongoing operation of buildings, Green Star has a different rating tool called 'Green Star – Performance' which includes 'NABERS' ratings. However the City does not seek to monitor the ongoing performance of buildings beyond completion of construction. In relation to the development approval process, ongoing monitoring would not be feasible.



'NatHERS' assesses the potential thermal performance of residential buildings. Green Star is compatible with 'NatHERS', however 'NatHERS' is not a satisfactory tool because Green Star covers much more than just energy- efficiency.

The alternative tools referred to by the submitter - 'NABERS' and 'NatHERS' - do not perform the same function as Green Star 'Design and As-Built'.

## (ii) Submitter's comments

*Submission from Planning Consultant on behalf of owner of properties in Mill Point Road and elsewhere in the precinct comments as follows:*

### 6-Star Green Star Requirement

Full Circle Design Services (FCDS) has been commissioned to provide an environmental design review of the proposed Scheme Amendment No. 46 which sets requirements for developers based on proposed building heights, and includes specific sustainable design requirements, including 5 or 6 star Green Star certification, depending on the height of the proposed development.

Under Amendment 46 a 6-Star Green Star rating is applied for development 60 metres or more over the height limit. Modelling was completed to investigate the impact such a requirement will have on a development and whether a 6-Star Green Star rating provides the intended community benefit. The conclusion was that, although Green Star ratings allow an external assessment, the Green Star rating tool is not well suited to mixed use projects. The application of Green Star to developments result in an exponential development cost increase as you move from a 4, to a 5 and finally to a 6-Star Green Star rating that can result in a cost of five times that of a 5-Star rating per apartment, which translates to a cost of \$50,000 per apartment.

In addition, the various aspects that can be provided in a development to comply with a specific Green Star rating result in outcomes that do not add real community benefit in terms of sustainable design. This is due to developers choosing aspects that are not in reality adding to the sustainability of the development but are cheap and make up the points needed to meet the required rating. Therefore, applying a higher Green Star rating does not necessarily result in increased community or sustainability benefits.

Further, 6-Star Green Star rating has not yet been delivered for a high rise residential project in Australia, whilst 5-Star Green Star rating is predominantly achieved by low rise residential development. Thus the level of achievability of a 5 or 6-Star Green Star rating makes development less feasible as well as less community beneficial. There are a variety of options for assessment, which may provide better outcomes currently in use nationally and within the Perth Metropolitan area. These assessments includes but are not limited to:

- LEED (Leadership in Energy and Environmental Design) is the United States Version of Green Star.
- BREEAM (Building Research Establishment Environmental Assessment Methodology) is the UK version of Green Star.
- Passivhaus is another voluntary assessment standard, mainly for energy efficiency within a building.
- The living Building Challenge is a voluntary program which targets exceptional performance across a number of sustainable design areas — similar to the Green Star.

- Life Cycle Analysis (LCA) is a relatively new assessment method which looks at the embodied energy — and associated other pollutants — cause by the construction, operation and eventual demolition of a project.

FCDS therefore recommend the following approach be undertaken:

- Reduction in benchmarks targeted for official certification (4 star or 5 star).
  - This reduces risk and cost associated for developers and allows some flexibility in credit selection.
- Nomination of specific credits to be achieved as adding value to the City and prospective tenants. In addition, elimination of credits which are considered irrelevant or inconsistent with City of South Perth planning and desired outcomes.
  - This eliminates the risk of perverse outcomes and allows initiatives in keeping with City of South Perth aims to be included.
- Requirement for larger projects to achieve more points in certain areas and/or use life cycle analysis to demonstrate equivalent sustainable design value to 5-star Green Star. Life Cycle analysis to be peer reviewed, by a third party, external to the company completing the LCA, prior to construction commencement and at project practical completion.
  - This keeps assessment external and provides a sliding scale based on building height.

For further detail on the implications of the application of a Green Star rating and the reasonable equivalents, refer to Appendix A.

*Note:*

*Appendix A to this submission is the 'Environmentally Sustainable Design' Feasibility Review conducted by "Full Circle Design Services" for a proposed Mill Point Road development proposal. The FCDS review is referred to in Council's response, below, and is included in the bound copy of all submissions provided for the information of Council Members, the Western Australian Planning Commission and the Minister.*

### **Council's response**

The Full Circle Design Services (FCDS) report commissioned by the submitter contains a comprehensive analysis by a 'sustainable design' consultant. With reference to Green Star, the FCDS report refers the 'high cost' impact for small projects and some challenges in using this tool for high rise residential or mixed use projects. Despite this, it is important to note the opening statement in Section 5.1 of the FCDS report: 'Recommendation':

*"Green Star offers probably the best, single path, approach to certification for the City of South Perth."*

The review by FCDS is generally supportive of the City's use of Green Star and acknowledges that it is the best tool available to verify sustainable design. However as part of a later amendment to the City's Town Planning Scheme No. 6, the 'sustainable design' requirements of Table B of Schedule 9A may need to be 'fine-tuned' to ensure that they are appropriate and achievable.

The purposes of Scheme Amendment No. 46 are to rectify minor anomalies / ambiguities in existing provisions; and to strengthen existing performance criteria relating to building height concessions. Amendment No. 46 is not the appropriate instrument for implementing substantial changes to the fundamental operation of the existing provisions. Rather, the Council intends to initiate another Scheme Amendment after investigating a range of suggested more substantial changes.

Being mindful of this, while acknowledging the expert analysis by FCDS, it is not appropriate to implement their recommendations in the context of Scheme Amendment No. 46. Instead, the FCDS analysis and recommendations should be considered as part of the subsequent investigation of more substantial changes, which might lead to some or all of those recommendations being incorporated into the later Scheme Amendment.

### (iii) Submitter's comments

*Submission from Planning Consultant on behalf of owner of a Labouchere Road property currently preparing development application, comments as follows:*

We request that the City reconsider its proposed approach to Ecologically Sustainable Design (ESD) and the proposed linkage to development height. This is to ensure that the development of the subject site can be undertaken in a commercially viable and practical way, without the imposition of onerous requirements that are effectively not achievable and that ultimately result in development outcomes in the precinct that result in less sustainable design outcomes.

In terms of approaches to ESD we note that there are a variety of options for this type of assessment currently in use internationally and within Australia. These approaches arguably may result in better ESD outcomes than Green Star and include the following:

- Leadership in Energy and Environmental Design (LEED) - United States Version of Green Star.
- Building Research Establishment Environmental Assessment Methodology (BREEAM) – United Kingdom version of Green Star.
- Passivhaus - a voluntary assessment standard, mainly for energy efficiency within a building.
- The Living Building Challenge - a voluntary program which targets exceptional performance across a number of sustainable design areas — similar to Green Star.
- Life Cycle Analysis (LCA) - a relatively new assessment method which looks at the embodied energy — and associated other pollutants — cause by the construction, operation and eventual demolition of a project.

In relation to the development intentions for the subject site, and having regard for the evident preferred approach by the City it is considered a 5-Star Green Star rating or equivalent is a more appropriate measure of sustainability than the proposed 6-Star Green Star rating. This is discussed in more detail below.

#### 6 Star Green Star Requirement

The firm Norman Disney and Young (NDY) have been commissioned to provide an environmental design review of the proposed changes and additions encompassed by Amendment 46 in relation to the sustainable design elements. Amendment 46 currently proposes that development over 60 metres in height be required to meet a 6-Star Green Star rating or equivalent through the incorporation of appropriate sustainable design features. The requirement for a 6-Star Green Star rating is not specific to a building type, nor does the requirement state the type of tool that must be achieved, or the stage of the development at which the rating must be achieved i.e. Design or As-Built.

The Green Building Council of Australia (GBCA) considers the achievement of a 6-Star Green Star rating to be World Leadership in ESD terms. On this basis, it is not an



appropriate or practical aspiration for many buildings and can directly impact the functionality and financial viability of an otherwise desirable project such as is currently being developed for the subject site. To date, the GBCA website lists only 120 buildings Australia wide that have achieved the 6-Star Green Star rating.

Applying the 6-Star Green Star rating to multi-unit residential development is also considered highly difficult and cost prohibitive as indicated by the GBCA website not listing any 6-Star Green Star multi unit residential certified projects.

Relevantly, Green Star also only deals with the sustainability of the built form and does not assess the more holistic sustainability and community issues such as the social and economic impacts of a development. The application of 6-Star Green Star results would also result in an exponential increase in development costs as you move from a 4-Star to 5-Star rating and finally to a 6-Star Green Star rating. This results in a cost of up to five times that of a 5-Star rating per apartment, in many instances representing \$50,000 or more additional cost per apartment.

Many local governments in the Perth Metropolitan Region, such as the City of Fremantle require a Best Practice 4-Star Green Star equivalency to be demonstrated by new developments.

In this instance it is suggested that the City consider a 5-Star Green Star equivalency on the basis that it would still constitute Australian Excellence and is a greater requirement than that in many other progressive local governments in Western Australia.

#### Alternative Sustainability Approach

In this instance, the developer proposes to show an equivalent level of sustainability compared to Green Star by developing a bespoke tool that deals with broader sustainability issues and is more appropriate for the building and quality of apartments. The approach is still being evolved but some initiatives and issues that will be considered for the development of the subject site are set out below.

#### Water –

The project will aim for water efficiency throughout the development by considering the functionality of the fixtures and fittings specified. The Green Star tool awards projects based on the efficiency of the fixtures and fittings installed, but it does not consider functionality. For example, the amount of water to fill a bathtub is not altered by the water efficiency of the bath tap; likewise the amount of water to fill the kitchen sink is not altered by the flow rate of the tap ware. Consideration is also needed if it is appropriate for an apartment to have very low flow showers heads installed, which can make obtaining proper water coverage difficult.

#### Energy –

The development proposes to provide both commercial office and residential apartments. Both of these building types have industry standard tools that are more appropriate than Green Star, to rate the energy/thermal performance of a building.

For the office building the project will seek to achieve at least a 5 star NABERS rating. During the design phase of the project computer modelling will be undertaken to demonstrate that the building has the potential to achieve this target.



For the residential component the National Housing Energy Scheme (NatHERS) will be used to ensure that an average NatHERS of at least a 6 star is demonstrated for the development.

The project team is also keen to investigate the viability of using a Photo Voltaic System for the development, to provide a renewable source of electricity for the building.

Water and energy sub-metering will be incorporated throughout the building to ensure that occupants are able to monitor their resource usage.

LED lighting will be used within the apartments for the majority of lighting, which will significantly reduce the lighting energy consumption, compared to traditional lighting methods.

#### Construction Management –

The head contractor engaged by the developer on the project will be required to implement a site specific Environmental Management Plan (EMP) and every endeavour will be made to engage a head contractor that also has an accredited Environmental Management System in place (ISO 14001:2004).

A Waste Management Plan will also be required to be prepared and implemented, to demonstrate that waste from the site is being recycled wherever possible.

#### Materials, Indoor Environment Quality and Pollutants –

Improving the indoor air quality to apartments can be achieved through the following methods:

- Using low VOC paints, adhesives and sealants
- Using low VOC carpets
- For joinery items using low formaldehyde composite wood will be specified
- Lighting levels will be considered to ensure apartments are appropriately lit
- HVAC refrigerant will have a zero Ozone Depleting Potential.
- Ventilation to the apartments will be considered carefully to ensure that where possible cross flow is provided and occupants have the option of operable windows.
- Balconies will be provided as a place of respite for occupants
- The environmental impact of the material selection for the building will be considered and where appropriate certified products will be specified.

The project team consider that the above initiatives will provide the occupants of the building a more comfortable indoor environment and an opportunity to significantly reduce their energy and water consumption.

#### How Equivalency Will Be Provided

At the tender stage of the project a report will be produced to demonstrate the sustainability features in the building and will discuss the projects best endeavours to meet an appropriately agreed Green Star rating. Where the project team believes that a Green Star credit or benchmark is not achievable or appropriate, an alternative benchmark or justification will be offered.

In conclusion we request that in this instance that the City adopt a maximum 5-Star Green Star equivalency as it relates to the future development of the subject site on the basis that it would still constitute Australian Excellence and that the snapshot of

equivalency measures as identified above be acknowledged as part of an appropriate sustainable design solution.

### **Council's response**

This submission was lodged on behalf of a Labouchere Road property owner who intends to submit a development application. In accordance with the relevant 'sustainable design' performance criterion, the proposed development would need to achieve 6-star Green Star rating, or equivalent. While promoting an alternative approach to sustainability compliance, the submitter indicates that the proposed development could achieve a 5-star Green Star rating, but not 6-star. The submitter points out that 5-star would still constitute 'Australian Excellence' and asks that their 'equivalency measures' be acknowledged as part of an appropriate sustainable design solution.

The City now acknowledges the difficulty in achieving 6-star Green Star rating, and it is now considered that the reference to 6-star in Table B of Schedule 9A should be changed to 5-star Green Star or equivalent. This is still a higher standard than the 4-star rating required in other parts of the City of South Perth.

The submitter notes that the City's proposed performance criterion requiring a 6-star Green Star rating is not specific to a building type. The performance criterion has been worded to be as flexible as possible, so that it may be applied to all types of development. The proposed wording also provides a safeguard against the possibility of the GBCA again changing the name of their Green Star tools, as they did in 2014. However in addition to changing from 6-star to 5-star, the City proposes to slightly refine the wording of each affected performance criterion for greater clarity.

While alternative methods can be employed to demonstrate achievement of a satisfactory level of sustainable design, at the present time the City is of the view that Green Star is the most appropriate tool. At the same time, the wording of the performance criteria in Table B allows flexibility where the Council is satisfied that a different rating tool will achieve an equivalent or higher standard of performance. Applicants seeking approval for previous projects have provided a report, prepared by an appropriately qualified consultant, showing how the sustainability requirements have been met.

When the Labouchere Road development application is submitted, the 'equivalency measures' can be presented. At that time, the applicant will need to satisfy the City that their proposed measures are indeed equivalent to a 5-star Green Star rating.

### **(iv) Submitter's comments**

*Submission from a property developer and supporting comments from a Planning Consultant are as follows:*

#### **Property developer's comments**

We oppose this policy amendment and recommends that Council seek expert advice to understand the implications of implementing a policy to mandate Green Star ratings, particularly in the case of hotel, retail, multi-residential and mixed-use developments.

Based on our experience with the Green Star framework, we advise that the following implications will incur as a result of this policy:

- The policy will incur a cost premium to the development in the order of 3% to 6% for 5 Star ratings and 8% to 12% for 6 Star ratings.
- Whilst adding substantial cost, the policy will not necessarily add value to the development. Currently, market data available to demonstrate that Green Star ratings add value to developments is limited to Class 5 office buildings within the CBD.
- The impact of an imbalance between added cost and value creation will stifle development.
- Mandating a Green Star framework for buildings, other than for a Class 5 office will not result in beneficial or optimised outcomes for developers, investors, owners, Council or the wider community. This largely due to inflexible and highly prescriptive criteria which, in many examples is not appropriate for non-office developments such as hotel, retail, multi-residential and mixed-use developments.
- The non-office market is consistently confused by various rating frameworks i.e. NatHERS and Green Star. Minimum code compliance with the BCA (NatHERS) is a 5 Star rating with average ratings typically ranging between 5 and 8 Stars. This limits the ability for developers to differentiate Green Star ratings of 4, 5 and 6 Star which would be perceived by the market as poorer performing compared to a 7 Star NatHERS dwelling.
- Developers are forced to outlay capital for initiatives that are not recognised by the market. Prospective purchasers are simply unwilling to pay a premium for the initiatives that are imposed by the rigid Green Star framework.
- Lack of willingness by purchases to pay a premium for Green Star rated buildings results in financially unfeasible developments.
- Green Star is primarily a 'design' based tool which assesses the potential performance of a building, however, it does not directly translate to lower costs of operation or living expenses largely due to the fact that there is no verification of building operational performance.

#### Green Star Background

Green Star was initially developed for the commercial office (Class 5) market segment and all subsequent Green Star rating frameworks, including multi-unit residential (MUR), are derivatives of the original office tool. As such, there are a number of examples where highly prescriptive criteria is embedded within the non-office rating tools that are not appropriate and do not necessarily translate into direct benefits for apartment residents.

The following table summarises the current certified GBCA multi-unit residential projects across Australia and Western Australia:

Green Star Rating	Nationally Certified Projects (MUR v1)	WA Certified Projects (MUR v1)
<b>Design Rating</b>		
4 stars	15	1*
5 stars	14	0
6 stars	0	0
<b>As Built Rating</b>		
4 stars	0	0
5 stars	2	0
6 stars	0	0

\*Project certified under the pilot scheme



The above table demonstrates a complete lack of market drivers in non-office Green Star frameworks such as multi-residential. This market position demonstrates that the proposed planning amendment will likely result in imposing Australia's first 6 Star Green Star rated building in a multi-unit residential project or more likely deem any such development proposal to be financially unfeasible.

#### Green Star Framework Limitations

##### 1. Highly Prescriptive

Due to a highly prescriptive framework, developers and designers are forced into design elements in a process of 'chasing points' rather than a design approach that focuses on key issues and outcomes for all stakeholders.

Often there is conflict between Council guidelines and the Green Star framework, for example Transport 1 (TRA-1) which prescribes the level of car parking facilities.

Furthermore, there are credits within the Green Star framework which lay outside of the control of the developer, for example Transport 4 (TRA-4) Commuting Mass Transport, the scoring outcome of which is completely dependent on the provision of public transport within close proximity of the development site.

##### 2. Inappropriate Criteria

There are a numerous examples of criteria in non-office rating tools that are not appropriate for the type of development and they are extremely problematic when stretching beyond 4 Star to 5 and 6 Star ratings. The 'best practice' sustainability initiatives are typically used up to achieve the 4 Star level.

Going beyond the 'best practice' level requires developers to outlay capital for equipment that would normally be sourced by tenants, thereby limiting consumer choices and potentially resulting in unnecessary and duplicate consumption.

Within the multi-unit residential tool, the credits Energy-11 'energy efficient appliances' (ENE-11) and Water-7 'water efficient appliances' (WAT-7) are examples of this issue whereby developers must provide dishwashers, washing machines, dryers and refrigerators for and on behalf of tenants in order to secure the Green Star points.

This approach works against market forces, norms and expectations.

##### 3. No specific Green Star tool for mixed-use developments

Typical developments within South Perth that will be affected by this policy would generally be comprised of four (4) distinct building classifications; (i) Class 6 retail, (ii) Class 5 office, (iii) Class 2 residential and (iv) Class 7a carpark.

As there is no Green Star tool readily available for implementation on mixed-use developments, the Green Building Council of Australia (GBCA) must be engaged to develop a custom tool. This engagement process must be undertaken at the Concept and Pre-Schematic Design phases of the project in order for the tool to be developed and for the project team and designers to be able to target suitable credits to achieve the project's desired rating.

It is estimated that the process involved for the development of a custom tool with the GBCA, specific for these types of development would require a minimum 8 weeks up to 12 weeks to be comprehensively established.

The key impact of an 'absent' framework is that developers are not able to accurately cost the development during the feasibility assessment thereby introducing un-controlled risks and would ultimately stifle development feasibility.

#### 4. Certification Process

In order to achieve a certified Green Star rating, a highly detailed package of drawings, specifications, short reports, calculations and summary tables must be assembled for each individual credit.

Compliance requirements for each credit are highly stringent. Points are not necessarily awarded for satisfying the intent of the environmental initiative they are awarded for being documented strictly in accordance with the Green Star Technical Manual. The emphasis is therefore placed on 'process' rather than 'outcomes'.

As such, a great deal of documentation (drawings and specifications) for a certified Green Star project must be tailored and structured to suit the requirements of the Technical Manual otherwise points will not be awarded.

This documentation process is long, arduous and must be based on 'Tender' or 'For Contract' documents. The GBCA assessment process then requires a minimum of 6-10 weeks to formally approve the rating. From a development timing perspective, this means that a rating cannot be achieved prior to contract award and site establishment without a significant delay in the construction programme.

#### Recommended Approach

Rather than the adoption of a rigid Green Star only framework, it is recommended that a balanced, optional sustainability framework approach is allowed within the policy amendment.

The key benefit of a hybrid assessment is that developers and the project team are able to provide a greater emphasis on initiatives that deliver real and quantifiable benefits for the relevant stakeholders and the wider community.

These benefits are summarised as follows:

- Increased affordability — adopt sustainability principles and initiatives that create value, rather than check box point scoring processes that add cost
- Reduced living/operating expenses —focus on minimising energy and water consumption
- Reduced community/strata costs — emphasis on low maintenance green technologies such as solar energy
- Subsidised energy, water and sewer costs — achieved with the adoption of win-win smart utility configurations
- High levels of waste management and recycling facilities — win-win benefits to Council and owners/tenants.
- High levels of thermal comfort

- Reduced demand on mechanical air conditioning systems
- Sustainable and mixed fleet of transportation facilities (cyclist, scooter, motorcycle, small cars, electric car charging)
- Reduced embodied energy/embodied carbon through the adoption of rigorous life cycle assessment (LCA) by implementation of eTool.

We propose that the above be considered prior to the introduction of the proposed Scheme Amendment.

#### **Planning Consultant's comments supporting developer's submission**

The requirement for a 5-star or 6-star Green Star rating is of particular concern.

Amendment 46 proposes to require a 5-Star or 6-Star Green Star rating for development with building heights over the applicable height limit. However the intent of requiring this Green Star rating is questioned, given that a higher Green Star rating does not translate to a perceivable, or specific public (or building occupier) benefit, as is the case for the other criteria which warrant additional building height (active frontages, furniture, landscaping, building amenities, view corridors, etc.) as noted at proposed Design Consideration 7.

This concern arises from the way the Green Star rating system works, which is primarily a design-based tool to assess the potential performance of a building. It does not directly translate to lower costs of operation or living expenses largely due to the fact that there is no verification of building operational performance. Given that a range of elements within the design of a building can be pursued to achieve Green Star points (which contribute towards the Star rating), this will typically result in 'built form' that does not add real community benefit in terms of sustainable design outcomes. Therefore applying a higher Green Star rating does not necessarily result in increased community or sustainability benefits.

It also needs to be acknowledged that the Green Star rating system was initially developed for purely commercial office buildings. Whilst the rating system has been refined in subsequent versions, other Green Star rating frameworks, including multi-unit residential, are derivatives of the original commercial office building tool. There is therefore an inherent handicap in using the Green Star rating system for mixed-use development, as the rating system is predicated upon commercial office buildings, with prescriptive criteria to match, which do not necessarily result in direct benefits for residential occupiers. Introducing a Green Star requirement into TPS6 represents a fundamental conflict with the intent of the South Perth Station Precinct Special Control Area, which is to foster a character of a mix of uses.

It should also be noted that there is currently only one 4-Star Green Star rated multi-unit residential development within Western Australia. There is therefore considered to be a lack of market demand for the Green Star rating as an attribute when comparing alternatives for investment in multi-unit residential developments.

In terms of the commercial office building market, there is no requirement for Green Star ratings within the City of Perth, being the primary office market within metropolitan Perth. There is a range of secondary office markets throughout Perth, and to require a Green Star rating within the South Perth Station Precinct Special Control Area (SCA) would likely act as a significant disincentive for investment and therefore undermine the first objective of the SCA, which is to:



*"promote more intensive commercial land use to support the increased residential population, provide greater employment self-sufficiency in the City and patronage for a future 'destination' rail station."*

In summary, the introduction of a requirement for a Green Star rating carries a very real risk of seriously inhibiting the continued development of the precinct, and would effectively undermine the intent and objectives of the SCA.

### **Council's response**

*"The intent of requiring this [5 and 6 star] Green Star rating is questioned, given that a higher Green Star rating does not translate to a perceivable, or specific public (or building occupier) benefit."*

A Green Star rating provides independent verification that a project has been designed and built with sustainability in mind, and that features which reduce environmental impact have been included in the project. Green Star 'Design and As-Built' consists of nine impact categories, being: Management; Indoor Environment Quality; Energy; Transport; Water; Materials; Land Use and Ecology; Emissions; and Innovation. Projects that earn Green Star points in each of these nine impact categories deliver benefits to the public as well as building occupiers.

*"Green Star is primarily a design-based tool which assesses the potential performance of a building. It does not directly translate to lower costs of operation or living expenses, largely due to the fact that there is no verification of building operational performance."*

The Green star 'Performance' rating tool assesses the ongoing operational performance of a building. Although requirements regarding the ongoing operational performance of a building cannot be imposed through the development approval process, by requiring assessment of a proposed building using the Green Star 'Design and As-Built' rating tool, the Council will be assured that the building has been designed and constructed to the required sustainable design standard.

Green Star 'Design and As-Built' is a holistic rating tool that assesses the total environmental impacts of a building at the design stage and upon completion. It provides 'best practice' benchmarks for the design, construction and fit-out of buildings; and is widely accepted throughout the Australian property and construction industry. By requiring new developments to achieve a specific Green Star 'Design and As-Built' rating, the City is setting a minimum standard to ensure that new buildings are of high quality and have the potential to be operated at low cost throughout the building life cycle.

*"A range of elements within the design of a building can be pursued to achieve Green Star points. This will typically result in built form outcomes that do not add real community benefit in terms of sustainable design outcomes."*

Green Star provides applicants with flexibility as to how they meet the requirements to achieve a specified 'star' rating. To achieve the required sustainable design outcomes, this allows them to employ the most effective and cost-effective method for each project.

*"The Green Star rating system was initially developed for purely commercial office buildings. ... There is an inherent handicap in using the Green Star rating system for mixed use development...."*

In October 2014, the GBCA released the new Green Star 'Design and As-Built' rating tool, which superseded seven earlier Green Star rating tools to deliver one tool that can rate the design and construction of virtually any building, including mixed use. The new Green Star 'Design and As-Built' rating tool delivers a range of improvements:

- This single rating tool is now suitable for any building type;
- certification of the building focuses on the completed project;
- all benchmarks have been re-assessed and updated; and
- a range of templates and flexible approaches will make certification simpler and more cost-effective.

The new Green Star 'Design and As-Built' rating tool is the result of extensive industry collaboration, with over 70 working group participants, and feedback from over 55 organisations.

*"There is currently only one 4-star Green Star rated multi-unit residential development in Western Australia."*

In Western Australia, 81 projects have achieved Green Star certification, including some of Perth's most prominent projects e.g. 140 William Street (5-Star), Brookfield Place (5-Star office design and 6-Star office interior), Curtin University Engineering Pavilion (5-Star), Greater Curtin Master Plan (5-Star), and the City of Gosnells Civic Centre (5-Star). With the introduction of the new 'Design and As-Built' rating tool it is expected that more residential and mixed use projects will be eligible for certification.

*"There is considered to be a lack of market demand for the Green Star rating."*

Achieving Green Star rating can increase the cost of development. However, there is evidence to show that Green Star-rated buildings perform better than non-rated buildings in terms of ease of sale and rent, tenant retention and improved occupancy rates. For example, according to the GBCA, Green Star-rated buildings deliver the following:

#### Higher return on investment

Green Star-rated buildings deliver a 12% 'green premium' in value and a 5% premium in rent, when compared to non-rated buildings. Green Star-rated CBD office assets deliver a total annualised return of 10%, outperforming the CBD office market by 100 basis points. Price premiums for green buildings could be up to 30% – and the higher the level of certification, the better the results.

#### Lower operating costs

A typical financial or professional services firm operating from a 5-Star Green Star-rated office of 5,000 sq. metres could save \$18,200 a year in electricity costs alone. A minimal 2% upfront cost to support 'green' design can result in average life cycle savings of 20% of total construction costs — more than 10 times the initial investment.

#### Greater tenant attraction

95% of tenants want to be in a 'green' building. 'Green space' is one of the top four attributes tenants look for – along with bike racks, child care facilities and a gymnasium. 92% of corporate organisations globally consider sustainability criteria when making their tenancy decisions. Buildings with a Green Star rating report an occupancy rate increase of up to 23%. Green Star buildings have 3.5% lower vacancy rates and 13% higher rental rates than the wider market.

A healthier place to work, live, play and 'heal'

Tenants in green buildings report an average of 2.88 fewer sick days per annum in their current 'green' office versus their previous 'non-green' office. 'Green' schools and universities can deliver a 41.5% improvement in the health of students and teachers. 'Green' design in hospitals has been found to deliver: 8.5% reduction in hospital stays; 15% faster recovery rates; 22% reduction in need for pain medication; 11% reduction in secondary infections.

Community leadership and recognition

Building sustainably is increasingly recognised as a clear expression of commitment to the environment and leadership in the community. 'Green' building practices are more likely to attract grants and subsidies that demonstrate environmental stewardship, increase energy-efficiency and reduce greenhouse gas emissions.

Increased indoor comfort and productivity

Analysis of existing building design attributes and workplace productivity found:

- Up to 3% increase in productivity when people had individual temperature control of their workspace.
- Up to 11% productivity gains from improved ventilation.
- Up to 18% increase in productivity from access to daylight and operable windows.
- Up to 23% improved productivity from well-designed lighting.

In the retail sector, good environment quality has been shown to increase sales by up to 40%.

A typical financial or professional services firm operating from a 5-Star Green Star-rated office of 5,000 sq. metres could save \$262,014 a year simply through reduced absenteeism. An office enriched with plants makes staff happier and boosts productivity by 15%.

Classroom environments can affect academic progress by as much as 25% with students in green-rated school buildings achieving up to 14% higher test scores.

Environmental benefits

Green Star-certified buildings produce 62% fewer greenhouse gas emissions than average Australian buildings. The cumulative savings in greenhouse gas emissions from Green Star-certified buildings equates to 172,000 cars removed from our roads, when compared to average Australian buildings – that is, 625,000 tonnes CO<sub>2</sub> each year.

On average, Green Star-certified buildings use 51% less potable water than if they had been built to meet minimum industry requirements. Green Star-certified buildings save enough potable water to fill 1,320 Olympic swimming pools every year – that is, more than 3,300,000 kL each year.

Green Star-certified buildings save the equivalent of 76,000 average households' electricity use annually.

The higher the Green Star-certified rating of a building (4, 5 or 6 Star) the greater the environmental savings across all key areas – greenhouse gas emissions, energy use, water consumption, and construction and demolition waste.

*"In terms of the commercial office building market, there is no requirement for Green Star ratings within the City of Perth. ... To require a Green Star rating within the South Perth Station Precinct would likely act as a significant disincentive for investment."*



Even though Perth City Council does not have a planning policy requiring buildings to have a Green Star rating, the developers of a number of the City's most prominent buildings have voluntarily achieved Green Star certification, as discussed above. It should be noted that all of the existing Green Star-rated buildings achieved their ratings under the old Green Star tools. The new 'Design and As-Built' tool is a significant improvement on the superseded rating tools.

Some other local governments including the City of Fremantle, and also the Metropolitan Redevelopment Authority require Green Star ratings to be achieved. The City of South Perth requirement to achieve Green Star ratings ensures that this local government will continue to be a leader in promoting and facilitating high quality environmentally sustainable development.

#### (v) Submitter's comments

*Submissions from Planning Consultant on behalf of property owners in Richardson Street and Mill Point Road comment as follows:*

We object to a mandatory requirement for a 6-Star Green Star rating for buildings seeking a variation of more than 60 metres. This is unlikely to be achievable for many projects, especially in the current office market. Achieving a 6-Star rating relies not only upon the design and construction of a building, but is dependent upon a committed long-term tenant to maintain and operate the building in a sustainable manner. Whilst this is desirable, it is likely to be very difficult to secure such a tenant given the current office market. The reference to a 6-Star Green Star rating should be deleted.

Having said that, it is important to note that the owner of the Mill Point Road site intends to develop a 'next generation clean energy' building, with new methods not previously used in Australia. Our client will likely engage the services of 'Point Energy Innovations', a sustainable development practice based in San Francisco, USA, to work on the project to achieve the highest possible levels of energy efficiency. It is therefore anticipated the building will exceed the minimum requirements of Amendment 46 with respect to sustainability. However, any criteria relating to sustainable development should be sufficiently flexible to accommodate best practice under the chosen sustainability rating tool.

This submission requests that Table B, Design Consideration 7 be modified by deleting reference to 6-star Green Star.

#### Council's response

Extensive Council comments have been provided in response to the other preceding submissions on the performance criteria requiring particular Green Star ratings. Many of these comments also relate to Submission (v) above. No additional comments are required.

#### Council's concluding comments on Green Star energy-efficiency rating

Council Policy P350.01 'Environmentally Sustainable Building Design' applies to all major new residential and non-residential development (not single houses and grouped dwellings). Throughout the entire City of South Perth district, for development within the scope of that policy, a 4-star Green Star rating, or equivalent, is required. It is now accepted that it is not feasible to require a 6-star Green Star rating, or equivalent within the South Perth Station Precinct. However, in that precinct, to be eligible for additional building height above the basic height limit shown on Plan 3 of Schedule 9A, the

'sustainable design' performance should be higher than the City-wide standard. Accordingly, a higher Green Star rating, or equivalent, should still be required.

Being mindful of the provisions of Council Policy P350.01, all of the submitters' comments on this issue, and the responding comments above, it is now considered that the relevant performance criterion in Table B of Schedule 9A should be modified to require a 5-star, rather than 6-star, Green Star rating, or equivalent. For greater clarity, the wording of the affected performance criteria will also be slightly refined.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be PARTIALLY UPHELD; and
- (b) Amendment No. 46 be modified by:
  - (i) deleting the requirement to meet 6-star, Green Star rating, or equivalent in Performance Criterion (3)(a)(iv) of the advertised Design Consideration 7 'Additional Community Benefits and Sustainable Design Elements' (now identified as Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities') in Table B;
  - (ii) deleting the Performance Criteria (1)(a)(iv) and (2)(a)(iv) relating to 5-star Green Star rating from the advertised Design Consideration 7 'Additional Community Benefits and Sustainable Design Elements' (now identified as Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities') in Table B; and
  - (iii) inserting a new Design Consideration 5 'Energy-Efficiency' in Table B with the following Performance Criterion:
 

"In order to maximise energy-efficiency, the building is to be designed to achieve a 5-star rating under the relevant Green Star rating tool, or equivalent."

<b>(g) Oppose Table B, Design Consideration 7 performance criterion relating to 'Adaptable Housing'</b>	<b>(2 submitters)</b>
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**(i) Submitter's comments**

*Submission from a development company comments as follows:*

While we understand the intent of this requirement, the impacts are significant and it is not supported in its current form. The reference to meeting Adaptable House Class C of AS4299 (Adaptable Housing) is flawed in that inherent in that standard are requirements which do not align with built form design eg. providing a car parking space or garage with a minimum area of 6 metres x 3.8 metres. This would then greatly impact project components such as car parking and car parking circulation.

In addition, due to greater doorway and circulation space requirements, apartment layouts would require greater size, thus reducing overall affordability, and impose additional project costs with potentially economies removed due to floor-plates being manipulated from level to level.

**Council's response**

Australian Standard AS4299 contains requirements relating to 'Adaptable Housing'. The following information is included in the foreword to AS4299:

*"Demographic trends are towards longer lifespans, with a higher proportion of older people in our community. With age, however, comes increasing risk of some*

*form of disability. The ABS Survey "Disability, Ageing and Carers—1993" showed that 18% of the total Australian population had a disability. This percentage rose to 51% for people aged 60 or more years."*

Dwellings designed to comply with 'Adaptable Housing' requirements meet the needs of people with physical disabilities. These dwellings need to be allocated larger parking bays (6 metres x 3.8 metres), referred to as 'easy access' bays. With larger parking bays, car doors can be opened fully, thus making it easier for people to enter and exit, and also to move about the vehicle.

Approximately 20% of the parking bays will need to be 'easy access' bays allocated to the 'Adaptable Housing' dwellings. Only the 'easy access' bays need the larger dimensions. Before commencing the design of a building and its car park, the project architect will know how many 'easy access' bays are required. It is well within the skills of a competent architect to produce a design that accommodates the required number of larger parking bays, with the rest of the bays having standard dimensions.

Designing apartments to meet 'Adaptable Housing' requirements increases their livability. More circulation space can make life easier for a wide range of people, including pregnant mothers, young families with children, people with sporting or 'trauma' injuries, seniors and people with physical disabilities. As pointed out in 'Livable Housing Australia', 'livable' homes enhance the quality of life of all occupants at all stages of their life (Livable Housing Design Guidelines, Second Edition).

## (ii) Submitter's comments

*Submission from Planning Consultant on behalf of owner of properties in Mill Point Road and elsewhere in the precinct comments as follows:*

Amendment 46 proposes the inclusion of a number of requirements with which an applicant may choose to comply to obtain a height variation under Table B of TPS6. The requirements are such that in choosing to comply with four out of the five requirements as required under Table B, an applicant is forced to comply with either adaptable or affordable housing. It is considered that both adaptable and affordable housing place a considerable burden on development in terms of the feasibility of each independent project.

Under the Australian Standards for Adaptable Housing, an adaptable housing unit is designed in such a way that it can be modified easily in the future to become accessible to both occupants and visitors with disabilities or progressive frailties.

The requirement of providing 20% of the total number of dwellings as adaptable housing is considered onerous, particularly for larger developments. The impact is not just the significant increase in the development and construction cost but also the loss of the potential total number of high-end apartments due to the requirements for larger corridors and overall size of adaptable dwellings. The requirements under the Australian Standards for Adaptable Housing require the provision of car parking bays of a minimum width of 3.8 metres. This requirement will result in a significant amount of floor space for car parking, making compliance with the requirements for parking increasingly unattainable, particularly for larger developments. In addition, 20% of the total dwellings in large developments will result in a significant number of adaptable dwellings that may not suit all buyers resulting in a reduction in viable



dwelling for the apartment target market and the potential for empty apartments. This is undesirable in a fast-growing metropolitan area with a great need for infill development that is suitable for the competitive housing market.

There is potential for the City to vary the requirement through allowing for variations to the Australian Standards. This approach has been adopted by the Metropolitan Redevelopment Authority under its draft Planning Policy No.10 Adaptable Housing, to avoid the onerous implications of the Adaptable Housing Standards.

The MRA in its Policy specifies key factors to be included in an adaptable housing design. These elements, being the 'Core Livable Housing' design elements advocated by Livable Housing Australia, are as follows:

- A safe, continuous and step-free path of travel from the street entrance and/or parking area to a dwelling entrance that is level;
- At least one, level (step-free) entrance into the dwelling;
- Where the parking space is part of the dwelling access it should allow a person to open their car door fully and easily move about the vehicle;
- Internal doors and corridors that facilitate comfortable and unimpeded movement between spaces;
- A toilet on the ground (or entry) level that provides easy access;
- A bathroom which contains a hobless (step-free) shower recess;
- Reinforced walls around the toilet, shower and bath to support the safe installation of grab rails at a later date; and
- A continuous handrail on one side of any stairway where there is a rise of more than 1 metre.

The above approach ensures that adaptable housing designs meet the core requirements of adaptability, without having onerous implications on development viability. The MRA's approach of applying key requirements in the form of a policy assists in establishing a realistic and achievable outcome rather than the fail-safe high care standard that the Australian Standards 4299 Adaptable Housing represent. Though the MRA's approach provides more flexibility, the car parking requirement under the policy is still onerous in terms of the impact on the floor space needed to provide the required car parking bays.

It is considered appropriate to allow for flexibility in the adaptability requirements to allow for an alternative approach to the provision of adaptable housing rather than strict compliance with the Australian Standards for Adaptable Housing. A performance approach will allow developers the option to present the City with a proposal that would cater for adaptable housing needs, but which is tailored to the specific development proposal. These aspects can include alternative approaches to car parking such as the potential for dedicated drop-off areas or in some instances, the ability for car parking bays to be converted to adaptable parking at a later time when it may be required to suit the ongoing needs of current and future occupants. These aspects are just some alternatives, but ultimately to allow for development to be feasible and market responsive, there needs to be some flexibility in the requirement for adaptable housing. Another approach would be to apply a tiered level of adaptability such as 15% related to 'aging in place' and 5% related to 'disability adaptability' to ensure that a demographic relevant offer is achieved that does not impact on the service and spatial requirements of the apartments.

### **Council's response**

To meet 'Adaptable Housing' requirements, there are special requirements for the path of travel to the dwelling entrance. Further to this, certain rooms and spaces

within the dwelling require larger than normal dimensions, and some special design features. However it is not necessary to install the fixtures, fittings and equipment that future occupiers may require due to their restricted mobility. These additional aids are installed later when actually needed by a particular occupant. In the meantime, an apartment designed to be 'adapted' later, will be highly liveable for any occupiers with unimpeded mobility. Apartments designed to meet 'Adaptable Housing' requirements are eminently suitable for a wide range of people with a wide range of physical abilities.

At a later time, after a dwelling has been designed to adaptable housing standards, it can be modified relatively easily and at moderate cost, to meet the needs of occupants with particular kinds of disabilities. The advantages of such dwellings being 'adaptable' would more than offset the extra initial cost. These dwellings are likely to attract purchasers who anticipate that their mobility will decline progressively, but who favour 'aging in place' rather than needing to relocate to a 'care' facility.

Adaptable housing requirements are compatible with the design of 'high-end' apartments, notably the additional circulation space that allows unimpeded movement for both people and furniture. For luxury apartments, while compliance with adaptable housing requirements may require extra space in some cases, the impact is likely to be minimal. At the same time, the adaptability of the design may add value by facilitating future modification to meet the occupants' specific needs.

With regard to the necessary larger car parking bays, the comments in response to the preceding submission also apply to this submission.

The Metropolitan Redevelopment Authority has recently amended its Development Policy 10 "Adaptable Housing". Instead of being based on Australian Standard AS4299, the design elements in the MRA Policy 10 are now based on the "*Livable Housing Design Guidelines*" prepared by *Livable Housing Australia*. The submitter has listed the eight 'core design elements' advocated by *Livable Housing Australia* including one relating to car parking. If these 'core elements' are included in the design of at least 20% of the proposed dwellings on a development site, this will provide widespread benefit for apartment occupants in the South Perth Station Precinct. While the approach taken by the MRA and *Livable Housing Australia* will not necessarily accommodate the needs of all occupants who have disabilities, it would make a substantial contribution. This alternative approach is now recommended for inclusion in Table B of Schedule 9A.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments relating to 'adaptable housing' be UPHeld to the extent that in the recommended new Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities' in Table B, the Performance Criterion (c) be modified to relate to the core design elements of a dwelling contained in the '*Livable Housing Design Guidelines*'; and
- (b) Table B of Schedule 9A be modified by deleting Performance Criteria (1)(b)(iv), (2)(b)(iii) and (3)(b)(iii) from the advertised Design Consideration 7 'Additional Community Benefits and Sustainable Design Elements' (now identified as Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities') and inserting the following replacement Performance Criterion (c) in the recommended modified Design Consideration 8:

- “(c) A minimum of 20% of the total number of dwellings, rounded up to the next whole number of dwellings, are to be allocated parking bays measuring 6.0 metres x 3.8 metres and those dwellings are to incorporate the following core elements, designed to the ‘Silver Level’ of the *‘Livable Housing Design Guidelines’* produced by Livable Housing Australia:
- (i) a safe, continuous and step-free path of travel from the street entrance and / or parking area to a dwelling entrance that is level;
  - (ii) at least one step-free, level entrance into the dwelling;
  - (iii) internal doors and corridors that facilitate unimpeded movement between spaces;
  - (iv) a toilet on the ground or entry level that provides easy access;
  - (v) a bathroom which contains a step-free shower recess;
  - (vi) reinforced walls around the toilet, shower and bath to support the safe installation of grab rails at a later date; and
  - (vii) a continuous handrail on one side of any stairway where there is a rise of more than 1 metre.”

<b>(h) Oppose Table B, Design Consideration 7 performance criterion relating to ‘Affordable Housing’</b>	<b>(2 submitters)</b>
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**(i) Submitter's comments**

*Submission from a development company comments as follows:*

The provision of 5% affordable housing is not supported in its current form as it is a hugely significant cost impost especially if it is one of a suite of measures that need to be provided by developers.

If the City continues to adopt this requirement, this is a measure which should be weighted higher than the other measures (e.g. a charging station for electric cars or a green travel plan) so that the additional requirements fall away.

Affordable housing provided under mandate in “Metropolitan Redevelopment Authority” areas still requires the Department of Housing to purchase the apartments through a construction cost methodology and is linked to a shared equity affordable housing product.

If affordable housing is an aspiration of the City, a sustainable model needs to be developed which does not overly penalise a developer who attempts to fulfil this requirement and set clear guidelines for the method of disposal. A quantity surveyor could be employed at the developer's cost to calculate the cost of construction and other key development costs. The affordable housing provider can then purchase the apartments at this lower than market price which provides a level of equity immediately on settlement. To have no sustainable and equitable mechanism for delivery of affordable housing of this type will necessarily impact on the affordability of the normal apartment product within the development.

The introduction of social housing within developments needs to be avoided due to the inherent marketing and consequential feasibility impacts from community concerns over potential occupants. Shared equity as a model would be a more acceptable form for affordable housing.



### **Council's response**

The proposed 'Affordable Housing' performance criterion was prepared in collaboration with officers from the WA Departments of Housing Planning. In the advertised version of Table B of Schedule 9A, the wording of the criterion is as follows:

*"The ownership of a minimum of 5% of the residential units is to be transferred to a registered social housing organisation, to be managed as affordable housing through a program recognised by the Department of Housing, for at least 20 years from the date of occupation of the building."*

This wording has been framed to provide flexibility in the delivery of affordable housing in the precinct. The performance criterion accommodates any 'transfer' arrangements for the required number of dwellings that may be negotiated between the developer and the affordable housing provider. The submitter says 'shared equity' as a model would be a more acceptable form for affordable housing. This model would be in compliance with the performance criterion and would be entirely acceptable to the Council.

A developer who seeks to fulfil this requirement will need to have early discussions with an affordable housing provider (government or non-government), to negotiate the target segment of the affordable housing market, the type of product to be delivered, and the terms of transfer. Once agreement is reached, the terms will need to be reviewed and accepted by the Department of Housing. A copy of this agreement will then be provided to the City as a part of the development application.

This approach has been chosen by the Council, and endorsed by the Department of Housing, as it allows the developer to negotiate terms with the affordable housing provider to best suit the specific circumstances. This 'market-driven' approach facilitates the delivery of the most suitable kind of affordable housing without penalising the developer.

### **(ii) Submitter's comments**

*Submission from Planning Consultant on behalf of owner of properties in Mill Point Road and elsewhere in the precinct comments as follows:*

The 5% affordable housing is considered inappropriate and onerous in respect to the South Perth Station Precinct. Selling 5% of residential units within any large scale redevelopment at construction cost has the potential to significantly impact on the commercial viability of providing larger scale residential developments in the locality and will result in an oversupply of affordable housing in the Precinct.

It is considered that a maximum cap should be applied (as opposed to an uncapped percentage) to ensure that larger scale redevelopments are not substantially disadvantaged in terms of the provision of adaptable and affordable housing (a maximum of 10 adaptable or affordable dwellings is considered appropriate).

### **Council's response**

As explained in response to the previous submission, the wording of the performance criterion has been framed to provide flexibility in the delivery of affordable housing in the precinct. Through discussions and contractual arrangements with the affordable housing provider, the developer will negotiate the terms of transfer of dwellings to ensure that there will be no adverse impact on the viability of the proposed

development. It is important to note that, in cases where, in return for meeting the required Table B performance criteria, approval is granted for additional building height above the basic height limit, this increases the development yield, thus offsetting any cost incurred by the developer in relation to affordable housing.

The submitter contends that the performance criterion in question will cause an oversupply of affordable housing in the locality. The City does not agree with this contention, as normal market forces will operate in relation to 'supply and demand'. Unless feasibility studies confirm sufficient market demand, developers will not be able to reach agreement with affordable housing providers for the transfer of dwellings for occupation as affordable housing.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments relating to affordable housing be NOT UPHeld; however for improved clarity;
- (b) Amendment No. 46 be modified by deleting Performance Criteria (1)(b)(v), (2)(b)(iv) and (3)(b)(iv) from the advertised Design Consideration 7 'Additional Community Benefits and Sustainable Design Elements' (now identified as Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities') in Table B of Schedule 9A, and inserting the following replacement performance criterion (d) in the recommended modified Design Consideration 8:
  - "(d) Contractual documentation is to be submitted confirming the intended transfer of ownership of a minimum of 5% of the total number of dwellings, rounded up to the next whole number of dwellings, to a community housing organisation registered with the Department of Housing, to be managed as affordable housing through a program recognised by the Department of Housing, for at least 20 years from the date of occupation of the building."

(i) <b>Oppose Table B, Design Consideration 7 performance criterion requiring end-of-trip facilities for visiting cyclists</b>
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<b>(1 submitter)</b>
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### Submitter's comments

#### *Submission from a development company comments*

The provision of end-of-trip facilities for cyclists is a positive inclusion within mixed use developments but mandating public or third party access creates a range of issues within a potentially conflicted zone, making it difficult to maintain good CPTED ("Crime Prevention Through Environmental Design") principles. End-of-trip facilities should be restricted to occupants of the building within which the facilities are located otherwise security and access issues become too great as an ongoing cost and risk impost on the owners and strata bodies managing these properties.

### Council's response

Letters inviting submissions on draft Scheme Amendment No. 46 were mailed to 1352 affected landowners and a further 30 letters were mailed to architects, town planners and developers known to have an interest in the South Perth Station Precinct. Twelve of the submissions received were lodged by landowners or their consultants who have an interest in the development potential of properties in the Station Precinct. However, in relation to the performance criterion requiring end-of-trip facilities for visiting cyclists, only one submission (objection) was received, indicating that this particular performance criterion is widely accepted.

The submitter wishes to see the performance criterion relating to visiting cyclists' end-of-trip facilities deleted from Table B. Owing to security concerns, the submitter says cyclists' end-of-trip facilities should not be made available to visitors, but only to building occupiers. However for the occupiers of non-residential portions of a building, Development Requirement 8.1(h) in Schedule 9, Table A already requires the provision of both bicycle bays and cyclists' end-of-trip facilities (clothes lockers and showers). For dwellings, existing Development Requirement 8.1(g) requires the provision of bicycle bays, but not other end-of-trip facilities.

In addition to the existing 'bicycle-related' requirements in Table A, Amendment No. 46 will insert a new 'bicycle-related' requirement in Table B of Schedule 9A. The Table B performance criterion only applies to development proposals involving a variation from the prescribed basic building height limits. The new performance criterion relates to visiting cyclists, not building occupiers. The advertised performance criterion requires the following:

*"For use by visitors to the proposed building or to buildings on any other site, cyclists' end-of-trip facilities including secure bicycle storage facilities, change rooms, clothes lockers and showers."*

This is in line with the City's long-standing promotion of "Travel Smart" initiatives - transport options other than passenger cars. This performance criterion aims to encourage visitors to travel to and from, or within, the precinct by bicycle, in the knowledge that safe storage and change room facilities will be available either within the 'destination' building or in a nearby building.

It is of interest to note that the Design Guidelines within the Canning Bridge Structure Plan also include a requirement relating to the provision of sheltered bicycle storage and showers for use by any member of the public.

For the following reasons, this submission is not fully supported:

- End-of-trip facilities for visiting cyclists offer an important community benefit and promote a more sustainable mode of transport than passenger cars.
- By employing creative design solutions, any security concerns or potential conflicts with 'CPTED' principles can be resolved. If this should lead to any additional ongoing cost, that cost would be justified in return for the approval of increased building height and additional dwellings.
- The Table B performance criterion relating to end-of-trip facilities for visiting cyclists is one in a list where the proponent must comply with a certain number of criteria, but not all of them. Therefore a proponent seeking approval for a building height variation could choose to meet other criteria rather than this one.
- This performance criterion attracted only one submission.

While the submission is not fully supported, for the reasons cited above, it is now accepted that, while cyclists' facilities should be made available to visitors to the building on the development site, cyclists who are visiting other, unrelated buildings should not be given access to those facilities. A visiting cyclist's access can be managed in a secure manner where a resident or employee occupying the destination building controls the cyclist's access. However a similar secure arrangement could not be implemented if the cyclist is visiting a different, unrelated building. To this extent, the submission is supported.

Having regard to all relevant considerations, the Council recommends that:



- (a) the comments be PARTIALLY UPHELD; and
- (b) Amendment No. 46 be modified by deleting Performance Criteria (1)(b)(vii), (2)(b)(v) and (3)(b)(v) from the advertised Design Consideration 7 'Additional Community Benefits and Sustainable Design Elements' (now identified as Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities') in Table B of Schedule 9A, and inserting the following replacement performance criterion (j) in the recommended modified Design Consideration 8:
- "(j) Visiting cyclists' end-of-trip facilities including secure bicycle storage facilities, change rooms, clothes lockers and showers, for use by visitors to the proposed building."

<b>(j) Oppose omission of Table B, Design Consideration 7 performance criterion relating to provision of public car parks</b>	<b>(1 submitter)</b>
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### Submitter's comments

*Submission from a Planning Consultant on behalf of a property owner in Mill Point Road comments as follows:*

We note the existing criteria for Design Consideration 7 in Table B includes "car parks for public use beyond the users of the building." However, under Amendment 46, this is proposed to be deleted. Provision of short-term public fee-paying car parking ought to be retained in Design Consideration 7, as such parking facilities support the economic well-being of retail centres (such as Mends Street), without generating high levels of peak hour commuter traffic.

The owner of the subject site has entered into a contract to purchase adjoining Lot 800 from the City of South Perth. Lot 800 is occupied by a public car park. Rather than retain an open-air surface car park, a superior design outcome for the public realm of the Mends Precinct would be to incorporate any proposed public car parking facilities within a new multi-level car park that could be integrated into a mixed-use development on the site, with the parking levels sleeved behind active land uses at the street frontage. If public car parking is removed from the list of criteria at Design Consideration 7, the incentive to incorporate such facilities in a new development will be compromised, with no benefit arising for the public realm of the Mends Precinct.

Short-term public car parking (as opposed to long-term commuter parking) is consistent with the Objectives of the South Perth Station Precinct. We request that short-term public fee-paying car parking facilities be included in the list of criteria in Design Consideration 7.

### Council's response

In place of the existing Table B performance criterion referred to by the submitter, City officers were originally intending to include a new criterion relating public car parking for long-term occupancy. However this would have attracted more cars into the precinct, with the prospect that the 'public' parking bays would often be occupied by residents' cars or by commuters to the Perth CBD. This would not have been consistent with the Precinct objectives and therefore no performance criterion relating to 'public car parking' was included in draft Amendment No. 46.

In relation to the likely users of a public parking station, to some extent the submitter makes a valid point regarding short-term public parking. If the duration of occupancy of public parking bays is short enough, this would exclude inappropriate use as resident parking or by CBD commuters. However the Council still has a concern about the submitter's proposal because a public parking station for cars will still attract more cars into the precinct, contrary to a fundamental objective for the precinct. This being the

case, irrespective of the maximum duration of occupancy of the parking bays, the provision of a public parking station for cars would not be a valid Table B performance criterion assisting an applicant to qualify for approval of a building height variation.

Within the operative Town Planning Scheme No. 6, Table A (Element 1 'Land Use') lists 'Public Parking Station' as a 'discretionary' land use within both the Mends and Scott-Richardson sub-precincts. Therefore it is already open to a landowner to submit a development application for a 'Public Parking Station'. Any such application would be considered on its individual merits, based on the location of the development site and the traffic impact and design of the proposal. However having regard to the comments in the preceding paragraph, a proponent should not be 'rewarded' in the form of a building height variation, for providing a 'Public Parking Station' for cars.

Notwithstanding the preceding comments, if the occupancy of a 'Public Parking Station' was confined to motor cycles only, this would have merit as a "TravelSmart" initiative. A restricted facility of this kind would be appropriate for listing as a performance criterion in Table B, towards qualifying for additional building height. Such a facility could be beneficial to motor cyclists visiting residents of the precinct, shoppers, café patrons and possibly some visitors to other commercial premises. To this limited extent only, the submitter's comments are supported.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be PARTIALLY UPHELD; and
- (b) Amendment No. 46 be modified by the addition of the following 'Wider Community Benefit' Performance Criterion (k) for Design Consideration 8 in Table B of Schedule 9A:
  - (k) A Public Parking Station forming part of a development, such Parking Station containing not less than 50 motor cycle bays and no car bays, allowing a maximum stay of 4 hours, in addition to the occupier and visitor parking required for the development."

<b>(k) Oppose the limitation on degree of choice in Table B, Design Consideration 7 optional performance criteria</b>
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<b>(1 submitter)</b>
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### Submitter's comments

*Submission from Mill Point Road property owner comments as follows:*

In the clause (3)(b) performance criteria for Design Consideration 7 in Table B of Schedule 9A, to qualify for an additional 60 metres (or more) building height, a developer must meet 4 out of the 5 criteria. This section needs more flexibility and should include one or two additional criteria.

A suggested additional criterion would require that the developer demonstrate they are catering for a sector of the market which is not currently being adequately provided for. For example, if a developer proposes an 'up-market' residential development in an area already fully catered for with 50 m<sup>2</sup> x 1 bedroom, 80 m<sup>2</sup> x 2 bedroom and commercial space, this performance criterion would promote exclusive complexes whilst retaining the overall broad demographic that makes living in South Perth unique. The provision of some prestigious quality developments amongst the towers of 1,2 and 3 bedroom units will achieve this mixed demographic without creating conflicts between demographics within the same building. Conflict occurs when mixing quality larger apartments with commercial space or smaller units, suited to students or social housing, which is not a good mix. The suggested additional performance criterion will help to promote a broader range of product and benefit the area generally.

**Council's response**

The submitter's comments are supported.

As stated in clause 1.6(2)(c) of Town Planning Scheme No. 6, one of the City-wide general objectives is to promote a wide variety of dwelling types. Clause 1.6(2)(c) expresses this objective as follows:

*"Facilitate a diversity of dwelling styles and densities in appropriate locations on the basis of achieving performance-based objectives which retain the desired streetscape character and, in the older areas of the district, the existing built form character."*

Throughout the City, the Council wishes to promote a wide variety of dwelling types to cater for the needs of all sectors of the community and all socio-economic groups. As well as other types of dwellings, the South Perth Station Precinct is ideally suited to 'high-end' residential apartments. For a development in the South Perth Station Precinct, TPS6 (Table B performance criteria) currently includes a 'mandatory' performance criterion requiring a minimum of 20% of the dwellings to be single bedroom (or a minimum density of 100 dwellings per hectare). The advertised draft Amendment No. 46 proposes a new 'optional' performance criterion relating to the provision of affordable housing. To further reinforce the general Scheme objective referred to above, and to promote the provision of more 'high-end' apartments, it would be appropriate to introduce another 'optional' performance criterion where the applicant proposes a variation from the basic height limit. This will also be beneficial in relation to the number of additional traffic movements generated by the development because, by introducing a large minimum floor area per dwelling, the total number of dwellings will be constrained.

The submitter's comments have been supported further, by the addition of other new 'optional' performance criteria.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be UPHOLD; and
- (b) Amendment No. 46 be modified by the addition of the following new 'optional' performance criteria in Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities' (replacing the advertised Design Consideration 7) in Table B of Schedule 9A:
  - "(a) Each dwelling incorporates at least one balcony with a minimum floor area of 15 sq. metres and a minimum dimension of 3.0 metres not including any planter box constructed as part of the balcony, and at least 50% of dwellings having access to at least 2 hours of sunlight on 21 June."
  - "(b) A minimum of 10% of the residential units (rounded up to the next whole number of dwellings) are to have an internal floor area of 200 sq. metres or more."
  - "(e) At least 50% of the dwellings are to be designed to provide:
    - (i) effective natural cross-ventilation; and
    - (ii) significant views from more than one habitable room window or balcony, each being located on a different elevation of the building."
  - "(f) Viewing corridors to enable as many as possible of the occupiers of neighbouring buildings to retain significant views."
  - "(g) One or more facilities such as a meeting room, boardroom, lecture theatre, function room, available for use by external community groups or individuals, or external businesses."
  - "(h) Public access to the building, terraces or gardens at ground level, or on the roof of the podium or tower, for leisure, recreational or cultural activities such as, among others:
    - (i) Café/Restaurant;
    - (ii) Cinema/Theatre;



- (iii) gymnasium;
- (iv) a dedicated room for use as a community exhibition gallery for display of artworks or for other exhibitions; or
- (v) an outdoor area designed for public entertainment performances.”
- “(i) A Child Day Care Centre.”
- “(k) A Public Parking Station forming part of a development, such Parking Station containing not less than 50 motor cycle bays and no car bays, allowing a maximum stay of 4 hours, in addition to the occupier and visitor parking required for the development.”

<b>(l) Oppose new structure of Table B, introducing graduated scale of increasingly demanding performance criteria.</b>
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<b>(2 submitters)</b>
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### Submitter's comments

*Submissions from Planning Consultant representing property owners in Mill Point Road and Richardson Street and from a development company comment as follows:*

- Client strongly objects to revised Table B, Design Consideration 7, specifying mandatory performance criteria and a minimum number of optional criteria, relative to extent of the proposed height variation. This approach is restrictive and lacks flexibility.
- Questions basis for selection of mandatory and optional criteria – proponent should be given much greater flexibility to choose from the range of criteria e.g. be allowed to satisfy more than minimum number of optional criteria, and not be required to satisfy some mandatory criteria.
- Design Consideration 7 criteria, applicable to buildings more than 30 metres above basic height limit, are excessive - could prove extremely difficult, if not impossible, to satisfy e.g. for a height variation of more than 60 metres, 10 out of 11 criteria must be satisfied.
- Contends that proposed structure of Design Consideration 7 represents a de facto height limitation, likely to severely restrict development potential of many sites.
- Flexible provisions introduced by Scheme Amendment No. 25 have been a major catalyst for redevelopment. Proposed modifications to Design Consideration 7 will undermine the success of Amendment No. 25 and seriously compromise the on-going urban renewal of the Precinct.
- Design Consideration 7 should simply list all of the criteria, without any reference to the extent of the building height variation. All proponents should be given flexibility to choose and satisfy a minimum of any three criteria (consistent with the current provisions).

### Council's response

The revised Table B performance criteria for Design Consideration 7 are aimed at ensuring that, where a height variation is being sought, proposed developments that exceed the basic height limit to widely varying degrees will each contribute an appropriate level of additional community benefits.

Based on the currently operative provisions applicable to development in the South Perth Station Precinct, where all Table B performance criteria are met, there is no differentiation as to the extent of possible variations from the basic building height limits. For example, under the present structure of Table B, one applicant who meets all relevant performance criteria may seek a height variation of one or two storeys, while another applicant in the same situation may seek a far greater height variation without the development being of a

higher standard or offering more community benefits. For proponents who seek differing degrees of additional building height above the basic height limit, the present Table B structure is not only inequitable for those proponents, but also inequitable in terms of the contribution of community benefits.

In the interest of achieving the best outcome for the community, the proposed new method of gradation in Table B creates differentiation in regard to the required additional community benefits according to the comparative scale of different proposed buildings. The proposed re-structuring of the Table B performance criteria has been devised with due regard to the objectives for the precinct and benefits for the community. The re-structuring will make the performance criteria more equitable according to the extent of height variation being sought.

Performance criteria in the revised Table B have been made mandatory where this is considered essential in relation to the built outcome or community benefit. The 'optional' criteria from which the proponent can make choices, promote further community or environmental benefits to varying degrees.

In essence, the submitters are requesting that the existing structure of Table B be maintained. They want Design Consideration 7 in Table B to contain a single running list of optional performance criteria from which a proponent must meet just three criteria. If the revised Table B were to be modified as requested by the submitters, the current inequities would continue. Therefore the submissions are not supported in this regard. However it is agreed that proponents should have a wider choice of optional performance criteria from which to make their selection. It is intended that more 'optional' performance criteria will be added to Design Consideration 7 in Table B, providing a wider choice.

Having regard to all relevant considerations, the Council recommends that:

- (a) the submitters' comments favouring reversion to a structure whereby the required minimum number of Performance Criteria is not linked to the extent of the building height variation, be NOT UPHOLD; however
- (b) the comments relating to widening the choice of optional performance criteria be UPHOLD; and
- (c) where building height variations are sought, in order achieve maximum benefit for building occupiers, the local and wider community, while also offering proponents wider choice, Design Consideration 7 'Additional Community Benefits and Sustainable Design Elements' (now identified as Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities') in Table B of Schedule 9A be modified by the deletion of certain optional performance criteria, the addition of more criteria, and the re-wording of certain other criteria.

### 3. Submissions 3.1 to 3.5 OPPOSING exclusion of certain properties from Special Design Area

<b>(a) Requests extension of Special Design Area to include all properties in South Perth Station Precinct</b>	<b>(1 submitter)</b>
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#### Submitter's comment

*Submission from Property Consultant / Valuer comments as follows:*

The proposed amendments appear to support more viable development options in the locality, however properties located outside the Special Design Area are restricted to a maximum height of 25 metres, whereas on sites in the Special Design Area, buildings can

be higher than the limits shown on Plan 3 'Building Heights' if they meet a number of criteria. These incentives create a significant advantage for owners/developers of properties in the Special Design Area, for example, the "Pinnacle" development on the corner of Charles Street and Labouchere Road. Under Plan 3, that site has a maximum building height of 25 metres, however as it is located in the Special Design Area, approval has been granted for an 18-level development which will have a building height of approximately 50 metres, being some 25 metres more than the height under Plan 3 and more than the height limit of adjacent properties on Charles Street.

We are of the opinion that smaller sites in the Special Design Area may not be able to meet the necessary performance criteria to obtain significant building heights. Furthermore, existing strata titled developments, particularly modern developments, are unlikely to be altered. As a result of some sites in the Special Design Area being redeveloped while other sites are not, the Special Design Area will have varied building heights. For this reason, we are of the opinion the Special Design Area incentives should apply to all properties throughout the whole Station Precinct so that investors / developers who own properties outside of the Special Design Area are not disadvantaged and enjoy the same incentive to maximise the development potential for the area. This will increase the number of commercial and residential apartments in the locality and thus provide further support for the construction of the South Perth Train Station.

### Council's response

Within the South Perth Station Precinct, properties not in the Special Design Area include those in Stone, Bowman, Hardy and Charles Streets, portion of South Perth Esplanade, portion of Harper Terrace, portion of Mends Street, Darley Street, one in Ray Street and the southerly portion of the 'Civic Triangle' (hereafter referred to as 'the excluded properties').

Scheme Amendment No. 46 introduces the revised Schedule 9A replacing the existing Schedule 9. Table A within Schedule 9A contains the development requirements for all comprehensive new development throughout the South Perth Station Precinct. Table B contains additional 'performance criteria' requirements only applicable where building height variations are sought for properties within the Special Design Area. In Table A, Element 6 'Special Design Area' provides a link to the Table B performance criteria. Guidance Statement (a) for Element 6 reads as follows:

*"The lots comprising the Special Design Area front onto streets which have a high degree of visibility, either by virtue of their aspect or proximity to high volumes of vehicle or pedestrian traffic. All developments in the Special Design Area should be designed to display a strong visual presence and landmark qualities."*

This Guidance Statement explains the rationale for selecting the properties in certain streets for inclusion in the Special Design Area. The other streets referred to above do not fit this rationale and therefore the properties in those other streets do not form part of the Special Design Area. Based on the stated rationale, the 'Special Design Area' properties are considered suitable for approval of building height variations subject to the proposed developments meeting all of the Table B performance criteria. Conversely, the excluded properties are considered unsuitable for treatment in this way. The excluded properties are situated in streets, or portions of streets, which do not have a high degree of visibility by virtue of aspect or proximity to high volumes of vehicle or pedestrian traffic. Despite this, the submitter wants all of the excluded properties to be included in the Special Design Area. This would radically alter the structure of the development controls in the precinct and the built outcome.

If every property in the entire precinct was included in the Special Design Area, all properties would have potential for additional building height above the prescribed basic



height limit, contrary to the philosophy behind the design controls for the South Perth Station Precinct. Part of that philosophy is to allow higher buildings on the identified 'perimeter' streets in return for additional community and sustainability benefits. The 'excluded' streets are considered unsuitable to be treated in this way. If the submitter's proposition was supported, the Special Design Area would cease to exist, as all properties would be subjected to identical development requirements. Based on the submitter's proposition, beyond the extent of development already promoted by the current special controls, there would be even more intensive development. This further intensity of development would be detrimental in terms of the desired built form of the precinct and further traffic impacts.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHELD; and
- (b) Amendment No. 46 not be modified in this regard.

<b>(b) Requests for extension of Special Design Area on to: Lots 4, 44, 45 (Nos. 18, 20, 22) Bowman Street; and Lots 113, 114, 115, 116, 300 (Nos. 14 to 24) Hardy Street; and other lots outside Special Design Area</b>	<b>(3 submitters)</b>
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**(i) Submitter's comment**

*Submission from Bowman Street property owner comments as follows:*

We request that Amendment No. 46 be modified by the inclusion of Nos. 18, 20 and 22 Bowman Street in the Special Design Area where the variations to heights restrictions can apply. Our grounds are as follows:

- (a) Nos. 18, 20 and 22 Bowman Street are surrounded on two sides by buildings within the Special Design Area and these properties form a natural extension to the Special Design Area. Conversely, exclusion from the Special Design Area will potentially result in an unsatisfactory design and amenity outcome for our property, and others on Bowman Street, overshadowed and dominated by taller and more intensive development on the adjacent land contained within the Special Design Area.
- (b) Bowman Street is on a natural and convenient pedestrian route between the Mends Street precinct and future station site where more intensive commercial and multiple residential development should be encouraged to promote future public transport.
- (c) Inclusion of the properties within the Special Design Area will encourage comprehensive development of the Judd Street, Lyall Street, Melville Parade and Labouchere Road street block with improved planning, design and amenity outcomes.

We believe this modification will improve the amendment and the planning and design outcomes for the South Perth Station Precinct.

**(ii) Submitter's comment**

*Submission from part-owner of Hardy Street properties comments as follows:*

I support changes that make the rezoning more flexible to make development in the area more practical.

As everyone is aware, the economy is such, that the amount of commercial proportion and the height restrictions do not allow us to develop the six blocks we own in Hardy Street. To facilitate a development, we would need say, only one level of commercial and a more flexible approach to residential height.

If the Council had capacity for community / height trade-offs, it would make development more likely. Also it needs to be consistent with other proposed redevelopments.

### (iii) Submitter's comment

*Submission from owner of a Hardy Street strata unit comments as follows:*

I am the owner / occupier of a unit next to an office building on the Melville Parade/Hardy Street corner which has a 41 metre height limit and incentives available to go higher, even after Amendment No. 46 is passed. My lot has a height limit of 25 metres without any planning scheme incentives. This is not an even playing field, so I would like incentives offered to blocks outside the Special Design Area in order to increase the population close to the proposed railway station.

Due to the economic situation, any commercial content should be kept to a minimum, even less than currently proposed, although it is a step in the right direction.

### Council's response

Submission (a) above, requests that the Special Design Area be extended to include all properties in South Perth Station Precinct. The Council's response to that submission explains why it is not upheld. Those responding comments also need to be referred to in the context of the Bowman Street and Hardy Street property owners' submissions, which seek expansion of the Special Design Area to include their respective lots.

The key consideration is the rationale employed by the Council when deciding which properties to include in the Special Design Area, and which properties to exclude. As stated in Schedule 9A, Table A (Guidance Statement (a) of Element 6), the lots comprising the Special Design Area are those which:

*"front onto streets which have a high degree of visibility, either by virtue of their aspect or proximity to high volumes of vehicle or pedestrian traffic."*

Bowman Street and Hardy Street properties have been excluded because those streets do not fit the stated rationale. Properties in a number of other streets have been excluded for the same reason.

The following comments respond to specific points raised in the Bowman Street and Hardy Street property owners' submissions:

- The Council does not support the Bowman Street submitter's contention that Nos. 18, 20 and 22 Bowman Street form a natural extension to the Special Design Area. If the submitter's contention was supported, not only the submitter's land, but all properties along the full length of both sides of Bowman Street might equally be considered eligible for inclusion in the Special Design Area. Further to this, if the submitter's argument was considered valid, properties in Hardy Street and Charles Street should also be included, as their circumstances are the same.

- The characteristics of Bowman, Hardy and Charles Streets are different from the characteristics of the 'perimeter' streets included in the Special Design Area. While being receptive to higher buildings in the Special Design Area if the required performance criteria are met, the Council considers that buildings higher than the prescribed height limit would not be appropriate on the land excluded from the Special Design Area. It is considered desirable to foster variety in the built form in different parts of the South Perth Station Precinct according to the differing characteristics of streets in the precinct.
- The buildings mainly affecting the extent of shadow cast over a particular property are those situated directly to the north. In the case of both the Bowman and Hardy Street submitters' land, the properties directly to the north - on the opposite (north) sides of those streets - are not in the Special Design Area, so the height of buildings on the lots to the north cannot exceed 25 metres, measured in the prescribed manner.

Among other performance criteria in Table B of Schedule 9A, any higher buildings on nearby lots in the Special Design Area would need to comply with the revised performance criterion for Design Consideration 3 'Overshadowing' which will now read as follows:

*"Shadow diagrams at noon on 21 June, are to be submitted demonstrating that the shadow cast by the portion of the proposed building above the Building Height Limit, does not cover more than 80 percent of any adjoining lot."*

- Lyall Street properties have been included in the Special Design Area because Lyall Street provides the most direct pedestrian route from the future train station to Mends Street shops and other facilities. Bowman Street and Hardy Street were not selected as the primary pedestrian route because the pedestrian linkage via those streets is less direct.
- Prior to implementation of Scheme Amendment No. 25 in January 2013, the height of buildings on the submitters' land could not exceed 5 or 6 storeys (17.5 metres), the density coding was R60 / 80 and the maximum plot ratio was 0.7 (R60) or 1.0 (R80). Upon gazettal of Amendment No. 25, the height limit increased to 25 metres (9 storeys); density coding was removed entirely; and there was no longer a maximum plot ratio. Therefore on the submitters' land and other sites in Bowman, Charles and Hardy Streets (and others) it is now possible to construct mixed residential and non-residential buildings significantly larger than was possible before January 2013. The floor area can now be predominantly residential. In Bowman, Charles and Hardy Streets, buildings up to 9 storeys high can be constructed without satisfying the performance criteria in Table B of Schedule 9A. The Council considers this to be an adequate extent of development entitlement without 'overloading' those streets.
- In partnership with others, the Hardy Street submitter has a large land holding totalling 3,577 sq. metres. Due to the current state of the market, they want additional building height so that the residential component of a proposed building can be increased in comparison with the non-residential component. However for a development on that land with a total plot ratio of more than 3.0, the advertised Amendment No. 46 revisions already allow a high proportion of residential floor area compared with non-residential. In the currently operative Table A, where the total plot ratio of a mixed development exceeds 3.0, the maximum permissible residential plot ratio is 1.5. Therefore, under the currently operative provisions, a building maximising the available development potential must be predominantly non-residential. Amendment No. 46 will change this situation by removing the limit on the plot ratio of the residential component. This change is being introduced by new Development Requirement 3.4 in Table A, which reads as follows:



*"In the Scott-Richardson Sub-Precinct and the Mends Sub-Precinct, on sites which are not in the Special Design Area, where the total plot ratio of a Mixed Development is more than 3.0, there is no maximum plot ratio for the residential component."*

There is still a mandatory minimum plot ratio of 1.0 for the non-residential component, but the balance of the floor area can be residential, comprising at least 67% of the total building floor area. The actual proportion of residential floor area compared to non-residential can be progressively higher according to the extent by which the proposed total plot ratio exceeds 3.0. This is an important change from the currently operative constraint on residential floor area.

- The future South Perth train station is classified as a 'destination station'. Owing to the proximity to the Perth CBD, a large proportion of the train commuters during the morning peak should be workers disembarking at South Perth in comparison with residents attempting to board trains that are already crowded. The converse applies during evening peak. For this reason, the land use controls have been framed to promote the South Perth Station Precinct as an employment destination. This is one element of the orderly long-term planning for the precinct. As explained above, the residential development potential is being increased significantly. Even if a prospective developer still finds the non-residential proportion of their proposed development too high for economic viability under current market conditions, it would not be appropriate to compromise the orderly long-term planning of the precinct to meet short or medium-term market conditions.

Having regard to all relevant considerations, the Council recommends that:

- the comments be generally NOT UPHOLD; however,
- Amendment No. 46 be modified by deleting the advertised Performance Criterion for Design Consideration 3 (now identified as Design Consideration 2) 'Overshadowing', and replacing it with the following:

"Shadow diagrams at noon on 21 June, are to be submitted demonstrating that the shadow cast by the portion of the proposed building above the Building Height Limit, does not cover more than 80 percent of any adjoining lot."

<b>(c) Requests extension of Special Design Area on to western portion of Lot 2 (No. 53) South Perth Esplanade and Lot 6 (No.1) Ferry Street</b>	<b>(1 submitter)</b>
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#### Submitter's comment

*Submission from Architect and Planning Consultant on behalf of affected property owner comments as follows:*

- The subject site is the largest single land holding in the South Perth Esplanade Sub-Precinct (4,638 sq. metres) occupied by important tourist accommodation.
- The property owner has a long track record of providing employment and benefits for the surrounding South Perth community and shops, from guests staying at its serviced apartments.
- The owner supports proportionate increases in height for Mill Point Road properties as well as the South Perth Esplanade site.
- Anomaly No.1

The western portion of the site is partly in the Special Design Area (driveway access from Mill Point Road) while the remainder (rear half of Lot 2 and whole of Lot 6), situated

midway between South Perth Esplanade and Mill Point Road, is not in the Special Design Area, thus precluding any opportunity to obtain views.

There is a stark difference between the height limit on the subject site, which is very large, and the potential building height on smaller Mill Point Road sites to the rear, resulting in a drastically unbalanced and disproportionate streetscape.

The outcome of the Town Planning Scheme provisions is that the large riverfront site has less river views than a smaller rear site. This disproportionate outcome is not consistent with the Amendment No. 46 objective to "allow buildings designed to maximise river and city views".

- Anomaly No. 2

The philosophy behind the Special Design Area is indicated in the Amendment No. 46 objectives and guidance statements, which provide that, within the entire Special Control Area, special focus for discretionary height and designs should be:

- on "streets which have a high degree of visibility either by virtue of their aspect or proximity to high volumes of vehicle or pedestrian traffic"(Table A, Element 6);
- to "promote a high level of pedestrian amenity with active street frontages ... for visitors and residents" (Schedule 9A 1(e));
- to "allow buildings designed to maximise river and city views" (Schedule 9A 1(f)); and
- to "create a precinct that offers ... cafes, restaurants, hotels and tourist accommodation" (Schedule 9A 1(b)).

Although the subject site satisfies the above objectives, the fixed height limit precludes any opportunity to achieve these objectives.

- Urgency

Since Scheme Amendment No. 25, the South Perth Esplanade site has become comparatively less feasible to potential development partners. They prefer properties in the Special Design Area with the height discretion advantage and do not understand why the subject site is disadvantaged and excluded from the Special Design Area.

Following a recent competitive period of attempting to secure partners and well-known hospitality groups, any further postponement of height discretion on the site is likely to result in a continuation of lost opportunities.

In future, with a lot more strata title unit owners resulting from new developments on adjacent 'Special Design Area' properties, it is expected that there could be even more objectors against any further changes to the precinct. The opportunity to rectify any problems and anomalies is a matter for urgent consideration. It is requested that this should not be delayed.

- Compromise

The exclusion of the subject site from the Special Design Area, apart from the portion comprising the driveway from Mill Point Road, is inconsistent with the treatment of other riverfront properties and properties in the Richardson Street / Judd Street area; and inconsistent with objectives for the South Perth Station Precinct. The identified anomalies should be rectified via Amendment No. 46.

This submission requests that the western (rear) portion of Lot 2 (No. 53) South Perth Esplanade and the whole of Lot 6 (No.1) Ferry Street be included in Special Design Area.

If the City of South Perth considers it necessary, a compromise would be that the height of any building on 'Special Design Area' land in the South Perth Esplanade sub-precinct be limited to the 2nd tier performance criteria height in Table B (Design Consideration 7(2)).

### Council's response

The submission focuses on the portions of the subject property which might be described as 'intermediate' land, being situated midway between South Perth Esplanade and Mill Point Road. In addition to the submitter's 'intermediate' land and three heritage-listed properties, there are four other 'intermediate' sites which have also been excluded from the Special Design Area. Even if the Council were of the view that the submitter's 'intermediate' land, but not the other intermediate sites, should now be considered for possible inclusion in the Special Design Area, the present exclusion cannot properly be categorised as an anomaly. If the Special Design Area was to be extended as requested, this would be a major modification to Amendment No. 46, beyond the scope of the advertised amendment proposals. Before any decision was made on a change of this nature, it would be necessary to advertise again, providing an opportunity for public submissions on the new proposal.

As advised in the "Amendment Proposals" section of this report, independently from Amendment No. 46, with the assistance of an external consultant, the Council will investigate possible substantial changes to the current suite of provisions regulating development in the South Perth Station Precinct. If the findings lead the Council to favour any substantial changes, these will be incorporated into another Scheme Amendment. However as also advised above, at the special meeting held on 20 May 2015 to consider the motions carried at the 6 May Electors' Meeting, the Council called for an officer's report on:

*"the processes required for the removal of properties from the Special Design Area situated on the east side of Mill Point Road between Ferry Street and Frasers Lane and the west side of Mill Point Road, between Judd Street and Scott Street."*

To remove any properties from the Special Design Area, the process is to incorporate this change, along with any other substantial changes, in the intended further Scheme Amendment. Having regard to the 20 May Council resolution, it is expected that the next draft Scheme Amendment will propose the removal of the identified properties from the Special Design Area.

As indicated above, even if the submitter's request was supported, Amendment No. 46 is not the appropriate regulatory instrument by which to extend the Special Design Area on to the portion of the submitter's property comprising the 'intermediate' land situated midway between South Perth Esplanade and Mill Point Road. In relation to the possibility of the requested change being implemented by way of the next Scheme Amendment, the following two scenarios now require consideration:

- Scenario 1: Mill Point Road properties not removed from Special Design Area

As the next Scheme Amendment progresses, notwithstanding the 20 May Council resolution, if the outcome proves to be the retention of the identified Mill point Road properties in the Special Design Area, the submitter's request would warrant further investigation in conjunction with other possible substantial changes. Under this scenario, depending on the outcome of that further investigation, the next Scheme Amendment could possibly propose an extension of the Special Design Area as requested by the submitter. In that case, for the 'intermediate' sites situated midway between South Perth Esplanade and Mill Point Road, some 'intermediate' building height limit should be imposed on that land, together with other controls for protection of views. When considering any possible extension of the Special Design Area and



related regulatory 'tools', Objective (f) for the whole South Perth Station Precinct must be considered. Objective (f) is to:

*"allow buildings designed to maximise river and city views while maintaining view corridors".*

Being mindful of this objective, in relation to the subject site, any measures in a new Scheme Amendment designed to allow buildings to exceed the current height limit will need to be accompanied by other controls designed to preserve the views obtainable from portions of future Mill Point Road buildings above the 25 metre height limit. The Mill Point Road properties' views could be obtained over the top of a building situated to east, or by way of view corridors between buildings, or a combination of both.

- Scenario 2: Identified Mill Point Road properties removed from Special Design Area

Under this scenario, the foreshadowed removal of the identified Mill Point Road properties from Special Design Area would eventuate. In that event, in the interest of orderly and proper planning, it would not be appropriate to support the submitter's request for extension of the Special Design Area on to their 'intermediate' land midway between South Perth Esplanade and Mill Point Road. Otherwise the land newly added to the Special Design Area would be an isolated and illogically located pocket - not contiguous with the balance of the Special Design Area and adversely affecting the Mill Point Road properties.

Having regard to all relevant considerations the Council recommends that:

- (a) in relation to the requested modification to Amendment No. 46, the comments be NOT UPHOLD; however
- (b) depending on whether or not the Mill Point Road properties identified in the resolution adopted at the 20 May 2015 Special Council meeting are removed from the Special Design Area:

EITHER:

- (i) the comments be PARTIALLY UPHOLD; and
- (ii) the consultant appointed by the City to investigate possible substantial changes to Schedule 9A of the Scheme preparatory to implementing another Scheme Amendment, be advised that, for the western (rear) portion of Lot 2 (No. 53) South Perth Esplanade and the whole of Lot 6 (No. 1) Ferry Street, Council favours a fixed 'intermediate' building height limit in excess of the current 25 metre limit, coupled with controls designed to preserve the opportunity for views from the upper portions of future Mill Point Road buildings; and other appropriate performance criteria;

OR:

- (iii) in relation to the intended further Scheme Amendment, the comments be NOT UPHOLD; and
- (iv) the submitter's 'intermediate' land situated midway between South Perth Esplanade and Mill Point Road **not** be included in the Special Design Area.

<b>(d) Requests extension of Special Design Area on to Lots 6, 53, 54 (No. 9) Harper Terrace and Lots 56, 58 (No. 11) Harper Terrace SW cnr South Perth Esplanade</b>	<b>(1 submitter)</b>
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**Submitter's comment***Submission from property owner comments as follows:*

We strongly believe our property on the western corner of Harper Terrace and South Perth Esplanade should be included in the Special Design Area - at least the front section, so as to create matching statements at the front of Harper Terrace, on both corners. Not including our property in the Special Design Area will create a mismatch of heights. Our property is the only corner property (except the heritage Windsor Hotel) in the Mends sub-precinct that is not in the Special Design Area. This anomaly needs to be addressed. Commercially we are unfairly disadvantaged by this anomaly.

Having matching statements on the face of Harper Terrace to South Perth Esplanade is extremely important to the aesthetics, streetscape, urban design, pedestrian legibility and community amenity of the area. Including our property in the Special Design Area is important to achieve this.

**Council's response**

The submitter says that, apart from the Windsor Hotel, his property is the only corner property in the Mends sub-precinct that is not in the Special Design Area. This is incorrect. The properties on the Mill Point Road / Darley Street corner and the Ray Street / Darley Street corner are also excluded from the Special Design Area. In total, including the submitter's property, there are 13 properties in the Mends sub-precinct that are not in the Special Design Area.

On 9 March 2012, when the draft Scheme Amendment No. 25 was open for public submissions, the same property owner lodged a submission requesting that his property be included in the Special Design Area. That request was not supported. At that time, the Council responded as follows:

*"The request to have 11 Harper Terrace in the Special Design Area is not supported as no other lot on the northern side of Harper Terrace (other than the lot fronting Mill Point Road) is within the Special Design Area. Modification to the Special Design Area is not appropriate in this location."*

The submitter's current request is not supported, having regard to the following:

- The circumstances have not changed since the Council dismissed the previous submission requesting inclusion of the subject property in the Special Design Area.
- When Scheme Amendment No. 25 was gazetted in 2013, the building height limit of the subject site was increased from 13 metres to 25 metres, allowing an additional five storeys. Under the existing height limit, it is already possible to build a nine storey building which is substantial when considering the relatively narrow frontage of the site (22.3 metres) on to South Perth Esplanade.
- It is unlikely that the inclusion of the subject property in the Special Design Area would achieve the submitter's objective of having matching built form on both corners of Harper Terrace and South Perth Esplanade. For sites in the Special Design Area, where building height variations above the basic height limit are approved, the actual height of buildings can vary considerably.

- The subject site is in the 'residential' section of South Perth Esplanade between Harper Terrace and Frasers Lane. No properties in this section of South Perth Esplanade are within the Special Design Area. They all have a 25 metre building height limit. It would not be appropriate to allow a building on just one of these properties – the submitter's site on the corner of Harper Terrace – to exceed the 25 metre height limit.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHOLD; and
- (b) Amendment No. 46 not be modified in this regard.

#### **4. Submissions 4.1 to 4.17 OPPOSING Amendment No. 46 as height controls considered inadequate (17 submitters)**

##### **Submitters' comments**

*Submissions from owners of apartments in Mill Point Road (13), Ray Street (1), Bowman Street (1), Hardy Street (1), and owner of a house in River View Street (1) comment as follows:*

- Concerned about number of recently approved very large high rise developments, with each based on previous traffic and old data which cannot account for the significant changes that will occur in this area. Already the Peninsula is straining under the increased traffic numbers. Effects of each high rise development should be considered. While increased density is not opposed per se, it is important not to destroy the "village atmosphere" that has made South Perth such a desirable suburb. Oppose converting South Perth into an extension of the Perth CBD with all its traffic problems in an effort to overpopulate the South Perth peninsula. Oppose any amendments which will further this process.
- The streetscape of the northern end of Mill Point Road is the envy of Perth. Save for a few bad 70's developments, this area is one of the best streetscapes in Perth for high density living. This kind of high quality environment should be replicated in other parts of South Perth in a similar way that Applecross has, with Jacarandas and high quality homes.
- I support sensible densification of this precinct irrespective of the argument connected to a train station. The best opportunity to create a 'destination' station in the 'Civic Triangle' has long passed. The PTA will now struggle to create a business case for the station in a location with a very limited natural customer catchment (due to the river and recreational) when the area is more cheaply and conveniently serviced by bus routes. It is folly to pursue densification merely to secure a train station. Construction of the station will be a long way off, save for political overriding of the business case in favour of voting support in an election.
- In the very long term, substantial businesses may be attracted to the precinct and the 'destination' objective may be realised. In the intervening period (many decades) the precinct will remain heavily residential with small business enterprises that will not fulfil the City's objectives. This fundamental position then informs the way in which we, South Perth residents, should view this Amendment.
- The Objectives in Schedule 9A note "high quality inner city urban character" and "exceptional quality architecture". There is nothing in the Table B Performance Criteria that will help secure these objectives and not destroy the attributes that currently make South Perth so desirable. The development at 7 Lyall Street is an example of an extremely bad urban design outcome merely to produce a financial outcome, while destroying the streetscape. This development must be an acute embarrassment for the City. The 36 (actually 24) Lyall Street development seeks to maximise the building



footprint for financial gain, with no regard to what makes South Perth so enviable. There appears to be no setback for a soft landscaping strip – simply build to the lot boundaries with a bulky unfriendly podium like the Adelaide Terrace formula. We do not want CBD style developments, but properly designed urban streetscape outcomes.

- A developer can easily navigate the Performance Criteria to undermine the purported objectives as demonstrated by numerous recent development announcements. The criteria need to be highly prescriptive design guidelines to enable the fulfilment of the objectives. As they are, they will fail us all.
- The current development formula is to seek approval for as many \$500k to \$750k apartments as possible, as cheaply as possible, with a few penthouses for 'financial cream'. This is building the slums of the future and destroying the very things that create the environment in which we choose to live.
- If height concessions are granted, there is a possible inequity. If the height limit in the area is 8 storeys, to be equitable everybody must be permitted to build to that height. The end result could be dreadful in terms amenity, unless managed intelligently. To address this, the following suggestions are offered:
  - An 8-storey building must commence one or two storeys above ground level. Everyone will then retain visual contact and permeability at ground level, maintaining a sense of one's belonging to that area.
  - A proposal for a building of say 32 storeys must provide say four times the land area of its 8 storey neighbours and the building would only be permitted to occupy one quarter of the site. In this way, high rise buildings would be dispersed equitably without undue favour. Such dispersal of high-rises will create open space and visual permeability between them. This may prevent a slum of 8 storey buildings covering an entire area without relief, which seems the inevitable result of the current zoning.
  - Car parking for residents should be underground, and at ground level for visitors. Technology exists for remote identification or prohibition of vehicles for this purpose.
- I was appalled to learn that 29-storey and 39-storey skyscrapers are planned to be built in South Perth, apparently on the basis of "tweaks" to the local planning scheme "to encourage more intensive and mixed use form" and to encourage "an increasingly dense commercial centre". I see that one skyscraper will be on the peninsula, near the Old Mill tourist attraction. When was it decided that the planning policy of South Perth should be to create an increasingly "dense commercial centre" on the peninsula? The peninsula is a residential and tourist area that has hitherto enjoyed deliberately restrictive height measures for many years in order to preserve its natural beauty. I cannot understand how it can be part of the current town planning scheme to allow a skyscraper suddenly to be built there.
- I presume the proposed Amendment No. 46 to the South Perth Town Planning Scheme No. 6 is the "tweak" referred to in a recent newspaper article. It seems the Council is creating an 'Alice in Wonderland' situation in which a very tall building is presumed to confer a community benefit, thereby making it significantly easier for developers of intrusive, tall buildings to obtain planning approval provided they can convince a small number of other people that the building meets subjective design criteria. I support the need for higher density but an approach of suddenly unlimited height restrictions is not appropriate for our community and is a disproportionate response to the need for increased density. It is not logical to presume that very tall buildings are automatically good for the community no matter where they are put. It means that decisions about where high rise will appear will be dictated solely by the random availability of land for purchase.

- It is incredible that the proposal is being slipped into an Amendment instead of being the subject of a proper consultation process with the community. I urge the Council to decline to allow the Amendment and instead encourage a proper debate on defining the appropriate policy for very tall buildings and what building height can reasonably be accommodated in particular locations. The public have a right to be consulted and for our input to be taken into account on something this important. The whole character of the neighbourhood is at stake.
- The public foreshore area near Mends Street jetty will be directly and adversely affected by the type of development facilitated by this Amendment. The shadow of the proposed development at 74 Mill Point Road will fall on my apartment, yet I was not even informed about the application and had to learn about it through the press. This is exactly the ad hoc unfairness that will be created by the proposed Amendment. Planning decisions about skyscrapers have to be part of a consistent and carefully considered local planning strategy. I urge the Council not to create an environment in which major planning decisions affecting the whole community are able to be made in a piecemeal, narrow-minded way. We need a proper Plan in place first.
- My mother and I are utterly opposed to this Amendment and deplore the lack of notice to South Perth residents about its implications. Please adjourn this Amendment and allow residents to be consulted.
- Many years ago when we purchased our 'Bluewater', Bowman Street apartment, we were told there would be no new construction exceeding 10 floors. Clearly this is not the case as a taller building is under construction at the corner of Mill Point Road and Harper Terrace and another new high rise is proposed on Labouchere Road. One of the most charming aspects of South Perth is the architecture, and warm community feel. With high rise buildings now being permitted in this area, that all changes. Like so many other places, it will become just another hub for profit-driven, tax revenue projects lacking foresight, harmony and soul.
- As our apartment has panoramic views of the central business district, the hills and the Swan River, I am appalled by the construction on Harper Terrace and not in favour of any high-rise, even the one currently under scrutiny tabled as Amendment No. 46. If it is the Council's intention to develop the Special Control Area, also known as South Perth Station Precinct, you have betrayed the residents of South Perth, and you will not get my vote. The City of South Perth town planning has not stayed true to the mission of upholding the integrity of such a unique community. Instead you have succumbed to large corporations whose only reason for being is to please their shareholders. I strongly disapprove of any town planning proposal that allows thoughtless construction of more buildings that will only create a less than appealing congested, high density area.
- We specifically oppose the proposed development at 74 Mill Point Road, which we understand would mean a 29-storey building with 109 apartments. We also generally oppose abandoning all current height restrictions out of hand, simply because a new precinct has been introduced. The proposed development at 74 Mill Point Road is inconsistent with that section of the road (known as the "peninsula") which so far has a sensible balance of building heights, ranging from about 3 or 4 storeys on the eastern and western waterfronts, up to about 8 levels in between (along each side of Mill Point Road.) What is being proposed is entirely out of keeping with the structure and ambience of this area. This section of Mill Point Road also acts as a freeway exit, so additional traffic issues will be real, and we see no evidence of any solutions to address this potential effect. Buildings with very high numbers of apartments are difficult to manage from a strata standpoint, and have a high percentage of transient rentals, which again is not in keeping with neighbouring properties here. Even rubbish bin collection from 109 units will be a nightmare with limited frontage on a busy street.



- By all means develop this site, but do so in a way that aligns with its surroundings, with a smaller number of larger-sized, upscale apartments that currently and overwhelmingly exist elsewhere on the peninsula.
- We are not against development. However buildings such as the one being proposed here better belong on sites such as those on Harper Terrace (near shops), and the "triangle" (Post Office) area. These areas better suit higher densities due to the existing commercial infrastructure nearby, plus the existence of the original high-rise towers built years ago further along Mill Point Road around the Onslow Street intersection.
- Please leave the peninsula end of the road out of this. Nothing in the current proposal fits here by any measure.
- While agreeing with most of the Amendment No. 46 proposals, any increase in building height over 41 metres should not be achieved so easily, as I'm sure that it was not the initial intent of the planning scheme.
- Consulting architects Hames Sharley have documented, and common sense would decree, that nobody will commute more than 800 metres to a station. Further, it is difficult to imagine anyone passing a well serviced bus stop to walk a kilometre to an alternative means of transport. Therefore I see no justification for inclusion of any area north of Judd Street as part of the 'Station Precinct'. Justifying a station is clearly an objective for which problems are being created.
- I oppose the present draft Amendment. The northern boundary of the South Perth Station Precinct should be moved further south, positioned so as to still include Judd Street properties and those on both sides of Harper Terrace, but not the properties further north. The area south of the suggested new boundary is already mixed residential and commercial. Why extend it further. It would be a shame to spoil the present Peninsula area, now purely residential, the reason most residents chose to live here – for a quality, genteel, village-type lifestyle. Already many residential properties close by are for sale, and I fear that if this proposed plan proceeds, many more will follow suit, as this location will no longer possess the charm which attracted us to this suburb.
- I understand the need for greater density but it cannot be imposed without proper context and proportionality. The Amendment does not create any restrictions on building height which is greatly concerning.
- There has been no opportunity to make submissions on the possibility of unlimited building height in the Precinct, which is not fair or democratic. This Amendment is therefore premature.
- The City is rushing through developments that have a potentially huge impact on the area when there is in fact no rush and the residents need to have a chance to express their views. The provisions should not proceed until there is first a Local Planning Strategy, where residents and visitors have a chance to comment on what is proposed for the area.
- The linkage of heights with the Table B Performance Standards is not justified as the value of the community benefits is not clear and seems arbitrary in some cases. The residents first need greater clarification of what can be possible, what impact will occur on the streets and the foreshore, and how the traffic will be impacted.
- We need a greater chance to participate and think through the options. There is enormous potential for irreversible harm and it makes no sense that this is being rushed through with no proper curbs on height.



- Please defer the Amendment pending studies regarding overshadowing and the social and economic impact of potential buildings, followed by a community meeting to develop a Local Planning Strategy.
- I am unhappy with the implications of the proposed Amendment No 46. The Council seems determined to encourage extraordinary high rise developments anywhere in the South Perth Station Precinct without proper thought as to where the tall buildings will be located and how they offer community benefit. I understand there is a concern that South Perth needs to increase density in order to attract enough people to justify a train station. That objective is not automatically or fairly achieved by the clumsy tool of allowing developments of unlimited height anywhere in the neighbourhood. If the neighbourhood character is destroyed, people will not want to live in the area at all.
- There needs to be a careful cost-benefit analysis of required density and how this can be achieved in a way that preserves desired neighbourhood qualities. That requires proper planning. It should be considered by the whole community as part of an overall local plan. Decisions about whether a high rise development is appropriate, cannot be left to a small group of architects or designers who are looking only at the particular building in isolation. Something so important needs to be considered in advance in accordance with a community-wide policy on what genuine benefits high-rise will bring and where any high rise should be built.
- The proposed development at 74 Mill Point Road is a good example of the current lack of common sense and lack of proper planning. It defies belief that anyone might consider that it is a benefit to the community for a 29-storey commercial building to be planted in the middle of the leafy residential district of the peninsula where the tallest surrounding buildings are only 8 storeys high. Such a tall and intrusive building will ruin the beauty of this whole area of the peninsula, all the way down to the Esplanade and along the foreshore to Mends Street jetty. The only people who will truly benefit are the developers.
- The Amendment has far-reaching implications and seems to be designed to allow ad hoc approval of buildings that have the potential to change the entire character of the precinct, with no serious thought for the wider community implications. This is not proper planning. Please therefore defer consideration of the Amendment until there has first been a full community consultation process to determine the future planning direction of South Perth.
- This Amendment has the significant effect of facilitating the future development of the South Perth Station Precinct area to unlimited heights, without proper justification for such a radical departure from the current architectural tone or natural environment in this area. I oppose the Amendment on a number of grounds:

- Community benefits and height

The proposed concordance of Community Benefits with Height in Table B, Item 7 as the essential basis of increased height has no justification, either as a matter of logic or proper planning process. For instance, it is not possible to say that a "green travel" plan is a criterion that justifies unlimited increases in height. Where community benefits are in issue, it is common planning practice to engage an economist to evaluate the benefits, using hedonic pricing. Such sophistication is necessary when very large developments that have an impact on the community are being considered. It is not of planning benefit or theory to guess at the benefit as the basis for height. This creates arbitrariness.

Community Benefits should not, in any case, be the primary criterion for height differential, since it could result in too narrow a consideration. In the "*City of Toronto Tall Buildings Design Guidelines*", a developer prepares a 'Walkable Context

Analysis' to show the relationship of the height to the qualities of an area, such as open space networks, shops and other area amenities; and a 'Block Context Analysis', in which:

*"Important considerations may include public open space, community centres, schools, grocers and markets, other active commercial uses, community energy systems, transit, cycling and pedestrian connections, generous sidewalks, and street trees. (p. 14)"*

o Height of other buildings

The Amendment does not propose any analysis, other than overshadowing, on the effect on the skyline and surrounding buildings. Again this is too narrow and fails to take account of the real impact that very large buildings can have on a neighbourhood. Viewshed drawings through a particular building do not explain the effect on surrounding buildings. The Toronto Guidelines, for example, require that an analysis be done: *"to demonstrate how the proposed tall building relates to surrounding buildings, particularly within the same block and across streets and open space."* This broader analysis may suggest that there should be smaller buildings in one location and taller buildings in another, depending on the relationship to buildings on the same block. As drafted, however, this Amendment will result in existing buildings being overpowered by larger developments without justifying the impact on the area.

o Neighbourhood Planning

It is theoretically possible to justify approval of certain proposed large buildings in a particular location. However, in order to determine this properly, there would need to be a Local Planning Strategy that converts community expectations into a plan for the placement of such buildings. Accordingly, this Amendment is premature as are the developments proposed. The impact of these buildings is indelible and will affect future proposals and the lifestyle of residents and visitors in South Perth. There should be no rush to push the developments through until more has been asked of the community. Whether such developments are approved cannot rationally be merely a matter of the design of an ad hoc building, but rather, a matter of what that building will mean to the particular local neighbourhood. Decisions about where high-rise is appropriate should not be dictated by the randomness of a particular plot of land being for sale. Random and ad hoc events do not lead to proper planning decisions. The residents should be given a chance to reflect on each area, consider whether and where high-rises (including skyscrapers of the type currently contemplated) might be appropriate, and be fully engaged in any scheme by which such intrusive tall developments can be implemented. Consideration should also be given to the fact that the foreshore of South Perth can be seen directly across the Swan River from the City of Perth and is accordingly, together with King's Park, part of the natural sweeping vista of the central Perth. Wider community engagement might therefore also be appropriate.

o Precedent

The impact of large buildings in a previously mid-range high-rise area is to change the planning and amenity of that area so that other large buildings will inevitably be developed. A famous example is the Master Bright case in Hong Kong where the amenity of the area had so changed by the inclusion of a few large buildings that it was impossible to refuse new such intrusions. By rushing through this Amendment, these skyscraper developments which will radically change South Perth and inevitably set a precedent that will be virtually impossible to reverse. This Amendment therefore will amount to a hasty, default decision to completely alter, without proper community engagement or democratic process, the entire



character of an area of significance, especially the peninsula of South Perth where my apartment is located.

I bought my apartment in the good faith belief that the surrounding future developments in the peninsula would be consistent with present and past developments (which already promote density). I had a reasonable expectation that the peninsula would continue to be a predominantly residential area with buildings of a particular character, limited to a height of 8 storeys. I expected the Council to adhere to past precedents and not arbitrarily allow the peninsula suddenly to become an area of random commercial high rise without all residents in the peninsula first having an opportunity to comment and be involved in the development of a local planning strategy.

o Summary of Submission

Local Planning Strategy:

A Local Planning Strategy is needed, with community participation, to consider how this area should grow over the next 20-30 years, given the imperative for increased density and other community factors. The community can then consider the appropriate context and amenity of the area and analyse possible choices and outcomes. In the meantime, there should be no rush to put up such dramatically large buildings.

Insufficient Contextual Analysis:

Community benefit should not be the main differentiator of height. Rather, the developer should explain the context and purpose of the building to the area and the particular block, having regard to existing buildings, the foreshore, existing amenities and shops; and the impact on social structure and demographics of South Perth.

Please pause and take proper account of the potentially irreversible and harmful consequences of this Amendment. I believe it would be irresponsible and undemocratic for the Council to rush through this Amendment at this time.

Note:

*The second part of this submission is a Planning Report prepared by Evan Jones, town planner, explaining in detail why he contends that the Amendment is premature and inapposite. Mr Jones' report is included in the bound copy of all submissions provided for the information of Council Members, the Western Australian Planning Commission and the Minister.*

- There has been little or no dialogue with the community about construction of buildings more than three times the previously allowed maximum height. There seems to be great urgency to push this Amendment through with minimal community consultation. The proposed Amendment will detrimentally change the character of the elegant residential zones forever. Buildings of unlimited height dotted all over the station precinct are totally out of character with existing property constructed in strict adherence to previous height limits so as to create a harmonious overall landscape. We are not aware of any detailed plan indicating where buildings of extreme height will actually be approved and how this will affect the landscape, shadowing, traffic, noise, microclimate etc. This Amendment would allow extremely tall buildings entirely on an ad Hoc basis without reference to an overall plan that takes into consideration all the important aspects mentioned above.
- We do not understand why increased housing density in the South Perth Station Precinct is necessary at all, especially at a time when the economy is slowing and demand for existing property on the market is dramatically falling. Many existing shops and office space are currently unoccupied. Flooding the market with many new units



for which there is low demand will lead to a dramatic reduction in property and rental prices and an abrupt change in local demographics and associated community services. Bankruptcies would be inevitable with all its negative consequences. There is an urgent need to better engage the wider community in "the Big Picture" for the development of the South Perth Station Precinct in order for them to understand the reason for the proposed dramatic increase in housing density, despite the fact that the station will not be built until 2031, if ever.

- We strongly disagreed with increasing the height limit in the "Station Precinct" to 41 metres, and with the 'special provisions' along main roads, as was approved in Scheme 6 last year. With these limits and restrictions barely in place, they are to be modified to allow even higher and broader boundaries. The criteria for these 'no limit' heights are so subjective they allow developers to plan Mega-Towers, as is proposed at 74 Mill Point Road, with no advantage to the area. Developers will be able to argue and pressure Council and state government with their wealthy lawyers, as has been seen far too often. Residents can have no confidence that what they have purchased will not be destroyed and devalued by another change in regulations just to satisfy greedy developers and someone in Council's burning desire for a train station. I constantly ask residents what they think of the developments – they are horrified, disgusted and sadly unaware of what is happening.

My specific concerns are as follows:

#### The mining boom is over

The need for a dramatic increase in inner housing in Perth has subsided. 3000+ apartments will be built in Perth this year - more than 10 apartment blocks are already under construction in this area alone. With current heights and borders, there is enough capacity without destroying the ambience and lifestyle of the Mends Street / Mill Point Road peninsula area. This dramatic increase in centralised population is in direct contrast to the recent State Government statement of encouraging decentralisation to reduce freeway congestion.

Recommendation: Maintain height limits to 41/25/14 metres and maintain graduated setbacks.

#### Increased Traffic

Where is the comprehensive traffic study for this increased population? A 2012 study with lower heights cannot be considered current nor valid. All north-flowing traffic exiting the freeway into South Perth travels south along the narrow peninsula end of Mill Point Road. With the developments planned in close proximity, the traffic and residents in this part of Mill Point Road will be severely impacted. Scheme 6 planning documents say increased traffic and population will go toward gaining a railway station. Is this increase in traffic deliberate?

Recommendation: No more developments to be approved in this area until a comprehensive traffic assessment is completed for the entire SCA1 area.

#### Reverse Problem Solving

The problem-solving process used when Scheme 6 was amended is seriously flawed. Council's strategic planning starts with a solution and works backwards to create the problem. State Government has declared there is currently no need for a train station in South Perth. But under Scheme 6, the number of people working and living in the area will increase quickly and dramatically, causing a big enough problem that a train station application would be successful. If there is no problem, then why create one? Business schools do not teach, nor corporations use this flawed method – why does council? The Mill Point Road/Mends Street end of SCA1 is beyond 800 metres (Hames/Sharley Transport report accepted commute distance to the train). To use this area as argument for a station is false.

Recommendation: The area north of Judd Street/Freeway/Mill Point Road should be removed from SCA1 "station precinct".

#### High Rise Apartments cause disunity and disharmony

South Perth Council's #1 Strategic Direction is for an inclusive, connected and safe community. From the Strategic Plan *"The City is widely recognised and regarded for its aesthetic appeal, care of the environment, extensive parks and gardens, and leafy environment, all of which complement the unique and vibrant urban village atmosphere cherished by its community"*. Why then are you trying to destroy this atmosphere? The inclusion of Mega-Towers in this beautiful part of the world will destroy that community lifestyle. Anyone who has lived in Sydney or Melbourne can tell you of the problems caused by mega-high-rises, named in many reports as "Vertical Ghettos". The studies are numerous and along a similar line to the following quote from Hugh Mackay's *"The Art of Belonging"*:

*"...humans are, by and large, social creatures that need to live in close proximity to each other. While the word 'suburbs' is often used disparagingly, they are where people establish 'village type' communities.*

*Tragedies and disasters also bring communities closer together, but the natural human tendency is "to seek the security of being woven into the social fabric" – whether it is a community within a city or suburb, or whether it is a sporting community, cultural community, or work community. Humans are congregators, living in "cohesive communities" that produce "coherent moral systems." When communities fragment or disintegrate, so do moral standards.*

*We are not good at surviving in isolation. We rely on communities to support and sustain us, and if those communities are to survive and prosper, we must engage with them and nurture them. But the tension between independence and interdependence is why we feel conflicted and confused. In our modern, smallest, often single households we do that by living in a small to medium city, village-like suburbs, or smaller apartment blocks, but not in 'mega-cities' in high-rise skyscrapers. City planners will come to the realisation that "high-rise" is wrong. Wrong for people and wrong for communities. They are good at creating detached, isolated and disenfranchised clusters of people - a new type of ghetto."*

Hugh Mackay, acclaimed Australian psychologist, social researcher and writer, recently spoke at the Perth Writers Festival and reiterated this point very strongly.

Recommendation: Limit the height of development in South Perth – do not create vertical ghettos.

#### Lack of True Community Consultation

The original plan Scheme 6 was approved by council even though there was general dissatisfaction from residents about the building height limits and boundaries. We made numerous attempts to make our thoughts heard, to no avail. Allowing people to view plans at the council is not consultation. True community consultation involves regularly including a democratically elected group of ratepayers and businesses in major decisions – not just those people selected to be talked to by council. The survey that many of these decisions were based on was poorly designed – written to obtain a pre-determined outcome. Specific questions should have been asked about these building approval matters – not broad, bland questions about "lifestyle and recreation". I am justifiably sceptical of council approving plans of such significant change to the overall ambience of South Perth without any ensuing accountability. To change the planning approval process so that it extends the boundary and the height limits opens the council to pressure from developers or State Government.



Recommendation: Establish a true democratic community consultation process.

An example: Proposed mega-tower at 74 Mill Point Road

The tower proposed at 74 Mill Point Road is on the furthest northern edge of the "Special Control Area" - stretching Council regulations that are barely in place. This building will be a 'totem pole' - on a small block and more than three times the height of the surrounding 8-storey buildings. It includes a 3-storey above-ground car park with no setback - flush with the footpath. It will be a hideous eye-sore in one of the most beautiful streets in South Perth - a street South Perth Council should be nurturing, rather than destroying. This section of Mill Point Road is already one of the most congested of - a development of this size, on this site will cause chaos. The shadows from this tower will steal daylight from a large number of surrounding existing ratepayers - does Council plan to compensate owners for reduced solar energy?

No-one at 74 Mill Point Road will use the proposed train station - it is over a kilometre away and there is a bus stop 10 metres away. What advantage is an 80 metre tower to this area? Residents in this area have invested millions of dollars in good faith, trusting that Council would not sell them out, destroying their lifestyle, their light, their views and devaluing their assets.

- By all means encourage development in suitable and appropriate areas. Economic growth can be achieved without destroying what has made South Perth a popular lifestyle destination. New 100+ apartment blocks appeal to prospective buyers. Promotional brochures have photos of low-rise apartments, opens spaces, parks and a village atmosphere. A gradual increase in population and development would be a much wiser approach. Once mega-towers are built and you learn they were a mistake, it will be very hard to cut off the tops. Greed is not a good reason for development!

### **Council's response**

The special provisions for the South Perth Station Precinct were introduced by Scheme Amendment No. 25 in January 2013 and have been fully operational ever since. Among the most contentious provisions are those relating to the Special Design Area comprising lots on key streets, where variations from the basic building height limits can be approved subject to the development meeting the required performance criteria. The 'height' provisions which are of concern to 17 submitters are not being introduced by Amendment No. 46. They were introduced by the earlier Amendment No. 25 in January 2013 following extensive community consultation.

As explained at the commencement of this report in the section titled: "Amendment No. 46 not facilitating higher buildings", it is important to appreciate that Amendment No. 46 will not lead to the construction of higher buildings than are currently able to be approved. To the contrary, by way of additions and alterations to, and deletions from, the Table B performance criteria applicable to land in the Special Design Area, Amendment No. 46 will impose more stringent requirements which must be met before buildings higher than the basic 25 metre or 41 metre height limits can be approved. However there has been a great deal of confusion and misunderstanding in the community about the purpose and effects of Amendment No. 46 and the 17 submitters in Category 4 have a misunderstanding in this regard. In particular, many seem to believe that the Special Design Area and the Table B performance criteria are being introduced for the first time now, via Amendment No. 46 and therefore they want this Amendment discontinued. The submitters incorrectly believe that, if Amendment No. 46 is discontinued, it will not be possible to approve buildings higher than the basic 25 metre or 41 metre (as applicable) height limit. The reality is that, if Amendment No. 46 is finally adopted, with modifications in response to some submissions, it will still be possible for building height variations to be approved,



although the greater the variation proposed by applicants, the more demanding will be the performance criteria they must meet.

In respect of the geographic extent of, and provisions relating to, the South Perth Station Precinct, while the Council will investigate possible substantial changes for inclusion in another Scheme Amendment, at its special meeting held on 20 May 2015, the Council did not support the request from the 6 May Electors' Meeting that further action on Amendment No. 46 be deferred for a lengthy period, pending the adoption of a new Local Planning Strategy. However at the 20 May meeting, the Council adopted the following resolution:

*"A report be provided to Council on the processes required for the removal of properties from the Special Design Area situated on the East side of Mill Point Road between Ferry Street and Fraser Lane and the West side of Mill Point Road, between Judd Street and Scott Street."*

A total of 1,352 landowners in and around the Precinct were individually invited by letter to comment on the draft Amendment No. 46 proposals. Thirty architects, town planners and developers known to have an interest in the precinct were also invited to comment. Thirty-nine (39) submissions were received (not including those from Western Power and Main Roads). Seventeen (17) of the submitters, representing around 1.3% of the landowners who were invited to comment, want Amendment No. 46 discontinued or substantially modified. The other 22 submitters want the Scheme Amendment to continue, either without modification or with a range of modifications not related to building height variations.

As previously explained, Amendment No. 46 will not allow higher buildings than can already be approved; and it will introduce more demanding performance criteria where building height variations are sought by applicants. The Scheme Amendment will also improve the clarity of existing provisions. Since Amendment No. 46 will make it more difficult to obtain approval for substantial building height variations, and having regard to the number and nature of submissions received during the advertising period, at this stage it would not be in the best interests of the local community, nor orderly and proper planning, to recommend to the Minister that Amendment No. 46 be abandoned. Some modifications will be made to the draft Amendment in response to submissions, but any substantial modifications will be held in abeyance pending the later implementation of another Scheme Amendment.

The principal concern of the submitters in this category is the potential for approval of very substantial variations in building height above the basic 25 metre or 41 metre building height limits. This concern relates to the regulatory framework already in place, having been introduced by Amendment No. 25 in January 2013, and therefore no 'remedy' would be effected by abandoning Amendment No. 46. However many of the submitters' comments also relate to the additional performance criteria proposed to be introduced by the re-structured and expanded Table B. Those submitters are of the opinion that certain performance criteria are too easily met, and that other criteria will not offer a community benefit that justifies the granting of additional building height to an extent that they consider excessive. Many of the comments of this nature are considered valid, and in response, it is now proposed that the performance criteria in the revised Table B be further modified. Some of the existing and advertised new or modified performance criteria have now been further reworded or deleted. Additional, more suitable criteria have also been inserted.

At a later date, more substantial changes are expected to be implemented by way of another Scheme Amendment. The new Scheme Amendment will be prepared by a

consultant following a review of the effectiveness of the existing Scheme provisions operating within the South Perth Station Precinct. The new Scheme Amendment will involve extensive engagement with the community.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be PARTIALLY UPHELD;
- (b) Provision 4 of Schedule 9A 'Definitions' be modified by inserting the following new definition of 'significant views', in alphabetical sequence:

" **'significant view'** means a panorama or a narrower vista seen from a given vantage point, not obtainable from the majority of residential properties within the City. Examples of a 'significant view' include views of the Perth City skyline, the Swan River, suburban townscape, parkland or treescape."

- (c) Table A of Schedule 9A be modified by:

- (i) inserting additional land uses 'Child Day Care Centre' and 'community exhibition gallery', in Element 1 'Land Uses – Preferred and Discretionary' and Element 2 'Ground Floor Land Uses – Preferred and Discretionary', as discretionary uses in the Mends and Scott Richardson Sub-Precincts, with the following comment as part of Guidance Statement (b):

"Inclusion of child care facilities and community art or exhibition galleries within some developments would be beneficial for both residents and employees." ;

- (ii) deleting the Development Requirements for Element 6 'Special Design Area' in Table A and replacing them with expanded Development Requirements dealing with minimum lot area and frontage, as set out in the Council's response to the Category 2 submission identified as Submitter's Comment (d).

- (iii) inserting the following new Development Requirement 7.5.4 in Element 7 'Relationship to the Street' in Table A:

"7.5.4 The design of the building is to demonstrate that the podium and the portion of the building above it are visually compatible in terms of construction materials and design features."

- (iv) inserting the following new Development Requirement 9.6 in Element 9 'Parking' in Table A:

"9.6 Other than parking bays for visitors or commercial deliveries, all car bays are to be provided in a basement, or within the building behind residential or non-residential floor space, or outside the building provided that such bays are concealed from view from the street."

- (d) Table B of Schedule 9A be modified by:

- (i) deleting the advertised Performance Criterion for Design Consideration 2 'Design Quality' (now identified as Design Consideration 1) and replacing it with the following:

"The architectural design, in the opinion of the Council, is exceptional, sensitive and sophisticated, contributing to the quality of the inner urban environment being promoted within the Precinct. In arriving at an opinion, the Council shall consider the following:

- (a) The visual appearance of the podium façade and the extent to which it engages with the street, during both daytime and night time hours.
- (b) The visual presentation of all elevations of the portion of the building above the podium.
- (c) Integration of any proposed artwork with the design of the building as a whole.
- (d) The contribution of the external materials and finishes to the overall design quality of the building."

- (ii) deleting the advertised Performance Criterion for Design Consideration 3 'Overshadowing' (now identified as Design Consideration 2) and replacing it with the following:

"Shadow diagrams at noon on 21 June, are to be submitted demonstrating that the shadow cast by the portion of the proposed building above the Building Height Limit, does not cover more than 80 percent of any adjoining lot."

- (iii) deleting the advertised Design Consideration 4 'Dwelling Density and Type' and renumbering subsequent Design Considerations accordingly.
- (iv) deleting the advertised Performance Criterion for Design Consideration 5 'Vehicle Management' (now identified as Design Consideration 3) and replacing it with the following:

"A traffic engineer is to conduct a study of the additional traffic resulting from a building height variation above the height limit shown on Plan 3 'Building Heights' in Schedule 9A. The study is to assess the impact on traffic flow and safety, taking into account the cumulative effect of additional floor space above the Building Height Limit in:

- (a) the proposed building; and
- (b) all other buildings in SCA1 for which a building height variation has been granted, and a building permit has been issued, whether or not construction has been completed.

A report on the findings of the traffic study is to be submitted with the development application verifying, to the satisfaction of the Council, that the cumulative increase in traffic resulting from the increased building height relating to buildings referred to in paragraphs (a) and (b) will not have significant adverse impacts on traffic flow and safety."

- (v) deleting the advertised Performance Criteria (2) and (3) for Design Consideration 6 'Car Parking' (now identified as Design Consideration 4).
- (vi) inserting the following new Design Consideration 6 'Electric Car Charging Station':

"An electric car charging station with capacity to recharge 6 vehicles simultaneously."

- (vii) inserting the following new Design Consideration 7 'Landscaped Area':

"Landscaped area comprising not less than 40% of the area of the development site. Components of the landscaped area may include ground level landscaping, planting on walls, landscaping on the roof of the podium, rooftop terraces or gardens."

- (viii) deleting the advertised Design Consideration 7 'Additional Community Benefits and Sustainable Design Elements' and replacing it with the following new Design Consideration 8 'Benefits for Occupiers and Local and Wider Communities':

***"Note: Refer to Element 6 of Table A to identify the minimum number of Design Consideration 8 Performance Criteria which must be met according to the extent of building height variation sought by an applicant."***

#### **Occupier Benefits**

- (a) Each dwelling incorporates at least one balcony with a minimum floor area of 15 sq. metres and a minimum dimension of 3.0 metres not including any planter box constructed as part of the balcony, and at least 50% of dwellings having access to at least 2 hours of sunlight on 21 June.
- (b) A minimum of 10% of the residential units, rounded up to the next whole number of dwellings, are to have an internal floor area of 200 sq. metres or more.
- (c) A minimum of 20% of the total number of dwellings, rounded up to the next whole number of dwellings, are to be allocated parking bays measuring 6.0 metres x 3.8 metres and those dwellings are to incorporate the following core elements, designed to the



'Silver Level' of the *'Livable Housing Design Guidelines'* produced by Livable Housing Australia:

- (i) a safe, continuous and step-free path of travel from the street entrance and / or parking area to a dwelling entrance that is level;
  - (ii) at least one step-free, level entrance into the dwelling;
  - (iii) internal doors and corridors that facilitate unimpeded movement between spaces;
  - (iv) a toilet on the ground or entry level that provides easy access;
  - (v) a bathroom which contains a step-free shower recess;
  - (vi) reinforced walls around the toilet, shower and bath to support the safe installation of grab rails at a later date; and
  - (vii) a continuous handrail on one side of any stairway where there is a rise of more than 1 metre.
- (d) Contractual documentation is to be submitted confirming the intended transfer of ownership of a minimum of 5% of the total number of dwellings, rounded up to the next whole number of dwellings, to a community housing organisation registered with the Department of Housing, to be managed as affordable housing through a program recognised by the Department of Housing, for at least 20 years from the date of occupation of the building.
- (e) At least 50% of the dwellings are to be designed to provide:
- (i) effective natural cross-ventilation; and
  - (ii) significant views from more than one habitable room window or balcony, each being located on a different elevation of the building.

#### **Local Community Benefits**

- (f) Viewing corridors to enable as many as possible of the occupiers of neighbouring buildings to retain significant views.
- (g) One or more facilities such as a meeting room, boardroom, lecture theatre, function room, available for use by external community groups or individuals, or external businesses.
- (h) Public access to the building, terraces or gardens at ground level, or on the roof of the podium or tower, for leisure, recreational or cultural activities such as, among others:
  - (i) Café/Restaurant;
  - (ii) Cinema/Theatre;
  - (iii) gymnasium;
  - (iv) a dedicated room for use as a community exhibition gallery for display of artworks or for other exhibitions; or
  - (v) an outdoor area designed for public entertainment performances.
- (i) A Child Day Care Centre.

#### **Wider Community Benefits**

- (j) Visiting cyclists' end-of-trip facilities including secure bicycle storage facilities, change rooms, clothes lockers and showers, for use by visitors to the proposed building.
  - (k) A Public Parking Station forming part of a development, such Parking Station containing not less than 50 motor cycle bays and no car bays, allowing a maximum stay of 4 hours, in addition to the occupier and visitor parking required for the development."
- (e) the submitters be informed that, at a special meeting held on 20 May 2015 to consider the motions carried at the 6 May 2015 Electors' Meeting, the Council resolved, in part, as follows:

"2. (a) in relation to the No. 6 Town Planning Scheme provisions pertaining to the South Perth Station Precinct, a consultant be engaged to conduct an

*independent review of those provisions and the geographic extent of the remainder of that precinct;*

- (b) as part of that review, the consultant is to examine design elements associated with higher buildings, using other well respected regulatory and design frameworks such as that produced by the Commission for Architecture and the Built Environment UK (CABE's): "Guidance on Tall Buildings" or "SEPP 65" from New South Wales; and*
- (c) based on the findings of the review, the consultant is to prepare a draft of a new amendment to Town Planning Scheme No. 6 for consideration by the Council which will be included into the City-wide Local Planning Strategy which is currently in progress.*

*...*

- 4. A report be provided to Council on the processes required for the removal of properties from the Special Design Area situated on the East side of Mill Point Road between Ferry Street and Fraser Lane and the West side of Mill Point Road, between Judd Street and Scott Street."*

#### 5. Submissions 5.1 to 5.5 opposing certain provisions

<b>(a) Requests 4.0 metre street setback for Mill Point Road properties north of Judd Street; and no parking bays on street facades at any level</b>	<b>(2 submitters)</b>
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#### Submitter's comment

*Submissions from owners of an apartment in Mill Point Road comments as follows:*

I supported Council's Schedule 9A, Plan 3 'Building Heights' and this was reached with council/community consultation. However I do not support the Plan 2 'Special Design Area' in its current form and am disappointed with the lack of community consultation on the SCA1.

Please make the following changes:

#### Element 7: Relationship to Street

In Development Requirement 7.3, add Mill Point Road to the list of streets that require a 4 metre street setback - specifically from Judd Street to Scott Street and Fraser Lane.

This will protect the established plane trees and provide better integration with the rest of Mill Point Road to the Old Mill. The plane trees canopy needs to be protected given that the two developments at the freeway entrance have removed 27 mature trees.

#### Table B 'Performance Criteria', Design Consideration 6 'Car Parking'

Amend Performance Criterion (b) to state that the development site shall not have car parking bays on the road frontage on any level.

This requirement should not just apply to the ground floor. Without this change, developers are free to build to the street front on any level above the ground level. To allow car parking on road frontage at any level will create a suburb that looks like a car park. Once a precedent is set by one developer, others will take advantage of that precedent with future developments. This is also unfair to neighbours, as a carpark no matter how it is presented, is still a carpark. This is not practised in any other suburb or capital city that I have visited, because it's not good planning. An example of bad

decisions by previous town planners and councillors is Mends Street. 50% of our 'high street' is an ugly two-level car park which has a detrimental effect on the ambience of the street.

### Council's response

It is recognised that the streetscape character of the portion of Mill Point Road north of Judd Street is distinctly different from other parts of the precinct, largely due to the existence of significant street trees - the very large and mature London Plane trees. This part of the submission is upheld. Properties in certain other streets on the perimeter of the precinct face developments with significant street setbacks, and some other streets are particularly narrow. The prescribed street setback for those other streets is 4 metres and the inclusion of a podium in those streets is optional. It is now proposed to extend these provisions to the northerly portion of Mill Point Road as well.

The submitter's second request is also supported. Accordingly, a new provision is being inserted into Table A relating to Element 9: Parking. The new provision requires all parking bays other than those for visitors or commercial deliveries to be totally concealed from view from the street.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be UPHELD; and
- (b) Table A of Schedule 9A be modified by:
  - (i) inserting in Element 7 'Relationship to the Street', the following new paragraph (i) at the end of Development Requirement 7.3:
    - "(i) Mill Point Road, west side between Judd Street and Scott Street; and east side between Harper Terrace and Frasers Lane.";
 and inserting, with renumbering of subsequent Guidance Statements, the following new Guidance Statement (b):
    - "(b) It is intended that the streets listed in Development Requirements 7.3 and 7.4 will retain a different character from other streets in the Precinct for various reasons, including being on the perimeter and facing developments with required significant street setbacks, being of narrow width, or containing significant street trees."
  - (ii) inserting in Element 9 'Parking', the following new provision:
    - "9.6 Other than parking bays for visitors or commercial deliveries, all car bays are to be provided in a basement, or within the building behind residential or non-residential floor space, or outside the building provided that such bays are concealed from view from the street."

<b>(b) Objection to proposed train station</b>
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<b>(1 submitter)</b>
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### Submitter's comment

*Submission from owner of an apartment in Bowman Street comments as follows:*

We own a unit in the Bluewater complex in Bowman Street and we protest most strongly against the proposal to place a train station in South Perth in the area described as Amendment No. 46 area. Our reasons are:

- The area is very well served by Bus and/ or the River Ferry.
- Parking in the area surrounding the station would become chaotic and no doubt infringe unduly on any residents close by or in the general area of the rail station.



- As is the case where there is unattended parking in the city, there is the problem of interference with vehicles by undesirables who make a practice of targeting those areas.
- There would be much unnecessary extra traffic leading to and around the parking area.
- There would be, no doubt a deleterious effect on the property values in the area.
- We would see a lowering of the appeal of the suburb as a whole and all to no advantage.

### Council's response

This submission does not relate to any part of Scheme Amendment No. 46.

Since at least 2005, it has been the intention of successive State Governments to construct a train station in the vicinity of Richardson Street, South Perth. The Public Transport Authority has always categorised it as a 'destination station'. The land use controls for the South Perth Station Precinct are designed to ensure that a substantial portion of any new development will be non-residential, so as to provide patronage for the future train station in the most effective manner. The objective is for large numbers of train commuters to disembark at the South Perth station in the morning to go to work, and return in the evening. Many apartment dwellers will also be within walking distance of the station. Train passengers are being discouraged from travelling to the station by car and therefore a car park will not be constructed near the station. If parking issues arise, they will be managed by way of additional fee-paying for kerbside street parking or timed street parking. Attracting cars into the precinct for train travel would be contrary to the principles of 'transit-oriented development'.

The majority of respondents to a previous community survey about the proposed future train station do not share this submitter's opinion. Rather, they see the station as a community benefit. The Council also supports construction of the station and for many years has been seeking a commitment from the State Government regarding a date for commencement of construction.

Having regard to all relevant considerations, the Council recommends that:

- the comments be NOT UPHOLD; and
- Amendment No. 46 not be modified in this regard.

<b>(c) Requests 4.0 metre street setback for Charles Street properties; increased side setback for podium; standard method of measuring height where height limit is 25 metres</b>	<b>(1 submitter)</b>
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### Submitter's comment

*Submission from owner of an apartment in Charles Street comments as follows:*

As part of Amendment No. 46, I hope the City can rectify several issues that were overlooked in Amendment 25 to TPS6.

Firstly, there is an inconsistency in the front setback between my street (Charles Street) and many of the other streets within the precinct. For some reason, my street was designated to have a front setback of 'zero' metres to the podium, whereas most other similar streets have a 4 metre setback. I live in a modern 4-story apartment block built under the original setback provisions. By removing the front setback in Charles Street, the residents of my apartment block will be seriously impacted by any new developments on either side. This is because the podium height is virtually the height of our building, so the entire front of our

building will be enclosed in a shadowy box if this anomaly is allowed to continue. Another unfortunate side effect is that our beautiful gum trees will be butchered as a result of the 'zero' setback rule. I'm sure this was not the original intention of Council. I request that the front setback at all levels for Charles Street be made the same as most others, and be set to 4 metres.

Secondly, the side setback provisions have been made without any consideration for existing residents in our apartment block. The side setback provision was changed in Amendment 25 to be 'zero' metres in Charles Street at the podium level. Once again, because the podium height is virtually the same height as our building, the effect of this will be to completely darken the windows on the west and east sides of our building. It will be like living in a tunnel.

I request that special provision be made for our building to have increased side setbacks at the podium level on adjacent properties (similar to provisions for heritage buildings within the precinct). The same side setback provisions above the podium height should exist below the podium height for the properties adjacent to our building.

Thirdly, at the last minute an anomaly was introduced into Amendment 25 that has been retained in Amendment 46. The height limit for much of the precinct was widely advertised as 25 metres throughout the process. In the final draft, a small asterisk was placed next to the height of 25 metres in the Plan 3 building heights. This asterisk subtly but importantly increased the allowable height. In the final version of Amendment 25 that was gazetted, this was made clearer with the text "25 metres (measured to the height of the finished floor level of the upper-most storey)" being added to the plan. This is completely inconsistent with the way all the other heights are measured in plan 3 building heights, and should be rectified. Given that this was a fairly sneaky last-minute change, I believe that the fair thing to do is to revert to the originally proposed height of 25 metres to the top of the building (as is the case for the other heights in Plan 3).

I request that the 25 metre building height in Plan 3 building heights be made consistent with the other heights, and apply to the top of the building rather than to some arbitrary floor level.

### Council's response

The submitter's first two issues relate to the prescribed 'zero' setbacks from the street boundary and side boundaries for the 'podium' component of any proposed 'comprehensive new development'. The maximum permissible height of a podium is 13.5 metres. The following comments, extracted from the final report of the "South Perth Station Precinct Plan" (January 2011) explain the reason:

*"At lower building levels, the built form for the precinct is generally aimed at establishing a perimeter block form of development where buildings are encouraged to be built from boundary to boundary to create a relatively contiguous street edge, with uses oriented towards the street.*

...

*Buildings will physically contribute to public spaces such as streets and parks by:*

- *helping to define streets and public spaces with a clear and legible built edge; and*
- *creating street environments that are appropriate to the human scale as well as being comfortable, interesting and safe. Window and door openings will create eyes on the street for passive surveillance.*

...

*The podium height will be restricted to two to three storeys in order to maintain a more local and pedestrian scale to the street edge.*

*Nil street setbacks for buildings along a street, forming what is called a podium street wall, will enable the greatest possible interaction between land uses and the street, and potentially establish a relatively consistent alignment of buildings along the street boundary. However, relief may be provided to the street elevation to provide a useable forecourt, enable al fresco dining, or contribute to the leafy urban quality of the environment."*

Some 40% (or possibly more) of the podium may be set back from the street boundary. Immediately alongside the submitter's building, a setback would be favoured by the Council having regard to the setback of that adjoining building. This would also provide relief on the side boundary. Beyond this, it would not be appropriate to modify Table A to prescribe a 4 metre street setback and an increased side setback because the character of Charles Street is different from the character of other streets listed in Development Requirement 7.3.

The submitter's third issue relates to the method of measuring building height in cases where the Building Height Limit is 25 metres. Where the Building Height Limit is 25 metres, as in Charles Street and others, there is a unique method of measuring building height. The submitter requests that Amendment No. 46 be modified so as to revert to the standard method of measurement. In relation to this, the following comments are provided:

Where the Building Height Limit is 25 metres, contrary to the submitter's understanding, the unique method of measuring building height was not introduced as an anomaly "at the last minute". In 2011, the provision relating to measuring "to the finished floor level of the highest storey of the building" was included in early draft versions of Amendment No. 25. The proposal was advertised in that form for community comment. The advertising arrangements are described below:

- 'Preliminary' advertising on Amendment No. 25 in accordance with clause 9.8 (3) and Policy P301 'Consultation for Planning Proposals': Letters and an information sheet were sent to over 900 property owners in and adjoining the precinct, including the submitter. Landowners were invited to view additional information on the City's web site, including the proposed building height map which contained a notation regarding the method of measuring the 25 metre height limit. The submission period extended over 26 days from 4 March to 30 March 2011. At that stage of consultation, 126 submissions were received.
- After considering the 'preliminary' submissions, the draft Amendment No. 25 was endorsed by the Council on 3 May 2011 for community comment. The endorsed draft Amendment document contained proposals to:
  - amend TPS6 clause 6.2 relating to the method of measuring building height generally, to include new provisions prescribing the method of measurement of the 25 metre height limit;
  - a separate amending clause requiring insertion of a note to this effect on Plan 3 'Building Height Plan';
  - the actual Plan 3 'Building Height Plan' which included the required notation;
  - a clause introducing the new 25 metre Building Height Limit in the Scheme Maps Legend;
  - a requirement to include a notation on the Scheme Maps Legend relating to the method of measuring the 25 metre height limit; and
  - the amendment Scheme Maps Legend containing the required notation.



- Following Council endorsement and EPA clearance, the draft Amendment No. 25 was advertised for formal community comment during a 46-day period from 24 January to 9 March 2012. Again, letters inviting comment were mailed to every affected landowner in, and adjoining the precinct, including the submitter.

As evidenced by the preceding comments, the community was fully informed, and invited to comment on, the unique method of measuring building height where the height limit is 25 metres. Where other height limits apply, building height is measured to the top of the highest wall of a building, but where the height limit is 25 metres the height is measured to the floor level of the top storey. This has been done intentionally, to provide a small degree of freedom of architectural expression and height variation for the top storey only, and to avoid creating buildings of identical height throughout extensive areas, which some have criticized as being aesthetically unattractive. The current method of measuring should therefore be retained.

Having regard to all relevant considerations, the Council recommends that:

- the comments be NOT UPHOLD; and
- Amendment No. 46 not be modified in this regard.

<b>(d) Requests increased requirement for on-site parking</b>
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<b>(1 submitter)</b>
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#### **Submitter's comment**

*Submission from owner of an apartment in Stone Street comments as follows:*

Please reconsider your proposed minimum parking requirements for all new 'high level', high-rise dwellings, as per amendments in 'Element 9: Parking'. Presently, all streets on the Peninsula and surrounding areas are crowded with street parking and form dangerous conditions when driving and cycling on these under-width roads. Due to the parking bay requirements in the existing 'low level' high-rise buildings being inadequate, in some cases the excess vehicles are presently parked against the kerb on either side of these roads, which is concerning as a safety issue and our living standards are stressed. If the new "high level" high rise dwelling proposals are given lesser parking requirements per dwelling, the spillage from the required parking bays for the new dwellings will be felt and observed on these surrounding roads.

If South Perth Council is promoting bicycle-friendly streets, these added parking pressures on adjacent roads, from these 'high level' high-rise buildings will be felt dramatically.

My main concern is that your minimum parking requirements are based around having a train station in South Perth. When is this planned to be operational? If there is no train station prior to these new buildings being built under the new Scheme proposal, it will definitely be a hazardous area to live in due to the traffic build-up and parking restrictions.

This is an old suburb which has the originally designed road systems / structures. They were not built to handle these high density dwellings, so internal parking is a must, for all new dwellings. Please keep the roads safe and for new dwellings, place some added pressure on the building companies to increase their parking bays per dwelling.

#### **Council's response**

The South Perth Station Precinct is well served by public transport (buses and ferries) and in future, there will also be a train station. The City is seeking a commitment from the State Government regarding a commencement date for construction of the station. In this

precinct, the parking ratios have been reduced compared with other parts of the district which are less well served by public transport. The City is committed to promoting "TravelSmart" initiatives. In line with this commitment, the objective of reducing the parking ratios in the South Perth Station Precinct is to reduce the number of cars in the precinct, and actively encourage more use of public transport. This has important benefits in relation to traffic flow.

For dwellings containing two or more bedrooms, the prescribed minimum parking ratio is one car bay per dwelling. Three-bedroom (or larger) dwellings are likely to have two car bays. On-site visitor parking bays are also required. Many prospective purchasers of dwellings are likely to be satisfied with the one, or in some cases two, allocated parking bays owing to their lifestyle, times of travelling and preferences regarding mode of travel. These people may be retired from the workforce or working from home. There may be only one regular 'car driver' in the household or two 'car drivers' may use the car at different times, or travel together in one car. One, or in some cases, two, of the dwelling occupiers might drive a car frequently, while other members of the household may not need to travel frequently, may travel in cars as passengers, or may be prepared to regularly use public transport. If satisfied with the parking bay allocation, these people would commit to purchasing or leasing a particular dwelling if the design, location and price suit their expectations.

If prospective purchasers or tenants of a dwelling have more cars than the assigned number of on-site bays, due to security concerns it is unlikely that they would take up residence and park the surplus vehicle in the public street. Time limits and fees payable for street parking may also actively discourage such a practice. It is far more likely that, where prospective purchasers find the on-site parking bay allocation inadequate for their needs, they would decide not to proceed with their purchase. Instead they may choose a dwelling elsewhere with a parking allocation suited to their needs.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be NOT UPHOLD; and
- (b) Amendment No. 46 not be modified in this regard.

## 6. Submissions 6.1 and 6.2: Government submissions

<b>(a) Main Roads Western Australia</b>	<b>(1 submitter)</b>
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### Submitter's comment

*Submission from Main Roads WA comments as follows:*

Main Roads cannot support this proposed Amendment due to the following:

The strengthening of the performance criteria for building height concessions (up to 30 metres, up to 60 metres and greater than 60 metres) will have a major impact on the road network. As an interim traffic management measure, no vehicle access should be granted to Judd Street (freeway access road), Labouchere Road or Mill Point Road.

It is stated in the introduction to this Amendment that the 'provisions in Schedule 9 (and in the replacement Schedule 9A) are designed to promote transit oriented development by allowing more intensive commercial redevelopment adjacent to major public transport routes'. When reviewing the "Traffic and Access Strategy" prepared by GHD in May 2012 it is noted that whilst the roads are "adequate to accommodate the existing traffic volumes...

*no increased road capacity with additional lanes is proposed". The "Traffic and Access Strategy" also recommended a 'bus queue jump' facility at the intersection of Labouchere Road and the Freeway Access Road, together with two new sets of traffic signals on Labouchere Road at Angelo and Richardson Streets. The Labouchere Road / Mill Point Road / Freeway Access Road and the Mill Point Road / Mends Street intersections are already at maximum capacity and the provision of a 'bus queue jump' facility will cause the level of service at these intersections to fail. It is also likely that additional land will be required for the 'bus queue jump' lane, as well as the two new signalised intersections.*

A detailed vehicle access strategy is required for both Labouchere Road and Mill Point Road. No access will be permitted to the Freeway including these local roads.

Therefore before proceeding further with this Amendment a robust traffic impact assessment must be undertaken to determine the likely impacts on the existing road network. This assessment must consider the following:

- The precinct being constructed to its maximum potential i.e. greater than 60 metres above permitted building heights — including developments such as the current proposal for the Civic Triangle which allows for 2 car bays per dwelling.
- Labouchere Road / Freeway Access Road to determine what, if any, future land requirements there may be to allow for the 'bus queue jump' lane.
- Further intensity of commercial development by including service industry and shops in the various sub-precincts.

This assessment will determine the ultimate requirements to accommodate the future traffic demand, 'bus queue jump' lane and any other issues arising from it, such as additional land requirements. These should then be incorporated into the Town Planning Scheme.

### **Council's response**

The various improvements to the road network recommended by Main Roads may well have merit. However, the comments are motivated by Main Roads' incorrect understanding of the operative effect of Amendment No. 46. Main Roads understands that Amendment No. 46 will allow higher and larger buildings than are currently able to be approved. That is not the case. The references to certain 'height' thresholds in the revised Table B relate to increasingly demanding performance criteria according to the extent of an applicant's proposed variation from the basic building height limit. Those 'height' thresholds are not allowing higher buildings, but are imposing more stringent performance requirements. The correct understanding of the limited scope of Amendment No. 46 is critically important to the manner in which Main Roads' recommendations should be considered.

Amendment No. 46 has no bearing on decisions as to whether or not the recommended road improvements should be implemented. However Main Roads' recommendations should be referred to the City's Infrastructure Directorate for consideration independently of proceeding with Amendment No. 46.

Having regard to all relevant considerations, the Council recommends that:

- (a) the comments be UPHOLD IN PRINCIPLE; and
- (b) Main Roads' recommended improvements to the road network be referred to the City's Infrastructure Directorate for consideration and implementation of action as appropriate; however
- (c) Amendment No. 46 not be modified in this regard.



**(b) Western Power****(1 submitter)****Submitter's comment***Submission from Western Power comments as follows:*

Western Power will review the proposal with respect to any impact on its network and respond within an appropriate timeframe if required. Where detailed investigations are needed to support accurate advice, Western Power will advise City of South Perth of additional information requirements within the advertising period.

**Council's response**

This submission is in essence an interim acknowledgement. Western Power has not followed up with a substantive submission.

The Council recommends that:

- (a) the comments be NOTED; and
- (b) Amendment No. 46 not be modified in this regard.

**CONCLUSION**

Apart from submissions received from Main Roads WA and Western Power, the City received a total of 39 submissions. This is a small number in relation to the 1352 individually addressed letters mailed to affected landowners and a further 30 letters addressed to architects and developers, inviting submissions. The submitters represent only 3% of all people who were invited to comment on the Amendment No. 46 proposals. While some submitters have sought relatively minor changes to particular development requirements, the great majority of the submissions focus on the building height controls. In relation to building height controls, different groups of submitters have expressed opinions diametrically opposed to one another.

In response to the two major groups of submitters - those who want more stringent control over variations from the basic 25 metre and 41 metre height limits; and those who want less stringent control - the Table B performance criteria have been substantially modified. Criteria that are of limited benefit have been deleted; the wording of other criteria has been changed to more effectively achieve the objectives of the respective criteria; and new criteria have been added, offering additional benefits to dwelling occupiers, the local community or the wider community. The result is an appropriate balance between demanding progressively higher performance as the extent of the proposed 'height' variation increases, fostering additional benefits, and providing proponents with more flexibility when selecting which of the optional criteria their development will meet.

The advertised modifications to Table A "Development Requirements for Comprehensive New Development" include a very large number of minor changes to improve operational effectiveness. In addition to these, in the modified version of Amendment No. 46, two important additional changes have been made to Table A, which are applicable to all comprehensive new development irrespective of the building height. Firstly, for Mill Point Road properties north of Judd Street and Harper Terrace, the street setback has been increased to 4 metres having regard to the special character of that portion of the street due to the existence of the very large and mature London Plane trees.

Secondly, a new car parking requirement, transferred from Table B and further modified, ensures that all car parking bays at any level will be concealed from view from the street.

In addition to various substantive changes recommended throughout this Report, minor modifications in the form of improvements to wording, clarification of meaning, corrections of inconsistencies between Scheme clauses, and the like, are recommended in the following parts of the Scheme:

- Clause 4.3 (1)(c) – relating to street setback variations for balconies: exclusion of sites in South Perth Station Precinct from the scope of that clause, due to special provisions for that precinct in Table A.
- Provision 3 (1), (2), (3), (4), and (5)(a)(i) of Schedule 9A – minor word corrections.
  - Provision 4 of Schedule 9A – minor modified wording of the definitions of 'discretionary land use', and 'preferred land use'.
- Table A of Schedule 9A –
  - Minor improvement to title;
  - Element 1 – minor wording improvements to Development Requirement 1.5 and Guidance Statements (a) and (b) in addition to more significant modifications discussed throughout the Report on Submissions;
  - Element 1 – insertion of additional 'discretionary' land uses – 'Child Day Care Centre' and 'community exhibition gallery' for Mends and Scott-Richardson sub-precinct, with related Guidance Statement;
  - Element 2 – minor wording improvements to Design Requirement 2.5 for consistency of terminology;
  - Element 3 – minor wording improvements to Design Requirements 3.1, 3.2, 3.5, 3.7 and 3.8 and Guidance Statement (b), for consistency of terminology;
  - Element 4 – minor wording improvements to Design Requirement 4.3 for consistency of terminology;
  - Element 5 – minor wording improvements to Design Requirement 5.1 and related Guidance Statement (a) for consistency of terminology;
  - Element 6 – minor wording improvements to Guidance Statements (a) and (b) for consistency of terminology;
  - Element 7 – minor wording improvements to Design Requirements 7.2, 7.3, 7.4.1, 7.5.1 and 7.5.2 and related Guidance Statements, for consistency of terminology;
  - Element 8 – minor wording improvements to Design Requirement 8.1, 8.2, 8.3 and 8.4 and related Guidance Statements for consistency of terminology;
  - Element 9 – minor wording improvements to Design Requirements 9.2 and 9.5(b)(i) and Guidance Statements for consistency of terminology;
  - Element 11 – minor wording improvements to Design Requirement 11.3, for consistency of terminology;
  - Element 12 – minor wording improvements to Design Requirement 12.1, 12.2 and 12.3, for consistency of terminology;
  - Element 13 – minor wording improvements to Design Requirement 13.1, 13.2 and 13.3 and Guidance Statements (b) and (c), for consistency of terminology;
  - Element 14 – minor wording improvements to Design Consideration 14.2 and 14.6, and Guidance Statement (b), for consistency of terminology; and
  - Element 15 – minor wording improvements to Development Requirement 15.1 and Guidance Statement (a), for consistency of terminology.
- Table B of Schedule 9A –
  - Performance Criterion for Design Consideration 4 - minor wording improvements.

Independently from the Amendment No. 46 process, the Council has resolved to that, with the assistance of an external consultant, the need for more substantial changes will be investigated with the intention that any favoured substantial changes will be incorporated into another Scheme Amendment. This strategy should assist towards early final approval of Amendment No. 46, so that the improvements contained therein can become operational for the benefit of the community, development proponents and the City.

While it is not possible to accommodate the wishes of all submitters, to large extent the modified Amendment No. 46 responds to submitters' concerns and provides a balanced solution taking into account the conflicting views of different groups of submitters. At the conclusion of a thorough strategic planning process extending over several years, involving significant community engagement and consultation, special development controls for the South Perth Station Precinct were introduced by the previous Scheme Amendment No. 25 in January 2013. Those controls cannot be totally withdrawn by Amendment No. 46 and it would not be appropriate to attempt to do so. However the modified Amendment deals effectively with the diverse issues raised by residents, landowners wishing to undertake major development, and planning consultants and developers.

The Council now requests that the Minister approve Amendment No. 46 in its modified form, as presented in this report.

## DETERMINATION OF SUBMISSIONS

Having regard to the preceding comments, Council recommends that:

- (i) Submissions 1.1, 1.2, and 1.3 supporting the proposed Amendment No. 46 be UPHELD;
- (ii) Submission 1.4 conditionally supporting the proposed Amendment No. 46 be NOT UPHELD;
- (iii) Submissions 2.1 to 2.8 opposing certain Table A Development Requirements and Table B Performance Criteria in proposed Amendment No. 46 be PARTIALLY UPHELD to the extent indicated in the Report on Submissions;
- (iv) Submissions 3.1 to 3.5 inclusive, opposing exclusion of certain properties from the Special Design Area, be NOT UPHELD;
- (v) Submissions 4.1 to 4.17 inclusive, opposing Amendment No. 46 as height controls are considered inadequate, be PARTIALLY UPHELD.
- (vi) Submissions 5.1 to 5.5 inclusive, opposing certain provisions in Amendment No. 46 be GENERALLY NOT UPHELD.
- (vii) Submissions 6.1 and 6.2 from government departments be UPHELD.

## CONCLUDING ACTION

IT IS RECOMMENDED that:

- (1) Amendment No. 46 to the City of South Perth Town Planning Scheme No. 6 **be adopted with modification.**
- (2) The Council of the City of South Perth under the powers conferred upon it by the Planning and Development Act 2005, hereby amends the City of South Perth Town Planning Scheme No.6 (Scheme Text) by:



- (a) amending clause 4.3 (1)(c) by deleting the first word, 'The', and replacing it with the following words:  
 "Other than in Special Control Area 1 'South Perth Station Precinct', the" ;
- (b) amending paragraph (b)(ii) of clause 6.1A (10) by inserting the following words at the commencement of the preamble:  
 "(b) (ii) subject to (iii)," ;
- (c) amending clause 6.1A(10) by the addition of the following new paragraph (b)(iii):  
 "(b) (iii) on a site having an area of not less than 1700 sq. metres and a lot frontage of not less than 25 metres, in the case of a building height variation above the 25 metre Building Height Limit permitted under Table B of Schedule 9A, the provisions of sub-clauses 6.1A (2), (3), (4), (5), (6), (7), (8) and (9) of the Scheme do not apply." ;
- (d) amending the advertised Provision 4 'Definitions' in Schedule 9A, by inserting the following new definition of 'significant views', in alphabetical sequence:  
 " 'significant view' means a panorama or a narrower vista seen from a given vantage point, not obtainable from the majority of residential properties within the City. Examples of a 'significant view' include views of the Perth City skyline, the Swan River, suburban townscape, parkland or treescape." ;
- (e) in Table A of Schedule 9A –
- (i) inserting additional land uses 'Child Day Care Centre' and 'community exhibition gallery', in Element 1 'Land Uses – Preferred and Discretionary' and Element 2 'Ground Floor Land Uses – Preferred and Discretionary', as discretionary uses in the Mends and Scott Richardson Sub-Precincts, with the following comment as part of Guidance Statement (b):  
 "Inclusion of child care facilities and community art or exhibition galleries within some developments would be beneficial for both residents and employees." ;
- (ii) deleting the Development Requirements for Element 6 'Special Design Area' and replacing those Development Requirements with the following:  
 "6.1 In the case of a comprehensive new development in the Special Design Area with a plot ratio of more than 3.0, the Council may, subject to all of the provisions of Element 6, approve a variation from the Building Height Limits shown on Plan 3, provided that:  
 (a) the development site has an area of not less than 1,700 sq. metres and a frontage of not less than 25 metres; or  
 (b) where it is demonstrated that the development site cannot reasonably be amalgamated with any adjoining land in the Special Design Area due to the scale of development on, or form of tenure, or use of the adjoining land, the development site has an area of not less than 1,300 sq. metres and a frontage of not less than 20 metres.  
 6.2 Where comprehensive new development satisfies Development Requirement 6.1(a) and the applicable Building Height Limit shown on Plan 3 is 25 metres or 41 metres, the Council may approve a variation above that Building Height Limit, provided that the development satisfies:  
 (a) all Performance Criteria in Table B for Design Considerations 1 to 7 inclusive; and

- (b) at least 5 of the Performance Criteria in Table B for Design Consideration 8 where the variation is no greater than 30 metres; or
  - (c) at least 7 of the Performance Criteria in Table B for Design Consideration 8 where the variation is more than 30 metres but not greater than 60 metres; or
  - (d) at least 9 of the Performance Criteria in Table B for Design Consideration 8 where the variation above the Building Height Limit is greater than 60 metres.
- 6.3 Where comprehensive new development is subject to Development Requirement 6.1(b) and the applicable Building Height Limit shown on Plan 3 is 25 metres, the Council may approve a variation above that Building Height Limit, provided that:
  - (a) the development does not exceed a building height of 50 metres measured in the manner prescribed in clause 6.1A(10) of the Scheme; and
  - (b) the development satisfies:
    - (i) all Performance Criteria in Table B for Design Considerations 1 to 7; and
    - (ii) at least 5 of the Performance Criteria in Table B for Design Consideration 8.
- 6.4 Where comprehensive new development is subject to Development Requirement 6.1(b) and the applicable Building Height Limit shown on Plan 3 is 41 metres, the Council may approve a variation above that Building Height Limit, provided that:
  - (a) the development does not exceed a building height of 82 metres; and
  - (b) the development satisfies:
    - (i) all Performance Criteria in Table B for Design Considerations 1 to 7; and
    - (ii) at least 5 of the Performance Criteria in Table B for Design Consideration 8 where the variation is no greater than 30 metres; or
    - (iii) at least 7 of the Performance Criteria in Table B for Design Consideration 8 where the variation is more than 30 metres and no greater than 41 metres.
- 6.5 Where a variation from a Building Height Limit shown on Plan 3 is sought under Development Requirement 6.1 the applicant shall submit as part of the application for planning approval, a report demonstrating how the development satisfies the Performance Criteria in Table B.
- 6.6 For the avoidance of doubt, the maximum building heights referred to in Development Requirements 6.3(a) and 6.4(a) are not subject to variation and may not be exceeded in any circumstance whatsoever."
- (iii) inserting in Element 7 'Relationship to the Street', the following new paragraph (i) at the end of Development Requirement 7.3:
  - "(i) Mill Point Road, west side between Judd Street and Scott Street; and east side between Harper Terrace and Frasers Lane." ;
 and inserting, with renumbering of subsequent Guidance Statements, the following new Guidance Statement (b):
  - "(b) It is intended that the streets listed in Development Requirements 7.3 and 7.4 will retain a different character from other streets in the Precinct for various reasons, including being on the perimeter and facing developments with required significant street setbacks, being of narrow width, or containing significant street trees." ;
- (iv) inserting the following new Development Requirement 7.5.4 in Element 7 'Relationship to the Street':

"7.5.4 The design of the building is to demonstrate that the podium and the portion of the building above it are visually compatible in terms of construction materials and design features." ;

- (v) inserting the following new Development Requirement 9.6 in Element 9 'Parking':

"9.6 Other than parking bays for visitors or commercial deliveries, all car bays are to be provided in a basement, or within the building behind residential or non-residential floor space, or outside the building provided that such bays are concealed from view from the street." ;

- (f) in Table B of Schedule 9A:

- (i) deleting Design Consideration 1 'Minimum Lot Area and Frontage' and the related Performance Criterion, and renumbering subsequent Design Considerations accordingly; and

- (ii) deleting the advertised Performance Criterion for Design Consideration 2 'Design Quality' (now identified as Design Consideration 1), and replacing it with the following:

"The architectural design, in the opinion of the Council, is exceptional, sensitive and sophisticated, contributing to the quality of the inner urban environment being promoted within the Precinct. In arriving at an opinion, the Council shall consider the following:

- (a) The visual appearance of the podium façade and the extent to which it engages with the street, during both daytime and night time hours.
- (b) The visual presentation of all elevations of the portion of the building above the podium.
- (c) Integration of any proposed artwork with the design of the building as a whole.
- (d) The contribution of the external materials and finishes to the overall design quality of the building."

- (iii) deleting the advertised Performance Criterion for Design Consideration 3 (now identified as Design Consideration 2) 'Overshadowing', and replacing it with the following:

"Shadow diagrams at noon on 21 June, are to be submitted demonstrating that the shadow cast by the portion of the proposed building above the Building Height Limit, does not cover more than 80 percent of any adjoining lot."

- (iv) deleting the advertised Design Consideration 4 'Dwelling Density and Type', and renumbering subsequent Design Considerations accordingly.

- (v) deleting the advertised Performance Criterion for Design Consideration 5 'Vehicle Management' (now identified as Design Consideration 3) and replacing it with the following:

"A traffic engineer is to conduct a study of the additional traffic resulting from a building height variation above the height limit shown on Plan 3 'Building Heights' in Schedule 9A. The study is to assess the impact on traffic flow and safety, taking into account the cumulative effect of additional floor space above the Building Height Limit in:

- (a) the proposed building; and
- (b) all other buildings in SCA1 for which a building height variation has been granted, and a building permit has been issued, whether or not construction has been completed.

A report on the findings of the traffic study is to be submitted with the development application verifying, to the satisfaction of the Council, that the cumulative increase in traffic resulting from the increased building height relating to buildings referred to in



paragraphs (a) and (b) will not have significant adverse impacts on traffic flow and safety.”

- (vi) deleting the advertised Performance Criteria (2) and (3) for Design Consideration 6 ‘Car Parking’ (now identified as Design Consideration 4);
- (vii) inserting a new Design Consideration 5 ‘Energy-Efficiency’ with the following Performance Criterion:  
 “In order to maximise energy-efficiency, the building is to be designed to achieve a 5-star rating under the relevant Green Star rating tool, or equivalent.” ;
- (viii) inserting the following new Design Consideration 6 ‘Electric Car Charging Station’:  
 “An electric car charging station with capacity to recharge 6 vehicles simultaneously.”
- (ix) inserting the following new Design Consideration 7 ‘Landscaped Area’:  
 “Landscaped area comprising not less than 40% of the area of the development site. Components of the landscaped area may include ground level landscaping, planting on walls, landscaping on the roof of the podium, rooftop terraces or gardens.”
- (x) deleting the requirement to meet 6-star, Green Star rating, or equivalent in Performance Criterion (3)(a)(iv) of the advertised Design Consideration 7 ‘Additional Community Benefits and Sustainable Design Elements’ (now identified as Design Consideration 8 ‘Benefits for Occupiers and Local and Wider Communities’);
- (xi) deleting the Performance Criteria (1)(a)(iv) and (2)(a)(iv) relating to 5-star Green Star rating from the advertised Design Consideration 7 ‘Additional Community Benefits and Sustainable Design Elements’ (now identified as Design Consideration 8 ‘Benefits for Occupiers and Local and Wider Communities’);
- (xii) deleting the advertised Design Consideration 7 ‘Additional Community Benefits and Sustainable Design Elements’ and replacing it with the following new Design Consideration 8 ‘Benefits for Occupiers and Local and Wider Communities’:

***“Note: Refer to Element 6 of Table A to identify the minimum number of Design Consideration 8 Performance Criteria which must be met according to the extent of building height variation sought by an applicant.*”**

#### **Occupier Benefits**

- (a) Each dwelling incorporates at least one balcony with a minimum floor area of 15 sq. metres and a minimum dimension of 3.0 metres not including any planter box constructed as part of the balcony, and at least 50% of dwellings having access to at least 2 hours of sunlight on 21 June.
- (b) A minimum of 10% of the residential units, rounded up to the next whole number of dwellings, are to have an internal floor area of 200 sq. metres or more.
- (c) A minimum of 20% of the total number of dwellings, rounded up to the next whole number of dwellings, are to be allocated parking bays measuring 6.0 metres x 3.8 metres and those dwellings are to incorporate the following core elements, designed to the ‘Silver Level’ of the ‘*Livable Housing Design Guidelines*’ produced by Livable Housing Australia:
  - (i) a safe, continuous and step-free path of travel from the street entrance and / or parking area to a dwelling entrance that is level;

- (ii) at least one step-free, level entrance into the dwelling;
  - (iii) internal doors and corridors that facilitate unimpeded movement between spaces;
  - (iv) a toilet on the ground or entry level that provides easy access;
  - (v) a bathroom which contains a step-free shower recess;
  - (vi) reinforced walls around the toilet, shower and bath to support the safe installation of grab rails at a later date; and
  - (vii) a continuous handrail on one side of any stairway where there is a rise of more than 1 metre.
- (d) Contractual documentation is to be submitted confirming the intended transfer of ownership of a minimum of 5% of the total number of dwellings, rounded up to the next whole number of dwellings, to a community housing organisation registered with the Department of Housing, to be managed as affordable housing through a program recognised by the Department of Housing, for at least 20 years from the date of occupation of the building.
- (e) At least 50% of the dwellings are to be designed to provide:
- (i) effective natural cross-ventilation; and
  - (ii) significant views from more than one habitable room window or balcony, each being located on a different elevation of the building.

#### **Local Community Benefits**

- (f) Viewing corridors to enable as many as possible of the occupiers of neighbouring buildings to retain significant views.
- (g) One or more facilities such as a meeting room, boardroom, lecture theatre, function room, available for use by external community groups or individuals, or external businesses.
- (h) Public access to the building, terraces or gardens at ground level, or on the roof of the podium or tower, for leisure, recreational or cultural activities such as, among others:
  - (i) Café/Restaurant;
  - (ii) Cinema/Theatre;
  - (iii) gymnasium;
  - (iv) a dedicated room for use as a community exhibition gallery for display of artworks or for other exhibitions; or
  - (v) an outdoor area designed for public entertainment performances.
- (i) A Child Day Care Centre.

#### **Wider Community Benefits**

- (j) Visiting cyclists' end-of-trip facilities including secure bicycle storage facilities, change rooms, clothes lockers and showers, for use by visitors to the proposed building.
  - (k) A Public Parking Station forming part of a development, such Parking Station containing not less than 50 motor cycle bays and no car bays, allowing a maximum stay of 4 hours, in addition to the occupier and visitor parking required for the development."
- (g) including various minor modifications throughout Schedule 9A in the form of improvements to wording, clarification of meaning, correction of inconsistencies between Scheme clauses, and the like.

**Attachment (b)**

City of South Perth  
**Town Planning Scheme No. 6**

# Amendment No. 46

**South Perth Station Precinct: Special Control Area SCA 1:  
Rectifying anomalies and ambiguities in Schedule 9**



**Civic Centre**

Cnr Sandgate Street and South Terrace  
SOUTH PERTH WA 6151

Monday to Friday:  
Enquiries:

8.30am to 5.00pm

Rod Bercov

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9474 0770

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[www.southperth.wa.gov.au](http://www.southperth.wa.gov.au)



MINISTER FOR PLANNING

FILE:  
PART OF AGENDA:

## Proposal to Amend a Town Planning Scheme

- |  |   |
|--|---|
| <b>1. Local Authority:</b>                     | City of South Perth   |
| <b>2. Description of Town Planning Scheme:</b> | Town Planning Scheme No. 6  |
| <b>3. Type of Scheme:</b>                      | District Zoning Scheme  |
| <b>4. Serial No. of Amendment:</b>             | Amendment No. 46  |
| <b>5. Proposal:</b>                            | To rectify anomalies and ambiguities in the special provisions for development in the South Perth Station Precinct: Special Control Area SCA 1 by replacing Schedule 9 with a new Schedule 9A |



# RESOLUTION DECIDING TO AMEND CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6

Town Planning Regulations 1967

Form No. 1C

PLANNING AND DEVELOPMENT ACT 2005



**Resolution Deciding to Amend  
City of South Perth  
Town Planning Scheme No. 6  
  
Amendment No. 46**

**RESOLVED ...**

That the Council of the City of South Perth, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of South Perth Town Planning Scheme No. 6 by deleting Schedule 9 and inserting a new Schedule 9A in its place in order to rectify anomalies and ambiguities in the special provisions for development in the South Perth Station Precinct: Special Control Area SCA 1.

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A C FREWING  
CHIEF EXECUTIVE OFFICER

**Minutes of Council Meeting dated:** 28 October 2014





# AMENDMENT REPORT



## **Report on Amendment No. 46 to Town Planning Scheme No. 6**

### **INTRODUCTION**

The City of South Perth Town Planning Scheme No. 6 (TPS6) became operative on 29 April 2003. At a meeting held on 28 October 2014, the Council resolved to amend the Scheme in the manner described in this Report, and at the same meeting, the Council endorsed the draft Amendment for advertising purposes. A copy of the Council resolution to amend the Scheme and the text of the draft Amendment are included as part of these Amendment documents. The proposal is to amend the Scheme for the purpose of rectifying anomalies and ambiguities within Schedule 9 of the Scheme Text, being special provisions for development in the South Perth Station Precinct: Special Control Area SCA 1. Schedule 9 was introduced by way of Scheme Amendment No. 25 which became operative on 18 January 2013. The required changes will be made by deleting Schedule 9 and inserting a new Schedule 9A in its place.

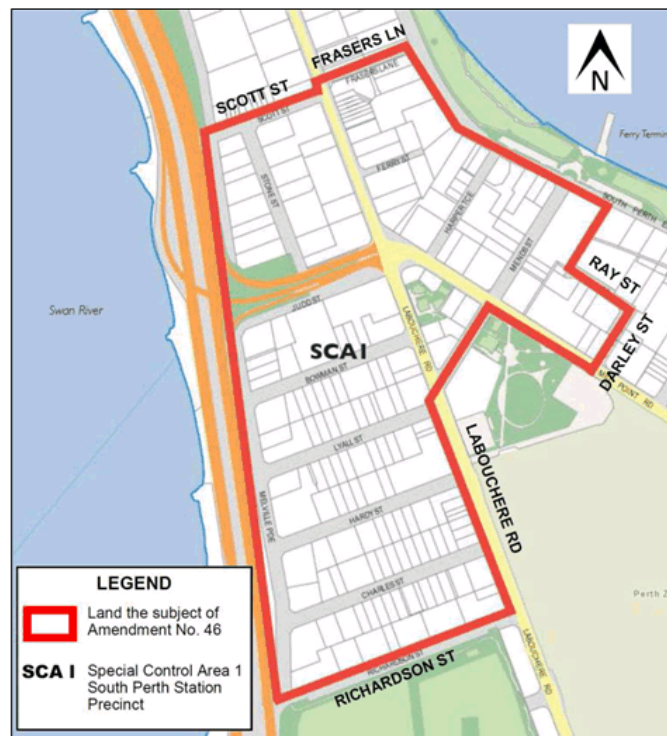
The special provisions in Schedule 9 (and in the replacement Schedule 9A) are designed to promote transit oriented development by allowing more intensive commercial redevelopment and therefore significantly increasing employment opportunities adjacent to major public transport routes. These provisions have been formulated in anticipation of the future construction of the planned South Perth train station as a 'destination' station. The land use controls for the South Perth Station Precinct are designed to ensure that a substantial portion of any new development will be non-residential, so as to provide patronage for the future train station. The objective is for large numbers of train commuters to disembark at the South Perth station in the morning to go to work, and return in the evening.

More intensive multiple residential development is also being promoted by way of the special provisions in Schedule 9 being carried forward by the replacement Schedule 9A.

The lots fronting onto major and 'high visibility' streets within the precinct comprise the 'Special Design Area' (refer to Plan 2 in Schedule 9A). For development on these lots, the requirements relating to building height limits may be varied subject to the proposed development meeting the intent of the related guidance statement and specifically meeting all of the relevant performance criteria in Table B of Schedule 9A. As part of Amendment No. 46, it is proposed that Table B will be modified to create a three-tiered scale of increasingly demanding performance criteria, tied to progressively more generous building height concessions.

## AMENDMENT NO. 46 PROPOSALS

The location of the land affected by Amendment No. 46 is shown below:



Through assessment of development applications since the special provisions for the South Perth Station Precinct were introduced, a number of anomalies and ambiguities in these provisions have come to light. Amendment No. 46 will rectify these, and ensure that the objectives for the precinct are met on every occasion when a proposed development is approved.

Amendment No. 46 will insert a new Schedule 9A in place of the existing Schedule 9. The Scheme Amendment will implement the following changes:

1. **New Provision 1: Objectives**  
Expansion and clarification of the existing 'Purpose of SCA1' at the commencement of Schedule 9, now presented as a new set of 'Objectives'.
2. **New Provision 2: Description of affected land**  
Reformatting of an untitled table in Schedule 9 as a new provision containing a description of the land comprising Special Control Area 1.
3. **New Provisions 3 (1), 3(2), 3(3) and 3(4): Operation of Table A**  
Clarification of the respective functions of 'Development Requirements' and 'Guidance Statements' in Table A.
4. **New Provision 3(5): 'Minor Additions and Alterations'**  
Clarification as to what constitutes 'minor additions and alteration' to which the special provisions in Schedule 9A do not apply.
5. **Provision 4: Schedule 9A Definitions**  
(a) Reformatting of 'Definitions' in Schedule 9 as a new provision in Schedule 9A.



- (b) Deletion of definition of "comprehensive new development". Schedule 9A only applies to the South Perth Station Precinct whereas the term "comprehensive new development" is now used in other parts of the district as well. The definitions in Schedule 1 of the Scheme Text have City-wide application and therefore, by way of Scheme Amendment No. 30, the definition of "comprehensive new development" has been inserted in Schedule 1. Consequently, in the new Schedule 9A this term has been deleted.
  - (c) Minor changes to the definitions of "discretionary land use" and "preferred land use" to further clarify the meaning and operative effect of each.
  - (d) Insertion of a new definition of "heritage place" in Schedule 9A.
  - (e) In place of the definition of "Specialty Retail", insertion of a definition "Small Shop", being a shop with a 250 sq. metre limit on gross floor area and excluding a supermarket or department store.
- 6. Table A, Element 1: Land Use – Preferred and Discretionary**
- (a) In Mends Sub-Precinct 'Preferred land uses', deletion of "Local Shop" and "Specialty Retail" and insertion of "Service Industry", "Shop" and "Small Shop".
  - (b) In Scott-Richardson Sub-Precinct 'Preferred land uses', insertion of "Service Industry".
  - (c) In Scott-Richardson Sub-Precinct 'Discretionary land uses', deletion of "Specialty Retail" and insertion of "Small Shop".
- 7. Table A, Element 2: Ground Floor Land Uses – Preferred and Discretionary**
- (a) In Mends Sub-Precinct 'Preferred ground floor land uses', deletion of "Local Shop" and "Specialty Retail" and insertion of "Service Industry", "Shop" and "Small Shop".
  - (b) In Scott-Richardson Sub-Precinct 'Preferred ground floor land uses', deletion of "Specialty Retail" and insertion of "Service Industry" and "Small Shop".
  - (c) Insertion of new Guidance Statement (b) to clarify that, within Element 2, the sole purpose of designating uses as either 'preferred' or 'discretionary' is to indicate their appropriateness for location on the ground floor of a building, not to indicate the appropriateness of the identified land uses within a particular Sub-Precinct, the latter being the function of Element 1.
- 8. Table A, Element 3: Plot Ratio and Land Use Proportions**
- Modification of the development requirements and guidance statements to clarify that a Mixed Development may contain predominantly residential development provided that, in the Mends and Scott-Richardson Sub-Precincts, the non-residential component has a minimum plot ratio of 1.0, as currently required.
- In the Special Design Area, where the plot ratio of a development is more than 3.0, the non-residential component must have a plot ratio of at least 1.5 unless the Council is satisfied that, with a lower non-residential plot ratio (but not less than 1.0), the proposed development will still make a significant contribution towards consolidating the precinct as an employment destination.
- 9. Table A, Element 6: Special Design Area**
- (a) For more convenient reference, the current Element 13: Special Design Area has been brought forward to immediately follow Element 5: Building Height.
  - (b) The existing Element 13 states that both 'Plot Ratio and Land Use Proportions' and 'Building Height' may be varied where the Table B performance criteria

are satisfied. However for land use mix i.e. residential vs non-residential, the discretion for Council to allow variations is now accommodated within Element 3. Therefore the new Element 6 (currently Element 13) only relates to 'building height' variations.

**10. Table A, Element 7: Relationship to the Street**

Street setback for portions of a building above the podium: The new Development Requirements 6.5.2 and 6.5.3 and Guidance Statement (f) clarify that there is discretionary power to permit reductions below the prescribed 4 metre street setback, to a minimum of 3 metres, but only to accommodate cantilevered balconies or decorative elements on the street elevation.

**11. Table A, Element 8: Side and Rear Setbacks**

Setback of portions of a building above the podium: Modification to Development Requirements 8.2 and related Guidance Statement (b) to clarify that no discretionary power is available to approve any lesser setbacks than those prescribed.

**12. Table A, Element 9: Parking**

(a) Modification to to clarify that visitor parking bays are not additional to the prescribed minimum number of occupiers' bays.

(b) Modifications in relation to discretionary power to allow a lesser number of parking bays than normally required. The current provisions allow for variations where neighbouring buildings have under-utilised parking bays. This would be an extremely rare occurrence and in any event is not an appropriate circumstance for granting parking concessions for new development. However, as is currently the case, the Council may grant a parking concession where a proposed development includes non-residential uses that have different periods of peak parking demand; and the Council is satisfied that the proposed number of bays is sufficient.

(c) Addition of Development Requirements 9.3, 9.4 and 9.5 to regulate where visitor parking bays are to be placed on a development site.

**13. Other Elements in Table A**

To achieve greater clarity, Amendment No. 46 will also improve the wording of development requirements and guidance statements in Elements 4, 5, 11, 12 and 13 of Table A without changing the operative effect of those provisions.

**14. Table B 'Performance Criteria'**

Table B has been restructured to create a three-tiered scale of increasingly demanding performance criteria, coupled with progressively more generous building height concessions.

**15. Table B, Design Consideration 1: Minimum Lot Area and Frontage**

To guide discretionary Council decisions regarding approval of variations from the prescribed minimum lot area and frontage, introduction of a qualification relating to inability to amalgamate with an adjoining lot.

**16. Table B, Design Consideration 6: Car Parking**

In relation to car parking, a new performance criterion has been added which imposes a maximum limit on the provision of parking bays for residential dwellings.

**17. Table B, Design Consideration 7: Additional Community Benefits**

- (a) Deletion of reference to 'street art' and 'public art' from Performance Criteria (a) and (b) because the Council has adopted a new Policy P316 with wider application, dealing with applicants' obligations concerning public art.
- (b) Re-naming this design consideration as "Additional Community Benefits and Sustainable Design Elements". Design Consideration 7 now includes the performance criterion relating to sustainable design, relocated from the existing Design Consideration 8 "Resource Efficiency".
- (c) Table B has been restructured as referred to in Item 14 above. The restructuring affects only Design Consideration 7.

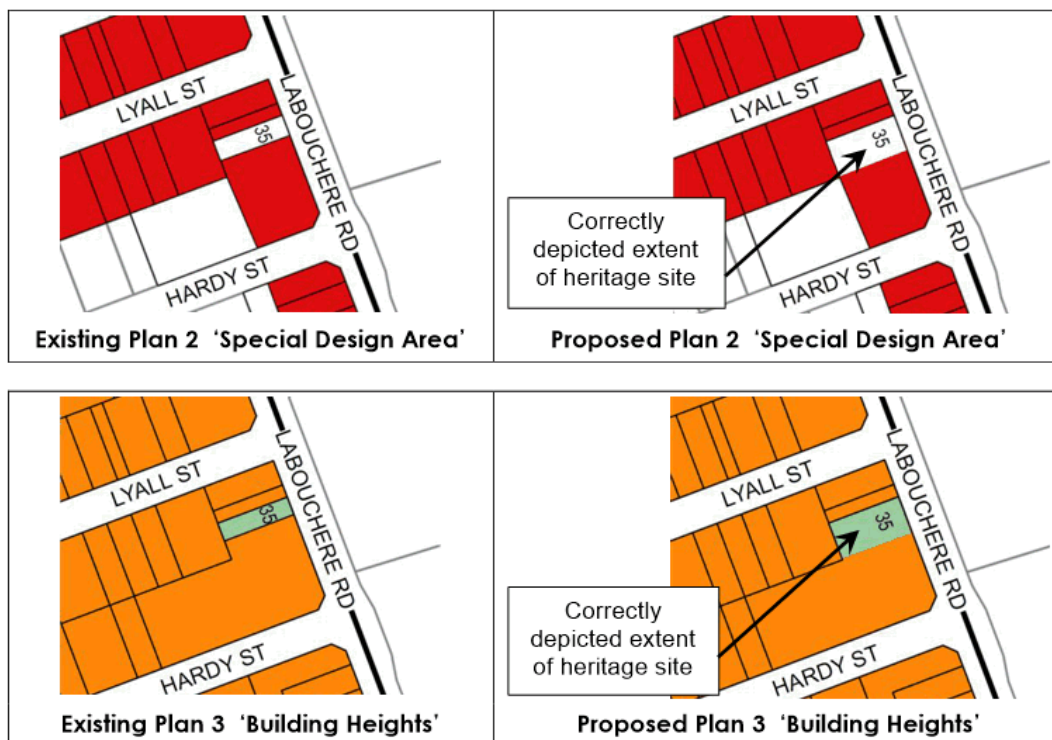
**18. Table B, Design Consideration 8: Resource Efficiency**

- (a) The Council has recently adopted a revised version of its Policy P350.1: 'Environmentally Sustainable Building Design'. Policy P350.1 imposes demanding 'sustainability' requirements on all development elsewhere throughout the City. Therefore, for Design Consideration 8, the wording of the performance criterion has been strengthened in order to exceed the requirements in Policy P350.1. The revised performance criterion is linked to the requirements of the 'Green Star' rating system. 'Five-star' compliance is required for buildings up to 60 metres above the height limit shown on Plan 3 'Building Heights'. Above that height, '6-star' compliance is required.
- (b) As referred to in Item 16(b) above, Design Consideration 8 has now been consolidated with Design Consideration 7 and re-named accordingly.

**19. Plan 2 'Special Design Area' and Plan 3 'Building Heights'**

Correction relating to the heritage-listed property at No. 35 Labouchere Road. The extent of the required correction is shown in **Figure 1** below.

**Figure 1 Correction of extent of heritage site at 35 Labouchere Road – Plan 2**





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Amendment No.46 to City of South Perth Town Planning Scheme No. 6

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The most significant change being introduced by Amendment No. 46 is the restructuring of Table B to create a graduated scale of increasingly demanding performance criteria, tied to progressively more generous building height concessions. This change is necessary because at present, there is no limit on the extent of possible variations from prescribed building height limits. For properties in the Special Design Area, an applicant who meets all relevant performance criteria in Table B may seek a height variation of perhaps one or two storeys, while another applicant in the same situation may seek a far greater height variation without the development being of a higher standard or offering more community benefits. The proposed restructuring of Table B will make the performance criteria more equitable according to the extent of height concession being sought.

The current provisions within Schedule 9 may seem to indicate that, on sites in the Special Design Area where an applicant seeks a concession regarding building height, the proposal must be predominantly non-residential although legal advice to the contrary has been obtained. The legal advice is to the effect that in such cases, the Council may approve a predominantly residential development if satisfied that the development will also make a significant contribution towards consolidation of the South Perth Station precinct as an employment destination, provided that all relevant Table B performance criteria are met. However as there is a degree of ambiguity regarding the required land use proportions i.e. 'residential' vs 'non-residential' the current provisions need to be modified. Amendment No. 46 will clarify the position. Where an applicant is seeking a concession regarding the land use mix or building height, Amendment No. 46 requires a minimum non-residential plot ratio of 1.5, but this may be reduced where the Council is satisfied that the proposed development still makes a significant contribution towards consolidating the precinct as an employment destination.

Apart from the necessary changes outlined above, the Council is satisfied that the special provisions for the South Perth Station Precinct are operating effectively and fostering satisfactory built form, based on the developments approved to date. The Council considers that it is too soon to make radical changes at this stage because the new provisions have not been sufficiently tested yet.

## CONCLUSION

Having regard to all of the matters discussed above, the proposed Amendment No. 46 is consistent with the orderly and proper planning of the City. It retains the original intent of the special provisions for the South Perth Station Precinct, while presenting the Schedule 9 provisions in a clearer manner. This is achieved by inserting a new Schedule 9A in its place.

The Council now requests that the Western Australian Planning Commission and the Minister for Planning favourably consider the proposals contained in Amendment No. 46.

### Report prepared by:

ROD BERCOV

STRATEGIC URBAN PLANNING ADVISER

**Council meeting dated:** 28 October 2014



## AMENDING DOCUMENTS

Endorsed by Council for community advertising

Council Meeting : 28 October 2014

## PLANNING AND DEVELOPMENT ACT 2005



## Town Planning Scheme No. 6 Amendment No. 46

Endorsed by Council for community advertising  
Council Meeting : 28 October 2014

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the above local planning scheme as follows:

1. Schedule 9 is deleted and the following new Schedule 9A is inserted in its place:

**Schedule 9A**  
Special Control Area 1 –  
South Perth Station Precinct

**Refer to Clause 10.1**

### **Provision 1. Objectives of Special Control Area 1**

**NOTE ON  
SCHEDULE 9A :**  
Schedule 9A added  
by Amendment No.  
46  
(GG ...)  
[Note added ....]

The objectives of the development controls for Special Control Area 1 – South Perth Station Precinct are to:

- (a) promote more intensive commercial land use to support the increased residential population, provide greater employment self-sufficiency in the City and patronage for a future 'destination' rail station;
- (b) create a precinct that offers commercial office space, cafés, restaurants, hotels and tourist accommodation;
- (c) preserve portions of the precinct for predominantly residential, retail and office uses, as appropriate, by the creation of sub-precincts;
- (d) create a high quality inner-city urban character;
- (e) promote a high level of pedestrian amenity with active street frontages to create a liveable and accessible environment for visitors and residents;
- (f) allow buildings designed to maximise river and city views while maintaining view corridors;
- (g) permit additional building height on the most prominent streets within the precinct in return for meeting certain performance criteria relating to exceptional quality architecture, sustainable design, and additional community benefits; and
- (h) preserve and protect the integrity of heritage places within the precinct.



## Provision 2. Land comprising Special Control Area 1

**Special Control Area 1** – South Perth Station Precinct as delineated on the Scheme Map as SCA1, includes land adjacent to portions, or all, of the following streets: Bowman Street, Charles Street, Darley Street, Ferry Street, Frasers Lane, Hardy Street, Harper Terrace, Judd Street, Labouchere Road, Lyall Street, Melville Parade, Mends Street, Mill Point Road, Ray Street, Richardson Street, Scott Street, South Perth Esplanade, and Stone Street.

## Provision 3. Operation of Schedule 9A

- (1) Comprehensive new development within Special Control Area 1 – South Perth Station Precinct shall comply with the development requirements in the second column of Table A of this Schedule. No variation from those requirements is permissible unless a particular development requirement refers to a discretionary power expressly vested in the Council.
- (2) The guidance statements in the third column of Table A explain the rationale for the development requirements in the second column; and guide the Council in the exercise of discretion, where applicable, when considering applications for planning approval for comprehensive new development.
- (3) In cases where the Council has discretionary power to approve a proposed variation from a particular development requirement in Table A, approval shall not be granted unless the Council is satisfied that the proposed development meets the intent of the related guidance statements.
- (4) On sites within the Special Design Area where approval is sought for variations from Development Requirements 3.4 and 5.1, approval shall not be granted unless the Council is satisfied that the proposed development meets the intent of the related guidance statements and also complies with all relevant Performance Criteria in Table B.
- (5) Within Special Control Area 1 – South Perth Station Precinct:
  - (a) the provisions of this Schedule do not apply to alterations or additions of the following kinds:
    - (i) additional habitable floor area which does not add new dwellings or accommodate additional people working in the non-residential portion of a building;
    - (ii) renovations or repairs which do not increase the plot ratio area of the building;
    - (iii) a non-habitable outbuilding;
    - (iv) an open-sided addition;
    - (v) any other non-habitable addition;
    - (vi) modifications to the façade; or
    - (vii) change of use.
  - (b) For alterations or additions of the kinds referred to in paragraph (a) there is no maximum plot ratio within Special Control Area 1 – South Perth Station Precinct, but such alterations or additions are subject to all other relevant provisions of this Scheme.

## Provision 4. Definitions

In this Schedule:

**‘active street frontage’** means a street frontage on the ground floor of a building that enables direct visual and physical contact between the street and the interior of the building to ensure casual surveillance of the public domain. Clearly defined entrances, windows and shop fronts are elements of the building façade that contribute to an active street frontage.

**NOTE ON  
PROVISION 4  
‘DEFINITIONS’ :**  
*Refer to Schedule 1  
for definition of  
‘comprehensive  
new development’.*

**‘discretionary land use’** means a land use which the Council may consider suitable for the Sub-Precinct in which the use is proposed if it can be demonstrated that the use would not detract from the amenity of the Sub-Precinct and would meet the intent of the Sub-Precinct guidance statements for Elements 1 and 2 in Table A.

**‘heritage place’** has the same meaning as the term ‘place’ as defined in the *Heritage of Western Australia Act 1990*.

**‘podium’** means the lower levels of a building, which are to have lesser setbacks than the upper levels as detailed in Element 6 and Element 7 of Table A of this Schedule.

**‘preferred land use’** means a use which contributes to the vision of the Sub-Precinct.

**‘Small Shop’** means a shop with a gross floor area not exceeding 250 square metres. The term does not include a supermarket or department store.

**‘Special Design Area’** means the area identified as a special design area on Plan 2 - Special Design Area forming part of this Schedule.

## Table A: Development Controls for Comprehensive New Development

Development Requirements	Guidance Statements
<b>Element 1: Land Uses – Preferred and Discretionary</b>	
<p><b>1.1 Mends Sub-Precinct</b></p> <p>1.1.1 <u>Preferred land uses:</u> Cafe/Restaurant, Cinema/Theatre, Convenience Store, Hotel, Mixed Development, Office, <b>Service Industry, Shop, Small Shop</b>, Tourist Accommodation; Aged or Dependent Persons' Dwelling, Grouped Dwelling, Multiple Dwelling, Single, Residential Building and Bedroom Dwelling.</p> <p>1.1.2 <u>Discretionary land uses:</u> Consulting Rooms, Educational Establishments and Public Parking Station.</p> <p><b>1.2 Scott-Richardson Sub-Precinct</b></p> <p>1.2.1 <u>Preferred land uses:</u> Café/Restaurant, Mixed Development, Office, <b>Service Industry</b>, Take-Away Food Outlet, Tourist Accommodation, Multiple Dwelling, Grouped Dwelling, Single Bedroom Dwelling, Aged or Dependent Persons' Dwelling and Residential Building.</p> <p>1.2.2 <u>Discretionary land uses:</u> Civic Use, Consulting Rooms, Educational Establishment, Hotel, Public Parking Station, Reception Centre <b>and Small Shop</b>.</p> <p><b>1.3 South Perth Esplanade Sub-Precinct</b></p> <p><u>Preferred land uses:</u> Multiple Dwelling, Grouped Dwelling, Single Bedroom Dwelling, Aged or Dependent Persons' Dwelling, Residential Building and Tourist Accommodation.</p> <p><b>1.4 Stone-Melville Sub-Precinct</b></p> <p>1.4.1 <u>Preferred land uses:</u> Multiple Dwelling, Grouped Dwelling, Single Bedroom Dwelling, Aged or Dependent Persons' Dwelling, Residential Building;</p> <p>1.4.2 <u>Discretionary land uses:</u> Café/Restaurant, Consulting Rooms, Local Shop, Mixed Development and Tourist Accommodation.</p> <p><b>1.5 Uses not listed</b></p> <p>Any use not listed in clauses 1.1, 1.2, 1.3 and 1.4 is not permitted unless the use <b>meets the intent of the related Element 1</b> guidance statements.</p> <p><b>1.6 Interaction of Elements 1 and 2</b></p> <p>With respect to ground floor uses, the provisions of 'Element 2 Ground Floor Uses' will prevail over the provisions of 'Element 1 Land Use' in the event of any inconsistency.</p>	<p>(a) It is intended that this development area is to consolidate its role as an employment destination.</p> <p>(b) Non-residential uses should predominantly comprise offices, <b>shops</b> and <b>other commercial land uses</b>, Educational Establishments <b>and</b> tourist-oriented development.</p> <p><b>(c) Mends Sub-Precinct</b></p> <p>For the Mends Sub-Precinct, <b>shops and other commercial</b> uses are encouraged to retain Mends Street's traditional function as the main retail area in South Perth. Land uses with higher intensity visitation should be located on the ground floor, with non-residential land uses encouraged on the lower floors and residential on the upper floors.</p> <p><b>(d) Scott-Richardson Sub-Precinct</b></p> <p>For the Scott-Richardson Sub-Precinct the traditional Office and small scale <b>shops and other commercial</b> uses are encouraged on the ground and lower floors with residential on the upper floors.</p> <p><b>(e) South Perth Esplanade Sub-Precinct</b></p> <p>For the South Perth Esplanade Sub-Precinct, land uses which preserve a residential character are encouraged.</p> <p><b>(f) Stone-Melville Sub-Precinct</b></p> <p>For the Stone-Melville Sub-Precinct, land uses which preserve a residential character are encouraged, with limited commercial development.</p>



**Table A: Development Controls for Comprehensive New Development (continued)**

Development Requirements	Guidance Statements
<b>Element 2: Ground Floor Land Uses – Preferred and Discretionary</b>	
<p><b>2.1 Mends Sub-Precinct</b></p> <p>2.1.1 No residential dwellings are permitted on the ground floor.</p> <p>2.1.2 <u>Preferred ground floor land uses:</u> Cafe/Restaurant, Convenience Store, Hotel, Office, <b>Service Industry, Shop, Small Shop</b>, and Tourist Accommodation.</p> <p>2.1.3 <u>Discretionary ground floor land uses:</u> Consulting Rooms, Educational Establishment.</p> <p><b>2.2 Scott-Richardson Sub-Precinct</b></p> <p>2.2.1 No residential dwellings are permitted on the ground floor.</p> <p>2.2.2 <u>Preferred ground floor land uses:</u> Café/Restaurant, Office, <b>Service Industry, Small Shop</b> and Take-Away Food Outlet.</p> <p>2.2.3 <u>Discretionary ground floor land uses:</u> Consulting Rooms, Educational Establishment.</p> <p><b>2.3 South Perth Esplanade Sub-Precinct</b></p> <p><u>Preferred ground floor land uses:</u> Grouped Dwelling, Multiple Dwelling, Aged or Dependent Persons' Dwelling, Single Bedroom Dwelling, Residential Building and Tourist Accommodation.</p> <p><b>2.4 Stone-Melville Sub-Precinct</b></p> <p><u>Preferred ground floor land uses:</u> Multiple Dwelling, Grouped Dwelling, Single Bedroom Dwelling, Aged or Dependent Persons' Dwelling, Residential Building, Café/Restaurant, Consulting Rooms, Local Shop, Mixed Development, and Tourist Accommodation.</p> <p><b>2.5 Uses not listed</b></p> <p>Any land use not listed in clauses 2.1, 2.2, 2.3 and 2.4 is not permitted unless the use <b>meets the intent of the</b> related <b>Element 2</b> guidance statement.</p>	<p>(a) The ground floors of buildings are the most important in engendering interaction between the public and private realms. As such, for the Mends and Scott-Richardson Sub-Precincts, non-residential uses are expected at the ground floor level to enhance the public / private interface.</p> <p>(b) Within Element 2 'Ground Floor Land Uses', the sole purpose of designating uses as either 'preferred' or 'discretionary' is to indicate their appropriateness for location on the ground floor of a building. This does not indicate their appropriateness within a particular Sub-Precinct.</p> <p>(To determine whether a land use is 'preferred' or 'discretionary' within a particular Sub-Precinct, refer to Element 1.)</p>
<b>Element 3: Plot Ratio and Land Use Proportions</b>	
<p>3.1 There is no maximum plot ratio for any development within <b>Special Control Area 1 – South Perth Station Precinct</b>.</p> <p>3.2 Within the Scott-Richardson Sub-Precinct and the Mends Sub-Precinct, all development shall have a non-residential component with a minimum plot ratio of 1.0.</p> <p>3.3 In the Scott-Richardson Sub-Precinct and the Mends Sub-Precinct, where the total plot ratio of a Mixed Development is 3.0 or less, the plot ratio of the residential component shall not exceed 1.5.</p>	<p>(a) With the exception of the South Perth Esplanade and Stone-Melville Sub-Precincts, any comprehensive new development should <b>make a significant contribution towards consolidation of the South Perth Station Precinct</b> as an employment destination.</p> <p style="text-align: right;">(cont'd)</p>

## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Table A: Development Controls for Comprehensive New Development (continued)**

Development Requirements	Guidance Statements
<b>Element 3: Plot Ratio and Land Use Proportions (continued)</b>	
<p>3.4 In the Scott-Richardson Sub-Precinct and the Mends Sub-Precinct, on sites which are not in the Special Design Area, where the total plot ratio of a Mixed Development is more than 3.0, there is no maximum plot ratio for the residential component.</p> <p>3.5 On sites in the Special Design Area, where the total plot ratio of a Mixed Development is more than 3.0, the plot ratio of the non-residential component shall be not less than 1.5 unless the Council approves a lower non-residential plot ratio to a minimum of 1.0, where satisfied that the development meets the intent of Guidance Statement (a).</p> <p>3.6 The provisions of the Codes relating to dwelling size in activity centres shall apply.</p> <p>3.7 For development that includes residential dwellings, the provisions of the Codes relating to 'Utilities and Facilities' in activity centres shall apply.</p> <p><b>3.8 South Perth Esplanade and Stone-Melville Sub-Precincts</b></p> <p>Clauses 3.2, 3.3 and 3.4 do not apply to the South Perth Esplanade Sub-Precinct and the Stone-Melville Sub-Precinct.</p>	<p>(b) To meet potential occupiers' diverse needs, all developments that include a residential component should provide a diversity of dwelling sizes and number of bedrooms, including Single Bedroom Dwellings.</p> <p>(c) For residential dwellings, storerooms, rubbish collection and clothes drying areas should be provided.</p>
<b>Element 4: Podium Height</b>	
<p>4.1 The podium height shall be 9 metres minimum and 13.5 metres maximum.</p> <p>4.2 For properties that contain or abut a heritage place, the podium height shall be a minimum of 7 metres and a maximum of 10.5 metres unless otherwise approved by the Council after giving due consideration to Element 13 of Table A of this Schedule.</p> <p>4.3 On a corner site, in order to accommodate an architectural design feature, the Council may permit a variation from the maximum podium height prescribed in clause 4.1 where the development meets the intent of the related guidance statements.</p>	<p>(a) The scale of the podium is an important contributory factor to the character and perceived integrity of the street.</p> <p>(b) Corner podium with architectural design features is encouraged.</p>
<b>Element 5: Building Height</b>	
<p>5.1 With the exception of any variations that the Council may approve under Element 6 'Special Design Area', buildings shall comply with the height limits shown on Plan 3 'Building Heights'.</p>	<p>(a) In general, the building height limits shown on Plan 3 'Building Heights', coupled with unlimited total plot ratio, will facilitate achievement of the desired character of the South Perth Station Precinct as an urban place with a dynamic and vibrant inner city atmosphere. Within the Special Design Area comprising sites fronting the more prominent streets, it is appropriate to allow taller buildings provided the performance criteria in Table B are met.</p>

## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Table A: Development Controls for Comprehensive New Development (continued)**

Development Requirements	Guidance Statements
<b>Element 6: Special Design Area</b>	
<p>6.1 In the case of a development in the Special Design Area with a plot ratio of more than 3.0, the Council may approve a variation from the Building Height Limit shown on Plan 3, where the Council is satisfied that the development meets:</p> <p>(a) all relevant Performance Criteria in Table B; and</p> <p>(b) the intent of the guidance statement for Element 5 'Building Height'.</p> <p>6.2 Where a variation from the prescribed Building Height Limit is sought under Development Requirement 6.1, as part of the application for planning approval a report shall be submitted demonstrating how the development meets the performance criteria in Table B and the intent of the guidance statement for Elements 5.</p>	<p>(a) The lots comprising the Special Design Area front onto streets which have a high degree of visibility, either by virtue of their aspect or proximity to high volumes of vehicle or pedestrian traffic. All developments in the Special Design Area should be designed to display a strong visual presence and landmark qualities.</p> <p>(b) Table B contains a range of performance criteria aimed at promoting developments of exceptional design quality and sustainability and offering additional community benefits, among other design considerations. Subject to meeting all of the relevant performance criteria in Table B and the intent of the guidance statement for Element 5, sites in the Special Design Area have the potential to achieve greater development yields than permissible in accordance with the requirements of Table A.</p>
<b>Element 7: Relationship to the Street</b>	
<p>7.1 The street setbacks apply to both residential and non-residential components of buildings.</p> <p>7.2 Subject to clause 7.5.1, with the exception of development on sites fronting the streets referred to in clauses 7.3 and 7.4, all development shall incorporate a podium with a nil street setback. For development on sites fronting the streets referred to in Development Requirements 7.3 and 7.4, inclusion of a podium is optional.</p> <p>7.3 For properties fronting the following streets, the street setback for any part of the building including the podium, if any, shall be 4 metres unless otherwise approved by the Council:</p> <p>(a) Darley Street;</p> <p>(b) Ferry Street;</p> <p>(c) Frasers Lane;</p> <p>(d) Judd Street (north side);</p> <p>(e) Melville Parade, north of Judd Street;</p> <p>(f) Ray Street;</p> <p>(g) Scott Street; and</p> <p>(h) Stone Street.</p> <p><b>7.4 South Perth Esplanade Sub-Precinct</b></p> <p>7.4.1 The setback from South Perth Esplanade shall be 6 metres unless otherwise approved by the Council.</p>	<p>(a) With the exception of sites fronting on to the streets listed in clauses 7.3 and 7.4, to achieve a high degree of continuity of the street edge, the podium should abut the street boundary, with the upper levels above the podium being set back in accordance with Element 8 'Side and Rear Setbacks'.</p> <p>(b) Ground floor commercial tenancies adjacent to any street should maximize active street frontages and provide a public entrance directly accessible from the street.</p> <p>(c) The extent of blank or solid wall at ground level adjacent to the street should be minimised.</p> <p>(d) Deep and poorly illuminated recesses are to be avoided at ground level adjacent to pedestrian paths.</p> <p>(e) Where cafés or restaurants are proposed, alfresco dining is encouraged.</p>

(cont'd)



## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Table A: Development Controls for Comprehensive New Development (continued)**

Development Requirements	Guidance Statements
<b>Element 7: Relationship to the Street (continued)</b>	
<p><b>7.5 Scott-Richardson and Mends Sub-Precincts</b></p> <p>7.5.1 The following requirements apply unless otherwise approved where the Council is satisfied that the proposed development meets the intent of the related guidance statements:</p> <ul style="list-style-type: none"> <li>(a) For properties in all streets not referred to in Development Requirements 7.3 and 7.4, the street setback to the podium shall be zero for a minimum of 60% of the street frontage.</li> <li>(b) Ground floor street facades shall comprise at least one pedestrian entrance and a minimum of 60% clear glass with a maximum sill height of 450mm above the adjacent footpath level. No obscure screening is permitted higher than 1.2 metres above the adjacent footpath level.</li> <li>(c) Portions of ground floor street facades with no openings shall not exceed 5 metres in length.</li> </ul> <p>7.5.2 For storeys above the podium, the setback from the street to the main external wall of a building shall be a minimum of 4.0 metres.</p> <p>7.5.3 Where satisfied that the intent of the related guidance statement is met, the Council may grant approval for cantilevered balconies or decorative elements to be set back a minimum of 3.0 metres from the street boundary of the development site.</p>	<ul style="list-style-type: none"> <li>(f) To achieve strong visual distinction between the podium and the storeys above it, the main external wall above the podium is to be set back a minimum of 4.0 metres from the street boundary. However, to enhance the overall built form, a lesser setback may be allowed for cantilevered balconies or decorative elements on the street elevation provided that: <ul style="list-style-type: none"> <li>(i) strong visual differentiation between the podium and the upper storeys is maintained;</li> <li>(ii) the perceived scale of the building does not dominate public space;</li> <li>(iii) the projecting elements have sufficient design merit and visual interest; and</li> <li>(iv) solar access to the public footpath is not adversely affected.</li> </ul> </li> </ul>
<b>Element 8: Side and Rear Setbacks</b>	
<p>8.1 Subject to Development Requirement 8.3, for both residential and non-residential components of a building, podium walls shall have a zero setback from side and rear boundaries. The Council may approve a greater setback where the development meets the intent of the related the guidance statement.</p> <p>8.2 Subject to Development Requirement 8.3, for the portion of a building above the podium, or where there is no podium on sites fronting streets referred to in Element 7, the setbacks from side and rear boundaries shall be:</p> <ul style="list-style-type: none"> <li>(a) For non-residential components: 3 metres minimum.</li> <li>(b) For residential components: Not less than the setbacks prescribed in Table 5 of the Codes which shall apply to both side and rear boundaries.</li> </ul> <p>8.3 In the case of a development involving additions or alterations to a heritage place, or on a site adjoining a heritage place, the minimum setback from the side and rear boundaries shall be as determined by the Council having regard to the preservation of the visual significance and integrity of the heritage place.</p>	<ul style="list-style-type: none"> <li>(a) The podium levels of buildings will normally be required to have zero side and rear setbacks to ensure a high degree of continuity of the street edge.</li> <li>(b) The portion of a building above the podium is required to be set back from side and rear boundaries to allow light and solar penetration between buildings.</li> <li>(c) Any building constructed on a site adjoining a heritage place must preserve the visual significance and integrity of the heritage place. To contribute to the achievement of this objective, the new building needs to be set back appropriate distances from the side and rear boundaries of the development site.</li> </ul>

## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Table A: Development Controls for Comprehensive New Development (continued)**

Development Requirements	Guidance Statements
<b>Element 9: Parking</b>	
<p>9.1 Subject to Development Requirement 9.2, the minimum required on-site parking bays shall be as follows:</p> <p>(a) For residential uses –</p> <ul style="list-style-type: none"> <li>(i) 0.75 car bays per dwelling for occupiers of Single Bedroom Dwellings;</li> <li>(ii) 1 car bay per dwelling for occupiers of dwellings other than Single Bedroom Dwellings;</li> <li>(iii) 1 additional car bay per 6 dwellings for visitors;</li> <li>(iv) in addition to the required car bays, 1 bicycle bay per 3 dwellings; and 1 bicycle bay per 10 dwellings for visitors, designed in accordance with AS2890.3 (as amended).</li> </ul> <p>(b) For non-residential Uses –</p> <ul style="list-style-type: none"> <li>(i) 0.5 car bays per Tourist Accommodation suite;</li> <li>(ii) 1 car bay per 50 square metres of gross floor area for uses other than Tourist Accommodation;</li> <li>(iii) 10%, or 2, of the total number of required car bays, whichever is the greater, marked for the exclusive use of visitors;</li> <li>(iv) in addition to the required car bays, for staff use, 1 bicycle bay per 200 square metres of gross floor area designed in accordance with AS2890.3 (as amended); together with 1 secure clothes locker per bay; and 1 male and 1 female shower per 10 bays.</li> </ul> <p>9.2 Notwithstanding Development Requirement 9.1, for non-residential Uses only, the Council may approve a lesser number of car or bicycle bays where it is demonstrated to the satisfaction of the Council that the proposed number of bays is sufficient, having regard to different periods of peak parking demand for proposed non-residential land uses on the development site.</p> <p>9.3 All visitor parking bays shall be:</p> <ul style="list-style-type: none"> <li>(a) marked and clearly signposted as dedicated for visitor use only;</li> <li>(b) connected to an accessible path of travel for people with disabilities.</li> </ul> <p>9.4 Subject to Development Requirement 9.5, all visitor parking bays shall be located close to, or visible from, the point of vehicular entry to the development site and outside any security barrier. (cont'd)</p>	<p>(a) In an urban area with excellent public transport and a highly walkable environment, there is a strong rationale not to apply the high levels of parking provision associated with suburban environments.</p> <p>(Note: Maximum car parking requirements may be applied in the future.)</p> <p>(b) Having regard to the reduced parking requirements within the South Perth Station Precinct, no parking concessions are allowed except where a proposed development includes more than one non-residential use and those uses have different periods of peak parking demand.</p> <p>(c) On-site visitor parking bays need to be provided in a conveniently accessible location without obstructing entry to, or egress from, occupiers' parking bays.</p>

## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Table A: Development Controls for Comprehensive New Development (continued)**

Development Requirements	Guidance Statements
<b>Element 9: Parking (continued)</b>	
<p>9.5 Notwithstanding Development Requirement 9.4, visitor parking bays may be placed:</p> <ul style="list-style-type: none"> <li>(a) elsewhere on the development site if the Council considers that the proposed location of those bays would be more convenient for visitors; and</li> <li>(b) inside a security barrier where: <ul style="list-style-type: none"> <li>(i) two of the visitor bays are provided outside the security barrier unless otherwise approved where the Council is satisfied that the intent of Guidance Statement (c) is met; and</li> <li>(ii) visitors have convenient access to an electronic communication system linked to each occupier of the building.</li> </ul> </li> </ul>	
<b>Element 10: Canopies</b>	
<p>10.1 Where a building abuts the street boundary, a canopy with a minimum projection depth of 2.5 metres shall be provided over the street footpath.</p>	<p>(a) Where a building abuts the street boundary, a canopy should be provided that extends sufficiently over the footpath to provide a reasonable degree of shade and shelter to pedestrians.</p>
<b>Element 11: Vehicle Crossovers</b>	
<p>11.1 Only one vehicle crossover per lot per street is permitted.</p> <p>11.2 Two-way crossovers to a maximum width of 6 metres are permitted for parking areas containing 30 car bays and parking areas predominantly providing for short-term parking.</p> <p>11.3 For development that includes residential dwellings, the provisions of the Codes relating to sight lines at vehicle access points and street corners in activity centres shall apply.</p> <p><b>11.4 Mends Sub-Precinct</b></p> <p>For the Mends Sub-Precinct, the above requirements for vehicle crossovers shall apply except in the following circumstances:</p> <ul style="list-style-type: none"> <li>(a) where appropriate alternative vehicle access is available from a rear lane or other right of way, no vehicle access from the primary or secondary street is permitted; and</li> <li>(b) where appropriate alternative vehicle access is available from another street, no vehicle access from Mends Street is permitted.</li> </ul>	<p>(a) The quality of the pedestrian experience should take precedence over the quality of the driver's experience by minimising the number of vehicle/ pedestrian conflict points, in order to create a safer and more attractive pedestrian environment.</p> <p>(b) Shared crossovers are strongly encouraged.</p>



## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Table A: Development Controls for Comprehensive New Development (continued)**

Development Requirements	Guidance Statements
<b>Element 12: Landscaping and Outdoor Living Areas</b>	
<p>12.1 Where landscaping is proposed, a landscaping plan meeting the intent of the related guidance statement shall be submitted as part of the application for planning approval.</p> <p>12.2 For development that includes residential dwellings, the provisions of the Codes relating to outdoor living areas in activity centres shall apply.</p>	<p>(a) Where a street setback is provided, landscaping in the setback area should be based on water-sensitive design principles, minimise water consumption and maximise retention and re-use of water and have due consideration to Element 14 'Designing Out Crime'.</p> <p>(b) All residential dwellings should be provided with outdoor living areas.</p>
<b>Element 13: Heritage</b>	
<p>13.1 In the case of a development involving additions or alterations to a heritage place, or on a site adjoining a heritage place, the application for planning approval shall be accompanied by a heritage impact statement justifying the appropriateness of the built form of the development, including specific reference to the impact of the proposed podium height and overall building height.</p> <p>13.2 In the case of a development involving additions or alterations to a heritage place, the proposed development shall retain, re-use and maintain the integrity of the existing heritage place.</p> <p>13.3 The siting and design of any building on a site adjoining a heritage place shall respect the visual significance and integrity and not overwhelm or adversely affect the heritage place having regard to the design, size, scale, setbacks and proportion of the proposed development, particularly as viewed from the street.</p>	<p>(a) The precinct contains a number of places which are recognised for their heritage value. The streetscape character in the near vicinity is influenced by the scale and form of these heritage places.</p> <p>(b) Any development on a site containing or abutting a heritage place should respect the scale of that building, particularly as viewed from the street.</p> <p>(c) Any new development on or abutting a heritage place should be located so as to ensure that the character of the heritage place is not adversely affected.</p> <p>(d) New development should be complementary to and supportive of the heritage places without copying or mimicking them.</p>
<b>Element 14: Designing Out Crime</b>	
<p>14.1 Primary pedestrian access points shall be visible from buildings and the street.</p> <p>14.2 Developments shall, when relevant, incorporate illumination in accordance with the following Australian Standards:</p> <p>(a) AS 1680 regarding safe movement;</p> <p>(b) AS 1158 regarding lighting of roads and public spaces; and</p> <p>(c) AS 4282 Control of obtrusive effects of outdoor lighting.</p> <p>14.3 Storage areas shall be sited in a location that will not facilitate access to upper level windows and balconies.</p> <p>14.4 Public and Private areas shall be differentiated by the use of differing materials.</p> <p style="text-align: right;">(cont'd)</p>	<p>(a) Design should, as far as practicable, enhance natural surveillance, natural access control and territorial reinforcement.</p> <p>(b) The design of developments should avoid creation of areas of entrapment in recesses, alleyways or other areas providing no alternative means of escape.</p>

## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Table A: Development Controls for Comprehensive New Development (continued)**

Development Requirements	Guidance Statements
<p>14.5 Any fence on the perimeter of the public realm shall be:</p> <ul style="list-style-type: none"> <li>(a) no higher than 0.9 metres; or</li> <li>(b) no higher than 1.5 metres provided that the portion above 0.9 metres comprises open grille panels between piers with the solid portions comprising not more than 20% of its face in aggregate.</li> </ul> <p>14.6 Security grilles and other security devices that have potential to adversely affect the streetscape are not permitted unless the Council is satisfied that the device meets the intent of the <b>relevant</b> guidance statements.</p>	
<b>Element 15: Road and Rail Transport Noise</b>	
<p>15.1 On sites having a frontage to Melville Parade or other streets as determined by the Council, in the case of an application for planning approval for development containing noise sensitive land uses:</p> <ul style="list-style-type: none"> <li>(a) a noise assessment shall be undertaken and the findings shall be submitted to the Council with the application;</li> <li>(b) if required by Council, the application shall include a noise management plan;</li> <li>(c) the noise assessment and noise management plan shall be prepared in accordance with Western Australian Planning Commission's State Planning Policy 5.4 <i>'Road and Rail Transport Noise and Freight Consideration in Land Use Planning'</i>;</li> <li>(d) where noise limits referred to in State Planning Policy 5.4 are likely to be exceeded, the solution identified in the noise management plan shall be detailed and justified.</li> </ul>	<p>(a) Development in proximity to the Kwinana Freeway should be designed having regard to noise mitigation measures.</p>

## Table B: Performance Criteria for Special Design Area

**Note:** Refer to the Development Requirements and Guidance Statements for Element 6 'Special Design Area' within Table A: Development Controls for Comprehensive New Development.

Design Consideration	Performance Criteria
1. Minimum Lot Area and Frontage	The development site is to have a minimum area of 1,700 sq. metres and a minimum lot frontage of 25 metres unless the Council <b>approves</b> a minor variation <b>where it is demonstrated that amalgamation with an adjoining site cannot reasonably be achieved due to the density, tenure and / or use of the adjoining sites.</b>
2. Design Quality	The proposed development is of an exceptional architectural design quality as determined by Council.
3. Overshadowing	The proposed development has been designed with regard for solar access for neighbouring properties taking into account ground floor outdoor living areas, major openings to habitable rooms, solar collectors and balconies.
4. Dwelling Density and Type	Residential development must have a minimum residential density of 100 dwellings per gross hectare or provide a minimum of 20% single bedroom dwellings (rounded up to the next whole number of dwellings).
5. Vehicle Management	The applicant shall submit a traffic engineer's impact assessment report confirming that additional traffic and on-street parking demand resulting from the additional floor space produced by the variation of Elements 3 and 5 does not cause an unacceptable impact on the surrounding street network.
6. Car Parking	<p>(a) <b>The maximum permissible number of on-site parking bays for residential uses shall be as follows:</b></p> <ul style="list-style-type: none"> <li>(i) 1 car bay per dwelling for occupiers of Single Bedroom Dwellings and dwellings containing 2 bedrooms;</li> <li>(ii) 2 car bays per dwelling for occupiers of dwellings containing 3 or more bedrooms.</li> </ul> <p>(b) The development site shall not have car parking bays at the ground level within 10 metres of a road frontage, unless <b>otherwise approved by</b> the Council.</p> <p>(c) At least 60% of the primary street frontage is to be an active street frontage.</p>
7. Additional Community Benefits and Sustainable Design Elements	<p><b>(1) For building height to a maximum of 30 metres above height limit shown on Plan 3 'Building Heights'</b></p> <p>(a) all of the following are required:</p> <ul style="list-style-type: none"> <li>(i) High quality active street frontages, furniture and landscape features.</li> <li>(ii) Facilities accessible to the public such as landscaped spaces, podium level gardens or gymnasium equipment.</li> <li>(iii) Either view corridors or preservation of mid-winter sunlight to adjacent land or buildings, or both.</li> <li>(iv) At least a 5-star Green Star rating, or equivalent.</li> </ul> <p><b>PLUS</b></p> <p>(b) at least 3 of the following:</p>



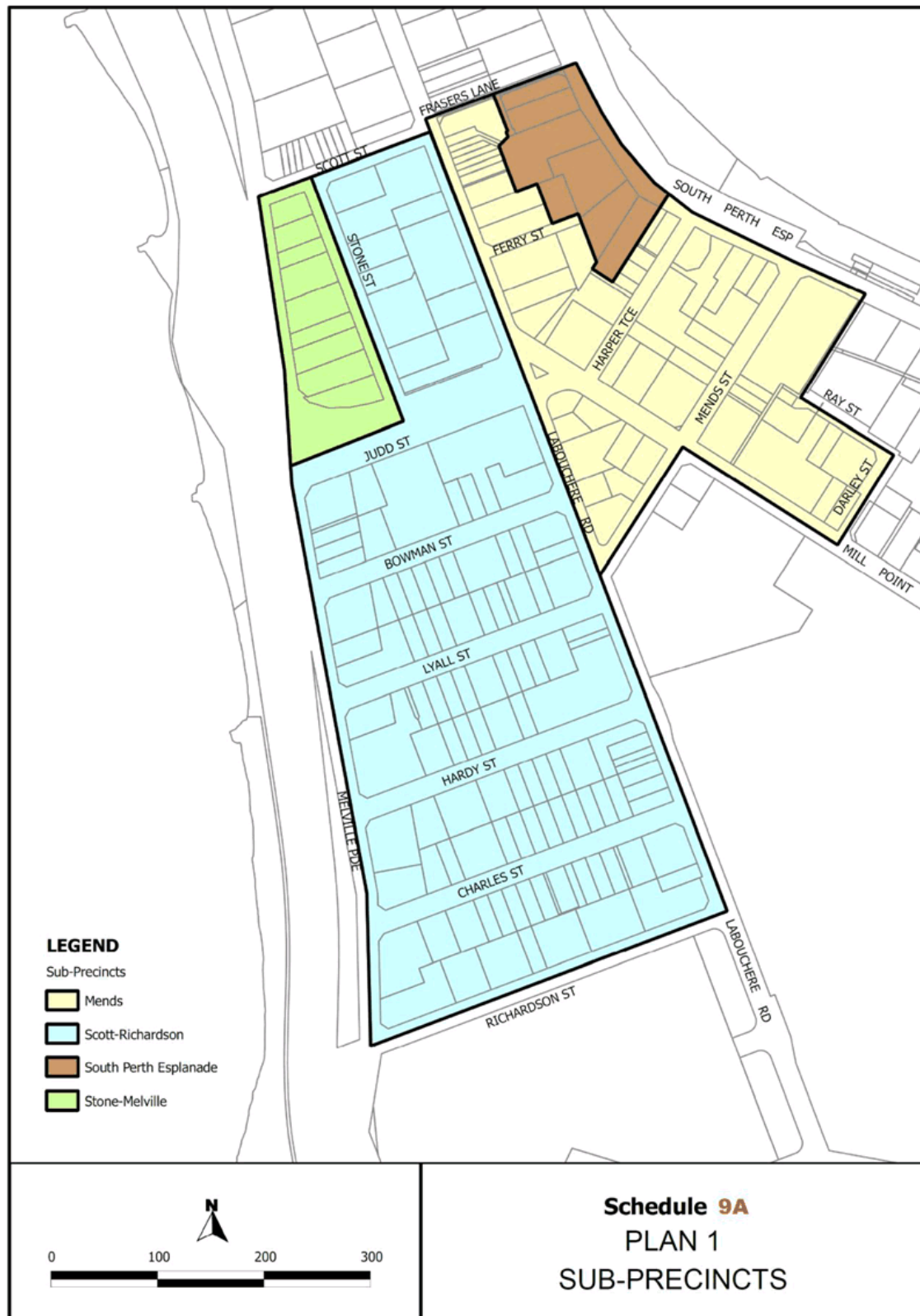
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	<ul style="list-style-type: none"> <li>(i) Improvements to pedestrian networks and public security.</li> <li>(ii) Community, communal or commercial meeting facilities including, but not limited to function rooms, lecture theatres and boardrooms.</li> <li>(iii) Charging station for electric cars within the development.</li> <li>(iv) Minimum of 20% of the residential units are to meet the Adaptable House Class C of Australian Standard AS 4299 (Adaptable Housing).</li> <li>(v) The ownership of a minimum of 5% of the residential units is to be transferred to a registered social housing organisation, to be managed as affordable housing through a program recognised by the Department of Housing, for at least 20 years from the date of occupation of the building.</li> <li>(vi) A green travel plan to be developed and implemented for the development.</li> <li>(vii) For use by visitors to the proposed building or to buildings on any other site, cyclists' end-of-trip facilities including secure bicycle storage facilities, change rooms, clothes lockers and showers.</li> </ul> <p><b>(2) For building height more than 30 metres above, to a maximum of 60 metres above height limit shown on Plan 3 'Building Heights'</b></p> <ul style="list-style-type: none"> <li>(a) all of the following are required: <ul style="list-style-type: none"> <li>(i) High quality active street frontages, furniture and landscape features.</li> <li>(ii) Facilities accessible to the public such as landscaped spaces, podium level gardens or gymnasium equipment.</li> <li>(iii) Either view corridors or preservation of mid-winter sunlight to adjacent land or buildings, or both.</li> <li>(iv) At least a 5-star Green Star rating, or equivalent.</li> <li>(v) Charging station for electric cars within the development.</li> <li>(vi) A green travel plan to be developed and implemented for the development.</li> </ul> <p>PLUS</p> </li> <li>(b) at least 3 of the following: <ul style="list-style-type: none"> <li>(i) Improvements to pedestrian networks and public security.</li> <li>(ii) Community, communal or commercial meeting facilities including, but not limited to function rooms, lecture theatres and boardrooms.</li> <li>(iii) Minimum of 20% of the residential units are to meet the Adaptable House Class B of Australian Standard AS 4299 (Adaptable Housing).</li> <li>(iv) The ownership of a minimum of 5% of the residential units is to be transferred to a registered social housing organisation, to be managed as affordable housing through a program recognised by the Department of Housing, for at least 20 years from the date of occupation of the building.</li> <li>(v) For use by visitors to the proposed building or to buildings on any other site, cyclists' end-of-trip facilities including secure bicycle storage facilities, change rooms, clothes lockers and showers.</li> </ul> </li> </ul>
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## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

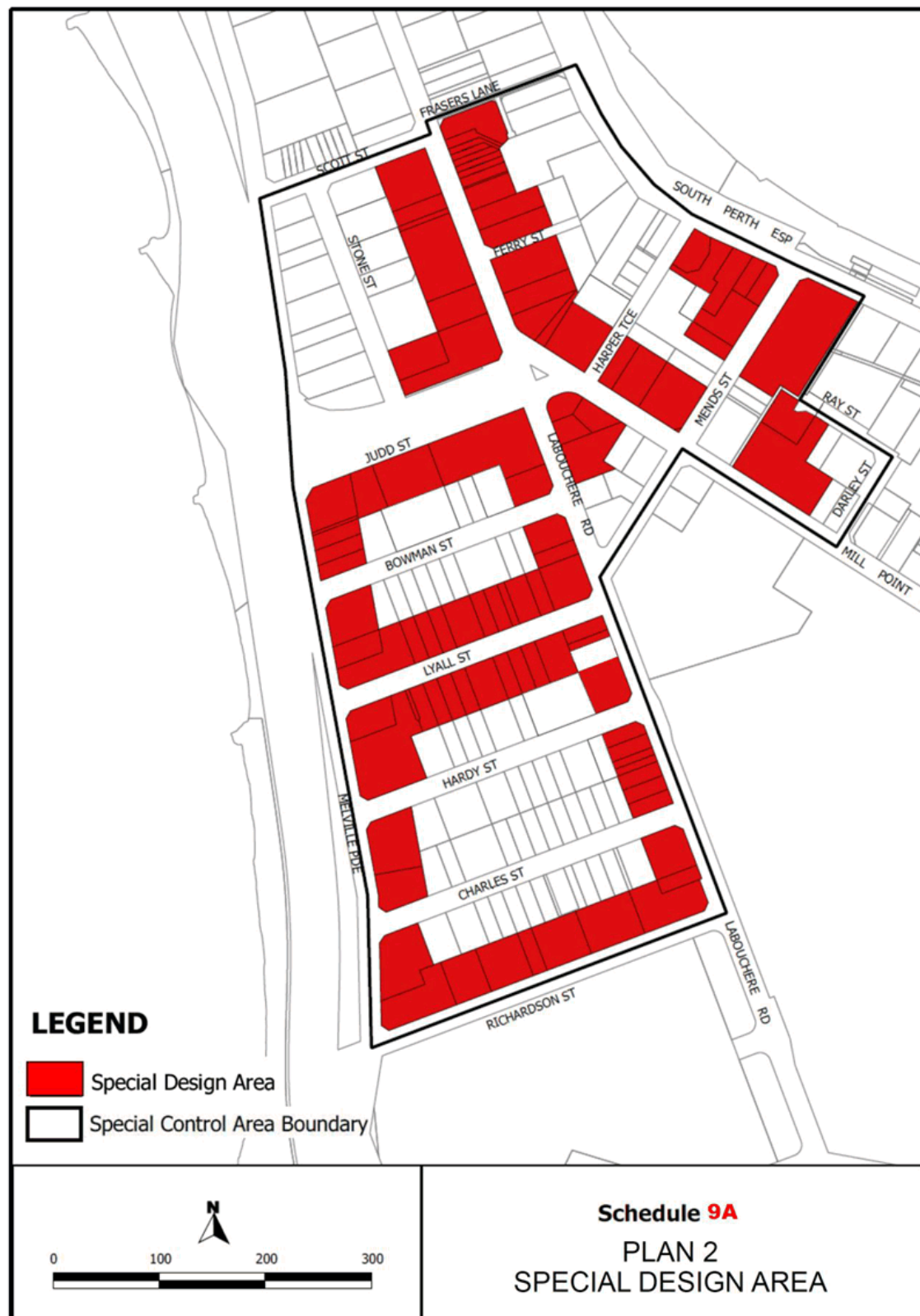
	<p><b>(3) For building height more than 60 metres above height limit shown on Plan 3 'Building Heights'</b></p> <p>(a) all of the following are required:</p> <ul style="list-style-type: none"> <li>(i) High quality active street frontages, furniture and landscape features.</li> <li>(ii) Facilities accessible to the public such as landscaped spaces, podium level gardens or gymnasium equipment.</li> <li>(iii) Either view corridors or preservation of mid-winter sunlight to adjacent land or buildings, or both.</li> <li>(iv) 6-star Green Star rating, or equivalent.</li> <li>(v) Charging station for electric cars within the development.</li> <li>(vi) A green travel plan to be developed and implemented for the development.</li> </ul> <p>PLUS</p> <p>(b) at least 4 of the following:</p> <ul style="list-style-type: none"> <li>(i) Improvements to pedestrian networks and public security.</li> <li>(ii) Community, communal or commercial meeting facilities including, but not limited to function rooms, lecture theatres and boardrooms.</li> <li>(iii) Minimum of 20% of the residential units are to meet the Adaptable House Class B of Australian Standard AS 4299 (Adaptable Housing).</li> <li>(iv) The ownership of a minimum of 5% of the residential units is to be transferred to a registered social housing organisation, to be managed as affordable housing through a program recognised by the Department of Housing, for at least 20 years from the date of occupation of the building.</li> <li>(v) For use by visitors to the proposed building or to buildings on any other site, cyclists' end-of-trip facilities including secure bicycle storage facilities, change rooms, clothes lockers and showers.</li> </ul>
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## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

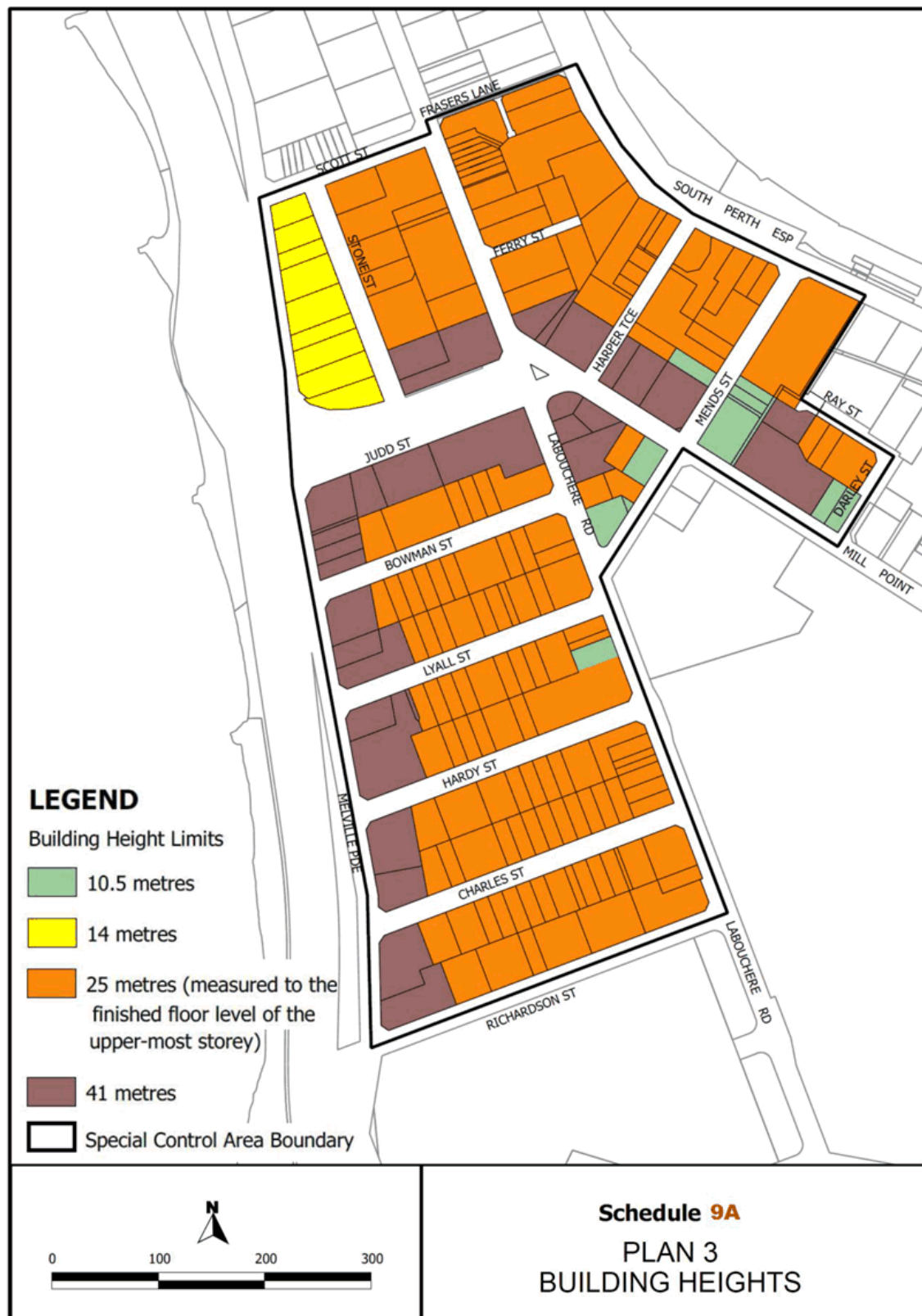




## Amendment No.46 to City of South Perth Town Planning Scheme No. 6



## Amendment No.46 to City of South Perth Town Planning Scheme No. 6



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Amendment No.46 to City of South Perth Town Planning Scheme No. 6

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2. The following clauses are amended by deleting the term 'Schedule 9' and replacing it with the term 'Schedule 9A' wherever it occurs:

Clause 3.3 (9)  
Clause 4.3 (1)(m) and (n)  
Clause 4.7 (3)  
Clause 5.1 (6)  
Clause 5.2 (3)  
Clause 5.3 (3)  
Clause 6.1A (10)(b) and Note  
Clause 6.3 (13)  
Clause 6.3A (8)  
Clause 6.4 (6)  
Clause 7.8 (2)(d)  
Clause 10.1 (1)(b)  
Indexes of Schedules.



## Adoption

**ADOPTED** by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on 28 October 2014.

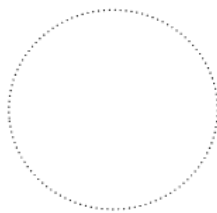
\_\_\_\_\_  
SUE DOHERTY  
MAYOR

\_\_\_\_\_  
A C FREWING  
CHIEF EXECUTIVE OFFICER

## Final Approval

**ADOPTED** by resolution of the Council of the City of South Perth at the Ordinary Meeting of the Council held on 25 August 2015 and the Seal of the City was hereunto affixed by the authority of a resolution of the Council in the presence of:

CITY OF SOUTH PERTH  
SEAL



\_\_\_\_\_  
SUE DOHERTY  
MAYOR

\_\_\_\_\_  
A C FREWING  
CHIEF EXECUTIVE OFFICER

### RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

\_\_\_\_\_  
*Delegated under S.16 of the PD Act 2005*

Dated \_\_\_\_\_

### FINAL APPROVAL GRANTED

\_\_\_\_\_  
JOHN DAY  
MINISTER FOR PLANNING

Dated \_\_\_\_\_

**Attachment (c)**

**MODIFIED**

City of South Perth  
**Town Planning Scheme No. 6**

# Amendment No. 46

South Perth Station Precinct: Special Control Area SCA 1:  
Rectifying anomalies and ambiguities in Schedule 9 and  
strengthening criteria for building height variations

RECOMMENDED MODIFIED  
AMENDMENT TEXT  
after considering submissions



**Civic Centre**

Cnr Sandgate Street and South Terrace  
SOUTH PERTH WA 6151

Monday to Friday: 8.30am to 5.00pm

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Web: [www.southperth.wa.gov.au](http://www.southperth.wa.gov.au)

**NOTE:**

Throughout this document, coloured lettering signifies the following:

Black lettering	Remnant text from the existing (Amendment No 25) Schedule 9 of TPS6
Red lettering	Proposed Amendment No. 46 text endorsed for advertising for community comment
Blue lettering	Recommended proposed Amendment No. 46 text modified after consideration of submissions



Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Modified Amendment recommended by Council after considering submissions**

PLANNING AND DEVELOPMENT ACT 2005



**Town Planning Scheme No. 6**  
**Amendment No. 46**

Modified by Council after considering submissions

Council Meeting 25 August 2015

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the above local planning scheme as follows:

1. Clause 4.3 (1)(c) is amended by deleting the first word, 'The', and replacing it with the following words:  
 "Other than in Special Control Area 1 'South Perth Station Precinct', the".
2. Schedule 9 is deleted and the following new Schedule 9A is inserted in its place:

*"Schedule 9A*

*Special Control Area 1 –*  
*South Perth Station Precinct*

Refer to Clause 10.1

**NOTES**

## **Provision 1 Objectives of Special Control Area 1**

The objectives of the development controls for Special Control Area 1 – South Perth Station Precinct are to:

- (a) promote more intensive commercial land use to support the increased residential population, provide greater employment self-sufficiency in the City and patronage for a future 'destination' rail station;
- (b) create a precinct that offers commercial office space, cafés, restaurants, hotels and tourist accommodation;
- (c) preserve portions of the precinct for predominantly residential, retail and office uses, as appropriate, by the creation of sub-precincts;
- (d) create a high quality inner-city urban character;
- (e) promote a high level of pedestrian amenity with active street frontages to create a liveable and accessible environment for visitors and residents;

**NOTE ON SCHEDULE 9A :**  
*Schedule 9A added by Amendment No. 46 (GG ....)*  
*[Note added ....]*

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct (cont'd)

#### NOTES

- (f) allow buildings designed to maximise river and city views while maintaining view corridors;
- (g) permit additional building height on the most prominent streets within the precinct in return for meeting certain performance criteria relating to exceptional quality architecture, sustainable design, and additional community benefits; and
- (h) preserve and protect the integrity of heritage places within the precinct.

## Provision 2 Land comprising Special Control Area 1

**Special Control Area 1** – South Perth Station Precinct as delineated on the Scheme Map as SCA1, includes land adjacent to portions, or all, of the following streets: Bowman Street, Charles Street, Darley Street, Ferry Street, Frasers Lane, Hardy Street, Harper Terrace, Judd Street, Labouchere Road, Lyall Street, Melville Parade, Mends Street, Mill Point Road, Ray Street, Richardson Street, Scott Street, South Perth Esplanade, and Stone Street.

## Provision 3 Operation of Schedule 9A

- (1) Comprehensive new development within Special Control Area 1 – South Perth Station Precinct shall comply with the development requirements in the first column of Table A of this Schedule. No variation from those requirements is permissible unless the provisions of a particular development requirement provide Council with a discretionary power to approve a variation from that requirement.
- (2) The guidance statements in the second column of Table A explain the rationale for the development requirements in the first column; and guide the Council in the exercise of discretion, where applicable, when considering applications for planning approval for comprehensive new development.
- (3) In cases where the Council has discretionary power to approve a proposed variation from a particular development requirement in Table A, approval shall not be granted the proposed comprehensive new development satisfies the related guidance statements.
- (4) On sites within the Special Design Area where approval is sought for variations from Development Requirement 5.1, approval shall not be granted unless the proposed comprehensive new development satisfies the related guidance statements and also complies with all Performance Criteria in Table B.
- (5) Within Special Control Area 1 – South Perth Station Precinct:
  - (a) the provisions of this Schedule do not apply to development in the form of alterations or additions of the following kinds:
    - (i) additional habitable floor area which does not add new dwellings or provide space capable of accommodating additional people working in the non-residential portion of a building;

(cont'd)

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct (cont'd)

#### NOTES

- (ii) renovations or repairs which do not increase the plot ratio area of the building;
  - (iii) a non-habitable outbuilding;
  - (iv) an open-sided addition;
  - (v) any other non-habitable addition;
  - (vi) modifications to the façade; or
  - (vii) change of use.
- (b) For alterations or additions of the kinds referred to in paragraph (a) there is no maximum plot ratio within Special Control Area 1 – South Perth Station Precinct, but such alterations or additions are subject to all other relevant provisions of this Scheme.

## Provision 4 Definitions

In this Schedule:

**‘active street frontage’** means a street frontage on the ground floor of a building that enables direct visual and physical contact between the street and the interior of the building to ensure casual surveillance of the public domain. Clearly defined entrances, windows and shop fronts are elements of the building façade that contribute to an active street frontage.

**‘discretionary land use’** means a use which the Council may approve in the Sub-Precinct in which the use is proposed if it is satisfied that the use would not detract from the amenity of the Sub-Precinct and would satisfy the Sub-Precinct Guidance Statements for Elements 1 and 2 in Table A.

**‘heritage place’** has the same meaning as the term ‘place’ in the *Heritage of Western Australia Act 1990*.

**‘podium’** means the lower levels of a building, which are to have lesser setbacks than the upper levels as detailed in Element 6 and Element 7 of Table A of this Schedule.

**‘preferred land use’** means a Use that is permitted in a Sub-Precinct where the Use is indicated in Elements 1 and 2 in Table A as being a preferred land use.

**‘significant view’** means a panorama or a narrower vista seen from a given vantage point, not obtainable from the majority of residential properties within the City. Examples of a ‘significant view’ include views of the Perth City skyline, the Swan River, suburban townscape, parkland or treescape.

**‘Small Shop’** means a shop with a gross floor area not exceeding 250 square metres. The term does not include a supermarket or department store.

**‘Special Design Area’** means the area identified as a special design area on Plan 2 - Special Design Area forming part of this Schedule.

**NOTE ON PROVISION 4 ‘DEFINITIONS’ :**  
Refer to Schedule 1 for definition of **‘comprehensive new development’**.



## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct (cont'd)

## Table A: Development Requirements for Comprehensive New Development

Development Requirements	Guidance Statements
<b>Element 1: Land Uses – Preferred and Discretionary</b>	
<p><b>1.1 Mends Sub-Precinct</b></p> <p><b>1.1.1 Preferred land uses:</b> Cafe/Restaurant, Cinema/Theatre, Convenience Store, Hotel, Mixed Development, Office, <b>Service Industry, Shop, Small Shop</b>, Tourist Accommodation; Aged or Dependent Persons' Dwelling, Grouped Dwelling, Multiple Dwelling, Residential Building and Single Bedroom Dwelling.</p> <p><b>1.1.2 Discretionary land uses:</b> <b>Child Day Care Centre</b>, community exhibition gallery, Consulting Rooms, Educational Establishments and Public Parking Station.</p> <p><b>1.2 Scott-Richardson Sub-Precinct</b></p> <p><b>1.2.1 Preferred land uses:</b> Café/Restaurant, Mixed Development, Office, <b>Service Industry</b>, Take-Away Food Outlet, Tourist Accommodation, Multiple Dwelling, Grouped Dwelling, Single Bedroom Dwelling, Aged or Dependent Persons' Dwelling and Residential Building.</p> <p><b>1.2.2 Discretionary land uses:</b> <b>Child Day Care Centre</b>, Civic Use, community exhibition gallery, Consulting Rooms, Educational Establishment, Hotel, Public Parking Station, Reception Centre and <b>Small Shop</b>.</p> <p><b>1.3 South Perth Esplanade Sub-Precinct</b> <u>Preferred land uses:</u> Multiple Dwelling, Grouped Dwelling, Single Bedroom Dwelling, Aged or Dependent Persons' Dwelling, Residential Building and Tourist Accommodation.</p> <p><b>1.4 Stone-Melville Sub-Precinct</b></p> <p><b>1.4.1 Preferred land uses:</b> Multiple Dwelling, Grouped Dwelling, Single Bedroom Dwelling, Aged or Dependent Persons' Dwelling, Residential Building;</p> <p><b>1.4.2 Discretionary land uses:</b> Café/Restaurant, Consulting Rooms, Local Shop, Mixed Development and Tourist Accommodation.</p> <p><b>1.5 Uses not listed</b> Any use not listed in <b>Development Requirements 1.1, 1.2, 1.3 and 1.4</b> is not permitted unless the use satisfies <b>Element 1 Guidance Statements (a) and (b) and the related Guidance Statements for the relevant sub-precincts.</b> (cont'd)</p>	<p>(a) It is intended that <b>the South Perth Station Precinct</b> is to consolidate its role as an employment destination.</p> <p>(b) <b>In the Mends and Scott-Richardson Sub-Precincts</b>, non-residential uses should predominantly comprise offices, <b>shops</b> and <b>other</b> commercial land uses, Educational Establishments and tourist-oriented development. <b>Inclusion of child care facilities and community art or exhibition galleries within some developments would be beneficial for both residents and employees.</b></p> <p><b>(c) Mends Sub-Precinct</b> For the Mends Sub-Precinct, <b>shops and other commercial</b> uses are encouraged to retain Mends Street's traditional function as the main retail area in South Perth. Land uses with higher intensity visitation should be located on the ground floor, with non-residential land uses encouraged on the lower floors and residential on the upper floors.</p> <p><b>(d) Scott-Richardson Sub-Precinct</b> For the Scott-Richardson Sub-Precinct the traditional Office and small scale <b>shops and other commercial</b> uses are encouraged on the ground and lower floors with residential on the upper floors.</p> <p><b>(e) South Perth Esplanade Sub-Precinct</b> For the South Perth Esplanade Sub-Precinct, land uses which preserve a residential character are encouraged.</p> <p><b>(f) Stone-Melville Sub-Precinct</b> For the Stone-Melville Sub-Precinct, land uses which preserve a residential character are encouraged, with limited commercial development.</p>

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

**Table A: Development Requirements for Comprehensive New Development (cont'd)**

Development Requirements	Guidance Statements
<p><b>1.6 Interaction of Elements 1 and 2</b></p> <p>With respect to ground floor uses, the provisions of 'Element 2 Ground Floor Uses' will prevail over the provisions of 'Element 1 Land Use' in the event of any inconsistency.</p>	
<p><b>Element 2: Ground Floor Land Uses – Preferred and Discretionary</b></p>	
<p><b>2.1 Mends Sub-Precinct</b></p> <p>2.1.1 No residential dwellings are permitted on the ground floor.</p> <p>2.1.2 <u>Preferred ground floor land uses:</u> Cafe/Restaurant, Convenience Store, Hotel, Office, <b>Service Industry, Shop, Small Shop</b>, and Tourist Accommodation.</p> <p>2.1.3 <u>Discretionary ground floor land uses:</u> <b>Child Day Care Centre, community exhibition gallery, Consulting Rooms, Educational Establishment.</b></p> <p><b>2.2 Scott-Richardson Sub-Precinct</b></p> <p>2.2.1 No residential dwellings are permitted on the ground floor.</p> <p>2.2.2 <u>Preferred ground floor land uses:</u> Café/Restaurant, Office, <b>Service Industry, Small Shop</b> and Take-Away Food Outlet.</p> <p>2.2.3 <u>Discretionary ground floor land uses:</u> <b>Child Day Care Centre, community exhibition gallery, Consulting Rooms, Educational Establishment.</b></p> <p><b>2.3 South Perth Esplanade Sub-Precinct</b></p> <p><u>Preferred ground floor land uses:</u> Grouped Dwelling, Multiple Dwelling, Aged or Dependent Persons' Dwelling, Single Bedroom Dwelling, Residential Building and Tourist Accommodation.</p> <p><b>2.4 Stone-Melville Sub-Precinct</b></p> <p><u>Preferred ground floor land uses:</u> Multiple Dwelling, Grouped Dwelling, Single Bedroom Dwelling, Aged or Dependent Persons' Dwelling, Residential Building, Café/Restaurant, Consulting Rooms, Local Shop, Mixed Development, and Tourist Accommodation.</p> <p><b>2.5 Uses not listed</b></p> <p>Any land use not listed in <b>Development Requirements 2.1, 2.2, 2.3 and 2.4</b> is not permitted unless the use satisfies <b>Element 2</b> Guidance Statements (a) and (b).</p>	<p>(a) The ground floors of buildings are the most important in engendering interaction between the public and private realms. As such, for the Mends and Scott-Richardson Sub-Precincts, non-residential uses are expected at the ground floor level to enhance the public / private interface.</p> <p>(b) Within Element 2 'Ground Floor Land Uses', the sole purpose of designating uses as either 'preferred' or 'discretionary' is to indicate their appropriateness for location on the ground floor of a building. This does not indicate their appropriateness within a particular Sub-Precinct.</p> <p>(To determine whether a land use is 'preferred' or 'discretionary' within a particular Sub-Precinct, refer to Element 1.)</p>

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

**Table A: Development Requirements for Comprehensive New Development (cont'd)**

Development Requirements	Guidance Statements
<b>Element 3: Plot Ratio and Land Use Proportions</b>	
<p>3.1 There is no maximum plot ratio for any comprehensive new development within Special Control Area 1 – South Perth Station Precinct.</p> <p>3.2 Within the Scott-Richardson Sub-Precinct and the Mends Sub-Precinct, all comprehensive new development shall have a non-residential component with a minimum plot ratio of 1.0.</p> <p>3.3 In the Scott-Richardson Sub-Precinct and the Mends Sub-Precinct, where the total plot ratio of a Mixed Development is 3.0 or less, the plot ratio of the residential component shall not exceed 1.5.</p> <p>3.4 In the Scott-Richardson Sub-Precinct and the Mends Sub-Precinct, on sites which are not in the Special Design Area, where the total plot ratio of a Mixed Development is more than 3.0, there is no maximum plot ratio for the residential component.</p> <p>3.5 On sites in the Special Design Area, where the total plot ratio of a Mixed Development is more than 3.0, the plot ratio of the non-residential component shall be not less than 1.5 unless the Council approves a lower non-residential plot ratio to a minimum of 1.0, where satisfied that the comprehensive new development satisfies Element 3 Guidance Statement (a).</p> <p>3.6 The provisions of the Codes relating to dwelling size in activity centres shall apply.</p> <p>3.7 For comprehensive new development that includes residential dwellings, the provisions of the Codes relating to 'Utilities and Facilities' in activity centres shall apply.</p> <p><b>3.8 South Perth Esplanade and Stone-Melville Sub-Precincts</b></p> <p>Development Requirements 3.2, 3.3 and 3.4 do not apply to the South Perth Esplanade Sub-Precinct and the Stone-Melville Sub-Precinct.</p>	<p>(a) With the exception of the South Perth Esplanade and Stone-Melville Sub-Precincts, any comprehensive new development should make a significant contribution towards consolidation of the South Perth Station Precinct as an employment destination.</p> <p>(b) To meet potential occupiers' diverse needs, all comprehensive new developments that include a residential component should provide a diversity of dwelling sizes and number of bedrooms, including Single Bedroom Dwellings.</p> <p>(c) For residential dwellings, storerooms, rubbish collection and clothes drying areas should be provided.</p>
<b>Element 4: Podium Height</b>	
<p>4.1 The podium height shall be 9 metres minimum and 13.5 metres maximum.</p> <p>4.2 For properties that contain or abut a heritage place, the podium height shall be a minimum of 7 metres and a maximum of 10.5 metres unless otherwise approved by the Council after giving due consideration to Element 13 of Table A of this Schedule.</p> <p>4.3 On a corner site, in order to accommodate an architectural design feature, the Council may permit a variation from the maximum podium height prescribed in Development Requirement 4.1 where the podium satisfies Element 4 Guidance Statements (a) and (b).</p>	<p>(a) The scale of the podium is an important contributory factor to the character and perceived integrity of the street.</p> <p>(b) Corner podium with architectural design features is encouraged.</p>



## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

**Table A: Development Requirements for Comprehensive New Development (cont'd)**

Development Requirements	Guidance Statements
<b>Element 5: Building Height</b>	
<p>5.1 With the exception of any variations that the Council may approve under Element 6 'Special Design Area', comprehensive new development shall comply with the building height limits shown on Plan 3 'Building Heights'.</p>	<p>(a) In general, the building height limits shown on Plan 3 'Building Heights', coupled with unlimited total plot ratio, will facilitate achievement of the desired character of the South Perth Station Precinct as an urban place with a dynamic and vibrant inner city atmosphere. Within the Special Design Area comprising sites fronting the more prominent streets, it is appropriate to allow higher buildings provided the performance criteria in Table B are met.</p>
<b>Element 6: Special Design Area</b>	
<p>6.1 In the case of a comprehensive new development in the Special Design Area with a plot ratio of more than 3.0, the Council may, subject to all of the provisions of Element 6, approve a variation from the Building Height Limits shown on Plan 3, provided that:</p> <p>(a) the development site has an area of not less than 1,700 sq. metres and a frontage of not less than 25 metres; or</p> <p>(b) where it is demonstrated that the development site cannot reasonably be amalgamated with any adjoining land in the Special Design Area due to the scale of development on, or form of tenure, or use of the adjoining land, the development site has an area of not less than 1,300 sq. metres and a frontage of not less than 20 metres.</p> <p>6.2 Where comprehensive new development satisfies Development Requirement 6.1(a) and the applicable Building Height Limit shown on Plan 3 is 25 metres or 41 metres, the Council may approve a variation above that Building Height Limit, provided that the development satisfies:</p> <p>(a) all Performance Criteria in Table B for Design Considerations 1 to 7 inclusive; and</p> <p>(b) at least 5 of the Performance Criteria in Table B for Design Consideration 8 where the variation is no greater than 30 metres; or</p> <p>(c) at least 7 of the Performance Criteria in Table B for Design Consideration 8 where the variation is more than 30 metres but not greater than 60 metres; or</p> <p>(d) at least 9 of the Performance Criteria in Table B for Design Consideration 8 where the variation above the Building Height Limit is greater than 60 metres.</p> <p style="text-align: right;"><i>(cont'd)</i></p>	<p>(a) The lots comprising the Special Design Area front onto streets which have a high degree of visibility, either by virtue of their aspect or proximity to high volumes of vehicle or pedestrian traffic. All comprehensive new developments in the Special Design Area should be designed to display a strong visual presence and landmark qualities.</p> <p>(b) Table B contains a range of performance criteria aimed at promoting energy-efficient developments of exceptional, sensitive and sophisticated design quality and offering additional occupier and community benefits, among other design considerations. Subject to satisfying all of the Performance Criteria in Table B, sites of sufficient area and frontage situated in the Special Design Area have the potential to achieve greater development yields than permissible in accordance with the requirements of Table A.</p>

## Modified Amendment recommended by Council after considering submissions

### *Schedule 9A – Special Control Area 1 – South Perth Station Precinct*

#### *Table A: Development Requirements for Comprehensive New Development (cont'd)*

Development Requirements	Guidance Statements
<p>6.3 Where comprehensive new development is subject to Development Requirement 6.1(b) and the applicable Building Height Limit shown on Plan 3 is 25 metres, the Council may approve a variation above that Building Height Limit, provided that:</p> <ul style="list-style-type: none"> <li>(a) the development does not exceed a building height of 50 metres measured in the manner prescribed in clause 6.1A(10) of the Scheme; and</li> <li>(b) the development satisfies: <ul style="list-style-type: none"> <li>(i) all Performance Criteria in Table B for Design Considerations 1 to 7; and</li> <li>(ii) at least 5 of the Performance Criteria in Table B for Design Consideration 8.</li> </ul> </li> </ul>	
<p>6.4 Where comprehensive new development is subject to Development Requirement 6.1(b) and the applicable Building Height Limit shown on Plan 3 is 41 metres, the Council may approve a variation above that Building Height Limit, provided that:</p> <ul style="list-style-type: none"> <li>(a) the development does not exceed a building height of 82 metres; and</li> <li>(b) the development satisfies: <ul style="list-style-type: none"> <li>(i) all Performance Criteria in Table B for Design Considerations 1 to 7; and</li> <li>(ii) at least 5 of the Performance Criteria in Table B for Design Consideration 8 where the variation is no greater than 30 metres; or</li> <li>(iii) at least 7 of the Performance Criteria in Table B for Design Consideration 8 where the variation is more than 30 metres and no greater than 41 metres.</li> </ul> </li> </ul>	
<p>6.5 Where a variation from a Building Height Limit shown on Plan 3 is sought under Development Requirement 6.1 the applicant shall submit as part of the application for planning approval, a report demonstrating how the development satisfies the Performance Criteria in Table B.</p>	
<p>6.6 For the avoidance of doubt, the maximum building heights referred to in Development Requirements 6.3(a) and 6.4(a) are not subject to variation and may not be exceeded in any circumstance whatsoever.</p>	

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

**Table A: Development Requirements for Comprehensive New Development (cont'd)**

Development Requirements	Guidance Statements
<b>Element 7: Relationship to the Street</b>	
7.1 The street setbacks apply to both residential and non-residential components of buildings.	
7.2 Subject to Development Requirement 7.5.1, with the exception of comprehensive new development on sites fronting the streets referred to in Development Requirements 7.3 and 7.4, all comprehensive new development shall incorporate a podium with a nil street setback. For comprehensive new development on sites fronting the streets referred to in Development Requirements 7.3 and 7.4, inclusion of a podium is optional.	(a) With the exception of sites fronting on to the streets listed in Development Requirements 7.3 and 7.4, to achieve a high degree of continuity of the street edge, the major portion of the width of the street façade of the podium should normally abut the street boundary, with the levels above the podium being set back in accordance with Element 8 'Side and Rear Setbacks'. However, the Council may approve a lesser portion of the street frontage having a zero street setback if design techniques are employed which visually maintain the continuity of the street edge.
7.3 For properties fronting the following streets, the street setback for any part of the building including the podium, if any, shall be not less than 4 metres:  (a) Darley Street; (b) Ferry Street; (c) Frasers Lane; (d) Judd Street, north side; (e) Melville Parade, north of Judd Street; (f) Ray Street; (g) Scott Street; (h) Stone Street; and (i) Mill Point Road, west side between Judd Street and Scott Street; and east side between Harper Terrace and Frasers Lane.	(b) It is intended that the streets listed in Development Requirements 7.3 and 7.4 will retain a different character from other streets in the Precinct for various reasons, including being on the perimeter and facing developments with required significant street setbacks, being of narrow width, or containing significant street trees.
7.4 South Perth Esplanade Sub-Precinct	
7.4.1 For any part of the building including the podium, if any, the setback from South Perth Esplanade shall be not less than 6 metres.	(c) Ground floor commercial tenancies adjacent to any street should maximize active street frontages and provide a public entrance directly accessible from the street.
7.5 Scott-Richardson and Mends Sub-Precincts	
7.5.1 The following requirements apply unless otherwise approved where the proposed comprehensive new development satisfies the applicable Guidance Statements:	
(a) For properties in all streets not referred to in Development Requirements 7.3 and 7.4.1, the street setback to the podium shall be zero for a minimum of 60% of the street frontage, unless the development satisfies Element 7 Guidance Statement (a).	(d) The extent of blank or solid wall at ground level adjacent to the street should be minimised.
(b) Ground floor street façades shall comprise at least one pedestrian entrance and a minimum of 60% clear glass with a maximum sill height of 450mm above the adjacent footpath level. No obscure screening is permitted higher than 1.2 metres above the adjacent footpath level, unless the development satisfies Element 7 Guidance Statements (c), (d), (e) and (f).	(e) Deep and poorly illuminated recesses are to be avoided at ground level adjacent to pedestrian paths.
(cont'd)	(f) Where cafés or restaurants are proposed, alfresco dining is encouraged.



## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

#### Table A: Development Requirements for Comprehensive New Development (cont'd)

Development Requirements	Guidance Statements
<p>(c) Portions of ground floor street façades with no openings shall not exceed 5 metres in length, unless the development satisfies Element 7 Guidance Statements (c), (d), (e) and (f).</p> <p>7.5.2 For the portion of the building above the podium, the setback from the street to the main external wall of a building shall be a minimum of 4.0 metres.</p> <p>7.5.3 The Council may grant approval for cantilevered balconies or decorative elements to be set back a minimum of 3.0 metres from the street boundary of the development site, provided that:</p> <p>(a) strong visual differentiation is maintained between the podium and the portion of the building above it;</p> <p>(b) the perceived scale of the building does not dominate public space;</p> <p>(c) the projecting elements have sufficient design merit and visual interest; and</p> <p>(d) solar access to the public footpath is not adversely affected.</p> <p>7.5.4 The design of the building is to demonstrate that the podium and the portion of the building above it are visually compatible in terms of construction materials and design features.</p>	
<b>Element 8: Side and Rear Setbacks</b>	
<p>8.1 Subject to Development Requirement 8.4, for both residential and non-residential components of a building, podium walls shall have a zero setback from side boundaries. The Council may approve a greater setback where the comprehensive new development satisfies Element 8 Guidance Statement (a).</p> <p>8.2 Subject to Development Requirement 8.4, for both residential and non-residential components of a building, podium walls may have a zero setback from the rear boundary.</p> <p>8.3 Subject to Development Requirement 8.4, for the portion of a building above the podium, or where there is no podium on sites fronting streets referred to in Development Requirement 7.3 of Element 7, the setbacks from side and rear boundaries shall be:</p> <p>(a) For non-residential components: 3 metres minimum.</p> <p>(b) For residential components: Not less than the setbacks prescribed in Table 5 of the Codes which shall apply to both side and rear boundaries.</p> <p style="text-align: right;">(cont'd)</p>	<p>(a) The podium levels of buildings will normally be required to have zero side setback to ensure a high degree of continuity of the street edge. However, the Council may approve a greater side setback if such setback is:</p> <p>(i) integrated with an open forecourt or alfresco area, or the like, which is visible from the street; or</p> <p>(ii) concealed from view from the street by a portion of the podium which has a zero side setback.</p> <p>(b) The portion of a building above the podium is required to be set back from side and rear boundaries to allow light and solar penetration between buildings.</p> <p>(c) Any building constructed on a site adjoining a heritage place must preserve the visual significance and integrity of the heritage place. To contribute to the achievement of this objective, the new building may need to be set back a greater distance from the side or rear boundaries of the development site.</p>

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

#### Table A: Development Requirements for Comprehensive New Development (cont'd)

Development Requirements	Guidance Statements
<p>8.4 In the case of comprehensive new development on a site comprising or adjoining a heritage place, the minimum setbacks from the side and rear boundaries shall be as determined by the Council. The Council may require greater setbacks than those specified in Development Requirement 8.2, having regard to the preservation of the visual significance and integrity of the heritage place.</p>	
<p><b>Element 9: Parking</b></p>	
<p>9.1 Subject to Development Requirement 9.2, the minimum required on-site parking bays shall be as follows:</p> <p>(a) For residential uses –</p> <ul style="list-style-type: none"> <li>(i) 0.75 car bays per dwelling for occupiers of Single Bedroom Dwellings;</li> <li>(ii) 1 car bay per dwelling for occupiers of dwellings other than Single Bedroom Dwellings;</li> <li>(iii) 1 additional car bay per 6 dwellings for visitors;</li> <li>(iv) in addition to the required car bays, 1 bicycle bay per 3 dwellings; and 1 bicycle bay per 10 dwellings for visitors, designed in accordance with AS2890.3 (as amended).</li> </ul> <p>(b) For non-residential Uses –</p> <ul style="list-style-type: none"> <li>(i) 0.5 car bays per Tourist Accommodation suite;</li> <li>(ii) 1 car bay per 50 square metres of gross floor area for uses other than Tourist Accommodation;</li> <li>(iii) 10%, or 2, of the total number of required car bays, whichever is the greater, marked for the exclusive use of visitors;</li> <li>(iv) in addition to the required car bays, for staff use, 1 bicycle bay per 200 square metres of gross floor area designed in accordance with AS2890.3 (as amended); together with 1 secure clothes locker per bay; and 1 male and 1 female shower per 10 bays.</li> </ul> <p>9.2 Notwithstanding Development Requirement 9.1 (b), for comprehensive new development consisting only of 2 or more non-residential uses, the Council may approve a lesser number of car or bicycle bays where it is demonstrated that the proposed number of bays is sufficient, having regard to different periods of peak parking demand for proposed non-residential land uses on the development site.</p> <p style="text-align: right;">(cont'd)</p>	<p>(a) In an urban area with excellent public transport and a highly walkable environment, there is a strong rationale not to apply the high levels of parking provision associated with suburban environments.</p> <p>(b) Having regard to the reduced parking requirements within the South Perth Station Precinct, no parking concessions are allowed except where a proposed comprehensive new development includes more than one non-residential use and those uses have different periods of peak parking demand.</p> <p>(c) On-site visitor parking bays need to be provided in a conveniently accessible location without obstructing entry to, or egress from, occupiers' parking bays.</p>

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

#### Table A: Development Requirements for Comprehensive New Development (cont'd)

Development Requirements	Guidance Statements
<p>9.3 All visitor parking bays shall be:</p> <ul style="list-style-type: none"> <li>(a) marked and clearly signposted as dedicated for visitor use only;</li> <li>(b) connected to an accessible path of travel for people with disabilities.</li> </ul> <p>9.4 Subject to Development Requirement 9.5, all visitor parking bays shall be located close to, or visible from, the point of vehicular entry to the development site and outside any security barrier.</p> <p>9.5 Notwithstanding Development Requirement 9.4, visitor parking bays may be placed:</p> <ul style="list-style-type: none"> <li>(a) elsewhere on the development site if the proposed location of those bays would be more convenient for visitors; and</li> <li>(b) inside a security barrier where: <ul style="list-style-type: none"> <li>(i) two of the visitor bays are provided outside the security barrier unless otherwise approved where Guidance Statement (c) is satisfied; and</li> <li>(ii) visitors have convenient access to an electronic communication system linked to each occupier of the building.</li> </ul> </li> </ul> <p>9.6 Other than parking bays for visitors or commercial deliveries, all car bays are to be provided in a basement, or within the building behind residential or non-residential floor space, or outside the building provided that such bays are concealed from view from the street.</p>	
<b>Element 10: Canopies</b>	
10.1 Where a building abuts the street boundary, a canopy with a projection depth of 2.5 metres shall be provided over the street footpath.	(a) Where a building abuts the street boundary, a canopy should be provided that extends sufficiently over the footpath to provide a reasonable degree of shade and shelter to pedestrians.
<b>Element 11: Vehicle Crossovers</b>	
<p>11.1 Only one vehicle crossover per lot per street is permitted.</p> <p>11.2 Two-way crossovers to a maximum width of 6 metres are permitted for parking areas containing 30 car bays and parking areas predominantly providing for short-term parking.</p> <p>11.3 For comprehensive new development that includes residential dwellings, the provisions of the Codes relating to sight lines at vehicle access points and street corners in activity centres shall apply.</p> <p style="text-align: right;">(cont'd)</p>	<ul style="list-style-type: none"> <li>(a) The quality of the pedestrian experience should take precedence over the quality of the driver's experience by minimising the number of vehicle/ pedestrian conflict points, in order to create a safer and more attractive pedestrian environment.</li> <li>(b) Shared crossovers are strongly encouraged.</li> </ul>



## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

**Table A: Development Requirements for Comprehensive New Development (cont'd)**

Development Requirements	Guidance Statements
<p><b>11.4 Mends Sub-Precinct</b></p> <p>For the Mends Sub-Precinct, the above requirements for vehicle crossovers shall apply except in the following circumstances:</p> <p>(a) where appropriate alternative vehicle access is available from a rear lane or other right of way, no vehicle <b>access from the primary or secondary street</b> is permitted; and</p> <p>(b) where appropriate alternative vehicle access is available from another street, no vehicle access from Mends Street is permitted.</p>	
<p><b>Element 12: Landscaping and Outdoor Living Areas</b></p>	
<p><b>12.1</b> Where landscaping is proposed, a landscaping plan satisfying Guidance Statement (a) shall be submitted as part of the application for planning approval.</p> <p><b>12.2</b> For comprehensive new development that includes residential dwellings, the provisions of the Codes relating to outdoor living areas in activity centres shall apply.</p> <p><b>12.3</b> All residential dwellings shall be provided with a balcony or equivalent outdoor living area with a minimum area of 10 sq. metres and a minimum dimension of 2.4 metres, accessed directly from a habitable room.</p>	<p>(a) Where a street setback is provided, landscaping in the setback area should be based on water-sensitive design principles, minimise water consumption and maximise retention and re-use of water and have due consideration to Element 14 'Designing Out Crime'.</p>
<p><b>Element 13: Heritage</b></p>	
<p><b>13.1</b> In the case of a comprehensive new development involving additions or alterations to a heritage place, or on a site containing or adjoining a heritage place, the application for planning approval shall be accompanied by a heritage impact statement justifying the appropriateness of the built form of the comprehensive new development, including specific reference to the impact of the proposed podium height and overall building height.</p> <p><b>13.2</b> In the case of a comprehensive new development involving additions or alterations to a heritage place, the proposed development shall retain, re-use and maintain the integrity of the existing heritage place.</p> <p><b>13.3</b> The siting and design of any building on a site adjoining a heritage place shall respect the visual significance and integrity and not overwhelm or adversely affect the heritage place having regard to the design, size, scale, setbacks and proportion of the proposed building, particularly as viewed from the street.</p>	<p>(a) The precinct contains a number of places which are recognised for their heritage value. The streetscape character in the near vicinity is influenced by the scale and form of these heritage places.</p> <p>(b) Any development on a site containing or adjoining a heritage place should respect the scale of that heritage place, particularly as viewed from the street.</p> <p>(c) Any new development on or adjoining a site containing a heritage place should be located so as to ensure that the character of the heritage place is not adversely affected.</p> <p>(d) New development should be complementary to and supportive of the heritage places without copying or mimicking them.</p>

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

#### Table A: Development Requirements for Comprehensive New Development (cont'd)

Development Requirements	Guidance Statements
<b>Element 14: Designing Out Crime</b>	
<p>14.1 Primary pedestrian access points shall be visible from buildings and the street.</p> <p>14.2 Comprehensive new developments shall, when relevant, incorporate illumination in accordance with the following Australian Standards:</p> <ul style="list-style-type: none"> <li>(a) AS 1680 regarding safe movement;</li> <li>(b) AS 1158 regarding lighting of roads and public spaces; and</li> <li>(c) AS 4282 Control of obtrusive effects of outdoor lighting.</li> </ul> <p>14.3 Storage areas shall be sited in a location that will not facilitate access to upper level windows and balconies.</p> <p>14.4 Public and Private areas shall be differentiated by the use of differing materials.</p> <p>14.5 Any fence on the perimeter of the public realm shall be:</p> <ul style="list-style-type: none"> <li>(a) no higher than 0.9 metres; or</li> <li>(b) no higher than 1.5 metres provided that the portion above 0.9 metres comprises open grille panels between piers with the solid portions comprising not more than 20% of its face in aggregate.</li> </ul> <p>14.6 Security grilles and other security devices that have potential to adversely affect the streetscape are not permitted unless the device satisfies Guidance Statement (a).</p>	<ul style="list-style-type: none"> <li>(a) Design should, as far as practicable, enhance natural surveillance, natural access control and territorial reinforcement.</li> <li>(b) The design of comprehensive new developments should avoid creation of areas of entrapment in recesses, alleyways or other areas providing no alternative means of escape.</li> </ul>
<b>Element 15: Road and Rail Transport Noise</b>	
<p>15.1 On sites having a frontage to Melville Parade or other streets as determined by the Council, in the case of an application for planning approval for comprehensive new development containing noise sensitive land uses:</p> <ul style="list-style-type: none"> <li>(a) a noise assessment shall be undertaken and the findings shall be submitted to the Council with the application;</li> <li>(b) if required by Council, the application shall include a noise management plan;</li> <li>(c) the noise assessment and noise management plan shall be prepared in accordance with Western Australian Planning Commission's State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Consideration in Land Use Planning';</li> <li>(d) where noise limits referred to in State Planning Policy 5.4 are likely to be exceeded, the solution identified in the noise management plan shall be detailed and justified.</li> </ul>	<ul style="list-style-type: none"> <li>(a) Comprehensive new development in proximity to the Kwinana Freeway should be designed having regard to noise mitigation measures.</li> </ul>

## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

## Table B: Performance Criteria for Special Design Area

**Note:** Refer to the Development Requirements and Guidance Statements for Element 6 'Special Design Area' within Table A: 'Development Requirements for Comprehensive New Development'.

Design Consideration	Performance Criteria
1. Design Quality	<p>The architectural design, in the opinion of the Council, is exceptional, sensitive and sophisticated, contributing to the quality of the inner urban environment being promoted within the Precinct. In arriving at an opinion, the Council shall consider the following:</p> <ul style="list-style-type: none"> <li>(a) The visual appearance of the podium façade and the extent to which it engages with the street, during both daytime and night time hours.</li> <li>(b) The visual presentation of all elevations of the portion of the building above the podium.</li> <li>(c) Integration of any proposed artwork with the design of the building as a whole.</li> <li>(d) The contribution of the external materials and finishes to the overall design quality of the building.</li> </ul>
2. Overshadowing	<p>Shadow diagrams at noon on 21 June, are to be submitted demonstrating that the shadow cast by the portion of the proposed building above the Building Height Limit, does not cover more than 80 percent of any adjoining lot.</p>
3. Vehicle Management	<p>A traffic engineer is to conduct a study of the additional traffic resulting from a building height variation above the height limit shown on Plan 3 'Building Heights' in Schedule 9A. The study is to assess the impact on traffic flow and safety, taking into account the cumulative effect of additional floor space above the Building Height Limit in:</p> <ul style="list-style-type: none"> <li>(a) the proposed building; and</li> <li>(b) all other buildings in SCA1 for which a building height variation has been granted, and a building permit has been issued, whether or not construction has been completed.</li> </ul> <p>A report on the findings of the traffic study is to be submitted with the development application verifying, to the satisfaction of the Council, that the cumulative increase in traffic resulting from the increased building height relating to buildings referred to in paragraphs (a) and (b) will not have significant adverse impacts on traffic flow and safety.</p>
4. Car Parking	<p>The maximum permissible number of on-site parking bays for residential uses is as follows:</p> <ul style="list-style-type: none"> <li>(a) 1 car bay per dwelling for occupiers of 1 and 2 bedroom dwellings;</li> <li>(b) 2 car bays per dwelling for occupiers of dwellings containing 3 or more bedrooms.</li> </ul>
5. Energy-Efficiency	<p>In order to maximise energy-efficiency, the building is to be designed to achieve a 5-star rating under the relevant Green Star rating tool, or equivalent.</p>
6. Electric Car Charging Station	<p>An electric car charging station with capacity to recharge 6 vehicles simultaneously.</p>
7. Landscaped Area	<p>Landscaped area comprising not less than 40% of the area of the development site. Components of the landscaped area may include ground level landscaping, planting on walls, landscaping on the roof of the podium, rooftop terraces or gardens.</p>



## Modified Amendment recommended by Council after considering submissions

### Schedule 9A – Special Control Area 1 – South Perth Station Precinct

**Table B: Performance Criteria for Special Design Area (cont'd)**

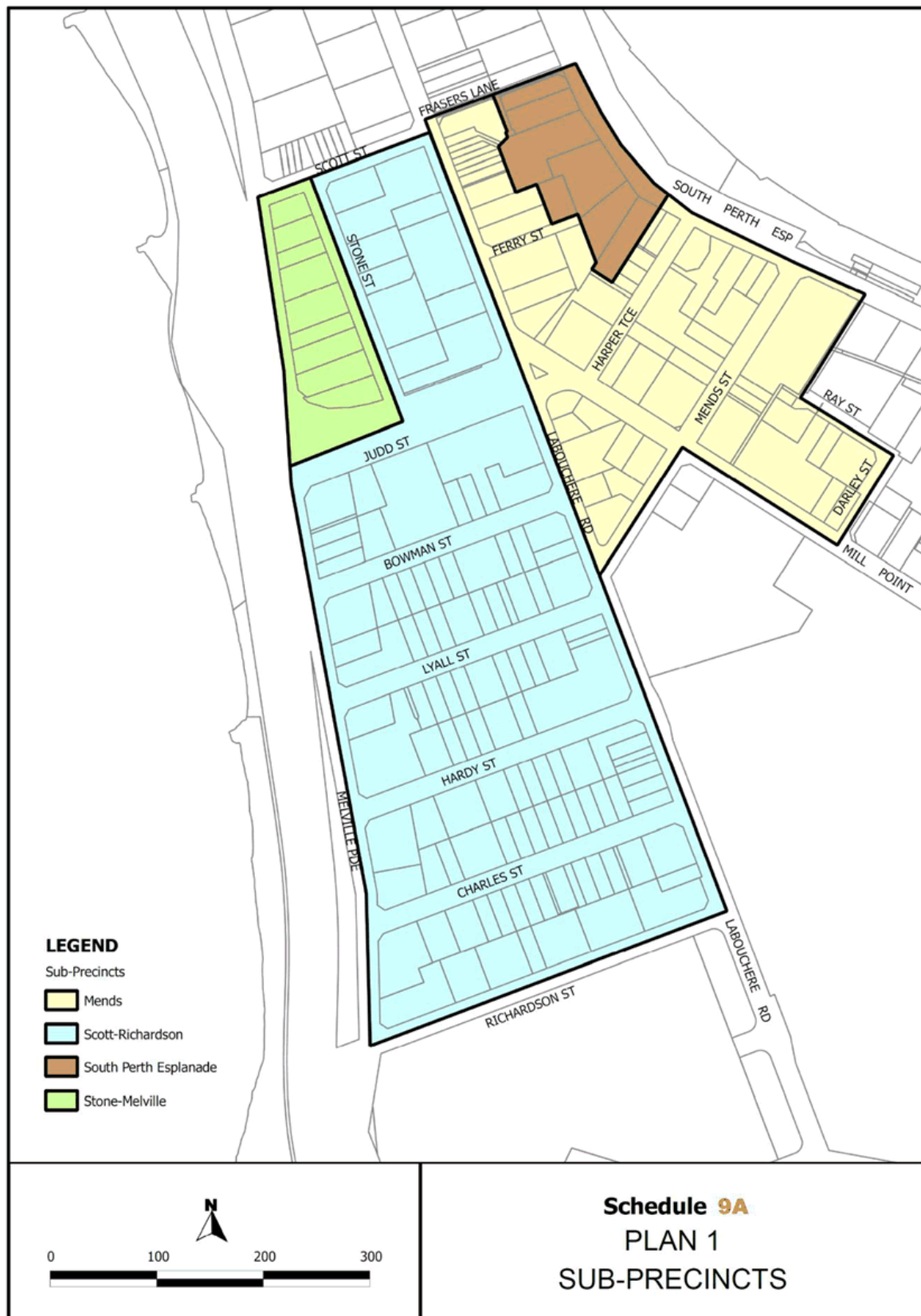
Design Consideration	Performance Criteria
8. Benefits for Occupiers and Local and Wider Communities	<p><b>Note:</b> Refer to Element 6 of Table A to identify the minimum number of Design Consideration 8 Performance Criteria which must be met according to the extent of building height variation sought by an applicant.</p> <p><b>Occupier Benefits</b></p> <ul style="list-style-type: none"> <li>(a) Each dwelling incorporates at least one balcony with a minimum floor area of 15 sq. metres and a minimum dimension of 3.0 metres not including any planter box constructed as part of the balcony, and at least 50% of dwellings having access to at least 2 hours of sunlight on 21 June.</li> <li>(b) A minimum of 10% of the residential units, rounded up to the next whole number of dwellings, are to have an internal floor area of 200 sq. metres or more.</li> <li>(c) A minimum of 20% of the total number of dwellings, rounded up to the next whole number of dwellings, are to be allocated parking bays measuring 6.0 metres x 3.8 metres and those dwellings are to incorporate the following core elements, designed to the 'Silver Level' of the 'Livable Housing Design Guidelines' produced by Livable Housing Australia: <ul style="list-style-type: none"> <li>(i) a safe, continuous and step-free path of travel from the street entrance and / or parking area to a dwelling entrance that is level;</li> <li>(ii) at least one step-free, level entrance into the dwelling;</li> <li>(iii) internal doors and corridors that facilitate unimpeded movement between spaces;</li> <li>(iv) a toilet on the ground or entry level that provides easy access;</li> <li>(v) a bathroom which contains a step-free shower recess;</li> <li>(vi) reinforced walls around the toilet, shower and bath to support the safe installation of grab rails at a later date; and</li> <li>(vii) a continuous handrail on one side of any stairway where there is a rise of more than 1 metre.</li> </ul> </li> <li>(d) Contractual documentation is to be submitted confirming the intended transfer of ownership of a minimum of 5% of the total number of dwellings, rounded up to the next whole number of dwellings, to a community housing organisation registered with the Department of Housing, to be managed as affordable housing through a program recognised by the Department of Housing, for at least 20 years from the date of occupation of the building.</li> <li>(e) At least 50% of the dwellings are to be designed to provide: <ul style="list-style-type: none"> <li>(i) effective natural cross-ventilation; and</li> <li>(ii) significant views from more than one habitable room window or balcony, each being located on a different elevation of the building.</li> </ul> </li> </ul> <p><b>Local Community Benefits</b></p> <ul style="list-style-type: none"> <li>(f) Viewing corridors to enable as many as possible of the occupiers of neighbouring buildings to retain significant views.</li> <li>(g) One or more facilities such as a meeting room, boardroom, lecture theatre, function room, available for use by external community groups or individuals, or external businesses.</li> </ul> <p style="text-align: right;">(cont'd)</p>

## Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Modified Amendment recommended by Council after considering submissions****Schedule 9A – Special Control Area 1 – South Perth Station Precinct****Table B: Performance Criteria for Special Design Area (cont'd)**

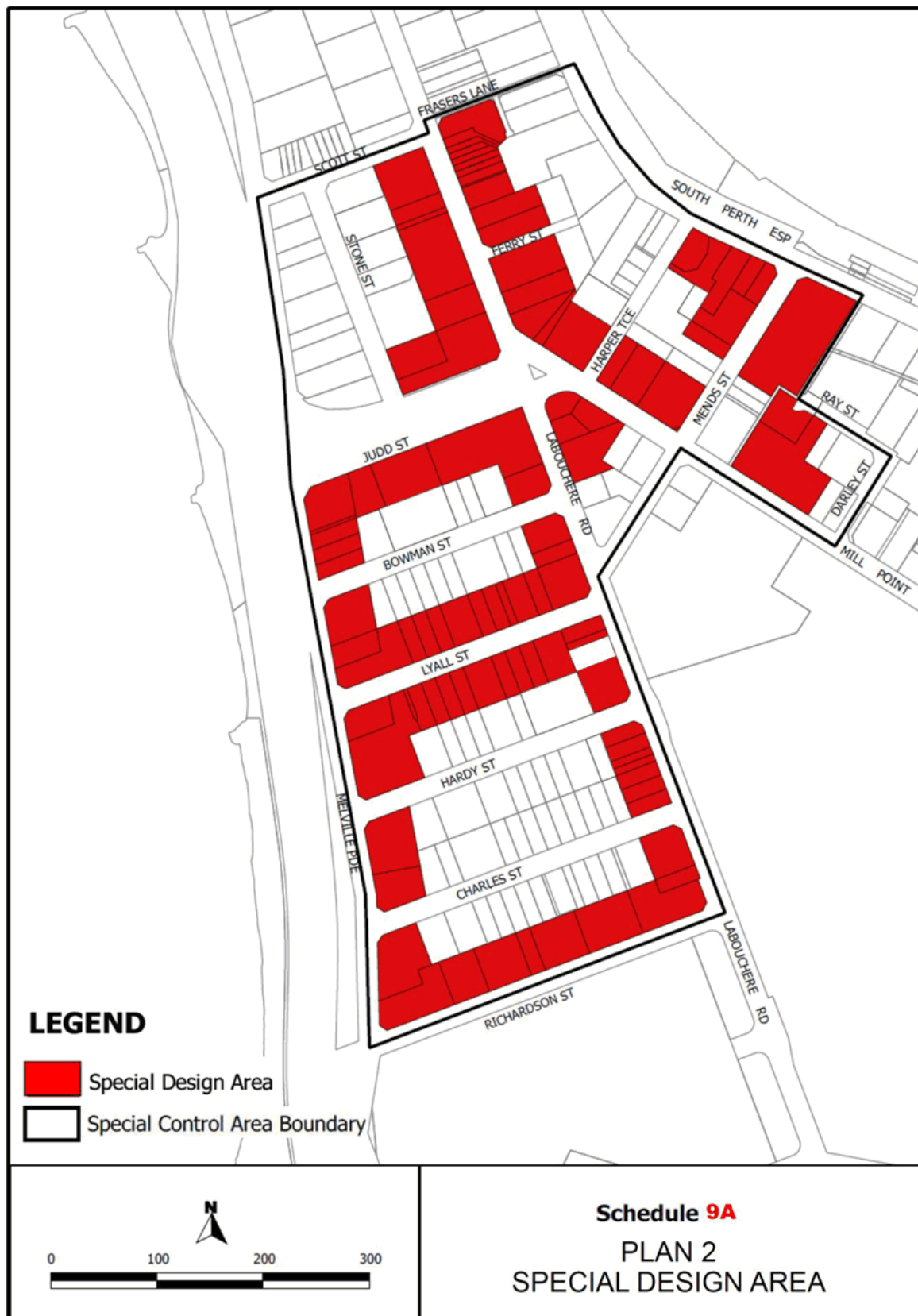
Design Consideration	Performance Criteria
8. Benefits for Occupiers and Local and Wider Communities <i>(cont'd)</i>	<p>(h) Public access to the building, terraces or gardens at ground level, or on the roof of the podium or tower, for leisure, recreational or cultural activities such as, among others:</p> <ul style="list-style-type: none"> <li>(i) Café/Restaurant;</li> <li>(ii) Cinema/Theatre;</li> <li>(iii) gymnasium;</li> <li>(iv) a dedicated room for use as a community exhibition gallery for display of artworks or for other exhibitions; or</li> <li>(v) an outdoor area designed for public entertainment performances.</li> </ul> <p>(i) A Child Day Care Centre.</p> <p><b>Wider Community Benefits</b></p> <p>(j) Visiting cyclists' end-of-trip facilities including secure bicycle storage facilities, change rooms, clothes lockers and showers, for use by visitors to the proposed building.</p> <p>(k) A Public Parking Station forming part of a development, such Parking Station containing not less than 50 motor cycle bays and no car bays, allowing a maximum stay of 4 hours, in addition to the occupier and visitor parking required for the development.</p>

Amendment No.46 to City of South Perth Town Planning Scheme No. 6

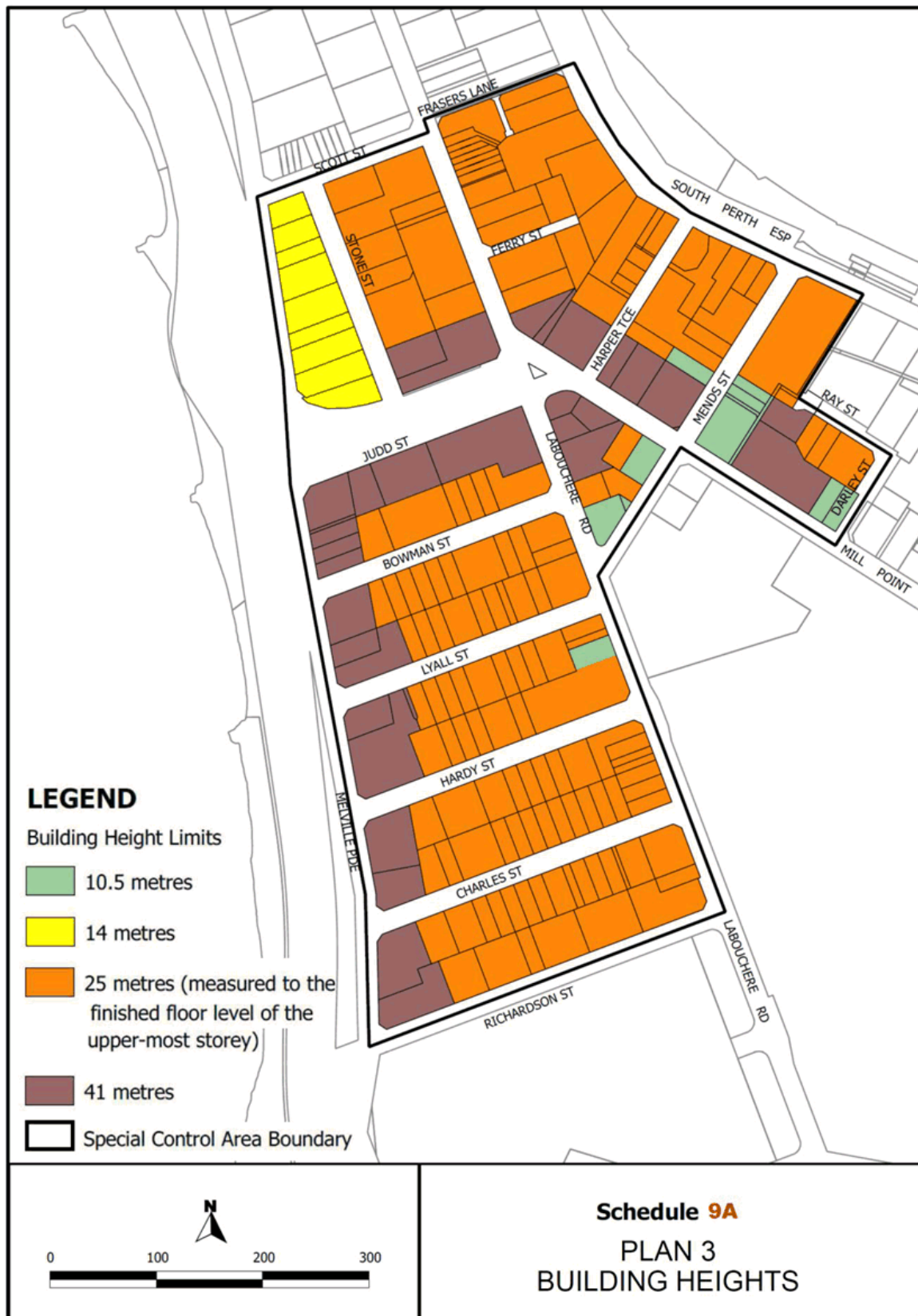
**Modified Amendment recommended by Council after considering submissions****Schedule 9A – Special Control Area 1 – South Perth Station Precinct**



Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Modified Amendment recommended by Council after considering submissions***Schedule 9A – Special Control Area 1 – South Perth Station Precinct*

Amendment No.46 to City of South Perth Town Planning Scheme No. 6

**Modified Amendment recommended by Council after considering submissions****Schedule 9A – Special Control Area 1 – South Perth Station Precinct**

**Modified Amendment recommended by Council after considering submissions*****Schedule 9A – Special Control Area 1 – South Perth Station Precinct***

3. The following clauses are amended by deleting the term 'Schedule 9' and replacing it with the term 'Schedule 9A' wherever it occurs:

Clause 3.3 (9)  
Clause 4.3 (1)(m) and (n)  
Clause 4.7 (3)  
Clause 5.1 (6)  
Clause 5.2 (3)  
Clause 5.3 (3)  
Clause 6.1A (10)(b) and Note  
Clause 6.3 (13)  
Clause 6.3A (8)  
Clause 6.4 (6)  
Clause 7.8 (2)(d)  
Clause 10.1 (1)(b)  
Indexes of Schedules



417 CANNING HIGHWAY

INTERIOR FIT-OUT

DOCUMENTATION DRAWINGS

SHEET CONTENTS:

SP100	SITE LOCATION MAP
SD01	SITE DEVELOPMENT & FLOOR PLAN
100	DEMOLITION PLAN
201	ELEVATIONS

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COMO, WA  
6152

DRAWING ISSUE FOR

DATE

CHANGE OF USE APPLICATION 26.06.2015  
CHANGE OF USE APPLICATION REV. 1 31.07.2015

REV

DATE

AMENDMENTS

BY

31.07.2015

-REQUESTED REVISIONS BY COUNCIL

IC

CLIENT APPROVAL

DATE

DATE

CLIENT NAME

DESIGNER NAME

CLIENT SIGNATURE

DESIGNER SIGNATURE

DESIGN INFO

PROJECT CODE: ICI 15081

APPROX. AREA: 490 SQM

DATE ISSUE: 24.07.2015

REVISION: 1

DRAWN BY: ICI

DATE: 26.06.2015

DESIGNED BY: ICI

DATE: 26.06.2015

CHECKED BY: ICI

DATE: 26.06.2015

APPRVD. DWG 26.06.2015

DATE: 26.06.2015

DESIGN DIRECTOR: WJ

SHEET CODE

CS

COVER SHEET

SCALE: NTS

SHEET CONTENT

Ordinary Council Meeting 25 August 2015

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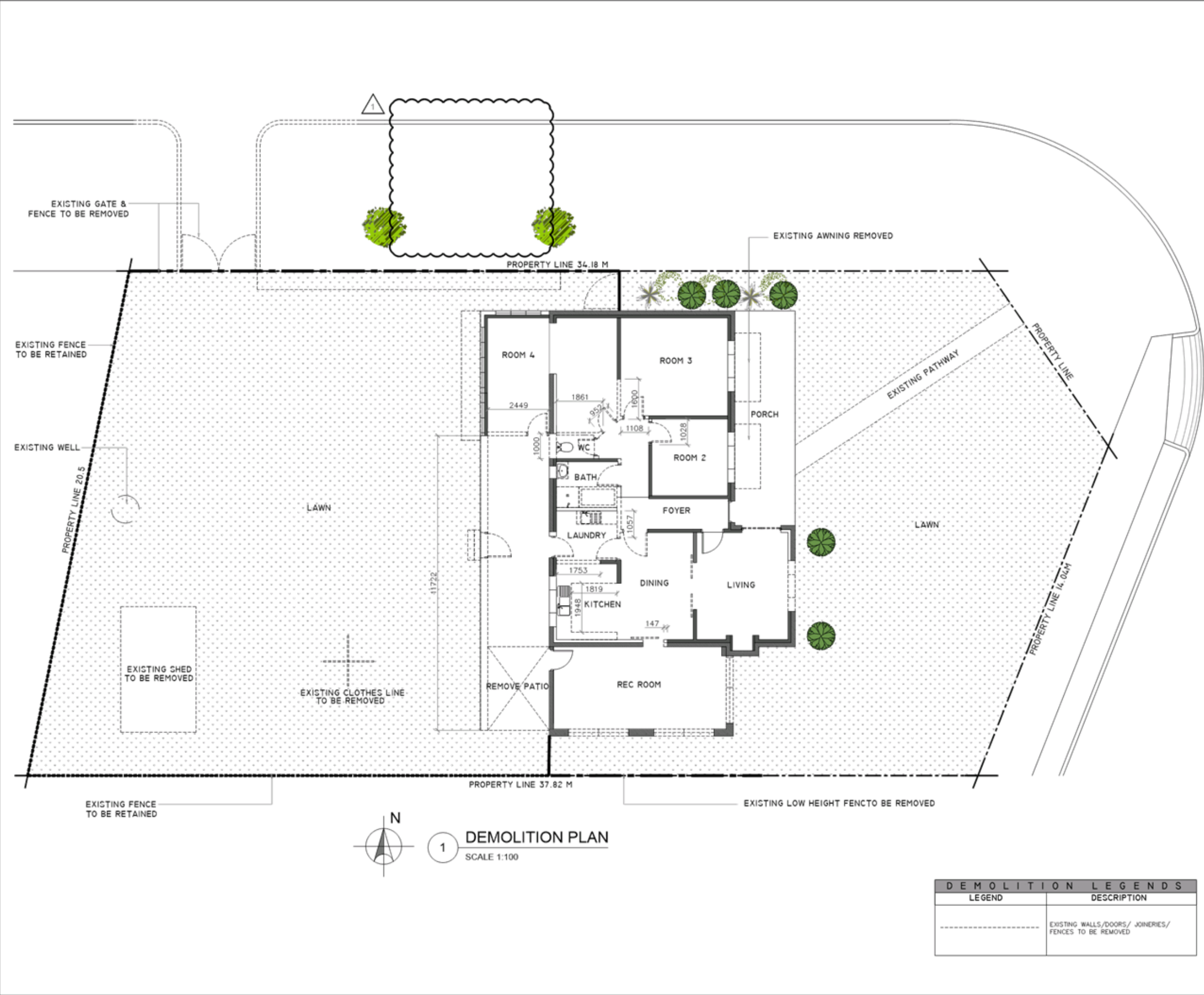
**SITE LOCATION PLAN**  
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REV DATE AMENDMENTS BY V 31.07.2015 -REQUESTED REVISIONS BY COUNCIL KC    
CLIENT APPROVAL DATE _____ DESIGNER NAME _____ SIGNATURE _____ DESIGNER SIGNATURE _____
DESIGN INFO PROJECT CODE: ICI 15081 APPROX. AREA: 490 SQM DATE ISSUED: 31.07.2015 REVISION: I DRAWN BY: ICI DATE: 31.07.2015 DESIGNED BY: ICI DATE: 31.07.2015 CHECKED BY: ICI DATE: 31.07.2015 APPROVED DWG: 31.07.2015 DATE: 31.07.2015 DESIGN DIRECTOR: WJ SHEET CODE:
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PROJECT

CANNING HI-WAY  
SKIN CARE CLINIC

PROJECT ADDRESS

147 CANNING HWY  
COMO, WA  
6152

DRAWING ISSUE FOR

DATE

CHANGE OF USE APPLICATION

26.06.2015

CHANGE OF USE APPLICATION REV. 1

31.07.2015

REV

DATE

AMENDMENTS

BY

31.07.2015

1-REQUESTED REVISIONS BY COUNCIL

IC

CLIENT APPROVAL

DATE

DATE

CLIENT NAME

DESIGNER NAME

CLIENT SIGNATURE

DESIGNER SIGNATURE

DESIGN INFO

PROJECT CODE: ICI 15081

APPROX. AREA: 490 SQM

DATE ISSUE: 31.07.2015

REVISION: 1

DRAWN BY: ICI

DATE: 31.07.2015

DESIGNED BY: ICI

DATE: 31.07.2015

CHECKED BY: ICI

DATE: 31.07.2015

APPROV. DWG: 31.07.2015

DATE: 31.07.2015

DESIGN DIRECTOR: WJ

SHEET CODE

100

DEMOLITION PLAN

SCALE: 1:100 @ A2

SHEET CONTENT

DEMOLITION PLAN

DEMOLITION LEGENDS

LEGEND	DESCRIPTION
-----	EXISTING WALLS/DOORS/ JOINERIES/ FENCES TO BE REMOVED

Ordinary Council Meeting 25 August 2015

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**COUNCIL DRAWINGS**

**GENERAL NOTES**  
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**interite**  
HEALTH CARE INTERIORS  
Perth Design Studio  
Suite 3, Level 3, Boston House  
30 Tattersall Avenue, Canning Vale WA 6155  
PO Box 232, Perth WA 6007

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**PROJECT**  
**CANNING HI-WAY SKIN CARE CLINIC**  
**PROJECT ADDRESS**  
147 CANNING HWY  
COMO, WA  
6152

DRAWING ISSUE FOR	DATE
CHANGE OF USE APPLICATION	26.06.2015
CHANGE OF USE APPLICATION REV. 1	31.07.2015

REV	DATE	AMENDMENTS	BY
1	31.07.2015	REQUESTED REVISIONS BY COUNCIL	IC

**CLIENT APPROVAL**

DATE \_\_\_\_\_ DATE \_\_\_\_\_

CLIENT NAME \_\_\_\_\_ DESIGNER NAME \_\_\_\_\_

CLIENT SIGNATURE \_\_\_\_\_ DESIGNER SIGNATURE \_\_\_\_\_

**DESIGN INFO**

PROJECT CODE: ICI 15081	APPROX. AREA: 490 SQM
DATE ISSUE: 31.07.2015	REVISION: 1
DRAWN BY: ICI	DATE: 31.07.2015
DESIGNED BY: ICI	DATE: 31.07.2015
CHECKED BY: ICI	DATE: 31.07.2015
APPROV. DWG: 31.07.2015	DATE: 31.07.2015
DESIGN DIRECTOR: WJ	

**SHEET CODE**

**SD01**

**SITE PLAN & FLOOR PLAN**

SCALE: 1:100 @ A2

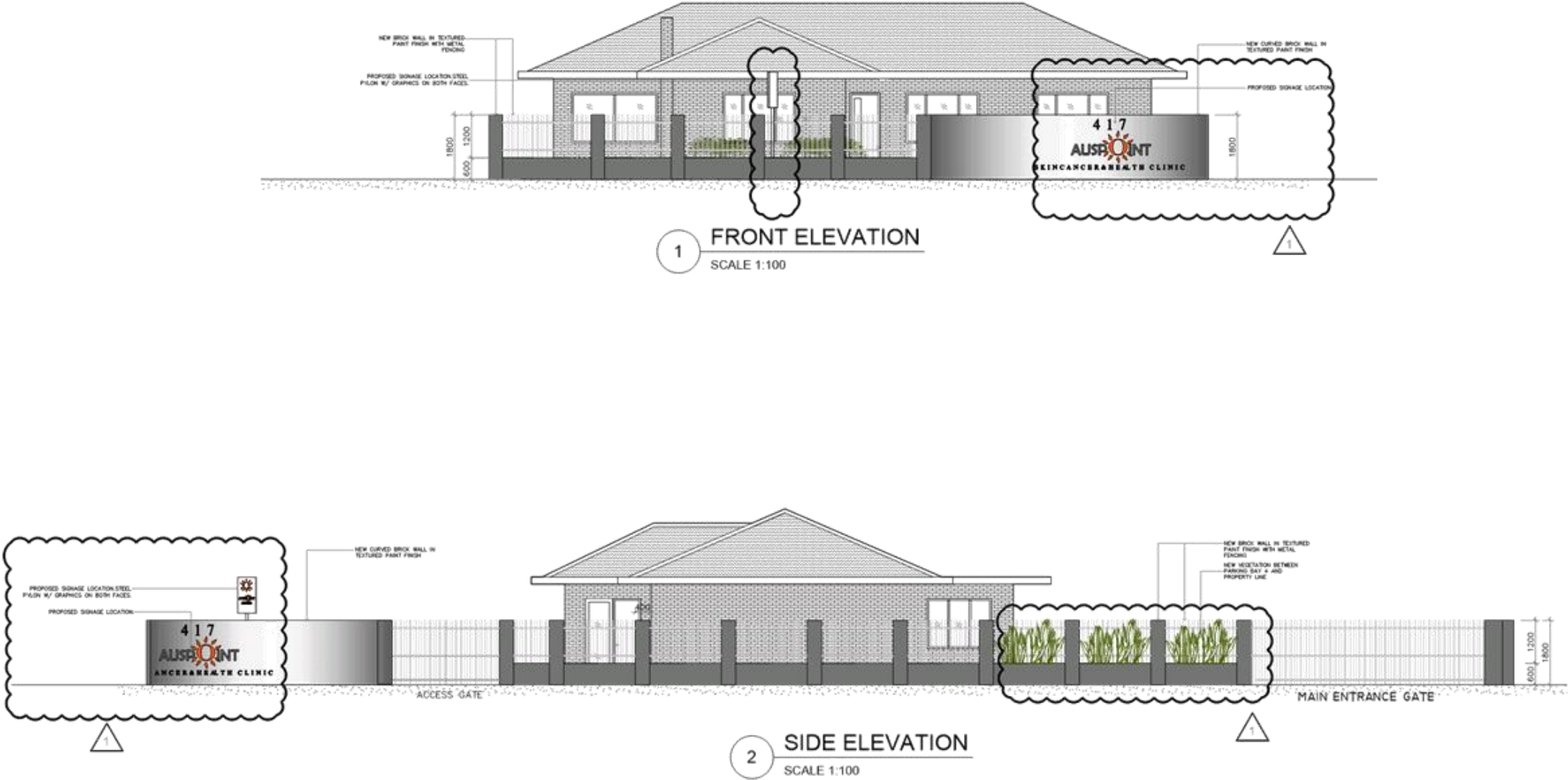
**SHEET CONTENT**

SITE PLAN  
FLOOR PLAN

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COUNCIL DRAWINGS

GENERAL NOTES

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interite

HEALTH CARE INTERIORS

Pertth Design Studio

Suite 3, Level 3, Bostons House

30 Tattersall Street, Canning Vale WA 6155

PO Box 250, Perth Airport WA 6107

1. Design/Drawings

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PROJECT

CANNING HI-WAY  
SKIN CARE CLINIC

-

PROJECT ADDRESS

167 CANNING HWY  
COMO, WA  
6152

DRAWING ISSUE FOR

DATE

CHANGE OF USE APPLICATION 26.06.2015

CHANGE OF USE APPLICATION REV. 1 31.07.2015

REV

DATE

AMENDMENTS

BY

1 31.07.2015 REQUESTED REVISIONS BY COUNCIL KC

CLIENT APPROVAL

DATE

DATE

CLIENT NAME

DESIGNER NAME

CLIENT SIGNATURE

DESIGNER SIGNATURE

DESIGN INFO

PROJECT CODE ICI 15081 APPROX. AREA 490 SQM

DATE ISSUE 31.07.2015 REVISION 1

DRAWN BY ICI DATE 31.07.2015

DESIGNED BY ICI DATE 31.07.2015

CHECKED BY ICI DATE 31.07.2015

APPROVED DWG 31.07.2015 DATE 31.07.2015

DESIGN DIRECTOR WJ

SHEET CODE

201

ELEVATIONS

SCALE 1:100 @ A2

SHEET CONTENT

ELEVATIONS

Ordinary Council Meeting 25 August 2015

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Dr Shirley (Hsao Ling) LIU

MBBS BSC DCH FRACGP

Master of Medicine ( Skin Cancer Medicine)

5 Lamb Street, South Perth

Mobile: 0413120288

Email: shliu@bigpond.net.au

16 June 2015

Planning Department

City of South Perth

Cnr Sandgate St & South Terrace,

South Perth

---

Dear sir/madam,

I am applying for planning approval for the property that I purchased at 417 Canning Hwy Como recently , to be used as a consulting room. In particular I would like to renovate it to become a skin cancer clinic.

I have been a South Perth resident since 1990, and since 2002 I have been a skin cancer physician practicing in South Perth /Como area .

Perth is well known for its sunny climate and West Australians love their sporting and outdoor lifestyle. However this leads us to have some of the highest rates of skin cancers in the world, with two out of three Australians being diagnosed sometime in their lives. There is increasing demand in skin cancer service. After working in big corporate companies over last 13 years, I am planning to set up my own skin cancer clinic.

When the property on 417 Canning Hwy Como came onto the market I consider it to be an ideal location for a clinic. It is a corner block -(Canning Hwy and Saunders Street) fronting the very busy Canning Highway, with easy access, ample parking, and is very close to public transport (2 bus stops only a few meters away and train station). It is within the boundary of the area that is changing to high density .

Such houses on corner blocks along Canning Hwy have been very popular for clinics and have been approved for consulting rooms, please refer to the following list,

Item 10.3.2	PROPOSED CHANGE OF USE FROM SINGLE HOUSE TO CONSULTING ROOMS (SKIN CANCER CLINIC) - LOT 8 (NO. 417) CANNING HIGHWAY, COMO
Attachment (b)	Applicants Covering Letter - Proposed Change of Use (Single House to Consulting Rooms) - Lot 8 (No. 417) Canning Highway, Como

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block size range from 720 SQM- Dental clinic at 282 Canning Hwy , corner Hobbs ave.

31 Canning Hwy, corner Way Rd, South Perth - South Perth Dental Excellence,

101A Canning Hwy, corner Salisbury Ave, South Perth - Como Physiotherapy Clinic,

127 Canning Hwy, corner Collins Street, South Perth – Sports Massage Clinic,

199 Canning Hwy, corner Renwick Street, South Perth -All Creatures Vet Centre

Corner Canning Hwy and Douglast Ave , South Perth – Southern Clinic

Corner Canning Hwy and South Tce, South Perth - South Perth Physiotherapy Clinic

Corner Canning Hwy and Baker Ave, South Perth -ex- Como Skin Cancer Clinic,

308 Canning Hwy, Corner of Bessel Ave, Como – Podiatrist clinic

338 Canning Hwy, corner of Todd Ave, Como – Millpoint Veterinary Centre

And the list goes on ...

Therefore I believe the property at 417 Canning Hwy Como should be an ideal location for a skin cancer clinic, to meet the increased public demand for skin cancer services.

I will be the principal medical practitioner – skin cancer physician in the clinic and will employ one full time equivalent receptionist. When the business expands, I may invite another full time equivalent doctor to join me.

I will set up consulting rooms, treatment rooms, office, staff room, utility room, sterilizing room, patient waiting room, etc. Please refer to the enclosed plan.

The Clinic opening hours will be 8-6 Monday to Friday and 8 to 12 on Saturday.

In reference to car parking, myself and my receptionist will have one car each, and there will be about 6 more car bays , and a disabled bay for the patients. Please refer to plan.

Thank you for your kind consideration of this request.

Yours sincerely



Dr Shirley (Hsao Ling) LIU

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## Application for Planning Approval Requiring Engineering Comments



<b>TO:</b>	Engineering Design
<b>FROM:</b>	Mr Erik Dybdahl Statutory Planning Officer, Development Services
<b>DATED:</b>	3 July 2015

<b>PROPERTY ADDRESS:</b>	Lot 8 (No. 417) Canning Highway, Como
<b>PROPOSAL:</b>	Change Of Use From Single House To Consulting Rooms
<b>APPLICATION DATE:</b>	03 July 2015
<b>ID NUMBER:</b>	11.2015.326.1
<b>PLAN ATTACHED:</b>	<b>D-15-42868 (application) &amp; D-15-45212 (plans)</b>

<b>GENERAL COMMENT:</b>	Yes
<b>VEHICLE MOVEMENTS:</b>	Yes
<b>ONSITE PARKING:</b>	Yes
<b>STREET TREES:</b>	No
<b>CROSSOVER DESIGN:</b>	Yes
<b>VERGE TREATMENTS:</b>	No
<b>GROUND LEVELS:</b>	No
<b>LOWEST POINT OF STREET: (DRAINAGE ISSUE)</b>	No
<b>BUS STOP RELOCATION:</b>	No
<b>OTHER:</b>	Stormwater / Gradient

### ENGINEERING COMMENTS IN RELATION TO ABOVE:

#### General Comments

Saunders Street has the characteristics of a local access street C but is used by many as a neighbourhood connector B as the preferred connection to access Labouchere Road rather than Thelma Street, the local Distributor road. In this capacity it carries a disproportionate left turn movement off Canning Highway for vehicles to enter Labouchere Road to travel north.

The Plan as submitted details a two bay right angled parking area that cannot be supported. In this configuration reversing vehicles from the bays would obstruct Saunders Street for traffic travelling in either direction. More importantly the inability of those drivers turning left from Canning Highway to readily see reversing vehicles or be seen by others would make this proposal unsatisfactory.

Saunders Street however could be widened to accommodate parallel parking for at least two bays. Further details on the required parallel parking treatment can be provided to the designer.

#### Stormwater Drainage

The development is located within the Como Drainage Precinct as defined in *Policy P354 (Stormwater Drainage Requirements for Proposed Buildings)* and *Management Practice M354*. The required treatment for the disposal of stormwater within this Precinct is appropriately designed soak wells. The general principle that applies to

Item I0.3.2	PROPOSED CHANGE OF USE FROM SINGLE HOUSE TO CONSULTING ROOMS (SKIN CANCER CLINIC) - LOT 8 (NO. 417) CANNING HIGHWAY, COMO
Attachment (c)	Infrastructure Services Comment - Proposed Change of Use (Single House to Consulting Rooms) - Lot 8 (No. 417) Canning Highway, Como

---

## Application for Planning Approval Requiring Engineering Comments



this precinct is "no stormwater falling on the development site is to be permitted to discharge to the street system.

The soak well design is to undertaken by a hydraulics engineer or a competent drainer. The designer must take into consideration that the soak well design capacity needs to cater for both the short duration high intensity storm event as well as the longer duration but less intense rainfall activity. With the local soils inability to absorb high volumes of stormwater in short time it is more likely that the much longer rainfall event but considerably less intense storm will dictate the number of soakage wells.

A separate stormwater disposal application is required to detail all conditions relating to the design and installation of stormwater apparatus, as well as a Certification from the designer that the treatment satisfies contemporary standards and/or the requirements of the Management Practice.

In the absence of anything to the contrary the design capacity would be at least 13 cubic metres.

### Parking Area

The parking area layout satisfies the requirements of AS 2890.1 with 2.4 metre wide parking bays. TPS 6 requires parking bays to be 2.5 metres wide. The Disability Access bay is 2.4 metres wide with a similar sized shared area. The bay layout satisfies the requirements of AS 2890.6.

Exiting from parking bays 8 and 9, detailed as parallel to the side (west) boundary, will be problematic under most circumstances and will inevitably result in a reversing movement to Saunders Street. While the use of the verge area for a right angled parking area is not supported for the reasons offered the reversing movement from the crossing is of less concern and would remain consistent with other crossings in the immediate vicinity.

The property has a natural south to north slope and the car park follows the general contours of the site. As a result the car park may be higher than Saunders Street at the crossing. If this is so the City will require the driveway at the boundary to have a full with stormwater grate not less than 300mm in width to capture and contain any stormwater not previously trapped from discharging into the street.

### Crossing

The following general requirements apply to crossings and are all detailed in full within the City's Management Practice, M353 Crossing (Crossover) Construction.

A crossing shall be:

- Not greater than 40% of the property frontage or 6 metres (to align with the internal driveway or garage if services) whichever is the lesser;
- Constructed with a concrete footpath section if a footpath exists within the street. The concrete footpath section will vary in width depending on the footpath and would be generally not greater than 1.8 metres;
- Constructed of grey concrete;
- Constructed at a right angle to the street; and

Item I0.3.2	PROPOSED CHANGE OF USE FROM SINGLE HOUSE TO CONSULTING ROOMS (SKIN CANCER CLINIC) - LOT 8 (NO. 417) CANNING HIGHWAY, COMO
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## Application for Planning Approval Requiring Engineering Comments



- Constructed with 1.8 metre radius curve from the kerb line to the crossing.

The submitted plan details a crossing that is an extension of the west boundary and at angle to Saunders Street of approximately 81 degrees. There is no specific circumstance to justify not having the crossing at right angles to the street. The internal layout is off a central aisle that at right angles to the street. The submitted plan also details the crossing as commencing at the side boundary. The crossing is required to align with the gate opening or 500mm off the side boundary whichever is the greater. The crossing cannot be wider than 6 metres.

The plan provides no detail of the proposed crossing levels. Typically the concrete crossing will be:

- 100mm above the gutter level at any point on the apron 300mm in from the kerb line; and
- 150mm above the gutter level at any point on the apron 750mm in from the kerb line.

A crossing application is to be submitted and approved by the City prior to construction and the crossing will be checked for compliance during and post construction.

The City's crossing requirements are provided in the Management Practice M353 "Crossing Construction". Failure to adhere to these conditions will require the applicant to bear all costs associated with making the necessary modifications.

Please refer to the link below

<http://www.southperth.wa.gov.au/Services/Crossovers/>

**Planning Approval or the subsequent issuing of a Building Permit by the City is *not* consent for the construction of a crossing. As described in Management Practice M353 a 'Crossing Application' form must be formally submitted to Infrastructure Services for approval prior to any works being undertaken within the road reserve.**

Name:	LES CROXFORD	Date:	
	Manager Engineering Infrastructure		14 July 2015

10 Moresby Street, Kensington WA 6151  
APPLICATION for PLANNING APPROVAL

Page 1

13/03/15

CITY OF SOUTH PERTH  
Administration Office / Civic Centre  
Cnr Sandgate St and South Tce  
South Perth WA 6151

ATTN: Planning Department

RE: **APPLICATION FOR PLANNING APPROVAL : NEW DWELLING**  
ADDRESS: 10 MORESBY ST, KENSINGTON, WA 6151

To Whom it May Concern,

Please find enclosed documentation to support our Planning Application for a proposed new dwelling at the above address.

I am lodging this application on behalf of my clients, Philip and Linda Martinz ('This for Hair' Salon) whose signatures are included on the enclosed DA Application Form.

The following documentation has been provided for assessment:

1. Four (4) copies of drawings comprising:
  - i) Site Feature Survey by licensed surveyor, GIUDICE SURVEYS
  - ii) Architectural Drawings:
    - Site Plan SK.101\_C
    - Ground Floor Plan SK.102\_C
    - Roof Plan & Section SK.105\_C
    - Elevations SK.106\_C
    - Overlooking Plans SK.110\_C
    - Overshadowing Plan SK.111\_C
    - Street Perspective SK.1P\_C
2. Completed form for *Application for Planning Approval*
3. Payment made by Credit Card upon submission.
4. Supplementary Information overleaf.

We trust the enclosed provides you with sufficient information to conduct your assessment. However, should you require any additional documentation, please feel free to contact me on the below details.

Yours sincerely,



Philip Stejskal  
PHILIP STEJSKAL ARCHITECTURE  
Reg: 2486 (2152)

M: 0401 727 405  
E: philip@architectureps.com.au  
ABN: 93 854 818 466

10 Moresby Street, Kensington WA 6151  
 APPLICATION for PLANNING APPROVAL

Page 2

13/03/15

## SUPPLEMENTARY INFORMATION

Please find below additional information that may be required for assessment:

### Materials Schedule:

Ground floor:	Combination of concrete blockwork (CBW) & rendered brickwork (RB).
First floor:	Texture coat render (TC) to match rendered brickwork of ground floor.
Roof:	Profiled metal sheeting in 'Zincalume' colour (MC).

### The Premise of our Proposal:

This application seeks approval for an unusual dwelling type.

My clients are owners and operators of the hairdressing salon on this property, and are seeking to develop the rear of the property as their own home (in retirement). They do not envisage operating the salon indefinitely. Their desire is therefore to rent out the commercial space in future, and reside at the rear of the lot.

My clients currently live in Kensington and have come to love the area. This proposal derives from their desire to down-size yet remain local.

### The Design of the Proposal:

The proposal has been designed as a stand-alone dwelling at the rear of the subject lot, with access (pedestrian and vehicular) via the existing right of way.

It consists of two tandem parking bays at ground level, along with a bedroom, bathroom / laundry and the entrance. The upper level contains a central courtyard with access to the roof-level terrace, in addition to the main living / dining / kitchen area and master bedroom and ensuite.

The upper level primarily opens to the east and west, with a minor opening in the southern elevation and set-back clerestory glazing to the north.

The proposed structure extends to northern, western and southern boundaries, and is separated from the commercial tenancy via a central courtyard.

The envelope of the proposal has been designed to minimise apparent bulk and scale. To this end, the roof form is set in from the perimeter and differentiated in material from the walls. The upper level walls are differentiated, in turn, from their ground floor counterparts.

The garage entry is set back from the laneway to improve line of sight and create a sheltered pedestrian entrance point. The entry will be clad in translucent polycarbonate, back-lit at night. The intention is to provide passive illumination to the laneway. In addition, first floor windows overlook the laneway to provide passive surveillance.

Three-dimensionally, the proposal is envisaged as a combination of elements that appear to stem from the site (ie: boundary walls that are visual anchors) and those that appear 'inserted' (the upper floor 'box'). Separating these elements is a negative detail, which makes the upper floor appear to float and breaks down the visual mass of the proposal. A third element is the roof plane. This consists of vertically striated material (either profiled metal or metal balustrading) that is set in from the edge of the first floor box. This level accommodates a roof garden and clerestory glazing.

Conceptually, the proposal seeks to provide a compact dwelling solution where cars, interior accommodation and garden are compressed within a restricted footprint.

On a further level it imagines how we might densify our city by harnessing currently under-utilised spaces, such as service lanes and activating these with residential and other uses.



10 Moresby Street, Kensington WA 6151  
APPLICATION for PLANNING APPROVAL

Page 3

13/03/15

## TOWN PLANNING SCHEME NO.6

*Zoning: Local Commercial R50*

*Land Use: Mixed Development*

Table 3 – Development Requirements for Non-Residential Uses in Non-Residential Zones

Zone: Local Commercial

	<u>Required</u>	<u>Provided</u>
Plot Ratio:	0.5	94.5sqm(proposal) + 51sqm(salon) = 145.5sqm/205sqm(site area) = 0.71
Set-backs:		
	Street: 1.5m	N/A as proposal faces rear laneway
	Other – Nil	Nil
Landscape Area:	10% of site	42sqm(GF courtyard) + 10sqm (FF courtyard) + 20sqm(roof tce) = 72sqm/205(site area) = 35% of site

### 6.1A Building Height Limits

Permissible:	7m
Proposed:	6.5m to top of parapet wall / roof form.
Assumed NGL:	RL28.85 (building height determined from this RL)

### 6.3 Parking

#### Requirement:

Car Parking (commercial): 1/25sqm GFA = 50sqm, therefore 2 bays required

Car Parking (residential): 1.25 bays / dwelling [Medium 75 – 110sqm]

#### Proposal:

The proposed residential dwelling will incorporate 2 car bays in a tandem arrangement. These bays are dedicated to the residence.

The property currently provides a garage to the rear of the salon, which provides compliant parking for 1 car. The other required car bay is currently accommodated in the car park to the front of the commercial tenancy. This car park has a total of 26 bays including 1 accessible.

Based on 6 commercial premises of similar size to 10 Moresby, the total number of required bays is 12. This leaves 14 bays for use by 'Moresby Hall'. The exact use of this hall is unclear, however, if used by community groups, the demand on parking bays would be intermittent and overlap with commercial parking requirements may be limited.

It is on these grounds that we seek support for a reduction in the number of required on-site car bays for the commercial tenancy at 10 Moresby, further to the provisions of Clause 6.3 (4) of the Town Planning Scheme.

Dimensionally, the proposal incorporates two bays in tandem, with a total length of 11m. At the narrowest point, the rear bay measures 3m in width.

### 6.4 Bicycle Parking

#### Requirement:

Bike Parking (commercial): 1/100sqm GFA

#### Proposal:

The proposal maintains a central courtyard between the commercial tenancy and the proposed residence. This courtyard is suitable for the secure storage of bikes.



10 Moresby Street, Kensington WA 6151  
APPLICATION for PLANNING APPROVAL

Page 4

13/03/15

#### Policy P350.02 'Residential Boundary Wall'

It is our understanding that policy P350.02 replaces corresponding provisions of the R-Codes.

Our design proposes to build to both side lot boundaries as well as the rear boundary (fronting the laneway) due to the restricted width of the site, and our desire to maintain a generous central courtyard between the commercial tenancy and the proposed residence.

We understand this will impact the adjoining properties, however, seek your support of the proposal on the following basis:

- i) The adjoining properties are commercial.
- ii) Overshadowing does not adversely impact any outdoor living areas
- iii) The overall height of the proposal boundary wall has been kept well below the 7m maximum at 5.5m typically, with only minor sections that project beyond this. The elements that extend to the proposal height maximum of 6.5m are a) roof and b) open balustrading to the roof terrace.
- iv) The proposal has been designed to diminish the bulk and scale of the boundary walls through articulation of the design into three layers, being: a) the blockwork base, b) the white rendered elevated box, and c) the set-in roof form / balustrades.
- v) The proposal does not impact on the streetscape as it is located on a rear laneway.
- vi) The proposal is not proximate to any existing residential dwellings.

#### Plot Ratio

The proposed plot ratio is 0.71, which exceeds the 0.5 maximum for Local Commercial zones.

We seek your support for the proposed plot ratio on the following grounds:

- i) The site is serviced by an existing 6m-wide bitumenised laneway.
- ii) The increase in plot ratio is requested to accommodate a type of residential dwelling, which seeks to revitalise and populate an otherwise utilitarian laneway.
- iii) The increase is sought to facilitate the transition of local residents from a larger Kensington home to a dwelling more suitably tailored to the coming phase of their lives. The proposal allows them to co-locate with an income source (their current place of trade) without diminishing the functionality of either.
- iv) The proposal takes currently under-utilised space and converts it into highly useful space that will contribute to the life (and surveillance) of the laneway.

#### Open Space

Based on a density coding of R50, the Residential Design Codes stipulate a 45% open space requirement. The proposed design dedicates 35% of the site to open space over three levels.

We seek approval for a reduction in the open space requirement on the basis of the following:

- i) The proposal is 'Mixed Use' in nature, not purely residential.
- ii) It is situated in the Local Commercial zone, which stipulates a 10% minimum for 'Landscape Area'
- iii) R-Code design principle for 'Open Space' (...respects existing or preferred neighbourhood character and responds to features of the site...) may not be as relevant to this proposal as it addresses a laneway without pre-existing neighbourhood character.

10 Moresby Street, Kensington WA 6151  
APPLICATION for PLANNING APPROVAL

Page 5

13/03/15

#### Use of Site

The proposed use of the site is intended to vary over time, with the following scenarios envisaged:

##### *Short Term:*

Commercial tenancy: operated by owners

Dwelling: leased to others

##### *Mid Term:*

Commercial tenancy: operated by owners

Dwelling: occupied by owners

##### *Long Term:*

Commercial tenancy: leased to others

Dwelling: occupied by owners

There is no intention of sub-dividing the property.

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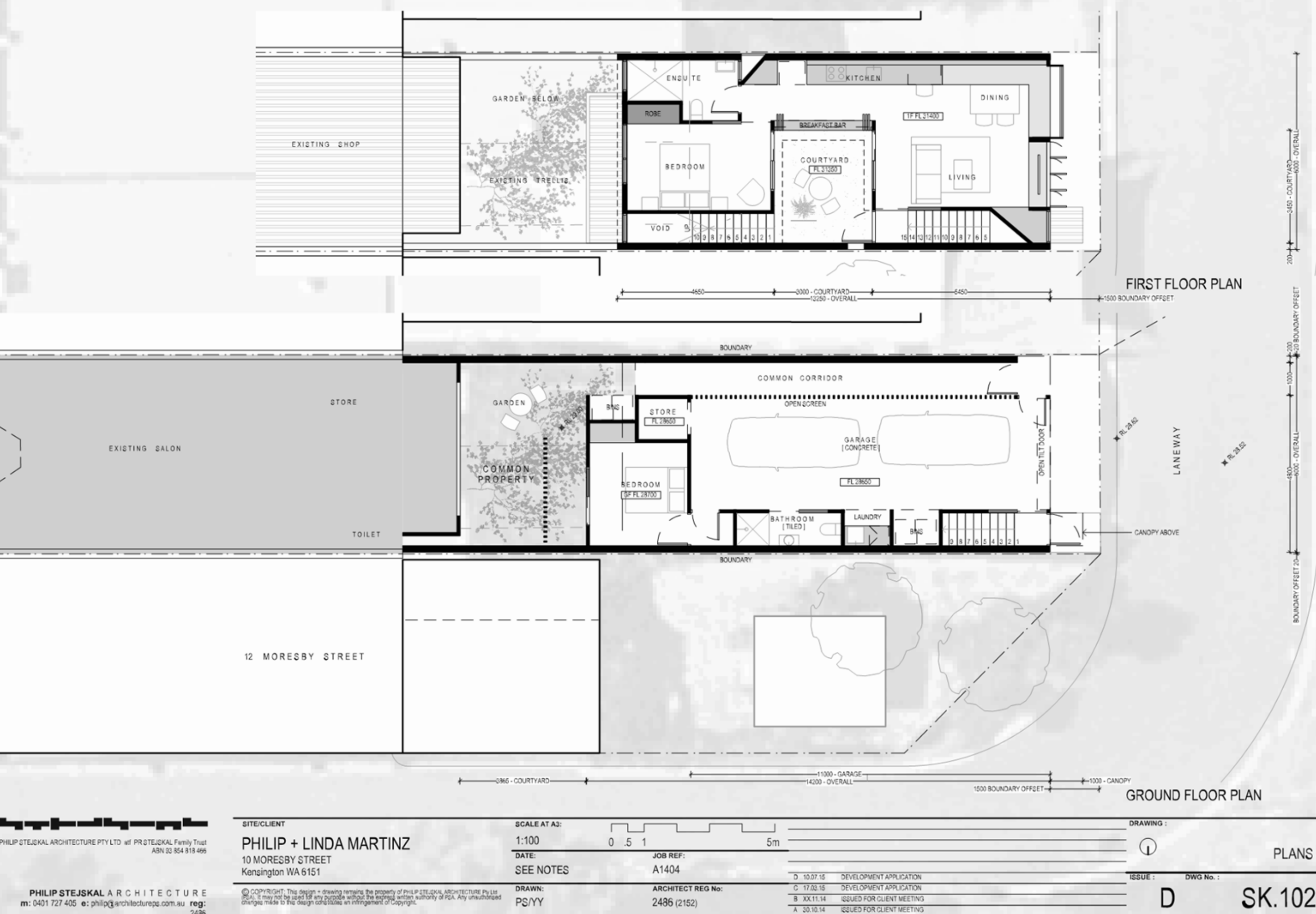






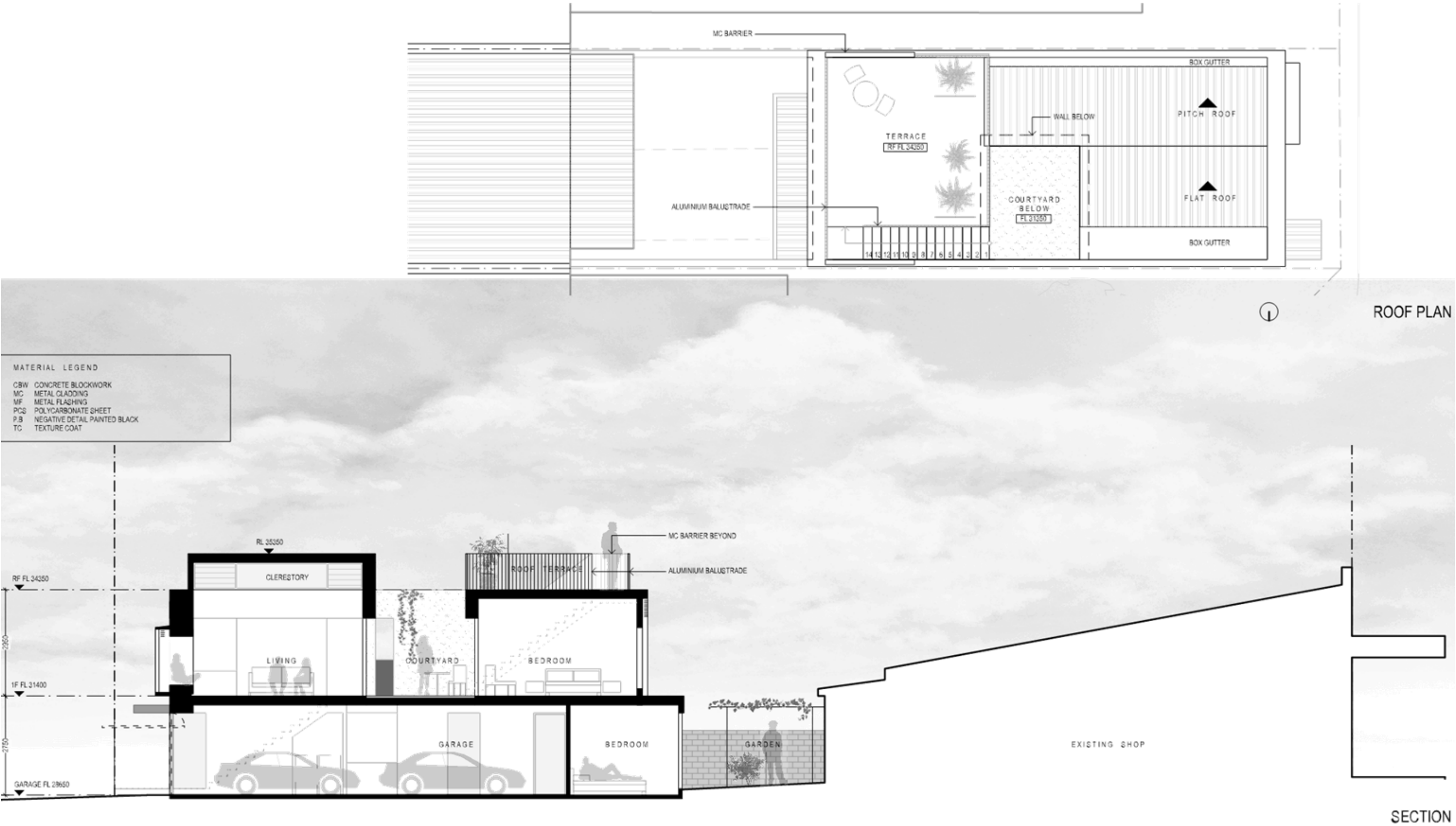












PHILIP STEJSKAL ARCHITECTURE PTY LTD and PR STEJSKAL Family Trust  
ABN 93 854 813 466

**PHILIP STEJSKAL ARCHITECTURE**  
m: 0401 727 405 e: philip@architectureps.com.au reg: 9286

**SITE/CLIENT**  
**PHILIP + LINDA MARTINZ**  
10 MORESBY STREET  
Kensington WA 6151

**SCALE AT A3:**  
1:100  
0 .5 1 5m

**DATE:**  
SEE NOTES

**JOB REF:**  
A1404

**DRAWN:**  
PS/YY

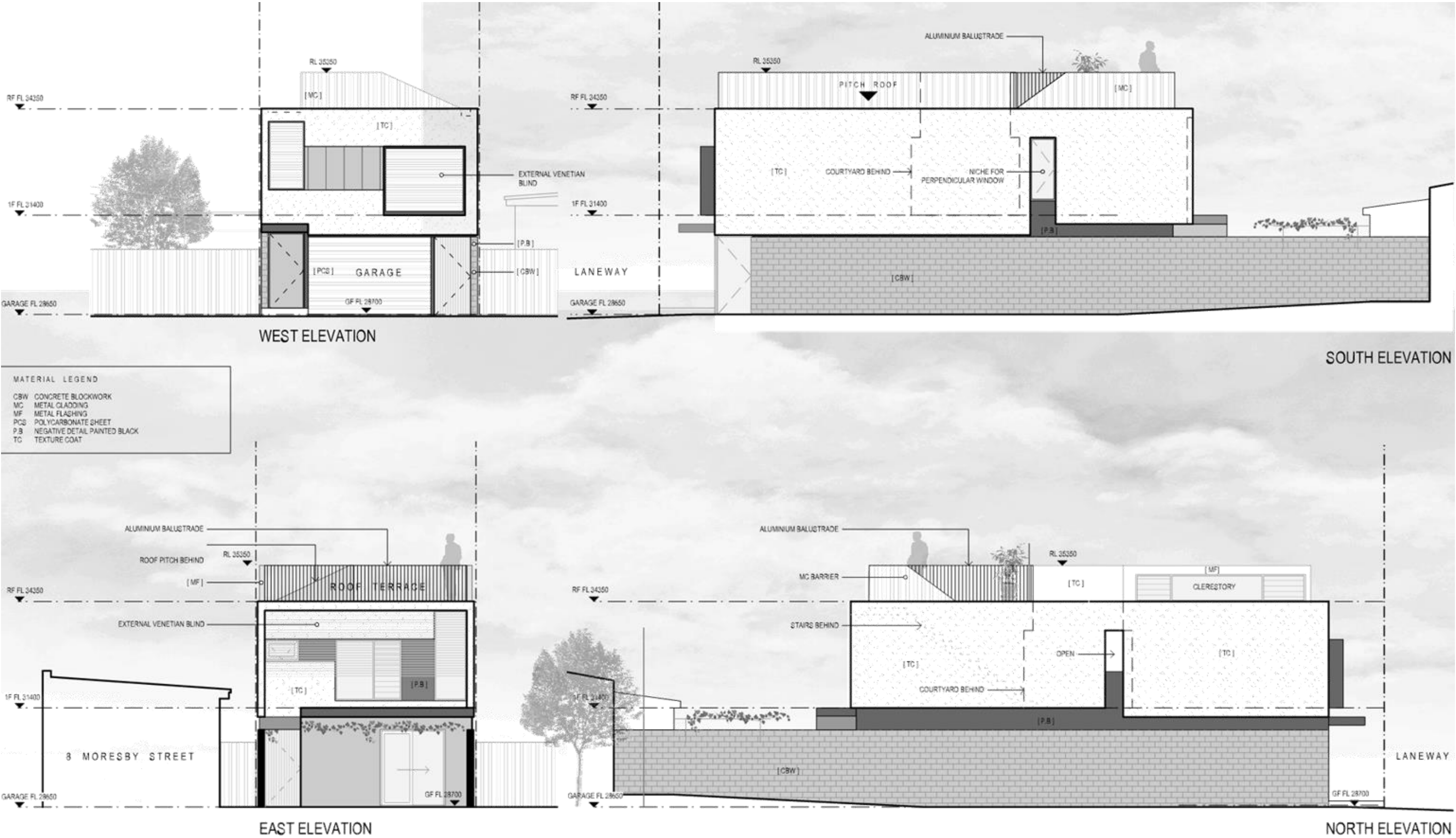
**ARCHITECT REG No:**  
2486 (2152)

DRAWING :	
ROOF PLAN & SECTION	
D 10.07.15	DEVELOPMENT APPLICATION
C 17.03.15	DEVELOPMENT APPLICATION
B 20.11.14	ISSUED FOR CLIENT MEETING
A 20.10.14	ISSUED FOR CLIENT MEETING

**ISSUE :**  
**D**

**DWG No. :**  
**SK.105**





PHILIP STEJSKAL ARCHITECTURE PTY LTD and PR STEJSKAL Family Trust  
ABN 93 954 813 466

**PHILIP STEJSKAL ARCHITECTURE**  
m: 0401 727 405 e: philip@architectureps.com.au reg: 24284

**SITE/CLIENT**

**PHILIP + LINDA MARTINZ**  
10 MORESBY STREET  
Kensington WA 6151

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**SCALE AT A3:**

1:100

0 .5 1 5m

**DATE:**  
SEE NOTES

**JOB REF:**  
A1404

**DRAWN:**  
YY

**ARCHITECT REG No:**  
2486 (2152)

**DRAWING:**

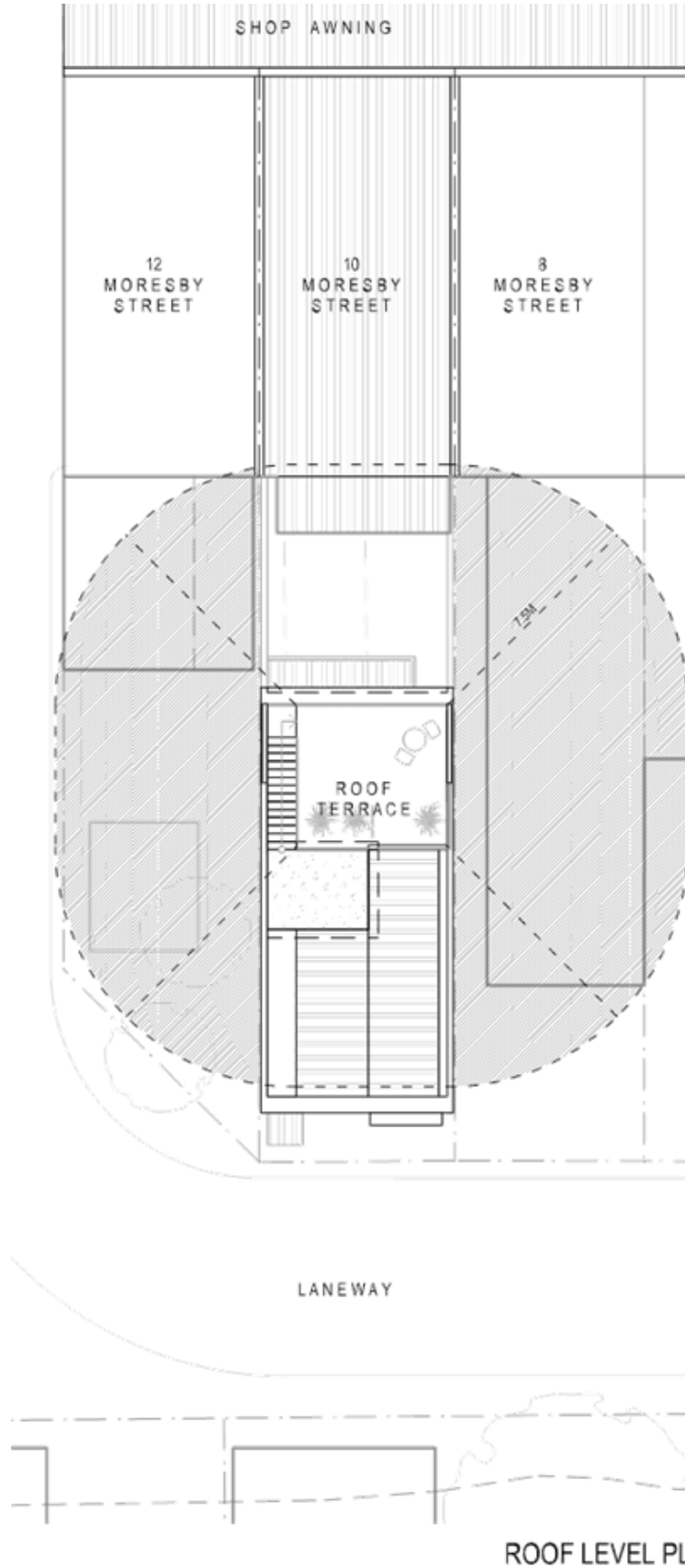
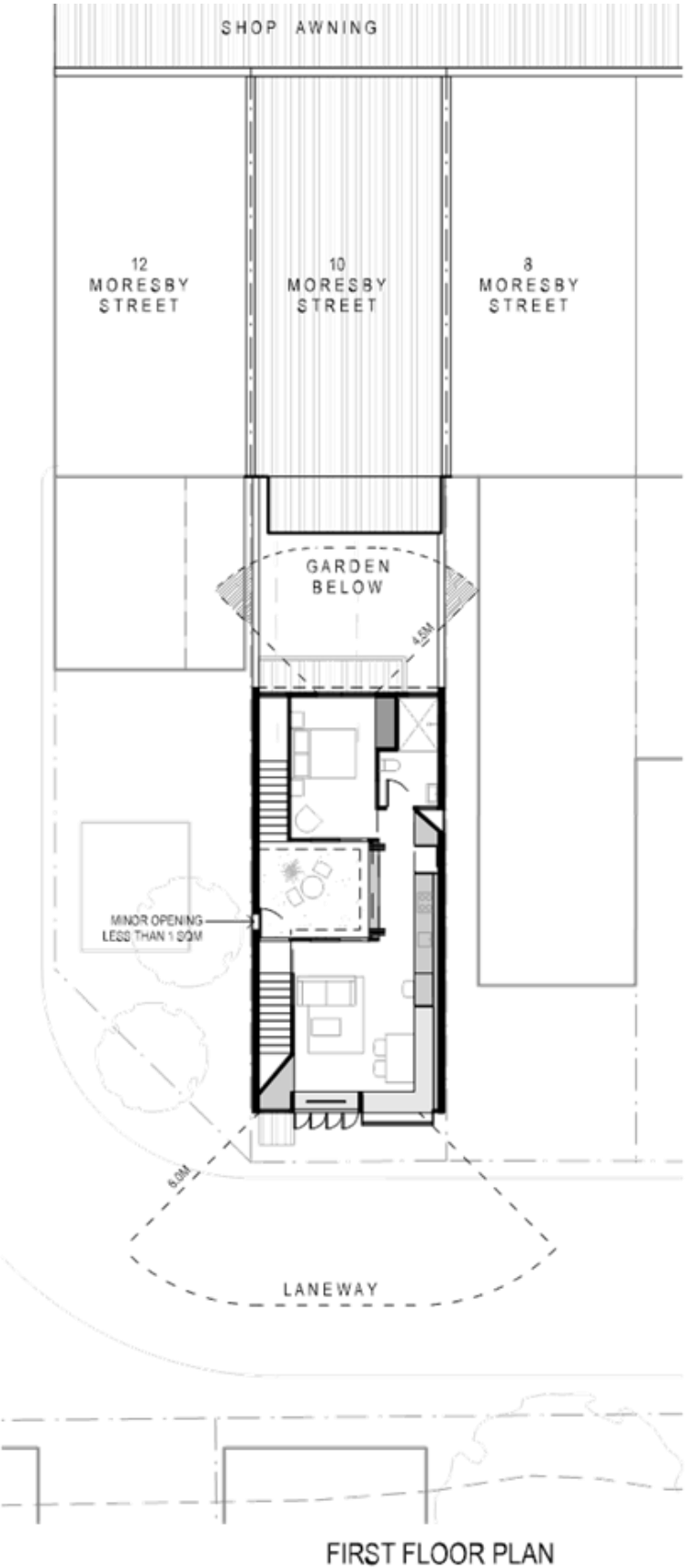
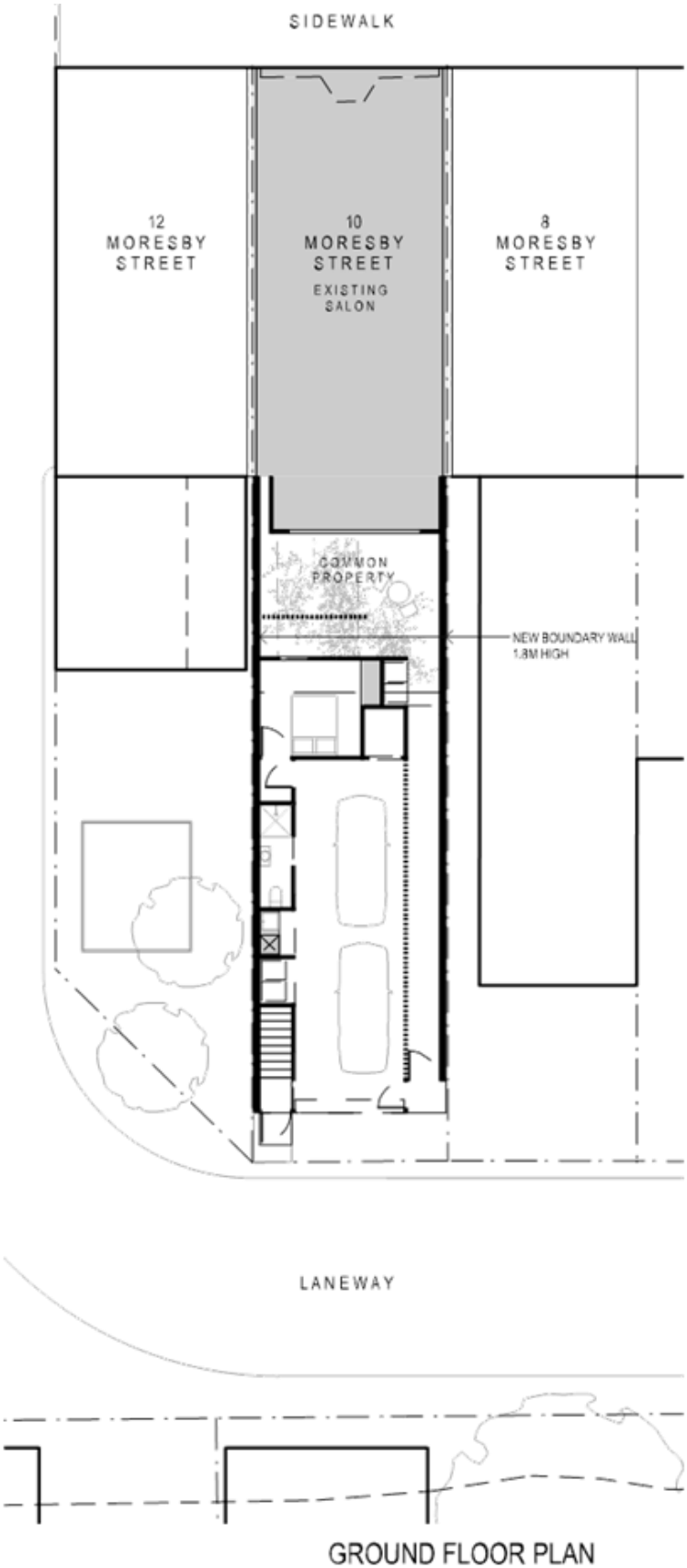
D	10.07.15	DEVELOPMENT APPLICATION
C	17.03.15	DEVELOPMENT APPLICATION
B	XX.11.14	ISSUED FOR CLIENT MEETING
A	20.10.14	ISSUED FOR CLIENT MEETING

**ELEVATIONS**

**ISSUE:** D **DWG No.:** SK.106







PHILIP STEJSKAL ARCHITECTURE PTY LTD and PR STEJSKAL Family Trust  
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SITE/CLIENT  
**PHILIP MARTINZ**  
10 MORESBY STREET  
Kensington WA 6151

SCALE AT A3:  
1:200

DATE:  
SEE NOTES

DRAWN:  
YY

JOB REF:  
A1404

ARCHITECT REG No:  
2486 (2152)

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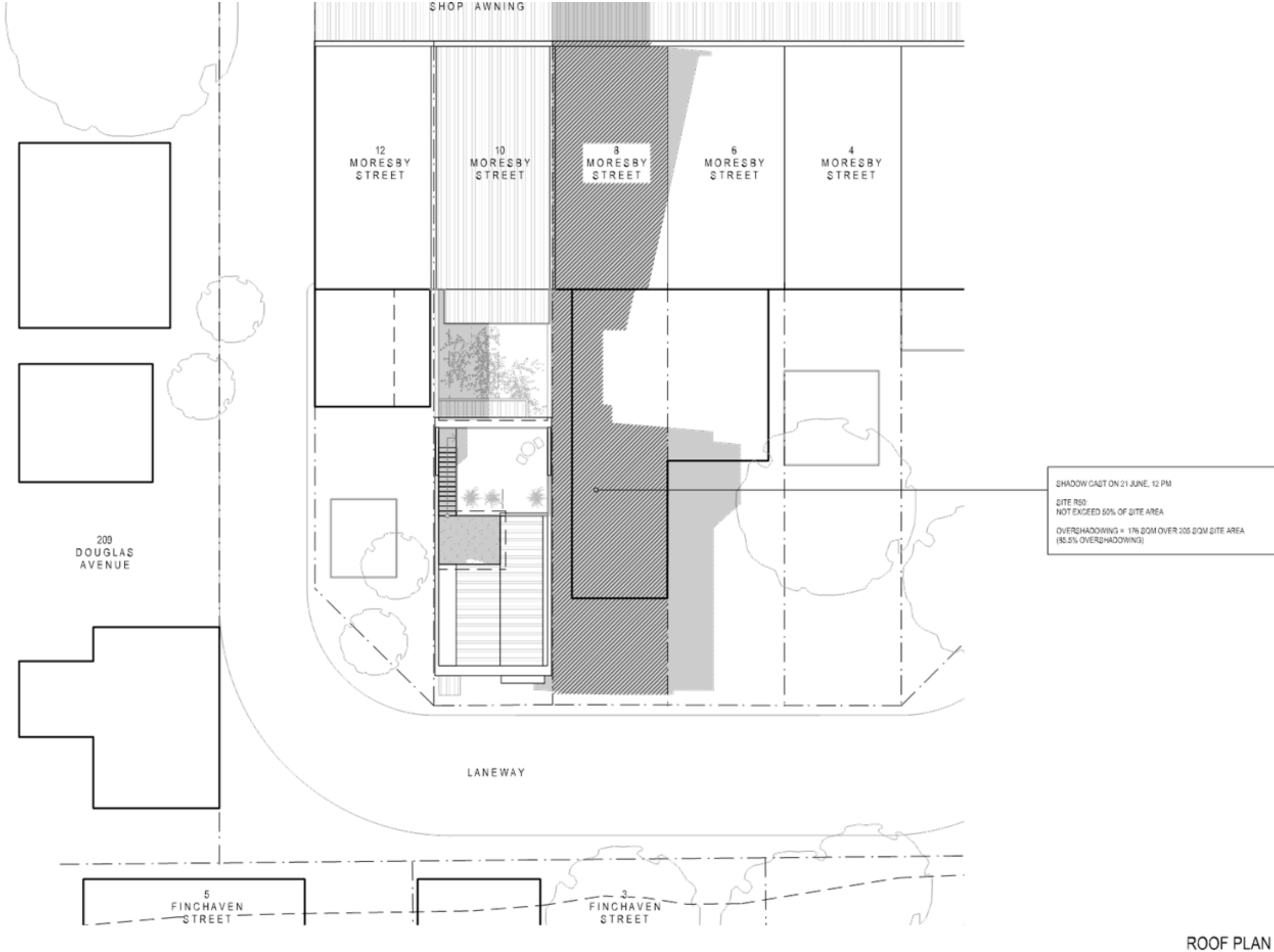
DRAWING :  
OVERLOOKING PLANS

ISSUE :  
D

DWG No. :  
SK.110

D	10.07.15	DEVELOPMENT APPLICATION
C	17.03.15	DEVELOPMENT APPLICATION
B	XX.11.14	ISSUED FOR CLIENT MEETING
A	20.10.14	ISSUED FOR CLIENT MEETING





ROOF PLAN

PHILIP STEJSKAL ARCHITECTURE PTY LTD and PR STEJSKAL Family Trust  
ABN 92 854 813 466

PHILIP STEJSKAL ARCHITECTURE  
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SITE/CLIENT  
**PHILIP MARTINZ**  
10 MORESBY STREET  
Kensington WA 6151

SCALE AT A3:  
1:200  
DATE:  
SEE NOTES

JOB REF.  
A1404

DRAWN:  
YY  
ARCHITECT REG No:  
2486 (2152)

D 10.07.15 DEVELOPMENT APPLICATION  
C 17.03.15 DEVELOPMENT APPLICATION  
B 20.11.14 ISSUED FOR CLIENT MEETING  
A 20.10.14 ISSUED FOR CLIENT MEETING

DRAWING :  
OVERSHADOWING  
PLANS

ISSUE :  
DWG No. :  
D SK.111

**Attachment C – Site Photographs**

Subject site – Existing 6 commercial tenancy at Moresby Street



The existing single garage on the subject site accessed from rear Right of Way (ROW)



### Attachment C – Site Photographs



Subject site - The existing courtyard behind the existing Hairdressing shop



View from the southern end of ROW towards subject site







VIEW FROM LANE

PHILIP STEJSKAL ARCHITECTURE PTY LTD ad PR STEJSKAL Family Trust  
ABN 93 954 813 466

PHILIP STEJSKAL ARCHITECTURE  
m: 0401 727 405 e: philip@architectureps.com.au reg:  
24286

SITE/CLIENT		SCALE AT A3:		DRAWING :	
PHILIP MARTINZ		N/A			
10 MORESBY STREET		DATE:	JOB REF:		
Kensington WA 6151		SEE NOTES	A1404		
		DRAWN:	ARCHITECT REG No:		
		YY	2486 (2152)		
© COPYRIGHT: This design + drawing remains the property of PHILIP STEJSKAL ARCHITECTURE Pty Ltd (PSA). It may not be used for any purpose without the express written authority of PSA. Any unauthorised changes made to this design constitutes an infringement of Copyright.		D	30.07.16	DEVELOPMENT APPLICATION	PERSPECTIVE
		C	17.02.16	DEVELOPMENT APPLICATION	
		A	30.10.14	ISSUED FOR CLIENT MEETING	
				ISSUE :	DWG No. :
				D	SK.1P

10 Moresby Street, Kensington WA 6151  
APPLICATION for PLANNING APPROVAL

Page 1

10/07/15

10.07.15

CITY OF SOUTH PERTH  
Administration Office / Civic Centre  
Cnr Sandgate St and South Tce  
South Perth WA 6151

ATTN: Peter Ng, Planning Department

**RE: APPLICATION FOR PLANNING APPROVAL # 11.2015.131**  
ADDRESS: 10 MORESBY STREET, KENSINGTON WA 6151

Dear Peter,

Thank you for your email dated 30<sup>th</sup> of June 2015.

We refer you to the following documentation in response to concerns raised by the City and public submissions:

1. Revised Drawings:
 

- Site Plan	SK.101_D
- Ground Floor Plan	SK.102_D
- Roof Plan & Section	SK.105_D
- Elevations	SK.106_D
- Overlooking Plans	SK.110_D
- Overshadowing Plan	SK.111_D

2. Written Response (below)

#### WRITTEN RESPONSES

We have reviewed the submissions and provide the following responses for your further consideration:

##### Submission 1

1. All stormwater will be collected and disposed of in soakwells on site.
2. A new boundary wall will be constructed within the legal boundaries of 10 Moresby St.
3. All costs associated with realignment and construction of the new boundary wall will be borne by owners of 10 Moresby St.
4. The proposed building will be constructed entirely within the legal boundaries of 10 Moresby St.
5. All below ground infrastructure will be constructed entirely within the legal boundaries of 10 Moresby St.
6. Overshadowing: we propose to introduce a 1.5m setback from the western (laneway) boundary that reduces the amount of overshadowing to the rear of #8 Moresby St. We acknowledge this will only result in a marginal improvement of solar access to the southern neighbour, however, we seek your support of the proposal on the basis of the particular site constraints and our clients' aspiration to create a high-quality in-fill development that sets a high benchmark.

##### Submission 2

We understand the overriding objection of Submission #2 to be the proposed nil setback to the laneway.

As such, we propose to introduce a 1.5m setback from this boundary as shown on the revised drawings.

We trust this will alleviate some of the submitters concerns. To increase the setback to the requested 2m would make the central courtyard too small to act as a sufficient barrier / separation between commercial and residential components of the property.

##### Submission 3

1. Based on discussions with yourself and Cameron Howell to date, we understand that the City is generally supportive of residential development of the proposed nature within the Local Commercial zone. This would make sense to us, given the wider shift toward sustainability through diversification.
2. As per the above, I would defer to the City in regard to this item.
3. It is acknowledged that the proposal leads to plot ratio being exceeded. We refer to the justification provided in our original submission of 13/03/15.



10 Moresby Street, Kensington WA 6151  
APPLICATION for PLANNING APPROVAL

Page 2

10/07/15

4. The entrance to the proposed dwelling will be exclusively off the rear laneway. In order to improve this relationship, the revised proposal incorporates a 1.5m setback, which creates a buffer between the service lane and pedestrian access.
5. The opening referred to by the submission provides cross ventilation to the upper level courtyard. This can be fitted with privacy louvres if required. The roof terrace admittedly causes some overlooking into the rear of the submitters property. However, the circulation stairway removes line of sight from the building edge, thereby casting views farther afield.  
Given the commercial nature of the immediate vicinity, and the likelihood that any future developments on adjacent sites would be constructed to side boundaries, we seek a concession with regard to R-Code overlooking provisions.
6. The design of the nil setback walls has been carefully considered and designed to ameliorate the effect of a double storey boundary wall, through the use of differentiated materials and surfaces.
7. To address the neighbour's concern of having their existing boundary fence removed, we would propose to reinstate this structure at the end of construction or earlier as practicable.
8. As our clients' lot is SOUTH of the submitter's property, we do not believe overshadowing to be an issue.
9. The proposal has been amended to remove projections beyond the boundary.
10. Efforts have been taken to provide bedrooms with adequate 'separation' to the commercial aspect of the property.
11. The proposal incorporates two residential parking bays. Please refer the justification in our original submission dated 13/03/15, which seeks a dispensation in regard to the commercial bays.
12. The revised proposal incorporates a dedicated access corridor for deliveries and bin access.
13. The revised proposal incorporates a 1.5m setback from the western boundary, which we trust addresses the raised concerns.
14. The hope is certainly that the current service laneway might develop into a more vibrant space. We do not believe this is at odds with the current use of the lane.

---

We trust the above and attached provides the required responses to the concerns raised.  
Please do not hesitate to contact us with any further queries or to discuss in general.

Yours sincerely,



Philip Stejskal  
ARCHITECT  
Reg: 2486 (2152)

M: 0401 727 405  
E: philip@architectureps.com.au  
ABN: 93 854 818 466

City of South Perth  
**Town Planning Scheme No. 6**

# **Amendment No. 50**

**Licensed Premises**



**Civic Centre**

Cnr Sandgate Street and South Terrace  
SOUTH PERTH WA 6151

Monday to Friday: 8.30am to 5.00pm

Enquiries: Mark Scarfone

Telephone: 9474 0777

Facsimile: 9474 2425



## Proposal to Amend a Town Planning Scheme

- |  |  |
|--|--|
| <b>1. Local Authority:</b>                     | City of South Perth  |
| <b>2. Description of Town Planning Scheme:</b> | Town Planning Scheme No. 6   |
| <b>3. Type of Scheme:</b>                      | District Zoning Scheme   |
| <b>4. Serial No. of Amendment:</b>             | Amendment No. 50   |
| <b>5. Proposal:</b>                            | To amend TPS6 to provide improved development control for 'Licensed Premises'. |



# RESOLUTION DECIDING TO AMEND CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6



## PLANNING AND DEVELOPMENT ACT 2005



**Resolution Deciding to Amend  
City of South Perth  
Town Planning Scheme No. 6  
Amendment No. 50**

**RESOLVED ...**

That the Council of the City of South Perth, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the *City of South Perth Town Planning Scheme No. 6* for the following purposes:

1. To amend Table 1 'Zoning – Land Use' to include these new land uses;
2. To amend Table 6 – 'Car and Bicycle Parking' to include appropriate requirements for the new land uses;
3. To insert three new land use definitions into Schedule 1 of TPS6, these being 'Small Bar', Liquor Store – Small, and Liquor Store – Large; and
4. To amend the definition of 'Shop' in Schedule 1 of TPS6 to exclude land uses referred to in (3).

---

A C FREWING  
CHIEF EXECUTIVE OFFICER

**Minutes of Council Meeting dated: 25 August 2015**



# AMENDMENT REPORT



## **Report on Amendment No. 50 to Town Planning Scheme No. 6**

### **INTRODUCTION**

The City of South Perth Town Planning Scheme No. 6 (TPS6) became operative on 29 April 2003. At a meeting held on 25 August 2015, the Council resolved to amend the Scheme in the manner described in this Report, and at the same meeting, the Council endorsed the draft Amendment for advertising purposes.

The Council resolution to amend the Scheme and the text of the draft Amendment are included as part of these Amendment documents.

The purpose of Amendment No. 50 to Town Planning Scheme No. 6 (TPS6), is as follows:

1. To amend Table 1 'Zoning – Land Use' to include these new land uses;
2. To amend Table 6 – 'Car and Bicycle Parking' to include appropriate requirements for the new land uses;
3. To insert three new land use definitions into Schedule 1 of TPS6, these being 'Small Bar', Liquor Store – Small, and Liquor Store – Large; and
4. To amend the definition of 'Shop' in Schedule 1 of TPS6 to exclude land uses referred to in (3).

### **BACKGROUND TO AMENDMENT NO. 50**

In February 2015, the Western Australian Local Government Association (WALGA) released a document titled Local Government Town Planning 'Guideline for Alcohol Outlets'. The document was produced by WALGA and the Drug and Alcohol Office with the assistance of the planning consultancy, Planning Context. In March WALGA hosted a seminar on this subject to assist local governments to understand and implement the guidelines. As discussed further below, the guideline suggests the starting point for a town planning approach is to frame up an overall strategy for the locality, based on sound research to understand the 'bigger picture'. Without this information regulatory policy will be reactionary and ad hoc, rather than proactive.

At the March Ordinary Council meeting, Council moved a motion relating to alcohol outlets, this is summarised below:

- to require a report to be prepared for the May meeting which provides a strategic approach to the assessment of alcohol outlets; and,

- to adopt an interim policy requiring large format liquor stores to be located in the District Centre Commercial zone only.

In May 2015, a report was prepared for Council's consideration. Recommendation 4 stated:

Initiate a 'Scheme Amendment' to insert relevant definitions into Schedule 1 and land uses into Table 1 to give greater control over the permissibility of alcohol outlets in the various zones. The proposed scheme amendment shall be presented to a future Council meeting for formal endorsement and initiation.

The relevant section of the May Council Meeting minutes are contained in Appendix 1 of this report. Proposed Amendment No. 50, is consistent with the May resolution of Council.

## EXISTING SCHEME PROVISIONS

Under the provisions of Clause 7.1 of TPS6, planning approval is required for new licensed premises and for alterations and additions to existing licensed premises, including but not limited to 'Hotel', Tavern', Café/Restaurant and 'Shop'. Each of these land uses is defined under Schedule 1 of TPS6.

A 'liquor store' currently falls within the definition of a 'Shop' under the provisions of TPS6. TPS6 does not contain a definition of 'Small Bar' and as such applications for this category of land use are currently assessed having regard to the 'Use Not Listed' provisions contained in Clause 3.3(7) of TPS6.

## PROPOSED CHANGES

The proposed changes are summarised as follows:

1. To amend Table 1 'Zoning – Land Use' to include these new land uses;
2. To amend Table 6 – 'Car and Bicycle Parking' to include appropriate requirements for the new land uses;
3. To insert three new land use definitions into Schedule 1 of TPS6, these being 'Small Bar', Liquor Store – Small, and Liquor Store – Large; and
4. To amend the definition of 'Shop' in Schedule 1 of TPS6 to exclude land uses referred to in (3).

### 1.0 Amend Table 1 'Zoning – Land Use' To Encompass These New Definitions

Table 1 'Zoning – Land Use' to be amended to encompass the new definitions. Table 1 to be reformatted as appropriate.

Land Use Permissibility Table For Liquor Store And Small Bar

ZONES	Residential	District Centre Commercial	Mends Street Centre Commercial	Neighbourhood Centre Commercial	Highway Commercial	Mixed Use Commercial	Local Commercial	Public Assembly	Private Institution	Technology Park



Liquor Store – Small	X	D	D	DC	DC	DC	DC	X	X	X
Liquor Store – Large	X	DC	X	X	X	X	X	X	X	X
Small Bar	X	D	D	DC	DC	DC	DC	X	DC	DC

*D = Discretionary Use*    *DC = Discretionary Use with Consultation*    *X = Prohibited Use*

## 1.1 Rationale For Amendments to Table 1 'Zoning – Land Use'

In recognition of the potential impact of these land uses on the adjoining land uses, they are to be designated as 'D' (discretionary), 'DC' (discretionary with consultation) or 'X' (prohibited) uses in the respective zones indicated in the table above. Small liquor stores currently operate, in harmony with surrounding land uses in many of the City's non-residential zones. The proposed zoning Table recognises this, nominating 'Liquor Store-Small' as a 'D' or 'DC' use in the non-residential zones. 'Liquor Store – Large' by virtue of their scale and traffic implications may be appropriate in the 'District Centre Commercial' zone, however are not desirable in the other non-residential zones of the City. The proposed zoning table reflects this.

## 2.0 Amend Table 6 – 'Car and Bicycle Parking' to include new definitions.

Table 6 'Car and Bicycle Parking' to be amended to encompass the newly defined land uses of Liquor Store (Small and Large) and Small Bar. Table 6 to be reformatted as appropriate.

Uses	Minimum Required Parking Bays	
	Cars	Bicycles
Liquor Store - 'Large'	1 per 20m <sup>2</sup> gross floor area	1 per 200m <sup>2</sup> gross floor area for staff and / or visitors
Liquor Store - 'Small'	1 per 20m <sup>2</sup> gross floor area	1 per 200m <sup>2</sup> gross floor area for staff and / or visitors
Small Bar	1 per 3m <sup>2</sup> of public floor space used as bars, lounges, dining and function areas, beer gardens and areas used predominantly for games.	1 per 25m <sup>2</sup> of bar floor area. 1 per 100m <sup>2</sup> of lounges, dining and function areas, beer gardens and areas used predominantly for games.

## 2.1 Rationale For Amendments to Table 6 – 'Car and Bicycle Parking'

As indicated earlier in this report, under the current provisions of TPS6, a liquor store is considered under the shop provisions of the Scheme, in terms of definitions and development controls. The car and bicycle parking requirements for 'Shop' are set out in Table 6 and separate ratios are nominated for each of the non-residential zones. The ratios range between 1 bay per 17m<sup>2</sup> (GFA) and 1 bay per 25m<sup>2</sup> (GFA), with 1 bay per 20m<sup>2</sup> (GFA) being the mode ratio across the zones. The comprehensive review of the Scheme is likely to result in some rationalisation and simplification of the car parking requirements however this is outside of the scope of this scheme amendment.

The proposed ratio of 1 bay per 20m<sup>2</sup> (GFA) for Liquor Store (Large) and Liquor Store (Small) has been advertised as a part of the consultation process for P317 'Licensed Premise's. It is appropriate for all parts of the City other than the South Perth Station Precinct and the Canning Bridge Structure Plan area which have specific car and bicycle parking requirements given their proximity to high quality public transport and proposed mixed use nature. Parking in those areas will be calculated in accordance with the relevant scheme provisions.

The operation of a 'Small Bar' is similar to a 'Tavern' or 'Hotel' use and therefore the car parking requirements will also be similar. Applying a flat ratio of 1 bay per 3m<sup>2</sup> of public floor space will ensure officers and applicants do not have to make arbitrary distinctions between standing and seated floor space, ensuring consistent assessment of parking requirements.

### 3.0 Insert Three New Definitions Into Schedule 1 And Modify 'Shop' Definition.

#### Schedule 1 - Definitions

**'Liquor Store (Large)'** : means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable licensed area of more than 300sq. metres.'

**'Liquor Store (Small)'** : means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable licensed area of not more than 300 sq. metres.'

**'Shop'** : means premises used for the sale of goods by retail, for the hire of goods, or to provide hairdressing or beauty therapy services and the like, but does not include a Showroom, Liquor Store – Large, Liquor Store – Small or any other uses specifically defined elsewhere in this Scheme.

**'Small Bar'** : means premises the subject of a small bar licence granted under the Liquor Control Act 1988.'

### 3.1 Rationale For Changes To Definitions

Under the existing provisions of TPS6, an application for a liquor store is considered under the 'Shop' definition. While a liquor store does have a similar function to a 'Shop' in that it offers goods for sale via a retail outlet, it is recognised that some members of the community consider that alcohol is not an ordinary commodity, as it has the potential to cause negative impacts. In addition, liquor stores range in size and function, from a small corner store to a large warehouse facility. It is appropriate that large and small liquor stores are defined separately as they have different impacts on the locality in terms of bulk and scale, traffic generation, noise etc.

For clarity it is proposed to modify the current definition of 'Shop' to exclude the new land uses.

A 'Small Bar', is a type of liquor licence introduced in 2007 by the *Liquor Control Act 1988* (the Act). This type of liquor licence is available to venues with an operating capacity of less than 120 people. TPS6 does not recognise 'small bar' as a discreet land use leading to it being assessed as a 'use not listed'. This may result in inconsistencies in the assessment process.

The proposed land use definitions, 'Liquor Store – Large', 'Liquor Store – Small' and 'Small Bar' are consistent with the draft *Planning and Development (Local Planning Schemes) Regulations 2014*. Gazettal of the Regulations is expected in September 2015.

## CONCLUSION

The proposed Amendment No. 50 will to give greater control over the permissibility of licensed premises in the various non-residential zones across the City of South Perth.

The Council now requests that the Western Australian Planning Commission and the Minister for Planning favourably consider the proposals contained in Amendment No. 50.

**Report prepared by:**

Mark Scarfone

Senior Strategic Projects Planner

**Council meeting dated:** 25 August 2015



## AMENDING DOCUMENTS

<p>Endorsed by Council for community advertising</p>
--



## PLANNING AND DEVELOPMENT ACT 2005



## Town Planning Scheme No. 6 Amendment No. 50

Endorsed by Council for community advertising

Council Meeting: 25 August 2015

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the above local planning scheme as follows:

1. Table 1 'Zoning – Land Use' to be amended to include the following new Non-Residential land uses in alphabetical sequence.

ZONES	Residential	District Centre Commercial	Mends Street Centre Commercial	Neighbourhood Centre Commercial	Highway Commercial	Mixed Use Commercial	Local Commercial	Public Assembly	Private Institution	Technology Park
Liquor Store – Small	X	D	D	DC	DC	DC	DC	X	X	X
Liquor Store – Large	X	DC	X	X	X	X	X	X	X	X
Small Bar	X	D	D	DC	DC	DC	DC	X	DC	DC

*D = Discretionary Use    DC = Discretionary Use with Consultation    X = Prohibited Use*

2. Table 6 'Car and Bicycle Parking' be amended to include the new land uses of Liquor Store (Small and Large) and Small Bar in alphabetical sequence.

Uses	Minimum Required Parking Bays	
	Cars	Bicycles
Liquor Store - 'Large'	1 per 20m <sup>2</sup> gross floor area	1 per 200m <sup>2</sup> gross floor area for staff and / or visitors
Liquor Store - 'Small'	1 per 20m <sup>2</sup> gross floor area	1 per 200m <sup>2</sup> gross floor area for staff and / or visitors

Small Bar	1 per 3m <sup>2</sup> of public floor space used as bars, lounges, dining and function areas, beer gardens and areas used predominantly for games.	1 per 25m <sup>2</sup> of bar floor area. 1 per 100m <sup>2</sup> of lounges, dining and function areas, beer gardens and areas used predominantly for games.
-----------	--	--

3. Insert the following new land use definitions into Schedule 1 in alphabetical sequence.

### Schedule 1 - Definitions

**'Liquor Store (Large)'** : means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable licensed area of more than 300sq. metres.'

**NOTE ON  
LIQUOR STORE  
(LARGE)**

*Amended by  
Amendment No. 50...  
[Note added .....]*

**'Liquor Store (Small)'** : means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable licensed area of not more than 300 sq. metres.'

**NOTE ON  
LIQUOR STORE  
(SMALL)**

*Amended by  
Amendment No. 50...  
(GG .....)  
[Note added .....]*

**'Shop'** : means premises used for the sale of goods by retail, for the hire of goods, or to provide hairdressing or beauty therapy services and the like, but does not include a Showroom, Liquor Store – Large, Liquor Store – Small or any other uses specifically defined elsewhere in this Scheme.

**NOTE ON  
SHOP**

*Amended by  
Amendment No. 50...  
(GG .....)  
[Note added .....]*

**'Small Bar'** : means premises the subject of a small bar licence granted under the Liquor Control Act 1988.'

**NOTE ON  
SMALL BAR**

*Amended by  
Amendment No. 50...  
(GG .....)  
[Note added .....]*

## Adoption

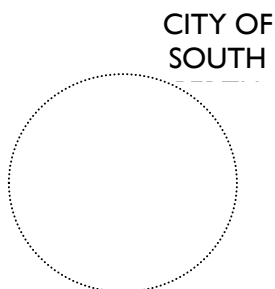
**ADOPTED** by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on 25 August 2015.

\_\_\_\_\_  
SUE DOHERTY  
MAYOR

\_\_\_\_\_  
A C FREWING  
CHIEF EXECUTIVE OFFICER

## Final Approval

**ADOPTED** by resolution of the Council of the City of South Perth at the Ordinary Meeting of the Council held on 28 April 2015 and the Seal of the City was hereunto affixed by the authority of a resolution of the Council in the presence of:



\_\_\_\_\_  
SUE DOHERTY  
MAYOR

\_\_\_\_\_  
A C FREWING  
CHIEF EXECUTIVE OFFICER

### RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

\_\_\_\_\_  
*Delegated under S.16 of the PD Act 2005*

Dated \_\_\_\_\_

### FINAL APPROVAL GRANTED

\_\_\_\_\_  
JOHN DAY  
MINISTER FOR PLANNING

Dated \_\_\_\_\_

**CITY OF SOUTH PERTH  
RATE SETTING STATEMENT  
FOR THE PERIOD ENDED 31 JULY 2015**

Attachment 10.6.1(i)

	<b>ORIGINAL BUDGET \$</b>	<b>2016 ACTUAL YTD \$</b>	<b>2016 REVISED BUDGET \$</b>
<b>REVENUE (Excluding Rates)</b>			
General Purpose Funding	4,079,672	262,395	4,079,672
Governance	75,000	2,574	75,000
Law, Order & Public Safety	103,000	4,788	103,000
Education	0	0	0
Health	95,500	71,257	95,500
Welfare	0	0	0
Housing	1,570,593	129,589	1,570,593
Community Amenities	7,161,550	6,211,024	7,161,550
Recreation & Culture	4,280,950	393,855	4,280,950
Transport	1,948,000	127,783	1,948,000
Economic Services	620,250	114,543	620,250
Other Property & Services	108,500	727	108,500
<b>Net Operating Revenue Excluding Rates</b>	<b>20,043,015</b>	<b>7,318,534</b>	<b>20,043,015</b>
<b>OPERATING EXPENDITURE</b>			
General Purpose Funding	(797,004)	(104,549)	(797,004)
Governance	(6,576,028)	(510,803)	(6,978,028)
Law, Order & Public Safety	(779,457)	(96,312)	(779,457)
Education	(70,500)	(1,136)	(70,500)
Health	(559,037)	(41,428)	(559,037)
Welfare	(510,841)	(40,970)	(510,841)
Housing	(2,251,707)	(176,376)	(2,251,707)
Community Amenities	(8,877,960)	(734,773)	(8,860,960)
Recreation & Culture	(18,930,135)	(1,103,618)	(19,155,135)
Transport	(13,448,573)	(485,821)	(13,743,573)
Economic Services	(773,070)	(52,498)	(773,070)
Other Property & Services	(329,928)	(81,554)	(529,928)
<b>Net Operating Expense</b>	<b>(53,904,240)</b>	<b>(3,429,837)</b>	<b>(55,009,240)</b>
<b>Net Operating Result - Excluding Rates</b>	<b>(33,861,225)</b>	<b>3,888,697</b>	<b>(34,966,225)</b>
<b>Adjust for Cash Budget Requirements</b>			
(Non Cash Items)			
Depreciation of Assets	10,395,250	0	10,395,250
Amortisation Expense	48,000	4,483	48,000
(Gain) / Loss Realised on Disposal of Revalued Asset	0	0	0
Movement in Employee Benefit Provisions (N/C)	0	0	0
Movement in CPV Liability	750,000	(323,300)	750,000
Movement in Deferred Pensioner Rates Debtors	25,000	5,038	25,000
Movement in UGP Debtors - Non Current	0	(270)	0
Movement in Non Current Investments	0	0	0
Movement in Other Non Current Accruals - ESL	(29,697)	54,909	(29,697)
Difference - Estimated v Actual Opening Position	0	0	0
<b>Net Non Cash Items</b>	<b>11,188,553</b>	<b>(259,140)</b>	<b>11,188,553</b>

Figures contained on this statement necessarily include accounting estimates and accruals



**CITY OF SOUTH PERTH  
RATE SETTING STATEMENT  
FOR THE PERIOD ENDED 31 JULY 2015**

Attachment 10.6.1(i)

	<b>ORIGINAL BUDGET \$</b>	<b>2016 ACTUAL YTD \$</b>	<b>2016 REVISED BUDGET \$</b>
<b>CAPITAL EXPENDITURE</b>			
<b>Acquisition of Fixed Assets</b>			
Purchase of Buildings & Land	(17,200,000)	(172,699)	(16,920,000)
Purchase of Furniture & Fittings	(545,000)	0	(15,000)
Purchase of Technology	(417,000)	(13,750)	(350,000)
Purchase of Plant & Equipment	(183,400)	(1,250)	(205,000)
Purchase of Mobile Plant	(1,264,415)	0	(1,092,515)
Construction of Infrastructure Assets	(11,591,000)	(228,482)	(11,793,000)
Purchase of Artworks	(120,000)	0	(210,300)
Incomplete / Uncapitalised Works	(4,000,000)	(4,000,000)	(4,000,000)
Acquisition of Software	(370,000)	0	0
	<b>(35,690,815)</b>	<b>(4,416,182)</b>	<b>(34,585,815)</b>
<b>Repayment of Loans</b>			
Loan Principal Repayments	(1,278,611)	(181,631)	(1,278,611)
Self Supporting Loan Advanced	0	0	0
<b>Total Capital Expenditure</b>	<b>(36,969,426)</b>	<b>(4,597,813)</b>	<b>(35,864,426)</b>
<b>Capital Revenues</b>			
Proceeds from Disposal of Land	5,255,712	0	5,255,712
Proceeds from Asset Disposals	328,330	0	328,330
Cash Deposit Received - Deferred Land Sale	565,356	0	565,356
Grants for the Acquisition of Assets	3,185,000	76,650	3,185,000
Proceeds of New Loans	5,000,000	0	5,000,000
Self Supporting Loan Principal Recouped	263,326	109,571	263,326
<b>Net Capital Revenues</b>	<b>14,597,724</b>	<b>186,221</b>	<b>14,597,724</b>
<b>Reserve Transfers</b>			
Transfers to Reserves	(14,534,793)	(4,085,783)	(14,534,793)
Transfers from Reserves	20,931,744	4,260,917	20,931,744
<b>Net Reserve Transfers</b>	<b>6,396,951</b>	<b>175,134</b>	<b>6,396,951</b>
<b>Add</b>			
Opening Position Surplus (Deficit)	8,642,782	8,642,782	8,642,782
<b>Less</b>			
Closing Position (Surplus) Deficit	(2,776,610)	(40,744,627)	(2,776,610)
<b>AMOUNT TO BE MADE UP FROM RATES</b>	<b>(32,781,251)</b>	<b>(32,708,746)</b>	<b>(32,781,251)</b>

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH  
RATE SETTING STATEMENT  
FOR THE PERIOD ENDED 31 JULY 2015**

Attachment 10.6.1(i)

	ORIGINAL BUDGET \$	2016 ACTUAL YTD \$	2016 REVISED BUDGET \$
<b>COMPOSITION OF CLOSING POSITION</b>			
<b>Current Assets</b>			
Cash & Cash Equivalents - Unrestricted	7,058,943	12,441,528	7,058,943
Cash & Cash Equivalents - Restricted	52,932,090	59,153,907	52,932,090
Trade & Other Receivables			
Rates	196,509	31,615,098	196,509
Sundry Debtors	150,204	599,692	150,204
Infringement Debtors	370,400	342,023	370,400
GST Debtors	948,863	324,211	948,863
Pension Rebate Receivable	18,262	1,718,356	18,262
UGP Debtors	0	47,428	0
ESL Debtors	56,006	(482,754)	56,006
Self Supporting Loan Debtors	275,256	153,754	275,256
Provision for Doubtful Debts	(199,436)	(199,436)	(199,436)
Inventories	136,238	98,221	136,238
Inventories - Assets Held for Sale	0	2,180,348	0
Accrued Interest	539,858	528,760	539,858
Prepayments	446,015	1,065,692	446,015
<b>Sub Total</b>	<b>62,929,208</b>	<b>109,586,828</b>	<b>62,929,208</b>
Exclude:			
Inventories - Land Held for Resale	0	(2,180,348)	0
Self Supporting Loan Debtors	(275,256)	(153,754)	(275,256)
	<b>62,653,952</b>	<b>107,252,726</b>	<b>62,653,952</b>
<b>Current Liabilities</b>			
Trade & Other Payables			
Accounts Payable	2,285,828	2,276,364	2,285,828
Income in Advance	93,373	2,920,780	93,373
Accrued Wages	477,224	459,918	477,224
Accrued Interest Expense	35,310	0	35,310
Interest Bearing Liabilities	1,388,389	1,096,980	1,388,389
Employee Provisions - Annual Leave	2,065,683	2,137,491	2,065,683
Employee Provisions - Long Service Leave	1,987,834	1,915,290	1,987,834
<b>Sub Total</b>	<b>8,333,641</b>	<b>10,806,823</b>	<b>8,333,641</b>
Exclude			
Borrowings	(1,388,389)	(1,096,980)	(1,388,389)
Liabilities Associated with Restricted Assets	0	(2,355,651)	0
	<b>6,945,252</b>	<b>7,354,192</b>	<b>6,945,252</b>
<b>(Adjusted) Net Current Assets</b>	<b>55,708,700</b>	<b>99,898,534</b>	<b>55,708,700</b>
<b>Calculation of Net Current Assets</b>			
(Adjusted) Net Current Assets	55,708,700	99,898,534	55,708,700
Less			
Restricted Cash - Reserves	(52,932,090)	(59,153,907)	(52,932,090)
<b>SURPLUS (DEFICIT)</b>	<b>2,776,610</b>	<b>40,744,627</b>	<b>2,776,610</b>

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH  
STATEMENT OF CHANGE IN EQUITY  
AS AT 31 JULY 2015**

	2016 YTD \$	2015 YTD \$	2015 \$
<b>RESERVES</b>			
<b>Cash Backed</b>			
Balance at beginning of reporting period	59,329,041	36,227,586	36,227,586
Aggregate transfers to Retained Earnings	(4,260,917)	(4,175)	(12,182,612)
Aggregate transfers from Retained Earnings	4,085,783	475,415	35,284,067
Balance at end of reporting period	<u>\$ 59,153,907</u>	<u>\$ 36,698,826</u>	<u>\$ 59,329,041</u>
<b>Non - Cash Backed</b>			
Asset Revaluation Reserve	426,725,331	425,659,503	426,725,331
Balance at end of reporting period	<u>\$ 426,725,331</u>	<u>\$ 425,659,503</u>	<u>\$ 426,725,331</u>
<b>TOTAL RESERVES</b>	<u>\$ 485,879,238</u>	<u>\$ 462,358,329</u>	<u>\$ 486,054,372</u>
<b>RETAINED EARNINGS</b>			
Balance at beginning of reporting period	100,395,000	107,564,021	107,564,021
Initial adjustments to comply with accounting standards	-	-	-
Change in Net Assets from Operations	36,257,911	34,719,769	15,932,434
Aggregate transfers to Reserves	(4,085,783)	(475,415)	(35,284,067)
Aggregate transfers from Reserves	4,260,917	4,175	12,182,612
Balance at end of reporting period	<u>\$ 136,828,045</u>	<u>\$ 141,812,550</u>	<u>\$ 100,395,000</u>
<b>TOTAL EQUITY</b>	<u>\$ 622,707,283</u>	<u>\$ 604,170,879</u>	<u>\$ 586,449,372</u>

**CITY OF SOUTH PERTH**  
**2015/2016 - OPERATING REVENUE & EXPENDITURE**  
**July-2015**

Attachment 10.6.1 (c)

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
<b>REVENUE</b>											
<b>Chief Executive's Office</b>											
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	3,700	4,547	847	F	23	3,700	4,547	847	F	23	90,500
Fire Prevention	0	0	0	U		0	0	0	U		2,500
Parking Management	117,100	114,054	3,046	U	3	117,100	114,054	3,046	U	3	1,677,500
District Rangers	0	241	241	F		0	241	241	F		10,000
Sub Total Revenue - Ranger Services	120,800	118,842	1,958	U	2	120,800	118,842	1,958	U	2	1,780,500
Total Revenue - Governance & Legal	120,800	118,842	1,958	U	2	120,800	118,842	1,958	U	2	1,780,500
<b>Total Revenue - Chief Executive's Office</b>	<b>120,800</b>	<b>118,842</b>	<b>1,958</b>	<b>U</b>	<b>2</b>	<b>120,800</b>	<b>118,842</b>	<b>1,958</b>	<b>U</b>	<b>2</b>	<b>1,780,500</b>
<b>Directorate - Financial &amp; Information Services</b>											
Administration	0	0	0	U		0	0	0	U		0
Financial Services											
Administration	2,500	2,574	74	F	3	2,500	2,574	74	F	3	599,000
Investment Activities	170,255	213,452	43,197	F	25	170,255	213,452	43,197	F	25	2,938,672
Rating Activities	32,723,701	32,757,689	33,988	F	0	32,723,701	32,757,689	33,988	F	0	33,416,251
Property Management	49,000	44,176	4,824	U	10	49,000	44,176	4,824	U	10	375,000
Total Revenue - Financial Services	32,945,456	33,017,891	72,435	F	0	32,945,456	33,017,891	72,435	F	0	37,328,923
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 Services											
Administration	1,100	2,213	1,113	F	101	1,100	2,213	1,113	F	101	13,250
Civic Centre Library	1,050	1,095	45	F	4	1,050	1,095	45	F	4	13,000
Manning Library	200	0	200	U		200	0	200	U		2,500
Old Mill	200	322	122	F	61	200	322	122	F	61	2,500
Total Revenue - Library Services	2,550	3,630	1,080	F	42	2,550	3,630	1,080	F	42	31,250
<b>Total Revenue - Dir Financial &amp; Info Services</b>	<b>32,948,006</b>	<b>33,021,520</b>	<b>73,514</b>	<b>F</b>	<b>0</b>	<b>32,948,006</b>	<b>33,021,520</b>	<b>73,514</b>	<b>F</b>	<b>0</b>	<b>37,360,173</b>



**CITY OF SOUTH PERTH**  
**2015/2016 - OPERATING REVENUE & EXPENDITURE**  
**July-2015**

Attachment 10.6.1 (c)

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
<b>Directorate - Development &amp; Community Services</b>											
Administration	0	0	0	U		0	0	0	U		0
Planning	60,000	66,400	6,400	F	11	60,000	66,400	6,400	F	11	800,150
Building Services	114,780	114,543	237	U	0	114,780	114,543	237	U	0	480,250
Community, Culture & Recreation											
Administration	3,000	6,059	3,059	F	102	3,000	6,059	3,059	F	102	23,000
Major Events	0	0	0	U		0	0	0	U		307,500
Community Events	8,000	8,000	0	U	0	8,000	8,000	0	U	0	15,000
Fiesta	0	0	0	U		0	0	0	U		50,000
Recreation & Facility Bookings	37,000	45,980	8,980	F	24	37,000	45,980	8,980	F	24	260,000
Senior Citizens	0	0	0	U		0	0	0	U		0
Safer City Program	0	0	0	U		0	0	0	U		0
Halls & Public Buildings	32,250	33,612	1,362	F	4	32,250	33,612	1,362	F	4	214,500
<b>Total Revenue - Community, Culture &amp; Recreation</b>	<b>80,250</b>	<b>93,652</b>	<b>13,402</b>	<b>F</b>	<b>17</b>	<b>80,250</b>	<b>93,652</b>	<b>13,402</b>	<b>F</b>	<b>17</b>	<b>870,000</b>
Collier Park Retirement Complex											
Collier Park Village	131,840	129,134	2,706	U	2	131,840	129,134	2,706	U	2	1,065,443
Collier Park Hostel	0	0	0	U		0	0	0	U		0
Collier Park Community Centre	475	455	20	U	4	475	455	20	U	4	5,750
<b>Total Revenue - Collier Park Complex</b>	<b>132,315</b>	<b>129,589</b>	<b>2,726</b>	<b>U</b>	<b>2</b>	<b>132,315</b>	<b>129,589</b>	<b>2,726</b>	<b>U</b>	<b>2</b>	<b>1,071,193</b>
Health & Regulatory Services											
Administration	0	175	175	F		0	175	175	F		1,000
Preventative Services	71,000	71,083	83	F	0	71,000	71,083	83	F	0	94,500
Other Sanitation	0	0	0	U		0	0	0	U		1,000
<b>Total Revenue - Health Services</b>	<b>71,000</b>	<b>71,257</b>	<b>257</b>	<b>F</b>	<b>0</b>	<b>71,000</b>	<b>71,257</b>	<b>257</b>	<b>F</b>	<b>0</b>	<b>96,500</b>
<b>Total Revenue - Dir Development &amp; Community</b>	<b>458,345</b>	<b>475,441</b>	<b>17,096</b>	<b>F</b>	<b>4</b>	<b>458,345</b>	<b>475,441</b>	<b>17,096</b>	<b>F</b>	<b>4</b>	<b>3,318,093</b>
<b>TOTAL REVENUE - ADMIN BUSINESS UNITS</b>	<b>33,527,151</b>	<b>33,615,802</b>	<b>88,651</b>	<b>F</b>	<b>0</b>	<b>33,527,151</b>	<b>33,615,802</b>	<b>88,651</b>	<b>F</b>	<b>0</b>	<b>42,458,766</b>

**CITY OF SOUTH PERTH**  
**2015/2016 - OPERATING REVENUE & EXPENDITURE**  
**July-2015**

Attachment 10.6.1 (c)

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
<b>EXPENDITURE</b>											
<b>Chief Executive's Office</b>											
City Administration											
Corporate Support	56,625	64,520	7,895	U	14	56,625	64,520	7,895	U	14	784,551
Building Operating Costs	11,740	8,546	3,194	F	27	11,740	8,546	3,194	F	27	89,000
Human Resources Administration	41,890	30,482	11,408	F	27	41,890	30,482	11,408	F	27	236,246
Total Expense - City Administration	110,255	103,548	6,707	F	6	110,255	103,548	6,707	F	6	1,109,797
Governance Admin	86,850	76,022	10,828	F	12	86,850	76,022	10,828	F	12	839,707
Governance - Elected Members	154,510	145,677	8,833	F	6	154,510	145,677	8,833	F	6	1,527,622
City Communications											
Community Promotions	44,315	38,324	5,991	F	14	44,315	38,324	5,991	F	14	554,799
Publications	26,250	3,108	23,142	F	88	26,250	3,108	23,142	F	88	177,500
Ranger Services											
Animal Control	23,820	22,187	1,633	F	7	23,820	22,187	1,633	F	7	301,007
Fire Prevention	40,390	44,792	4,402	U	11	40,390	44,792	4,402	U	11	94,376
Parking Management	57,945	53,726	4,219	F	7	57,945	53,726	4,219	F	7	787,196
District Rangers	26,065	25,082	983	F	4	26,065	25,082	983	F	4	292,285
Other Law & Order	0	0	0	F		0	0	0	F		2,000
Total Expense - Ranger Services	148,220	145,787	2,433	F	2	148,220	145,787	2,433	F	2	1,476,864
Total Expense - Governance	460,145	408,919	51,226	F	11	460,145	408,919	51,226	F	11	4,576,492
<b>Total Expense - Chief Executive's Office</b>	<b>570,400</b>	<b>512,467</b>	<b>57,933</b>	<b>F</b>	<b>10</b>	<b>570,400</b>	<b>512,467</b>	<b>57,933</b>	<b>F</b>	<b>10</b>	<b>5,686,289</b>
<b>Director Financial &amp; Info Services</b>											
Administration	28,015	20,459	7,556	F	27	28,015	20,459	7,556	F	27	332,240
Financial Services	0	0	0	F		0	0	0	F		0
Administration	(10,305)	(11,661)	1,356	F		(10,305)	(11,661)	1,356	F		379,743
Rating Activities	80,895	80,876	19	F	0	80,895	80,876	19	F	0	307,757
Investment Activities	25,000	23,673	1,327	F	5	25,000	23,673	1,327	F	5	489,247
Property Management	10,115	9,086	1,029	F	10	10,115	9,086	1,029	F	10	164,000
Total Expense - Financial Services	133,720	122,433	11,287	F	8	133,720	122,433	11,287	F	8	1,672,987
Information Technology	83,430	84,767	1,337	U	2	83,430	84,767	1,337	U	2	943,151
Customer Services Team	26,795	24,147	2,648	F	10	26,795	24,147	2,648	F	10	311,296

**CITY OF SOUTH PERTH**  
**2015/2016 - OPERATING REVENUE & EXPENDITURE**  
**July-2015**

Attachment 10.6.1 (c)

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
Library Services											
Library Administration	16,645	7,171	9,474	F	57	16,645	7,171	9,474	F	57	224,600
Civic Centre Library	121,715	131,837	10,122	U	8	121,715	131,837	10,122	U	8	1,571,484
Manning Library	58,600	54,391	4,209	F	7	58,600	54,391	4,209	F	7	708,713
Local Studies Collection	0	0	0	F		0	0	0	F		10,000
Old Mill	4,800	3,844	956	F	20	4,800	3,844	956	F	20	53,614
<b>Total Expense - Library Services</b>	<b>201,760</b>	<b>197,242</b>	<b>4,518</b>	<b>F</b>	<b>2</b>	<b>201,760</b>	<b>197,242</b>	<b>4,518</b>	<b>F</b>	<b>2</b>	<b>2,568,411</b>
<b>Total Expense - Dir Finance &amp; Info Services</b>	<b>445,705</b>	<b>428,589</b>	<b>17,116</b>	<b>F</b>	<b>4</b>	<b>445,705</b>	<b>428,589</b>	<b>17,116</b>	<b>F</b>	<b>4</b>	<b>5,495,845</b>
<b>Directorate - Development &amp; Community Services</b>											
Administration	19,835	8,278	11,557	F	58	19,835	8,278	11,557	F	58	239,886
Planning	145,950	156,918	10,968	U	8	145,950	156,918	10,968	U	8	1,885,061
Building Services	43,930	37,131	6,799	F	15	43,930	37,131	6,799	F	15	515,570
Community, Culture & Recreation											
Administration	90,285	87,371	2,914	F	3	90,285	87,371	2,914	F	3	1,079,318
Major Events Expense	27,000	0	27,000	F		27,000	0	27,000	F		915,000
Community Events	4,500	3,817	683	F	15	4,500	3,817	683	F	15	171,000
Civic Functions	10,785	12,399	1,614	U	15	10,785	12,399	1,614	U	15	126,423
Donations	70,000	67,000	3,000	F	4	70,000	67,000	3,000	F	4	185,000
Fiesta	1,855	2,489	634	U	34	1,855	2,489	634	U	34	312,270
Safer City Program	2,375	2,897	522	U	22	2,375	2,897	522	U	22	36,789
Senior Citizens	36,940	35,063	1,877	F	5	36,940	35,063	1,877	F	5	440,841
Recreation & Facility Bookings	63,845	55,741	8,104	F	13	63,845	55,741	8,104	F	13	791,522
Halls & Public Buildings	33,840	29,855	3,985	F	12	33,840	29,855	3,985	F	12	489,643
<b>Total Expense - Community, Culture &amp; Recreation</b>	<b>341,425</b>	<b>296,631</b>	<b>44,794</b>	<b>F</b>	<b>13</b>	<b>341,425</b>	<b>296,631</b>	<b>44,794</b>	<b>F</b>	<b>13</b>	<b>4,547,806</b>
Collier Park Retirement Complex											
Collier Park Village	161,215	145,622	15,593	F	10	161,215	145,622	15,593	F	10	1,926,332
Collier Park Hostel	0	0	0	F		0	0	0	F		0
Collier Park Community Centre	165	0	165	F		165	0	165	F		2,000
<b>Total Expense - Collier Park Complex</b>	<b>161,380</b>	<b>145,622</b>	<b>15,758</b>	<b>F</b>	<b>10</b>	<b>161,380</b>	<b>145,622</b>	<b>15,758</b>	<b>F</b>	<b>10</b>	<b>1,928,332</b>

**CITY OF SOUTH PERTH**  
**2015/2016 - OPERATING REVENUE & EXPENDITURE**  
**July-2015**

Attachment 10.6.1 (c)

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
Health Services											
Administration	40,165	39,476	689	F	2	40,165	39,476	689	F	2	473,287
Infant Health Services	1,135	1,131	4	F	0	1,135	1,131	4	F	0	9,750
Preventative Services	0	821	821	U		0	821	821	U		63,500
Other Sanitation	0	0	0	F		0	0	0	F		0
Total Expense - Health Services	41,300	41,428	128	U	0	41,300	41,428	128	U	0	546,537
Total Expense - Health & Regulatory Services	41,300	41,428	128	U	0	41,300	41,428	128	U	0	546,537
Total Expense - Dir Develop & Community Service	753,820	686,008	67,812	F	9	753,820	686,008	67,812	F	9	9,663,192
TOTAL EXPENDITURE - ADMIN BUSINESS UNITS	1,769,925	1,627,063	142,862	F	8	1,769,925	1,627,063	142,862	F	8	20,845,326



**DIRECTORATE - INFRASTRUCTURE SERVICES**  
**2015/2016 - OPERATING REVENUE & EXPENDITURE**  
**July-2015**

Attachment 10.6.1 (d)

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 %	
<b>REVENUE</b>											
<b>Infrastructure Support</b>											
Administration Revenue	0	0	0	U		0	0	0	U		0
<b>Total Revenue - Infrastructure Support</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>
<b>City Environment</b>											
Contributions	30,000	29,006	994	U	3	30,000	29,006	994	U	3	270,000
Nursery Revenue	0	0	0	U		0	0	0	U		158,000
Asset Control Revenue	0	0	0	U		0	0	0	U		129,410
Environmental Services Revenue	0	336	336	F		0	336	336	F		0
<b>Total Revenue - City Environment</b>	<b>30,000</b>	<b>29,342</b>	<b>658</b>	<b>U</b>	<b>2</b>	<b>30,000</b>	<b>29,342</b>	<b>658</b>	<b>U</b>	<b>2</b>	<b>557,410</b>
<b>Engineering Infrastructure</b>											
Design Office Revenue	0	0	0	U		0	0	0	U		0
Construction & Maintenance											
Road Grants	0	0	0	U		0	0	0	U		218,000
Contributions to Works	0	727	727	F		0	727	727	F		108,500
Reinstatement Revenue	0	250	250	F		0	250	250	F		12,500
Crossover Revenue	3,500	8,479	4,979	F	142	3,500	8,479	4,979	F	142	40,000
Asset Control Revenue	0	0	0	U		0	0	0	U		92,320
Other Revenue	0	0	0	U		0	0	0	U		0
<b>Sub Total - Construction &amp; Maint</b>	<b>3,500</b>	<b>9,456</b>	<b>5,956</b>	<b>F</b>	<b>170</b>	<b>3,500</b>	<b>9,456</b>	<b>5,956</b>	<b>F</b>	<b>170</b>	<b>471,320</b>
<b>Total Revenue - Engineering Infrastructure</b>	<b>3,500</b>	<b>9,456</b>	<b>5,956</b>	<b>F</b>	<b>170</b>	<b>3,500</b>	<b>9,456</b>	<b>5,956</b>	<b>F</b>	<b>170</b>	<b>471,320</b>
<b>Waste Management</b>											
Refuse Collection	4,820,418	4,814,825	5,593	U	0	4,820,418	4,814,825	5,593	U	0	5,046,228
Recycling	1,312,482	1,329,463	16,981	F	1	1,312,482	1,329,463	16,981	F	1	1,326,232
<b>Total Revenue - Waste Management</b>	<b>6,132,900</b>	<b>6,144,287</b>	<b>11,387</b>	<b>F</b>	<b>0</b>	<b>6,132,900</b>	<b>6,144,287</b>	<b>11,387</b>	<b>F</b>	<b>0</b>	<b>6,372,460</b>
<b>Collier Park Golf Course</b>											
Collier Park Golf Course - Revenue	200,505	223,392	22,887	F	11	200,505	223,392	22,887	F	11	2,792,640
<b>Total Revenue - Collier Park Golf Course</b>	<b>200,505</b>	<b>223,392</b>	<b>22,887</b>	<b>F</b>	<b>11</b>	<b>200,505</b>	<b>223,392</b>	<b>22,887</b>	<b>F</b>	<b>11</b>	<b>2,792,640</b>
<b>TOTAL REV - INFRASTRUCTURE SERVICES</b>	<b>6,366,905</b>	<b>6,406,478</b>	<b>39,573</b>	<b>F</b>	<b>1</b>	<b>6,366,905</b>	<b>6,406,478</b>	<b>39,573</b>	<b>F</b>	<b>1</b>	<b>10,193,830</b>

**DIRECTORATE - INFRASTRUCTURE SERVICES**  
**2015/2016 - OPERATING REVENUE & EXPENDITURE**  
**July-2015**

Attachment 10.6.1 (d)

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 %	
<b>EXPENDITURE</b>											
<b>Infrastructure Support &amp; Administration</b>											
Governance Cost	25,060	25,086	26	U	0	25,060	25,086	26	U	0	362,999
<b>Total Expense - Infrastructure Support</b>	<b>25,060</b>	<b>25,086</b>	<b>26</b>	<b>U</b>	<b>0</b>	<b>25,060</b>	<b>25,086</b>	<b>26</b>	<b>U</b>	<b>0</b>	<b>362,999</b>
<b>City Environment</b>											
Reserves & Parks Maintenance	302,225	324,031	21,806	U	7	302,225	324,031	21,806	U	7	3,995,720
Miscellaneous Parks Programmes	2,500	0	2,500	F		2,500	0	2,500	F		30,000
Grounds Maintenance	15,000	11,864	3,136	F	21	15,000	11,864	3,136	F	21	202,000
Streetscape Maintenance	149,000	108,269	40,731	F	27	149,000	108,269	40,731	F	27	2,118,000
Environmental Services	36,700	29,969	6,731	F	18	36,700	29,969	6,731	F	18	608,631
Plant Nursery	20,345	15,367	4,979	F	24	20,345	15,367	4,979	F	24	269,380
Overheads	141,790	90,522	51,268	F	36	141,790	90,522	51,268	F	36	1,594,162
Asset Holding Costs	0	0	0	F		0	0	0	F		2,500,000
Building Maintenance	31,205	23,684	7,521	F	24	31,205	23,684	7,521	F	24	521,459
Reserve Building Maintenance & Operations	11,075	5,716	5,359	F	48	11,075	5,716	5,359	F	48	132,250
Public Convenience Maintenance & Operations	15,685	13,588	2,097	F	13	15,685	13,588	2,097	F	13	188,000
Operations Centre Maintenance	11,455	7,522	3,933	F	34	11,455	7,522	3,933	F	34	137,500
Jetty Maintenance	1,000	3,220	2,220	U	222	1,000	3,220	2,220	U	222	13,000
<b>Total Expense - City Environment</b>	<b>737,980</b>	<b>633,751</b>	<b>104,229</b>	<b>F</b>	<b>14</b>	<b>737,980</b>	<b>633,751</b>	<b>104,229</b>	<b>F</b>	<b>14</b>	<b>12,310,102</b>
<b>Engineering Infrastructure</b>											
Design Office Overheads	37,495	25,026	12,469	F	33	37,495	25,026	12,469	F	33	385,792
<b>Sub Total - Design Office</b>	<b>37,495</b>	<b>25,026</b>	<b>12,469</b>	<b>F</b>	<b>33</b>	<b>37,495</b>	<b>25,026</b>	<b>12,469</b>	<b>F</b>	<b>33</b>	<b>385,792</b>
Construction & Maintenance											
Reinstatements	2,000	0	2,000	F		2,000	0	2,000	F		25,000
Crossovers	8,500	9,174	674	U	8	8,500	9,174	674	U	8	100,000
Asset Holding Costs	0	0	0	F		0	0	0	F		4,902,000
Roads, Paths & Drains	186,750	194,291	7,541	U	4	186,750	194,291	7,541	U	4	2,886,000
Fleet Operations	42,850	54,154	11,304	U	26	42,850	54,154	11,304	U	26	841,359
Overheads	100,915	57,140	43,775	F	43	100,915	57,140	43,775	F	43	1,151,561
<b>Sub Total - Construction &amp; Maintenance</b>	<b>341,015</b>	<b>314,759</b>	<b>26,256</b>	<b>F</b>	<b>8</b>	<b>341,015</b>	<b>314,759</b>	<b>26,256</b>	<b>F</b>	<b>8</b>	<b>9,905,920</b>
<b>Total Expense - Engineering Infrastructure</b>	<b>378,510</b>	<b>339,784</b>	<b>38,726</b>	<b>F</b>	<b>10</b>	<b>378,510</b>	<b>339,784</b>	<b>38,726</b>	<b>F</b>	<b>10</b>	<b>10,291,712</b>

**DIRECTORATE - INFRASTRUCTURE SERVICES**  
**2015/2016 - OPERATING REVENUE & EXPENDITURE**  
**July-2015**

Attachment 10.6.1 (d)

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 %	
<b>Waste Management</b>											
Refuse Collection	418,270	415,759	2,511	F	1	418,270	415,759	2,511	F	1	4,378,913
Recycling	61,715	61,166	549	F	1	61,715	61,166	549	F	1	723,024
Transfer Station	72,770	55,106	17,664	F	24	72,770	55,106	17,664	F	24	867,161
<b>Total Expense - Waste Management</b>	<b>552,755</b>	<b>532,031</b>	<b>20,724</b>	<b>F</b>	<b>4</b>	<b>552,755</b>	<b>532,031</b>	<b>20,724</b>	<b>F</b>	<b>4</b>	<b>5,969,098</b>
<b>Collier Park Golf Course</b>											
Collier Park Golf Course - Expense	178,615	169,972	8,643	F	5	178,615	169,972	8,643	F	5	2,430,740
<b>Total Expense - Collier Park Golf Course</b>	<b>178,615</b>	<b>169,972</b>	<b>8,643</b>	<b>F</b>	<b>5</b>	<b>178,615</b>	<b>169,972</b>	<b>8,643</b>	<b>F</b>	<b>5</b>	<b>2,430,740</b>
<b>TOTAL EXP - INFRASTRUCTURE SERVICES</b>	<b>1,872,920</b>	<b>1,700,625</b>	<b>172,295</b>	<b>F</b>	<b>9</b>	<b>1,872,920</b>	<b>1,700,625</b>	<b>172,295</b>	<b>F</b>	<b>9</b>	<b>31,364,651</b>

CITY OF SOUTH PERTH  
2015/2016 CAPITAL SUMMARY  
July-2015

Attachment 10.6.1 (e)

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 %	
<b>CAPITAL REVENUE</b>											
<b>Chief Executive's Office</b>											
Land Sales	0	0	0	U		0	0	0	U		5,226,015
Major Community Building Grants	0	0	0	U		0	0	0	U		0
<b>Total Revenue - Chief Executive's Office</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>5,226,015</b>
<b>Directorate - Financial &amp; Info Services</b>											
Financial Services Capital	0	0	0	U		0	0	0	U		0
<b>Total Revenue - Financial &amp; Info Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>
<b>Directorate - Development &amp; Community Services</b>											
Collier Park Retirement Complex											
Collier Park Village	0	0	0	U		0	0	0	U		500,000
Collier Park Hostel	0	0	0	U		0	0	0	U		0
<b>Total Revenue - Collier Park Retirement Complex</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>500,000</b>
<b>Total Revenue - Dir Development &amp; Community</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>500,000</b>
<b>Collier Park Golf Course</b>											
Collier Park Golf Course	0	0	0	U		0	0	0	U		0
<b>Total Revenue - Collier Park Golf Course</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>
<b>Directorate - Infrastructure Services</b>											
Roads, Paths & Drains	73,500	77,500	4,000	F	5	73,500	77,500	4,000	F	5	1,585,000
Traffic Management	0	0	0	U		0	0	0	U		0
City Environment	0	4,150	4,150	F		0	4,150	4,150	F		0
Building Management	0	0	0	U		0	0	0	U		1,600,000
<b>Total Revenue - Dir Infrastructure Services</b>	<b>73,500</b>	<b>81,650</b>	<b>8,150</b>	<b>F</b>	<b>11</b>	<b>73,500</b>	<b>81,650</b>	<b>8,150</b>	<b>F</b>	<b>11</b>	<b>3,185,000</b>
<b>Underground Power</b>											
Underground Power	0	0	0	U		0	0	0	U		0
<b>Total Revenue - Underground Power</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>U</b>		<b>0</b>
<b>TOTAL CAPITAL REVENUE</b>	<b>73,500</b>	<b>81,650</b>	<b>8,150</b>	<b>F</b>	<b>11</b>	<b>73,500</b>	<b>81,650</b>	<b>8,150</b>	<b>F</b>	<b>11</b>	<b>8,911,015</b>



CITY OF SOUTH PERTH  
2015/2016 CAPITAL SUMMARY  
July-2015

Attachment 10.6.1 (e)

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 %	
<b>CAPITAL EXPENDITURE</b>											
<b>Administration Projects</b>											
<b>Chief Executive's Office</b>											
Administration	0	0	0	F		0	0	0	F		165,000
Ranger Services	10,000	0	10,000	F		10,000	0	10,000	F		80,000
Major Land & Building Initiatives	300,000	176,479	123,521	F		300,000	176,479	123,521	F		17,045,000
<b>Total Expense - Chief Executive's Office</b>	<b>310,000</b>	<b>176,479</b>	<b>133,521</b>	<b>F</b>	<b>43</b>	<b>310,000</b>	<b>176,479</b>	<b>133,521</b>	<b>F</b>	<b>43</b>	<b>17,290,000</b>
<b>Directorate - Financial &amp; Info Services</b>											
Information Technology	0	19,485	19,485	U		0	19,485	19,485	U		835,000
Finance Capital Expense	0	0	0	F		0	0	0	F		0
Library Services											
General Capital Expense	0	0	0	F		0	0	0	F		0
Heritage Capital Expense	0	0	0	F		0	0	0	F		0
<b>Total Expense - Library Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>
<b>Total Expense - Dir Financial Services</b>	<b>0</b>	<b>19,485</b>	<b>19,485</b>	<b>U</b>		<b>0</b>	<b>19,485</b>	<b>19,485</b>	<b>U</b>		<b>835,000</b>
<b>Unclassified Capital</b>											
General Capital Expense	0	0	0	F		0	0	0	F		0
<b>Total Expense - Unclassified Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>
<b>Directorate - Development &amp; Community Services</b>											
Strategic Urban Planning	10,000	10,013	13	U	0	10,000	10,013	13	U	0	200,000
Community Culture & Recreation											
Community, Culture & Recreation	0	0	0	F		0	0	0	F		60,000
<b>Total Expense - Community, Culture &amp; Recreation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>60,000</b>
Collier Park Retirement Complex	20,000	30,753	10,753	U	54	20,000	30,753	10,753	U	54	325,000
Health & Regulatory Services											
Preventative Services	0	0	0	F		0	0	0	F		0
<b>Total Expense - Health &amp; Regulatory Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>
<b>Total Expense - Development &amp; Community Services</b>	<b>30,000</b>	<b>40,766</b>	<b>10,766</b>	<b>U</b>	<b>36</b>	<b>30,000</b>	<b>40,766</b>	<b>10,766</b>	<b>U</b>	<b>36</b>	<b>585,000</b>

CITY OF SOUTH PERTH  
2015/2016 CAPITAL SUMMARY  
July-2015

Attachment 10.6.1 (e)

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 %	
<b>Collier Park Golf Course</b>											
Collier Park Golf Course	21,505	21,502	3	F	0	21,505	21,502	3	F	0	474,289
<b>Total Expense - Golf Course</b>	<b>21,505</b>	<b>21,502</b>	<b>3</b>	<b>F</b>	<b>0</b>	<b>21,505</b>	<b>21,502</b>	<b>3</b>	<b>F</b>	<b>0</b>	<b>474,289</b>
<b>Directorate - Infrastructure Services</b>											
Roads, Paths & Drains											
Roadworks	0	58,916	58,916	U		0	58,916	58,916	U		2,718,000
Drainage	0	3,450	3,450	U		0	3,450	3,450	U		900,000
Water Management Initiatives	0	217	217	U		0	217	217	U		40,000
Paths	0	2,755	2,755	U		0	2,755	2,755	U		565,000
Other	0	119	119	U		0	119	119	U		115,000
<b>Total - Roads, Paths &amp; Drains</b>	<b>0</b>	<b>65,457</b>	<b>65,457</b>	<b>U</b>		<b>0</b>	<b>65,457</b>	<b>65,457</b>	<b>U</b>		<b>4,338,000</b>
Traffic Management	0	25,396	25,396	U		0	25,396	25,396	U		1,230,000
Waste Management	6,250	1,900	4,350	F	70	6,250	1,900	4,350	F	70	173,400
City Environment											
Streetscape Projects	20,000	26,340	6,340	U	32	20,000	26,340	6,340	U	32	300,000
Park Development	0	5,272	5,272	U		0	5,272	5,272	U		1,810,000
Street & Reserve Lighting	0	357	357	U		0	357	357	U		150,000
Environmental Projects	0	750	750	U		0	750	750	U		355,000
Foreshore Asset Management	0	112,127	112,127	U		0	112,127	112,127	U		4,050,000
<b>Total - City Environment</b>	<b>20,000</b>	<b>144,846</b>	<b>124,846</b>	<b>U</b>	<b>624</b>	<b>20,000</b>	<b>144,846</b>	<b>124,846</b>	<b>U</b>	<b>624</b>	<b>6,665,000</b>
Recoverable Works	0	4,324	4,324	U		0	4,324	4,324	U		0
Building Management	0	3,446	3,446	U		0	3,446	3,446	U		710,000
Other Projects	0	119	119	U		0	119	119	U		50,000
Fleet Management	0	0	0	F		0	0	0	F		1,054,115
Sustainability	0	14,611	14,611	U		0	14,611	14,611	U		120,000
<b>Total Expense - Dir Infrastructure Services</b>	<b>26,250</b>	<b>260,098</b>	<b>233,848</b>	<b>U</b>	<b>891</b>	<b>26,250</b>	<b>260,098</b>	<b>233,848</b>	<b>U</b>	<b>891</b>	<b>14,340,515</b>
<b>Underground Power</b>											
Underground Power Project	0	0	0	F		0	0	0	F		0
<b>Total - Underground Power</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>F</b>		<b>0</b>
<b>TOTAL CAPITAL EXPENDITURE</b>	<b>387,755</b>	<b>518,331</b>	<b>130,576</b>	<b>U</b>	<b>34</b>	<b>387,755</b>	<b>518,331</b>	<b>130,576</b>	<b>U</b>	<b>34</b>	<b>33,524,804</b>

**SCHEDULE OF SIGNIFICANT VARIANCES**

Attachment 10.6.1 (f)

Details	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed in Management Accounts
<b><u>Revenue</u></b>									
Investment Revenue	170,255	213,452	25%	F	170,255	213,452	25%	F	Municipal fund investment revenue is on budget whilst Reserve Fund interest revenue is 41% favourable. Refer to Agenda Item 10.6.2 for more detailed comment.
Rating Activities	32,723,701	32,757,689	0%	F	32,723,701	32,757,689	0%	F	The annual rates strike generated slightly more than was budgeted as a consequence of the late receipt of a revaluation schedule from the Valuer Generals Office after the final rates modelling was done. Refer to Agenda Item 10.6.2 for more detailed comment.
Planning	60,000	66,400	11%	F	60,000	66,400	11%	F	Planning fees were well below budget expectations for the month but were offset by the return of a \$25K contribution to the WALGA Heritage Scheme that was never accessed.
Building Services Revenue	62,280	62,607	1%	F	62,280	62,607	1%	F	Licence fees were 29% under budget for the month - but this was fully offset by a payment for materials on verge at Harper St .
CCR Administration	3,000	6,059	102%	F	3,000	6,059	102%	F	The variance reflects a larger than budgeted grant towards the Naidoc event.
Rec & Facility Bookings	37,000	45,980	24%	F	37,000	45,980	24%	F	There was a greater than budgeted number of bookings in the month.
Waste Management Rev	6,132,900	6,144,287	0%	F	6,132,900	6,144,287	0%	F	Very close to the anticipated billing.
Collier Park Golf Course	200,505	223,392	12%	F	200,505	223,392	12%	F	Green fees for the month were 12% above budget expectations and rental was in line with budget.
<b><u>Expenditure</u></b>									
CEO Office -Corp Support	56,625	64,520	14%	U	56,625	64,520	14%	U	An invoice for participation in the Garage Sale Trail was incorrectly costed to this account - it will be corrected in August.
Building Operating Costs	11,740	8,546	27%	F	11,740	8,546	27%	F	Several minor variances - none individually significant .
Human Resources Admin (after allocations outwards)	41,890	30,482	27%	F	41,890	30,482	27%	F	Savings against the CEO recruiting budget and a small over-allocation outwards.
Governance Admin	86,850	76,022	12%	F	86,850	76,022	12%	F	The variance reflects a vacant position & other staff being on annual leave during the month.

**SCHEDULE OF SIGNIFICANT VARIANCES**

Attachment 10.6.1 (f)

Details	Month Budget	Month Actual	Month var %	F U	YTD Budget	YTD Actual	YTD var %	F U	Comment on Variances disclosed in Management Accounts
Elected Members	154,510	145,677	6%	F	154,510	145,677	6%	F	Several minor variances - none individually significant.
City Communications	44,315	38,324	14%	F	44,315	38,324	14%	F	Several minor variances - none individually significant.
City Publications	26,250	3,108	88%	F	26,250	3,108	88%	F	Favourable timing difference on newsletter and budget documents.
Financial Services - Admin (after allocations outwards)	133,720	122,433	8%	F	133,720	122,433	8%	F	Favourable timing differences in relation to vacant position in the Directorate Admin area plus several other small insignificant variances.
Dev & Community Admin	19,835	8,278	58%	F	19,835	8,278	58%	F	Staff member was on leave for much of the month.
Planning Services	145,950	156,918	8%	U	145,950	156,918	8%	U	The variance relates to the salaries area and includes overtime and use of temporary staff to cover vacant positions.
Building Services	43,930	37,131	15%	F	43,930	37,131	15%	F	Savings on salaries.
Major Events	27,000	0	-	F	27,000	0	-	F	Budget has been phased ahead of expenditure - will reverse out later.
Recreation & Facilities	63,845	55,741	13%	F	63,845	55,741	13%	F	Savings on salaries with staff members on leave.
Collier Park Village	161,215	145,622	10%	F	161,215	145,622	10%	F	Timing difference on maintenance activities and utilities costs. Reduction in the number of rubbish services relative to the number budgeted.
Reserve & Park Maint.	302,225	324,031	7%	U	302,225	324,031	7%	U	Minor timing difference as the maintenance programs are commenced.
Streetscape Maintenance	149,000	108,269	27%	F	149,000	108,269	27%	F	The favourable monthly variance reflects a later start to the street tree pruning program relative to last year.
Environmental Management	36,700	29,969	18%	F	36,700	29,969	18%	F	Early timing difference as the program is implemented.
Overheads - City Env.	141,790	90,522	36%	F	141,790	90,522	36%	F	Detailed investigation completed in late 2014/2015 has shown that the overhead recovery rate applied in the City Env area should be set lower than it is. This was corrected in the 2015/2016 budget but was not implemented in the system until August. A retrospective adjustment will be made in August.
Building Maintenance Costs	70,420	53,729	24%	F	70,420	53,729	24%	F	There are a number of favourable timing differences as the maintenance program is developed & implemented. They will reverse in later months.



**SCHEDULE OF SIGNIFICANT VARIANCES**

Attachment 10.6.1 (f)

Details	Month Budget	Month Actual	Month var %	F U	YTD Budget	YTD Actual	YTD var %	F U	Comment on Variances disclosed in Management Accounts
Design Office Overheads	37,495	25,026	33%	F	37,495	25,026	33%	F	Favourable timing differences on salaries due to staff leave and also on traffic survey costs. These variances are expected to reverse in future months.
Roads, Paths & Drains	186,750	194,291	4%	U	186,750	194,291	4%	U	An accelerated start to the road maintenance program has resulted in an unfavourable timing difference on road maintenance. There is also currently a favourable variance on drainage maintenance which will reverse in future months.
Fleet Operations	34,995	84,879	26%	U	34,995	84,879	26%	U	Cash expenses are 21% under budget and non cash are on budget. Recoveries against jobs are behind the YTD budget. This anomaly will be monitored and retrospectively adjusted as required. Longer term an attempt is underway to create some more realistic charge out rates.
Eng Infrastructure Overheads	100,915	57,140	43%	F	100,915	57,140	43%	F	Recoveries against jobs currently look to be accelerated - but will slow down and adjust in future months.
Waste Management	552,755	532,031	4%	F	552,755	532,031	4%	F	The monthly variance reflects a number of small timing differences - but none of them are individually significant at this stage.
Collier Park Golf Course	178,615	169,972	5%	F	178,615	169,972	5%	F	Timing difference on salaries and plant use that will reverse out in future months.
<b><u>Capital Revenue</u></b>									
Roads, Paths & Drains Rev.	73,500	77,500	5%	F	73,500	77,500	5%	F	Minor favourable variance on verge inspection fee.
<b><u>Capital Expenditure</u></b>									
Major Land / Building Projects	300,000	176,479	41%	F	300,000	176,479	41%	F	Timing difference on Millers Pool & Manning Hub Project.
Information Technology	0	19,485	-	U	0	19,485	-	U	Minor expenditure ahead of the budget phasing.
Collier Park Village	20,000	30,753	54%	F	20,000	30,753	54%	F	Unfavourable timing difference on refurbishment costs which will reverse out in future months.

**SCHEDULE OF SIGNIFICANT VARIANCES**

Attachment 10.6.1 (f)

Details	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed in Management Accounts
Roads, Paths & Drains	0	65,457	-	U	0	65,457	-	U	Early project establishment costs that are ahead of budget phasing. This difference is not considered significant at this time.
Traffic Management	0	25,396	-	U	0	25,396	-	U	Early project establishment costs that are ahead of budget phasing. This difference is not considered significant at this time.
Waste Management	6,250	1,900	70%	F	6,250	1,900	70%	F	Minor timing difference that will reverse out in future months.
City Environment	20,000	144,846	-	U	20,000	144,846	-	U	Early project establishment costs that are ahead of budget phasing. This difference is not considered significant at this time.
Sustainability	0	14,611	-	U	0	14,611	-	U	Minor timing difference that will reverse out in future months.

**Placeholder for Attachment 7**  
**Monthly Financial Management Accounts - July 2015**  
**Schedule of Movements between the Adopted &**  
**Amended Budget - NOT PRESENTED FOR JULY 2015**  
**0 Pages**

**Placeholder for Attachment 8**  
**Monthly Financial Management Accounts - July 2015**  
**Schedule of Movements between the Adopted &**  
**Amended Budget - NOT PRESENTED FOR JULY 2015**  
**0 Pages**



**CITY OF SOUTH PERTH  
RATE SETTING STATEMENT  
FOR THE PERIOD ENDED 31 JULY 2015**

Attachment 10.6.1(i)

	<b>ORIGINAL BUDGET \$</b>	<b>2016 ACTUAL YTD \$</b>	<b>2016 REVISED BUDGET \$</b>
<b>REVENUE (Excluding Rates)</b>			
General Purpose Funding	4,079,672	262,395	4,079,672
Governance	75,000	2,574	75,000
Law, Order & Public Safety	103,000	4,788	103,000
Education	0	0	0
Health	95,500	71,257	95,500
Welfare	0	0	0
Housing	1,570,593	129,589	1,570,593
Community Amenities	7,161,550	6,211,024	7,161,550
Recreation & Culture	4,280,950	393,855	4,280,950
Transport	1,948,000	127,783	1,948,000
Economic Services	620,250	114,543	620,250
Other Property & Services	108,500	727	108,500
<b>Net Operating Revenue Excluding Rates</b>	<b>20,043,015</b>	<b>7,318,534</b>	<b>20,043,015</b>
<b>OPERATING EXPENDITURE</b>			
General Purpose Funding	(797,004)	(104,549)	(797,004)
Governance	(6,576,028)	(510,803)	(6,978,028)
Law, Order & Public Safety	(779,457)	(96,312)	(779,457)
Education	(70,500)	(1,136)	(70,500)
Health	(559,037)	(41,428)	(559,037)
Welfare	(510,841)	(40,970)	(510,841)
Housing	(2,251,707)	(176,376)	(2,251,707)
Community Amenities	(8,877,960)	(734,773)	(8,860,960)
Recreation & Culture	(18,930,135)	(1,103,618)	(19,155,135)
Transport	(13,448,573)	(485,821)	(13,743,573)
Economic Services	(773,070)	(52,498)	(773,070)
Other Property & Services	(329,928)	(81,554)	(529,928)
<b>Net Operating Expense</b>	<b>(53,904,240)</b>	<b>(3,429,837)</b>	<b>(55,009,240)</b>
<b>Net Operating Result - Excluding Rates</b>	<b>(33,861,225)</b>	<b>3,888,697</b>	<b>(34,966,225)</b>
<b>Adjust for Cash Budget Requirements</b>			
(Non Cash Items)			
Depreciation of Assets	10,395,250	0	10,395,250
Amortisation Expense	48,000	4,483	48,000
(Gain) / Loss Realised on Disposal of Revalued Asset	0	0	0
Movement in Employee Benefit Provisions (N/C)	0	0	0
Movement in CPV Liability	750,000	(323,300)	750,000
Movement in Deferred Pensioner Rates Debtors	25,000	5,038	25,000
Movement in UGP Debtors - Non Current	0	(270)	0
Movement in Non Current Investments	0	0	0
Movement in Other Non Current Accruals - ESL	(29,697)	54,909	(29,697)
Difference - Estimated v Actual Opening Position	0	0	0
<b>Net Non Cash Items</b>	<b>11,188,553</b>	<b>(259,140)</b>	<b>11,188,553</b>

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH  
RATE SETTING STATEMENT  
FOR THE PERIOD ENDED 31 JULY 2015**

Attachment 10.6.1(i)

	<b>ORIGINAL BUDGET \$</b>	<b>2016 ACTUAL YTD \$</b>	<b>2016 REVISED BUDGET \$</b>
<b>CAPITAL EXPENDITURE</b>			
<b>Acquisition of Fixed Assets</b>			
Purchase of Buildings & Land	(17,200,000)	(172,699)	(16,920,000)
Purchase of Furniture & Fittings	(545,000)	0	(15,000)
Purchase of Technology	(417,000)	(13,750)	(350,000)
Purchase of Plant & Equipment	(183,400)	(1,250)	(205,000)
Purchase of Mobile Plant	(1,264,415)	0	(1,092,515)
Construction of Infrastructure Assets	(11,591,000)	(228,482)	(11,793,000)
Purchase of Artworks	(120,000)	0	(210,300)
Incomplete / Uncapitalised Works	(4,000,000)	(4,000,000)	(4,000,000)
Acquisition of Software	(370,000)	0	0
	<b>(35,690,815)</b>	<b>(4,416,182)</b>	<b>(34,585,815)</b>
<b>Repayment of Loans</b>			
Loan Principal Repayments	(1,278,611)	(181,631)	(1,278,611)
Self Supporting Loan Advanced	0	0	0
<b>Total Capital Expenditure</b>	<b>(36,969,426)</b>	<b>(4,597,813)</b>	<b>(35,864,426)</b>
<b>Capital Revenues</b>			
Proceeds from Disposal of Land	5,255,712	0	5,255,712
Proceeds from Asset Disposals	328,330	0	328,330
Cash Deposit Received - Deferred Land Sale	565,356	0	565,356
Grants for the Acquisition of Assets	3,185,000	76,650	3,185,000
Proceeds of New Loans	5,000,000	0	5,000,000
Self Supporting Loan Principal Recouped	263,326	109,571	263,326
<b>Net Capital Revenues</b>	<b>14,597,724</b>	<b>186,221</b>	<b>14,597,724</b>
<b>Reserve Transfers</b>			
Transfers to Reserves	(14,534,793)	(4,085,783)	(14,534,793)
Transfers from Reserves	20,931,744	4,260,917	20,931,744
<b>Net Reserve Transfers</b>	<b>6,396,951</b>	<b>175,134</b>	<b>6,396,951</b>
<b>Add</b>			
Opening Position Surplus (Deficit)	8,642,782	8,642,782	8,642,782
<b>Less</b>			
Closing Position (Surplus) Deficit	(2,776,610)	(40,744,627)	(2,776,610)
<b>AMOUNT TO BE MADE UP FROM RATES</b>	<b>(32,781,251)</b>	<b>(32,708,746)</b>	<b>(32,781,251)</b>

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH  
RATE SETTING STATEMENT  
FOR THE PERIOD ENDED 31 JULY 2015**

Attachment 10.6.1(i)

	ORIGINAL BUDGET \$	2016 ACTUAL YTD \$	2016 REVISED BUDGET \$
<b>COMPOSITION OF CLOSING POSITION</b>			
<b>Current Assets</b>			
Cash & Cash Equivalents - Unrestricted	7,058,943	12,441,528	7,058,943
Cash & Cash Equivalents - Restricted	52,932,090	59,153,907	52,932,090
Trade & Other Receivables			
Rates	196,509	31,615,098	196,509
Sundry Debtors	150,204	599,692	150,204
Infringement Debtors	370,400	342,023	370,400
GST Debtors	948,863	324,211	948,863
Pension Rebate Receivable	18,262	1,718,356	18,262
UGP Debtors	0	47,428	0
ESL Debtors	56,006	(482,754)	56,006
Self Supporting Loan Debtors	275,256	153,754	275,256
Provision for Doubtful Debts	(199,436)	(199,436)	(199,436)
Inventories	136,238	98,221	136,238
Inventories - Assets Held for Sale	0	2,180,348	0
Accrued Interest	539,858	528,760	539,858
Prepayments	446,015	1,065,692	446,015
<b>Sub Total</b>	<b>62,929,208</b>	<b>109,586,828</b>	<b>62,929,208</b>
Exclude:			
Inventories - Land Held for Resale	0	(2,180,348)	0
Self Supporting Loan Debtors	(275,256)	(153,754)	(275,256)
	<b>62,653,952</b>	<b>107,252,726</b>	<b>62,653,952</b>
<b>Current Liabilities</b>			
Trade & Other Payables			
Accounts Payable	2,285,828	2,276,364	2,285,828
Income in Advance	93,373	2,920,780	93,373
Accrued Wages	477,224	459,918	477,224
Accrued Interest Expense	35,310	0	35,310
Interest Bearing Liabilities	1,388,389	1,096,980	1,388,389
Employee Provisions - Annual Leave	2,065,683	2,137,491	2,065,683
Employee Provisions - Long Service Leave	1,987,834	1,915,290	1,987,834
<b>Sub Total</b>	<b>8,333,641</b>	<b>10,806,823</b>	<b>8,333,641</b>
Exclude			
Borrowings	(1,388,389)	(1,096,980)	(1,388,389)
Liabilities Associated with Restricted Assets	0	(2,355,651)	0
	<b>6,945,252</b>	<b>7,354,192</b>	<b>6,945,252</b>
<b>(Adjusted) Net Current Assets</b>	<b>55,708,700</b>	<b>99,898,534</b>	<b>55,708,700</b>
<b>Calculation of Net Current Assets</b>			
(Adjusted) Net Current Assets	55,708,700	99,898,534	55,708,700
Less			
Restricted Cash - Reserves	(52,932,090)	(59,153,907)	(52,932,090)
<b>SURPLUS (DEFICIT)</b>	<b>2,776,610</b>	<b>40,744,627</b>	<b>2,776,610</b>

Figures contained on this statement necessarily include accounting estimates and accruals

**STATEMENT of ALL COUNCIL FUNDS  
AS AT 31 JULY 2015**

<b>Municipal Fund</b>	<b>\$ 12,280,294</b>
Investments	8,746,057
Current Account at Bank	3,530,852
Cash on Hand	3,385
Transfers from Reserves	0
	<u>12,280,294</u>
<b>Trust Fund (Non Controlled Funds)</b>	<b>\$ 629,666</b>
Investments	525,000
Current Account at Bank	104,666
	<u>629,666</u>
<b>Cash Backed Reserves</b>	<b>\$ 59,153,907</b>
<b>Discretionary Reserves</b>	
Plant Replacement Reserve	204,772
Reticulation and Pump Reserve	336,441
Information Technology Reserve	987,953
Insurance Risk Reserve	178,692
Major Community Facilities Reserve	28,124,803
Underground Power Reserve	103,794
Parking Facilities Reserve	168,466
River Wall Reserve	158,302
Railway Station Precincts Reserve	737,073
Sustainable Infrastructure Reserve	2,192,525
Public Art Reserve	0
<b>Quarantined Reserves</b>	
CPV Residents Loan Offset Reserve	20,610,710
Collier Park Golf Course Reserve	430,647
Waste Management Reserve	3,434,962
Collier Park Village Reserve	1,484,767
	0
<b>Reserves represented by:</b>	
Investments	58,685,474
Accrued Interest	468,433
Transfers from Muni to be funded	0
	<u>59,153,907</u>
<b>TOTAL COUNCIL FUNDS</b>	<b>\$ 72,063,867</b>



### SUMMARY OF CASH INVESTMENTS AS AT 31 JULY 2015

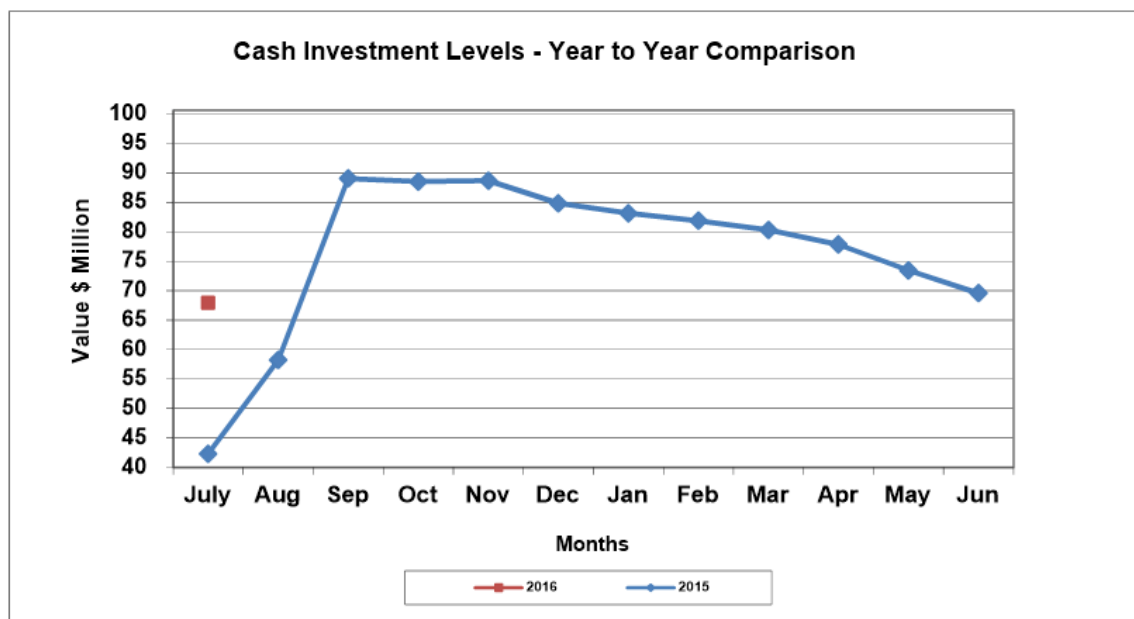
<b>Investments - Disclosed by Fund</b>	<b>2016</b>	<b>%</b>
Municipal	8,746,057	12.87%
Restricted - Trust	525,000	0.77%
Reserves	58,685,474	86.36%
	<b>67,956,531</b>	<b>100.00%</b>

<b>Investments - Disclosed by Financial Institution</b>	<b>\$</b>	<b>%</b>
Bankwest	11,003,529	16.19%
Commonwealth Bank	4,717,179	6.94%
ANZ Bank	13,225,000	19.46%
Westpac	-	0.00%
St George Bank	8,004,807	11.78%
Suncorp Metway Bank	15,000,000	22.07%
National Australia Bank	16,006,016	23.55%
	<b>67,956,531</b>	<b>100.00%</b>

<b>Interest Earned on Investments for Year to Date</b>	<b>2016</b>	<b>2015</b>
Municipal Fund	24,018	21,246
Reserves	148,166	100,415
	<b>172,184</b>	<b>121,661</b>

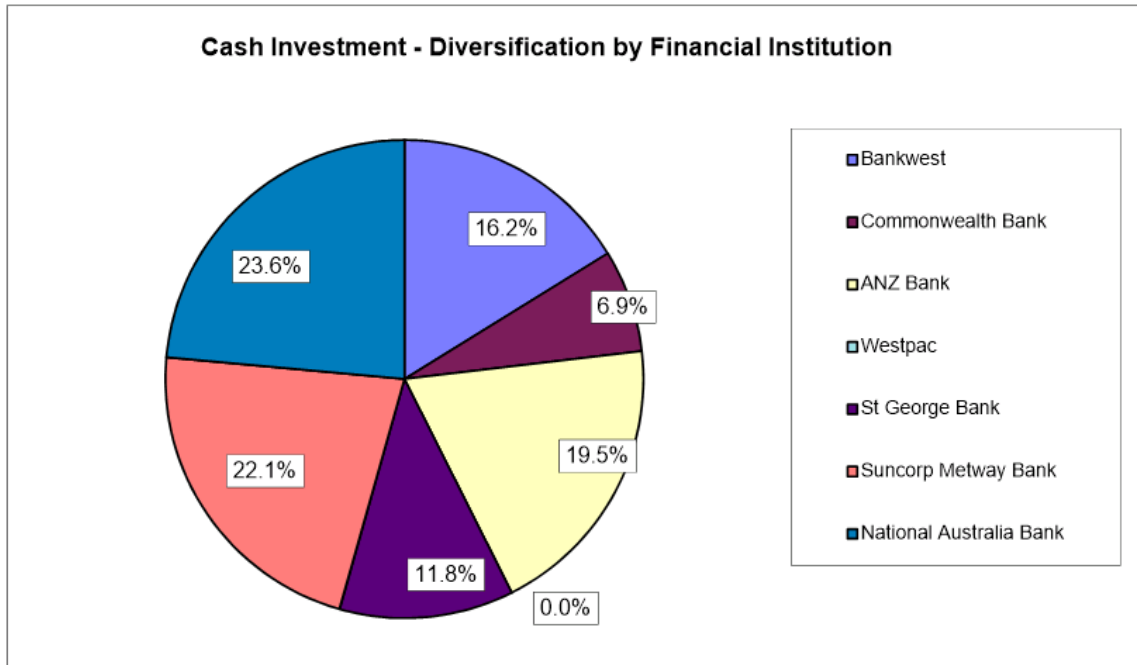
The anticipated weighted average yield on funds currently invested is 2.95%

#### Cash Investment Levels

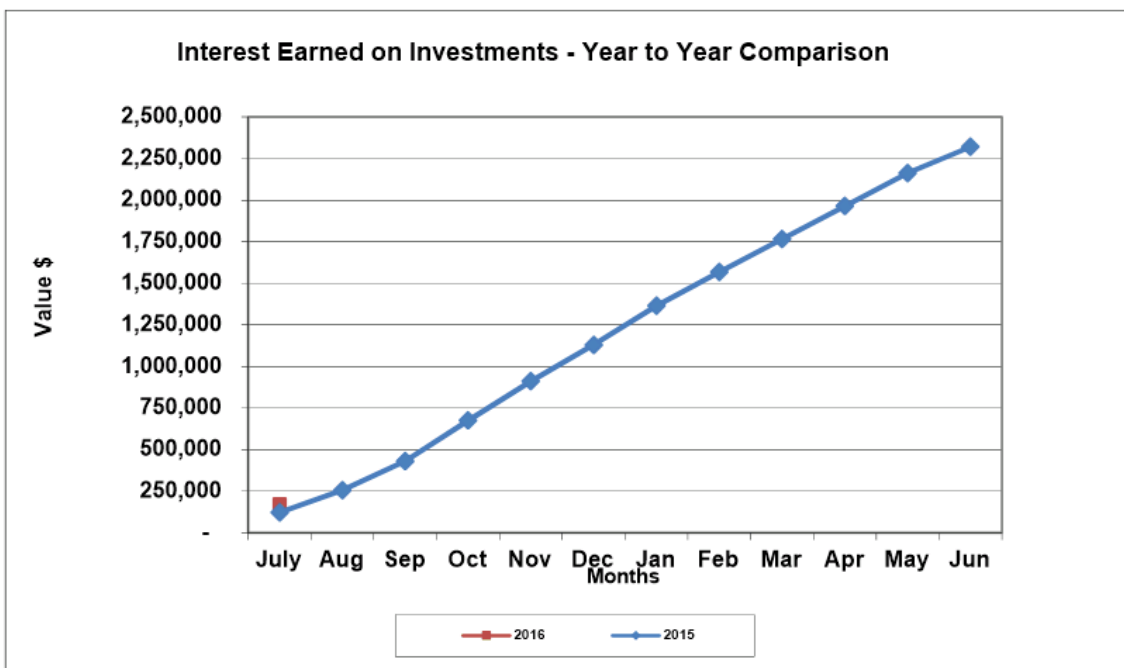


## SUMMARY OF CASH INVESTMENTS AS AT 31 JULY 2015

### Investments - Disclosed by Institution



### Interest Earned on Investments



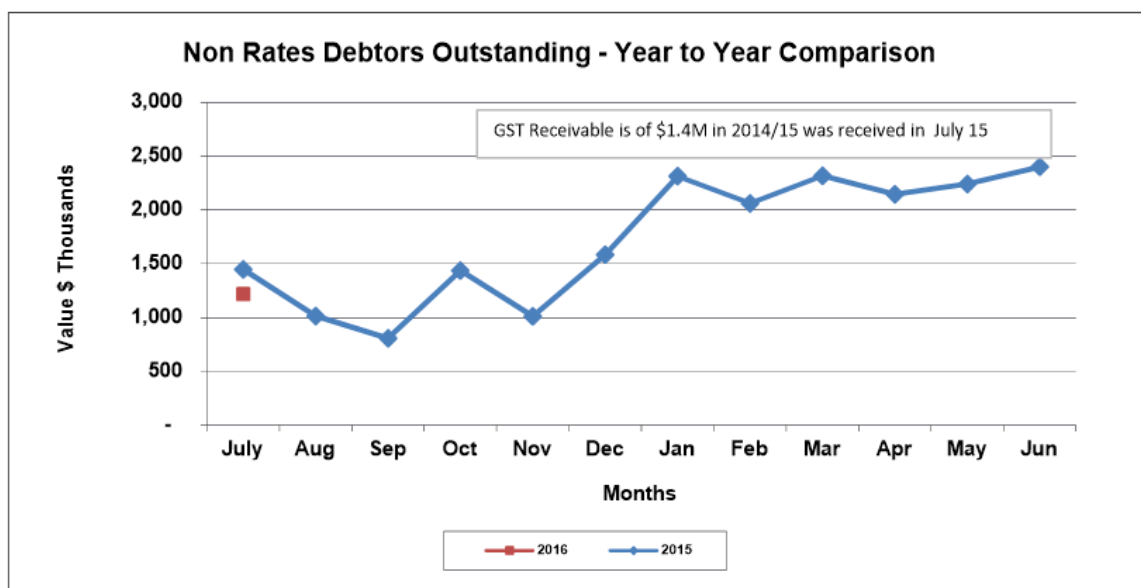
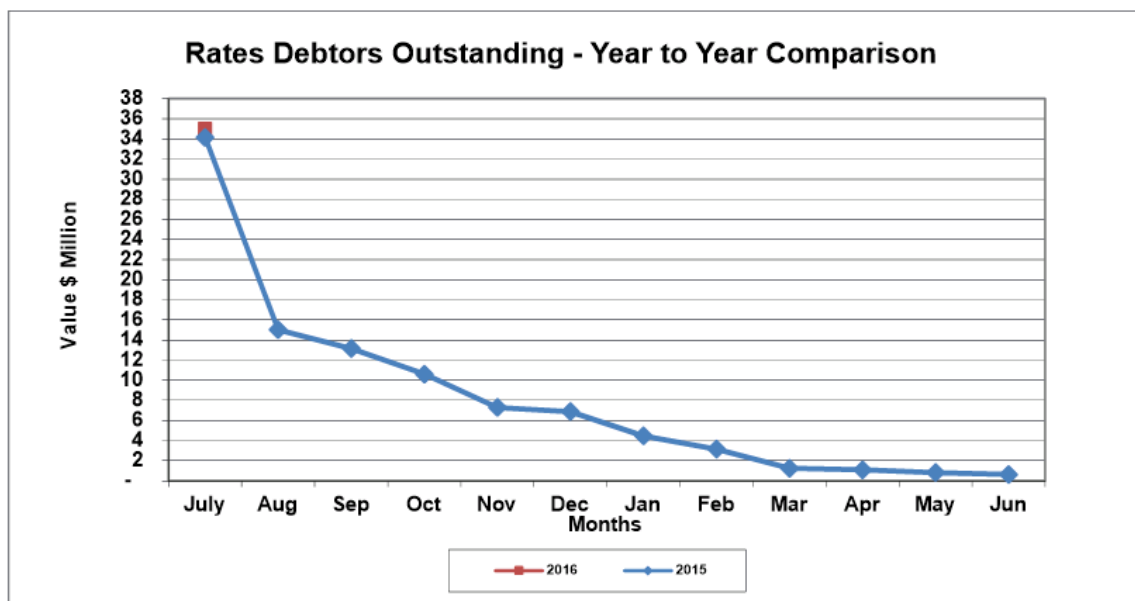
# **STATEMENT OF MAJOR DEBTOR CATEGORIES AS AT 31 JULY 2015**

## **Rates Debtors Outstanding**

	2015	2015
Outstanding - Current Year & Arrears	34,613,396	33,765,375
Pensioner Deferrals	402,488	393,985
	<b>35,015,884</b>	<b>34,159,360</b>

## **Rates Outstanding as a percentage of Rates Levied**

	2015	2015
Percentage of Rates Uncollected at Month End (4 Instalments remaining)	<b>90.19%</b>	<b>92.45%</b>



Payment Listing  
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Creditors

Reference No.	Date	Creditor Payee	Description	Amount
1582.206133-01	23/07/2015	206133LGISWA	Workcare, Property, Public Liab Ins Prem	\$881,368.79
1582.207426-01	23/07/2015	207426BOS Civil	Melville & Comer, Marsh - Manning to Parsons	\$278,046.52
1577.207488-01	13/07/2015	207488Phase 3 Landscape Construction	Mends St Jetty Path Replacement: Progres	\$218,702.19
1582.206835-01	23/07/2015	206835Roads 2000	Paterson, Onslow, McDonald	\$217,493.21
1582.207310-01	23/07/2015	207310Perthwaste Green Recycling	Waste Disposal - June 2015	\$191,626.25
1582.207550-01	23/07/2015	207550Pact Construction Pty Ltd	Manning Community Hub Facility: Progress	\$188,260.60
1581.76765-01	23/07/2015	76765WA Local Govt Superannuation Plan	Payroll Deduction PPE 6 & 20/7/2015	\$171,254.24
1582.73148-01	23/07/2015	73148Cleanaway	Rubbish Bin Collections, Bin Replacements	\$163,280.50
1582.73849-01	23/07/2015	73849Main Roads Western Australia	Electrical & Civil Works Manning - Ley	\$148,500.00
1577.203975-01	13/07/2015	203975Syrinx Environmental Pty Ltd	North Comer Revegetation Site: Maint - J	\$138,378.60
1580.76357-01	21/07/2015	76357Deputy Commissioner Of Taxation	PAYG PPE 20/07/0015	\$135,784.00
1576.76357-01	13/07/2015	76357Deputy Commissioner Of Taxation	PAYG PPE 6/7/2015	\$129,992.00
1582.205064-01	23/07/2015	205064Data#3 Limited	Microsoft License Renewal - 3 Years 2015	\$117,120.35
1579.84059-01	17/07/2015	84059Synergy	Street & Decorative Lighting, Power Usage	\$105,279.43
1577.205023-01	13/07/2015	205023LGIS Insurance Broking	Motor Vehicle, Mgt Liab Insurance Premiums	\$98,999.86
1582.85574-01	23/07/2015	85574Palace Homes & Construction	Transfer Station Loading Bay	\$95,870.12
1575.203692-01	10/07/2015	203692ZD Constructions Pty Ltd	Morris Mundy Upgrades: Wet Area Refurbis	\$86,966.22
1582.206607-01	23/07/2015	206607The Brand Agency	Website Development	\$63,503.00
1582.207407-01	23/07/2015	207407Axis Contracting Pty Ltd	Crossover Constructions	\$62,322.54
1582.202304-01	23/07/2015	202304Landmark Engineering & Design	Seaside Shelters	\$61,032.40
1582.201100-01	23/07/2015	201100HydroQuip Pumps	Davilak Res: Drill & Equip New Bore	\$56,661.00
1577.206833-01	13/07/2015	206833Multiclean WA Pty Ltd	Cleaning Services - June 2015	\$55,881.85
1582.202681-01	23/07/2015	202681Ecojobs	Natural Areas Maintenance Project 2015/2	\$54,451.87
1582.206939-01	23/07/2015	206939Natural Area Consulting	Cygnia Cove, Redmond Res, Aquin College	\$45,774.63
1582.202679-01	23/07/2015	202679MP Rogers & Associates Pty Ltd	Kwinana Freeway Foreshore Group Meeting:	\$44,783.65
1577.24182-01	13/07/2015	24182Trees Need Tree Surgeons	Moresby Ward Pruning & Additional Works	\$43,045.75
1582.200298-01	23/07/2015	200298Civica Pty Limited	Managed Services, Authority Support	\$40,900.50
1577.202679-01	13/07/2015	202679MP Rogers & Associates Pty Ltd	Kwinana Freeway Foreshore Group Meeting:	\$39,094.21
1582.206775-01	23/07/2015	206775NS Projects	Manning Comm Fac, Mends, EJ	\$38,189.80
1582.24182-01	23/07/2015	24182Trees Need Tree Surgeons	Completion of Tree Removal & Grinding Li	\$37,629.90
1582.74535-01	23/07/2015	74535Titan Ford	Falcon Ute	\$35,949.14
1582.202490-01	23/07/2015	202490McLeods Barristers & Solicitors	Dan Murphys, Amend #46, Parking Prosecut	\$34,340.15
1582.206688-01	23/07/2015	206688Glen Flood Group Pty Ltd	OHS Syst, Waste, Doneraile, Millers, CPGC	\$34,266.91
1577.203917-01	13/07/2015	203917JBA Surveys	Stormwater Drainage: Catchment 44, 46-56	\$34,210.00
1577.204064-01	13/07/2015	204064MMM WA Pty Ltd	5 & 7 Sulman Ave: Remove Grass & Lower V	\$33,123.75
1577.202674-01	13/07/2015	202674Ecoscape Australia Pty Ltd	Millers Pool: Concept Design Work	\$32,040.25
1582.202964-01	23/07/2015	202964Uniqco International	Plant & Vehicle Asset Mgmt Service: Phas	\$30,690.00
1582.204653-01	23/07/2015	204653Ultimo Catering And Events	Pioneer Luncheon Catering	\$29,381.00
1582.207491-01	23/07/2015	207491RockyZ Tiling Services	Como Beach Toilets: Refurbishment	\$29,095.00
1577.202644-01	13/07/2015	202644Harrison Electrics Pty Ltd	Bill Grayden: Trace & Rectify Electrical	\$28,142.18
1582.203975-01	23/07/2015	203975Syrinx Environmental Pty Ltd	North Comer Res: 12 Mths Monitoring & Ma	\$26,136.00
1582.207002-01	23/07/2015	207002Curnow Group Pty Ltd	Sulman Ave (5th Unwin Cres) Drainage Upg	\$25,491.38
1577.205683-01	13/07/2015	205683Xpanse Pty Ltd	NetApp Maintenance Renewal to 30/6/17	\$24,933.70
1582.84833-01	23/07/2015	84833Eastern Metropolitan Regional Council	Consulting Services: Water Management De	\$24,500.00
1582.207293-01	23/07/2015	207293SprayKing WA Pty Ltd	Spraying: Footpaths, Cycleways, Bus Stop	\$24,453.72
1578.202938-01	14/07/2015	202938Mrs S D Doherty	Mayoral Allow & Mtng Attend Fees Jul-Sep	\$23,921.25
1582.207489-01	23/07/2015	207489Survey Results	Surveying Services - Roebuck Dve	\$23,294.12
1582.203103-01	23/07/2015	203103Jackson McDonald Lawyers	Manning Hub, Amend #46, CPV Resid	\$23,197.09
1582.206996-01	23/07/2015	206996Enviro Sweep	Sweeping of Precincts & Commercial Zones	\$22,827.44
1582.201830-01	23/07/2015	201830Millennium Kids Inc	Nearer to Nature Program 2015/2016	\$22,000.00
1582.200406-01	23/07/2015	200406Perth Zoo	Perth Zoo Sponsorship 2015-2016	\$22,000.00
1582.202642-01	23/07/2015	202642Royal Life Saving Society of WA	Swimming Pool Inspections Program x 540	\$21,942.36
1577.202359-01	13/07/2015	202359Plant & Soil Management	Turf Maintenance - June 2015	\$21,842.02
1582.207482-01	23/07/2015	207482ABA Automatic Gates	Supply & Install Electronic Front Gate:	\$19,454.36
1582.203306-01	23/07/2015	203306AGS Metalwork	Fabricate Gates & Fencing	\$19,173.00
1582.74233-01	23/07/2015	74233Rosetta Holdings Pty Ltd	Green Fees Commiss on Takings	\$19,065.24
1579.206550-01	17/07/2015	206550Capital Recycling	Remove of Inert Waste from OpsC	\$18,832.00
1582.203868-01	23/07/2015	203868Mills Sign & Painting	Karawara Greenway: Painting of 19 Light	\$18,799.00
1582.200974-01	23/07/2015	200974Hays Specialist Recruitment(Aust) P	Temps - Planning, HRS, City Environment	\$18,368.68
1582.203454-01	23/07/2015	203454Cobblestone Concrete	Concrete Path Works at Renelagh Crescent	\$17,909.09
1579.205192-01	17/07/2015	205192Caltex Energy WA	Diesel, Unleaded	\$17,715.61
1577.207456-01	13/07/2015	207456Jacobs Group (Aust) Pty Ltd	LATM: Area 7A & 7B - Progress Claim #2	\$16,390.00
1577.202455-01	13/07/2015	202455HI Lighting (1984) Pty Ltd	1 x LED Panel Light ZHAGA Compliant	\$16,203.00
1577.203306-01	13/07/2015	203306AGS Metalwork	Repair to Bins - Transfer Station	\$16,190.00
1577.204260-01	13/07/2015	204260Beaver Tree Services	10 Hopps Ave: Remove Hanger	\$15,813.30
1582.204260-01	23/07/2015	204260Beaver Tree Services	Waterford Ave: Remove Tree Damaging Boar	\$14,887.97
1582.203839-01	23/07/2015	203839Carringtons Traffic Services	Traffic Control for Drain Cleaning - Man	\$14,862.99
1582.74187-01	23/07/2015	74187Fuji Xerox	Copier & Lease Charges, Paper	\$14,581.72
1577.83856-01	13/07/2015	83856South Perth Bowling Club	Coin Machine Takings: June 2015	\$14,569.16
1582.24140-01	23/07/2015	24140ARRB Group Ltd	Parking Strategy Formulation & Report	\$14,168.00
1582.204655-01	23/07/2015	204655Della's Group Pty Ltd	Perth Foreshore Strategy & Management Pla	\$14,005.20



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Creditors

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1577.73806-01	13/07/2015	73806WA Local Government Association	Southern Gazette & Recruitment Advertising	\$13,717.85
1577.204586-01	13/07/2015	204586Integrity Industrial	Temps - Infrastructure Services	\$13,681.20
1582.201523-01	23/07/2015	201523Lo-Go Appointments	Temp - OHS, Placement Fee	\$13,599.28
1577.203873-01	13/07/2015	203873Federation Tuckpointing	Heritage House: Scaffolding	\$13,475.43
1582.206814-01	23/07/2015	206814Assured Certification Services T/A	Building Surveyor Services, Certifications	\$12,798.50
1582.76491-01	23/07/2015	76491Supa Pest & Weed Control	Carry Out Selected Weed Control as Direc	\$12,777.60
1582.203477-01	23/07/2015	203477Lester Blades Pty Ltd	Recruitment of CEO: Shortlist Fee	\$12,650.00
1582.205359-01	23/07/2015	205359OCLC (UK) Ltd	AmLib Annual Maintenance	\$12,307.72
1582.204379-01	23/07/2015	204379Gel Group	Temp - IT	\$12,204.04
1582.72842-01	23/07/2015	72842Australia Post	Postage - June 2015	\$11,988.29
1582.84059-01	23/07/2015	84059Synergy	Power Usage	\$11,721.50
1582.204595-01	23/07/2015	204595Affordable Pest Control	Termite Treatment - CPV U145 & 137	\$11,550.00
1582.207185-01	23/07/2015	207185Veraison Training & Development	Culture Optimisation Program	\$11,330.00
1582.203632-01	23/07/2015	203632Reino International	SPE3 Machine Repair	\$11,260.52
1582.203328-01	23/07/2015	203328Greenway Enterprises	Manutec & Volcanic Dust	\$10,925.49
1582.201771-01	23/07/2015	201771Wood & Grieve Engineers	EJ Oval Masterplan: Conceptual Estimates	\$10,725.00
1582.203752-01	23/07/2015	203752Hillarys Plumbing & Gas	James Miller Pavillion: Unblock Toilets	\$10,148.02
1577.201168-01	13/07/2015	201168Digital Mapping Solutions	IntraMaps & Map Control Hosting 2015/201	\$10,054.00
1575.204459-01	10/07/2015	204459Greg Davies Architects	Ops Centre Office Extension: Preliminary	\$9,790.00
1582.205696-01	23/07/2015	205696Greenspan Technology P/L (MCE)	Flow Meter Verifications	\$9,680.00
1582.207522-01	23/07/2015	207522Coastal Zone Management Pty Ltd	River Foreshore Vulnerability Assessment	\$9,362.03
1582.83929-01	23/07/2015	83929Dowsing Concrete	Walanna Dr: Concrete Path Instal	\$9,160.80
1577.204379-01	13/07/2015	204379Gel Group	Temps - Infrast Admin, IT	\$9,122.62
1582.200264-01	23/07/2015	200264GBC Fordigraph	Neopost Folder/Inserter	\$9,000.00
1582.207368-01	23/07/2015	207368Elan Media Partners Pty Ltd	DVS's as Selected	\$8,457.77
1577.204610-01	13/07/2015	204610Fixit Maintenance and Roofing	Gutter & Downpipe Replacement: Mends St	\$8,404.00
1582.202404-01	23/07/2015	202404Nuturf Australia Pty Ltd	Broadleaf Spray	\$8,382.00
1582.207289-01	23/07/2015	207289Pracsys Management Systems Pty Ltd	Economic Consultancy for Millers Pool Ca	\$8,250.00
1582.203635-01	23/07/2015	203635Catalyse Pty Ltd	Communications Review 2015: Initial Fees	\$8,250.00
1577.205531-01	13/07/2015	205531Hutton Street Carpet Court	Floorcoverings - CPV U149, 110	\$8,189.00
1582.205744-01	23/07/2015	205744Road Signs Australia	8 x Signs - No Parking Work Zones	\$8,168.60
1577.201523-01	13/07/2015	201523Lo-Go Appointments	Temp - OHS Coordinator	\$7,562.83
1577.202612-01	13/07/2015	202612Fleetcare	Fuel - June 2015	\$7,461.06
1582.74357-01	23/07/2015	74357RA Shopland	Refurbishment - CPV U44	\$7,403.00
1582.200880-01	23/07/2015	200880Sports Turf Technology	Lysimeter Monitoring	\$7,260.00
1582.203366-01	23/07/2015	203366T-Quip	Parts for Plant	\$7,252.20
1582.76787-01	23/07/2015	76787Zipform Pty Ltd	Canning Highway - Shape Our Space Mailou	\$7,229.01
1582.205822-01	23/07/2015	205822Visual Lighting	4 LED Floodlights with 3 x 8 Mtr Poles	\$6,894.95
1582.202644-01	23/07/2015	202644Harrison Electrics Pty Ltd	CPGC: Meter Reading - July 2015	\$6,691.13
1577.203868-01	13/07/2015	203868Mills Sign & Painting	Skate Park: Painting of Gazebos	\$6,578.00
1582.204609-01	23/07/2015	204609West Coast Shade	Shade Sails Repairs: Douglas & Richardso	\$6,561.50
1578.84867-01	14/07/2015	84867Mr C A Cala	Mtng Attend Fees & Allowances Jul-Sep 15	\$6,540.00
1578.207091-01	14/07/2015	207091Cheryle Irons	Mtng Attend Fees & Allowances Jul-Sep 15	\$6,540.00
1578.206254-01	14/07/2015	206254Fiona Reid	Mtng Attend Fees & Allowances Jul-Sep 15	\$6,540.00
1578.207105-01	14/07/2015	207105Mr M Huston	Mtng Attend Fees & Allowances Jul-Sep 15	\$6,540.00
1578.205502-01	14/07/2015	205502V Lawrance	Mtng Attend Fees & Allowances Jul-Sep 15	\$6,540.00
1578.206256-01	14/07/2015	206256Sharron Hawkins-Zeeb	Mtng Attend Fees & Allowances Jul-Sep 15	\$6,540.00
1578.74608-01	14/07/2015	74608Mr K R Trent	Mtng Attend Fees & Allowances Jul-Sep 15	\$6,540.00
1577.203752-01	13/07/2015	203752Hillarys Plumbing & Gas	Civic Centre: New Valve & Fitting for Re	\$6,433.16
1582.206782-01	23/07/2015	206782Staples Australia Pty Ltd	Civic Centre Stock	\$5,685.69
1577.203505-01	13/07/2015	203505Repeat Plastics (WA)	Picnic Setting for Como Beach	\$5,640.60
1577.203439-01	13/07/2015	203439Prestige Alarms	Forcefield Security System Upgrade & Car	\$5,505.50
1582.207540-01	23/07/2015	207540Rapid Global	Rapid Incident Software Licence 2015/201	\$5,500.00
1577.205677-01	13/07/2015	205677Memento Australia Pty Ltd	CoSP Coaster, Flash Drives & Seed Sticks	\$5,436.75
1582.204586-01	23/07/2015	204586Integrity Industrial	Temps - Infrastructure Services	\$5,320.66
1582.72990-01	23/07/2015	72990Bunnings Building Supplies P/L	Sundry Maintenance Items - CPV	\$5,294.76
1582.202809-01	23/07/2015	202809Nicole Siemon and Associates	Weed Control & General Maint: CPGC Natur	\$5,280.00
1577.207522-01	13/07/2015	207522Coastal Zone Management Pty Ltd	River Foreshore Vulnerability Assessment	\$5,248.19
1582.205955-01	23/07/2015	205955Beacon Equipment - Canning Vale	4 x Stihl KM130 with HL Attachments	\$5,163.40
1582.201168-01	23/07/2015	201168Digital Mapping Solutions	Upgrade Existing Lagan Map Control to In	\$5,148.00
1582.202511-01	23/07/2015	202511Pirtek Welshpool	BioSorb for Fuel & Oil Spills	\$5,049.62
1577.76431-01	13/07/2015	76431Statewide Line Marking	Road Marking - Various Locations	\$4,973.21
1577.204595-01	13/07/2015	204595Affordable Pest Control	Termite Inspections - Units 85 - 163	\$4,950.00
1577.205648-01	13/07/2015	205648Integral Development Pty Ltd	Branding Workshop & Pulse Survey: 50% Ba	\$4,768.50
1582.76773-01	23/07/2015	76773Total Eden	Reticulation Supplies	\$4,753.02
1582.207548-01	23/07/2015	207548Marquay	CEO Goodbye Funct with External Guests 24/7/15	\$4,750.00
1582.207541-01	23/07/2015	207541Consult WG Pty Ltd	Parking Stragey: Engagement & Facilitation	\$4,620.00
1577.200974-01	13/07/2015	200974Hays Specialist Recruitment(Aust) P	Temps - City Env, Nursery, OHS	\$4,453.93
1582.202128-01	23/07/2015	202128Gowrie (WA) Inc	50% Share of Additional CCTV at Gowrie	\$4,433.82
1582.201783-01	23/07/2015	201783Air Torque Refrigeration & Aircond	Air-con Maintenance - CPV U38	\$4,317.50
1582.205180-01	23/07/2015	205180Perth Security Services	Staff Escorts, Mobile Patrols, Lockups	\$4,216.86

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1582.204681-01	23/07/2015	204681Urbis	Mends St Path Upgrade: Consultant	\$4,196.15
1582.207420-01	23/07/2015	207420Bridgestone Australia Ltd	Tyres	\$4,156.90
1577.25544-01	13/07/2015	25544Vertel Telecoms Pty Ltd	Network Fees for Two Way Radios: 1/4/15-	\$4,138.20
1577.207030-01	13/07/2015	207030GAF Traffic	Sth Pth Train Station: Design & Drafting	\$4,026.00
1577.202962-01	13/07/2015	202962Planning Institute Australia WA Div	2015 WA Conference x 9 Planners	\$3,928.50
1582.200544-01	23/07/2015	200544TJ & J Sheppard	Morris Mundy: Replace Broken Gable	\$3,828.00
1577.201590-01	13/07/2015	201590The Pressure King	Pressure Cleaning of Bin Covers	\$3,800.50
1577.205180-01	13/07/2015	205180Perth Security Services	Mobile Patrol Services, Callouts, Lockups	\$3,784.06
1582.206217-01	23/07/2015	206217Platters R Us	Xmas In July Catering - COG 3	\$3,693.60
1579.204064-01	17/07/2015	204064MMM WA Pty Ltd	Windsor Park Res: Box Out & Remove Exces	\$3,643.79
1582.206104-01	23/07/2015	206104Coolmate Pty Ltd	Air Con Repairs - EJ Pavillion	\$3,612.41
1582.203504-01	23/07/2015	203504Imperial Glass	Remove & Replace Faulty Window: Colins S	\$3,608.00
1582.203502-01	23/07/2015	203502WA Bluemetal	3 Loads Roadbase	\$3,605.27
1582.207373-01	23/07/2015	207373Constructive Project Solutions Pty	Project Managment Services - June 2015	\$3,599.75
1582.202792-01	23/07/2015	202792Award Contracting	Transfer Station: Undertake Detection Tr	\$3,575.00
1582.85472-01	23/07/2015	85472Ellenby Tree Farm Pty Ltd	Plant Purchases	\$3,531.00
1577.22014-01	13/07/2015	22014Boffins Bookshop Pty Ltd	Books as Selected	\$3,500.00
1582.204064-01	23/07/2015	204064MMM WA Pty Ltd	SJMP: Backfilling River Walls With Limes	\$3,458.40
1582.21799-01	23/07/2015	21799Australian Institute of Management	Training Courses for Staff - various	\$3,360.00
1582.202372-01	23/07/2015	202372Heatley Sales Pty Ltd	Supply PPE's as Quoted	\$3,349.72
1582.207495-01	23/07/2015	207495DFP Recruitment Service	Temp - City Environment	\$3,290.26
1582.204678-01	23/07/2015	204678Downer EDI Works Pty Ltd	Kerbing: Melville Road & Community Centr	\$3,222.36
1582.203917-01	23/07/2015	203917JBA Surveys	Mill Pt Road: Drainage Extension to Surv	\$3,201.00
1577.84216-01	13/07/2015	84216Como Panel And Paint	Fleet Repairs	\$3,147.14
1582.204468-01	23/07/2015	204468John Hughes Service	1DWN695: Oil Leak Repair to PI 43387	\$3,073.41
1582.76586-01	23/07/2015	76586CJD Equipment Pty Ltd	Service & Brake Check	\$3,037.13
1582.205582-01	23/07/2015	205582ALS Library Services Pty Ltd	Books as Selected	\$3,000.00
1582.201068-01	23/07/2015	201068Progressive Brick Paving	Brick Paving Repairs - CPV U147,120 & 4	\$2,970.00
1582.81399-01	23/07/2015	81399Western Educting Service	Manning Rd: Cleaning & Jetting of Draina	\$2,904.00
1582.205718-01	23/07/2015	205718Captivate Global	On Line On Hold Annual Charge: 2015/2016	\$2,890.80
1577.201827-01	13/07/2015	201827Contek Communications	New Pit Over Existing Network & Asbestos	\$2,882.00
1582.201815-01	23/07/2015	201815Quick Corporate Aust Pty Ltd	Stationary - Civic Centre	\$2,856.20
1577.21437-01	13/07/2015	21437Educational Art Supplies	Childrens Activity Supplies	\$2,814.20
1582.206793-01	23/07/2015	206793Betta Pest Management	Black Ant Treatment - CPV	\$2,805.00
1582.207177-01	23/07/2015	207177Initial Hygiene	Sanitary Hygiene Services 1/7/15-30/9/15	\$2,752.95
1582.72966-01	23/07/2015	72966Benara Nurseries	Plant Purchases	\$2,675.38
1582.21416-01	23/07/2015	21416Parker Black & Forrest Pty Ltd	Morris Mundy: New Lock Barrel	\$2,673.65
1582.206734-01	23/07/2015	206734WA Mechanical Services	Maintenance to Civic Centre, Library & A	\$2,656.50
1577.73342-01	13/07/2015	73342Landgate	Slip License Agreement	\$2,471.21
1582.201800-01	23/07/2015	201800Eighty Nine Enterprises	Roller-door Maintenance - CPV U149	\$2,451.95
1582.201959-01	23/07/2015	201959WA Rangers Association	WA Rangers Assoc Conference & Awards Din	\$2,450.00
1577.206929-01	13/07/2015	206929Scatena Clocherty Architects	Transfer Station: Documentation & Consul	\$2,288.00
1582.204711-01	23/07/2015	204711Dint Australia Pty Ltd	Misc Golf Items	\$2,277.00
1577.204613-01	13/07/2015	204613MetroCount	12Mth Subscription for Bike Station at S	\$2,244.00
1582.76431-01	23/07/2015	76431Statewide Line Marking	Linemarking at Labouchere Rd & Preston S	\$2,243.67
1582.201823-01	23/07/2015	201823Boral Construction Materials Group	1.5 Tonne Dense Grade Asphalt	\$2,208.09
1582.201343-01	23/07/2015	201343Sledgehammer Concrete Cutting Servi	Linemarking Removal: Melville Pde	\$2,121.58
1582.76373-01	23/07/2015	76373Domus Nursery	Supply Plants as Selected	\$2,081.97
1582.21521-01	23/07/2015	21521Williams Electrical Service Pty Ltd	Smoke Detector Maint - CPV U126	\$2,055.29
1582.206436-01	23/07/2015	206436Xylem Water Solutions Australia Ltd	Repairs to Queen St Pump	\$2,021.32
1577.207539-01	13/07/2015	207539Custom Design Cutting Laser Service	Make 28 Cat Doors for Housing Area	\$2,000.00
1582.207169-01	23/07/2015	207169West-Sure Group Pty Ltd	Parking Ticket Machine Coin Collections	\$1,989.78
1577.76773-01	13/07/2015	76773Total Eden	Reticulation Supplies	\$1,987.07
1582.74683-01	23/07/2015	74683WA Limestone Co	2 x Semi Loads of Yellow Sand	\$1,932.61
1577.21799-01	13/07/2015	21799Australian Institute of Management	Coaching Sessions	\$1,920.00
1582.204610-01	23/07/2015	204610Fixit Maintenance and Roofing	Old Mill Theatre: Fix Leaking Fixings	\$1,903.00
1582.207215-01	23/07/2015	207215Blue Force Pty Ltd	Monthly Alarm Checks - CPV	\$1,894.17
1582.206934-01	23/07/2015	206934IT Cooling Solutions Pty Ltd	UPS & Generator Maintenance	\$1,851.30
1577.207495-01	13/07/2015	207495DFP Recruitment Service	Temp - City Environment	\$1,827.93
1582.200410-01	23/07/2015	200410Arborwest Tree Farm	Plant Purchases	\$1,782.00
1577.207104-01	13/07/2015	207104Modular Shades & Shutters	Civic Library: Remove Broken Blind	\$1,763.30
1582.201590-01	23/07/2015	201590The Pressure King	Graffiti Removal - June 2015	\$1,738.00
1582.23289-01	23/07/2015	23289Wattleup Tractors	Bearing Assembly for Plant	\$1,680.95
1577.207489-01	13/07/2015	207489Survey Results	Civic Centre Ramp: Surveying Services	\$1,608.89
1577.73229-01	13/07/2015	73229Como Plumbing Services	Plumbing Maintenance - CPV U20 & 2	\$1,590.82
1577.203504-01	13/07/2015	203504Imperial Glass	Morris Mundy: Glass Replacement	\$1,565.00
1582.204344-01	23/07/2015	204344Envirocare Systems	Ops Centre - Urinal Maintenance	\$1,536.48
1577.204875-01	13/07/2015	204875Oxfords Carpentry & Renovations Pty	Bill Grayden Pavillion: Replace Damaged	\$1,529.00
1582.207544-01	23/07/2015	207544Construction Information Systems Lt	Aus-Spec Package: Design & Construction	\$1,518.00
1577.200880-01	13/07/2015	200880Sports Turf Technology	Leaf Tissue Samples	\$1,512.50
1582.202859-01	23/07/2015	202859WA Hino Sales & Service	Rear Tail Light Lenses for PI 53048	\$1,486.60



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1577.204987-01	13/07/2015	204987Neat Sweep	Sweeping of Mill Point Peninsula	\$1,452.00
1582.202956-01	23/07/2015	202956The Plant Supply Co	Supply Various Plants for SJMP Scented G	\$1,448.70
1582.205884-01	23/07/2015	205884Ampac Debt Recovery WA Pty Ltd	Rates Collection Costs - June 2015	\$1,401.49
1582.84216-01	23/07/2015	84216Como Panel And Paint	Vehicle Panel Repairs	\$1,394.08
1582.204675-01	23/07/2015	204675Insight Call Centre Services	Overcall/ CPV Fees, Callout Chgs June '15	\$1,366.38
1582.206711-01	23/07/2015	206711D & A Hot Water Systems	Boiler Maintenance	\$1,342.00
1581.201999-01	23/07/2015	201999Health Insurance Fund of WA	Payroll Deduction PPE 6 & 20/7/2015	\$1,327.80
1577.84657-01	13/07/2015	84657Swanview Plant Farm Pty Ltd	Groundcover for SJMP	\$1,320.00
1582.206178-01	23/07/2015	206178Plantrite	Sulman Stairs Embankment: Supply Plants	\$1,284.69
1582.205054-01	23/07/2015	205054J Gourdis Landscapes	Kindergarten Maintenance - June 2015	\$1,276.00
1582.73342-01	23/07/2015	73342Landgate	Interim Valuation Schedule	\$1,263.15
1582.203439-01	23/07/2015	203439Prestige Alarms	ACF, Tsfr Station Loading Bay	\$1,254.00
1582.206123-01	23/07/2015	206123COVS Parts Pty Ltd	Workshop Consumables	\$1,208.96
1577.205297-01	13/07/2015	205297Colleagues Print Solutions	Ticket Machine Rolls	\$1,203.30
1582.85049-01	23/07/2015	85049E & MJ Roshier Pty Ltd	12 Sets of Blades for Plant	\$1,188.00
1577.204685-01	13/07/2015	204685Lina Mustapah	Collier Park Golf Course Audit	\$1,172.50
1577.206707-01	13/07/2015	206707Big Sky Entertainment WA Pty Ltd	Pioneer Luncheon: Entertainment	\$1,155.00
1582.206937-01	23/07/2015	206937iSentia Pty Ltd	Media Monitoring - June 2015	\$1,149.23
1582.73229-01	23/07/2015	73229Como Plumbing Services	Plumbing Maint - CPV U163,4,127,115 & 1	\$1,139.60
1577.84833-01	13/07/2015	84833Eastern Metropolitan Regional Council	Mattress Disposal - June 2015	\$1,134.00
1582.205542-01	23/07/2015	205542Advam Pty Ltd	Meter Parking CCard Trans Fees	\$1,131.24
1582.76492-01	23/07/2015	76492Budget Rent A Car - LOC 20008	Vehicle Hire: Asset Management - June 20	\$1,113.20
1582.76359-01	23/07/2015	76359Coates Hire	Barrier Hire: 17/6/15-30/6/15	\$1,112.66
1582.206690-01	23/07/2015	206690Geoff Hand & Associates Pty Ltd	Executive Mentoring Program: Mayor Doher	\$1,100.00
1577.207537-01	13/07/2015	207537Benjamin Michael Videographer	Fiesta 2015: Videography Services	\$1,072.82
1577.202490-01	13/07/2015	202490McLeods Barristers & Solicitors	Legal Advice: Late Submission of Tender	\$1,067.96
1579.203103-01	17/07/2015	203103Jackson McDonald Lawyers	Legal Advice: Late Submission of Tender	\$1,067.96
1577.200526-01	13/07/2015	200526Animal Care Equipment & Service P/L	Items for Cat Control	\$1,052.79
1582.80788-01	23/07/2015	80788McIntosh & Son WA	Service of Jacobsen	\$1,049.00
1582.204374-01	23/07/2015	204374Garmony Property Consultants	Valuation Report - Unit 110 CPV	\$990.00
1582.206067-01	23/07/2015	206067Kmart Tyre & Auto Service	2 x Tyres & Wheel Alignment	\$980.40
1577.200510-01	13/07/2015	200510Totally Workwear - Victoria Park	Work Boots, Protective Clothing	\$974.23
1577.204222-01	13/07/2015	204222Good Reading Magazine Pty Ltd	Good Reading Subscription 2015/2016	\$957.00
1582.202053-01	23/07/2015	202053Budget Gas	Manning Seniors: Service of Heaters	\$943.80
1577.201854-01	13/07/2015	201854Noise & Vibration Measurement Systems	Noise Equipment & Software Upgrade	\$940.50
1582.76267-01	23/07/2015	76267Daytone Printing	50 x Purchase Requisition Books	\$936.41
1582.207214-01	23/07/2015	207214Mr A Knapp	Citizenship Ceremony: Guest Speaker	\$900.00
1582.207547-01	23/07/2015	207547Hotwaterwa	Service of Gas Heaters	\$849.20
1582.202862-01	23/07/2015	202862Southern Metropolitan Regional Council	Greenwaste Gate Fee - 2015	\$827.75
1582.202272-01	23/07/2015	202272ICLEI	Annual Subscription 2015/2016	\$825.00
1577.207190-01	13/07/2015	207190Lightspeed Communications Aust Pty	CPH: Testing of Data Outlets - Rangers O	\$821.25
1582.204248-01	23/07/2015	204248CBC Australia Pty Ltd WA	Set of Bearings	\$812.36
1577.203641-01	13/07/2015	203641Cannon Hygiene	Hygiene Services for Public Conveniences	\$793.69
1582.204601-01	23/07/2015	204601Hospitality Accessories	Pioneer Luncheon: Equipment Hire	\$779.35
1577.77031-01	13/07/2015	77031Tudor House	Australian Flag - SJMP	\$765.00
1577.21521-01	13/07/2015	21521Williams Electrical Service Pty Ltd	Lighting Maint - Community Centre	\$762.80
1579.205180-01	17/07/2015	205180Perth Security Services	Mobile Patrols, Callouts	\$759.00
1582.202872-01	23/07/2015	202872Cabcharge Australia Limited	Cabcharges - May 2015	\$740.64
1582.206132-01	23/07/2015	206132Hinds Sand Supplies	25 Tonne Turf Sand	\$740.12
1577.202768-01	13/07/2015	202768Irrigation Australia	Annual Membership Subscription - 2015/20	\$740.00
1582.207024-01	23/07/2015	207024SEM Distribution	Newspapers: 1/6/15-28/6/15 Civic Library	\$739.41
1582.205368-01	23/07/2015	205368Mi Club Services	Timesheets/Plugin Support Program: 1/1/1	\$693.00
1577.207432-01	13/07/2015	207432Italo's Tiling Service	Wall Repairs - CPV U28	\$670.00
1577.207407-01	13/07/2015	207407Axis Contracting Pty Ltd	Melina Ct: Supply & Lay Concrete Path	\$669.90
1577.207265-01	13/07/2015	207265Get Fenced	Remove 4 Sheets Asbestos Fence to Colins	\$660.00
1577.204646-01	13/07/2015	204646Transoft Solutions (Australia) Pty	AutoTurn Maint Subscription: 2015/2016	\$660.00
1582.205257-01	23/07/2015	205257Austral Mercantile Collections Pty	Rates Collections Costs - June 2015	\$659.29
1582.201608-01	23/07/2015	201608Econo Sweep	Power Sweeping Carparks	\$649.00
1582.206278-01	23/07/2015	206278Battery World Welshpool	Battery	\$627.00
1579.206814-01	17/07/2015	206814Assured Certification Services T/A	Unauthorise Structure: 62C Welwyn Ave	\$616.00
1582.206981-01	23/07/2015	206981Peedac Pty Ltd	NAIDOC Flag Raising Ceremony: Catering	\$607.20
1582.206935-01	23/07/2015	206935Seme Solutions Pty Ltd	Repairs to Sensor at Civic Centre	\$599.96
1582.206715-01	23/07/2015	206715D A Christie Pty Ltd t/as Christie	Parts for BBQ's	\$595.10
1582.201827-01	23/07/2015	201827Contek Communications	100 Welwyn Ave: Remove & Relay Concrete	\$594.00
1582.207257-01	23/07/2015	207257Glorious Gardens	Pioneer Luncheon: Decorations	\$594.00
1577.206734-01	13/07/2015	206734WA Mechanical Services	Civic Centre: Air Con Repairs	\$569.25
1582.203877-01	23/07/2015	203877Global CCTV Pty Ltd	Manning Library: CCTV Service	\$563.20
1582.206785-01	23/07/2015	206785Outer Bounds Photography	Pioneers Luncheon: Photographer	\$550.00
1582.205249-01	23/07/2015	205249WA Poultry Equipment	1 x Cat Enclosure	\$550.00
1582.207188-01	23/07/2015	207188Wild Honey - Carlos Maxwell	Beehive Removal - 12 Redman St	\$550.00
1582.207053-01	23/07/2015	207053Environmental Health Aust (NSW) Inc	Subs - 'IM ALERT' on-line Training	\$550.00

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1582.205905-01	23/07/2015	205905Safety Zone	Protective Clothing	\$549.29
1577.205840-01	13/07/2015	205840ADH Golf & Utility Vehicles	Vehicle Service - CPV Club Car	\$544.50
1582.202172-01	23/07/2015	202172Bin Bath Australia Pty Ltd	Cleaning of The City's Bins	\$542.30
1582.206963-01	23/07/2015	206963Pets Meat Suppliers	Food - Animal Care Facility	\$537.85
1577.205637-01	13/07/2015	205637Archival Survival Pty Ltd	Archival Stationary	\$526.50
1582.200510-01	23/07/2015	200510Totally Workwear - Victoria Park	Work Clothing for Transfer Station	\$525.78
1582.205677-01	23/07/2015	205677Memento Australia Pty Ltd	Drink Bottles for Bike Event	\$520.30
1577.85429-01	13/07/2015	85429Workpower T/A EMS Plant Production	Plants as Directed	\$517.00
1577.207185-01	13/07/2015	207185Veraison Training & Development	LSI TRT Inventory	\$495.00
1582.203688-01	23/07/2015	203688Glenn Swift Entertainment	Pioneer Luncheon - MC	\$495.00
1582.74446-01	23/07/2015	74446Richgro Garden Products	Lawn Mix for SJMP	\$490.00
1582.200866-01	23/07/2015	200866Besam Australia	Door Servicing: Manning Bowling Club	\$486.20
1582.202452-01	23/07/2015	202452Lock Stock & Farrell Locksmith	Re-key Double Sided Lock	\$472.25
1582.200888-01	23/07/2015	200888Bramac Pty Ltd	Irrigation Maintenance	\$468.60
1582.202249-01	23/07/2015	202249Local Government Managers Australia	Golf Championship Day x 2 Attend	\$460.00
1577.207534-01	13/07/2015	207534The Mighty Booths	Pioneer Luncheon: Entertainment	\$449.00
1582.206616-01	23/07/2015	206616Parking Association Of Australia In	Parking Assoc of Aust: Membership 2015/2	\$440.00
1582.203622-01	23/07/2015	203622Harvey Fresh	Milk & OJ Supplies	\$429.43
1582.203922-01	23/07/2015	203922Local Refrigeration & Air Condition	Civic Centre: Fix Faulty Doors Tripping	\$413.60
1582.200856-01	23/07/2015	200856Officemart	Ink Cartridges & Paper for Printer	\$408.30
1577.85282-01	13/07/2015	85282Allwest Windscreens & Tinting	Replace Fleet Windscreen	\$407.00
1582.205590-01	23/07/2015	205590Northstar Asset Pty Ltd & Jaffa Ro	Copyright for Movie Screenings	\$396.00
1579.207535-01	17/07/2015	207535Balls N All	Pioneer Luncheon: Entertainment	\$395.00
1582.200816-01	23/07/2015	200816Park Motor Body Builders (WA) Pty L	Repairs to Tailgate of Plant	\$385.00
1582.85446-01	23/07/2015	85446The Tree Guild Of WA Inc	Mship Fees: 2015/2016 A/Mgr CE	\$385.00
1582.207394-01	23/07/2015	207394Bucher Municipal	Service of Sweeper	\$379.50
1577.201608-01	13/07/2015	201608Econo Sweep	Carpark & Street Cleaning: CPV	\$363.00
1582.202328-01	23/07/2015	202328SecurePay Pty Ltd	Web Payments - June 2015	\$330.61
1577.207128-01	13/07/2015	207128Blake Shopland Carpentry	Plaster Repairs - CPV U146	\$330.00
1577.207527-01	13/07/2015	207527Circus WA	Childrens Activity	\$330.00
1582.204745-01	23/07/2015	204745Rainscape Waterwise Solutions	Reticulation Maintenance - CPV	\$322.19
1577.206217-01	13/07/2015	206217Platters R Us	Catering: Library	\$311.90
1582.203929-01	23/07/2015	203929Sercul	Hydrocotyle Control @ Bodkin Park: June	\$309.38
1577.206504-01	13/07/2015	206504Billi Pty Ltd	Civic Library: Billi Service	\$304.15
1582.207432-01	23/07/2015	207432Italo's Tiling Service	Replace Laundry Tiling - Units 142 & 131	\$300.00
1582.207465-01	23/07/2015	207465The Fruit Box	Monday Fruit for Staff Day	\$280.80
1581.207418-01	23/07/2015	207418P Baker Supperannuation Fund	Payroll Deduction PPE 6 & 20/7/2015	\$276.93
1582.205166-01	23/07/2015	205166Andreotta Cardenosa Consulting	Civic Centre: Site Visit for Disable Ram	\$275.00
1577.203622-01	13/07/2015	203622Harvey Fresh	Milk & OJ Supplies	\$265.04
1579.203504-01	17/07/2015	203504Imperial Glass	Frosted Strips	\$264.00
1582.207256-01	23/07/2015	207256Konnex Shop	High Tensile Hex Nuts & Boltsq	\$264.00
1582.207546-01	23/07/2015	207546The Write Stuff Media	Food for Library Event	\$250.00
1577.202588-01	13/07/2015	202588Electrolux Home Products Pty Ltd	Stove Maintenance - CPV U77	\$238.50
1582.200735-01	23/07/2015	200735Lawrence And Hanson	Light Globes for Library	\$233.37
1582.206079-01	23/07/2015	206079Sonic HealthPlus Pty Ltd	Pre-employment Medical	\$225.50
1577.207270-01	13/07/2015	207270EzDigital.Com.Au	Digital Archiving of Audio Tapes	\$220.00
1582.205153-01	23/07/2015	205153Abco Products	1 Packet Dust Masks	\$211.20
1577.204291-01	13/07/2015	204291Recall Information Management Pty L	Off Site Storage: July 2015	\$205.07
1582.85086-01	23/07/2015	85086St John Ambulance Aust (WA) Inc.	Pioneer Luncheon: First Aid Service	\$199.85
1582.203081-01	23/07/2015	203081Filters Plus	Air & Oil Filters for Plant	\$198.88
1582.73725-01	23/07/2015	73725Keep Australia Beautiful Council	Illegal Dumping: Tape & Stickers	\$195.00
1582.205289-01	23/07/2015	205289WATM Crane Sales and Services WA	Repairs to Plant	\$182.60
1579.207266-01	17/07/2015	207266Beacon Equipment - Bentley	Repairs to Stihl Hedgetrimmer	\$178.10
1582.206728-01	23/07/2015	206728Dismantle	Bicycle Accessories for Bike Event	\$174.97
1577.202650-01	13/07/2015	202650Statewide Ceilings & Interiors	Patch Hole in Staff Carpark Undercroft	\$171.60
1582.207128-01	23/07/2015	207128Blake Shopland Carpentry	Lattice Repairs - CPV Community Centre	\$165.00
1582.207327-01	23/07/2015	207327Isunshade System	Curtain Repairs - CPV U80	\$165.00
1582.73806-01	23/07/2015	73806WA Local Government Association	Advertising: Customer Service Officer	\$156.93
1577.204458-01	13/07/2015	204458Central Fire Services Pty Ltd	Civic Centre Fire Panel Inspection: June	\$154.00
1577.201391-01	13/07/2015	201391Refresh Pure Water	Water Bottle Refills	\$150.00
1577.72990-01	13/07/2015	72990Bunnings Building Supplies P/L	Sundry Maint Items for Civic Centre	\$144.57
1582.204560-01	23/07/2015	204560Sound Pack Solutions	CD Cases	\$141.90
1577.205340-01	13/07/2015	205340Funky Balloons	Pioneer Luncheon: Decorations	\$135.80
1577.205884-01	13/07/2015	205884Ampac Debt Recovery WA Pty Ltd	Rates Collections Costs - June 2015	\$135.52
1577.204148-01	13/07/2015	204148Writing WA Inc	Annual Membership Subscription to 15/6/1	\$135.00
1582.25522-01	23/07/2015	25522Mercury Messengers Pty Ltd	Courier Service - June 2015	\$129.92
1577.205534-01	13/07/2015	205534Superclean	Laundry Service - June 2015	\$127.05
1582.83878-01	23/07/2015	83878BOC Gases	Container Service: 29/5/15-27/6/15	\$120.25
1577.21416-01	13/07/2015	21416Parker Black & Forrest Pty Ltd	Cut 3 Keys: James Miller Pavillion	\$117.70
1577.205820-01	13/07/2015	205820Statewide Vehicle Hoist Service WA	Service Of Workshop Hoist	\$110.00
1582.203962-01	23/07/2015	203962Chair Guru	Repairs to Chair	\$94.60



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1577.201119-01	13/07/2015	201119	Hoseco Welshpool	Hose Fitting for Plant	\$91.31
1577.204809-01	13/07/2015	204809	ANL Container Hire & Sales Pty Ltd	Sea Container Hire - April 2015	\$90.75
1582.204809-01	23/07/2015	204809	ANL Container Hire & Sales Pty Ltd	Sea Container Hire - June 2015	\$90.75
1577.202452-01	13/07/2015	202452	Lock Stock & Farrell Locksmith	CPV U157: Repairs to Door Lock	\$90.50
1577.204563-01	13/07/2015	204563	WJE Bannister	Timed Summaries: Mauritzen, Smith & Thom	\$90.00
1582.205875-01	23/07/2015	205875	API Services & Solutions Pty Ltd	Cutting of Keys	\$86.36
1582.84314-01	23/07/2015	84314	Work Clobber	Waterproof Jacket	\$83.70
1582.76356-01	23/07/2015	76356	Southcare Inc	Verge Maintenance - June 2015	\$75.90
1582.204563-01	23/07/2015	204563	WJE Bannister	RPGC - Extra Video Work	\$70.00
1577.207448-01	13/07/2015	207448	Floral Image	Flowers for Mayors Office: June 2015	\$64.36
1582.202888-01	23/07/2015	202888	PLE Computers	Blue Network Cable	\$56.00
1582.201391-01	23/07/2015	201391	Refresh Pure Water	Water Replenishment	\$50.00
1582.207545-01	23/07/2015	207545	The West Australian Club (Inc)	Networking Event @ Bar 138: Cr	\$45.00
1582.206378-01	23/07/2015	206378	Squire Saunders (AU)	Native Title Claims	\$40.72
1577.207024-01	13/07/2015	207024	SEM Distribution	Newspaper Deliveries: 1/6/15-28/6/15 Ops	\$35.20
1582.77031-01	23/07/2015	77031	Tudor House	Flag Pole Cord & Clip	\$35.00
1577.84059-01	13/07/2015	84059	Synergy	Power Usage	\$24.60

**Total: EFT 372 \$5,783,382.33**

30103062	13/07/2015	21476	Western Aust Treasury Corp	P & I - 230,224,230,227,223,225,218,220	\$253,402.04
30103177	31/07/2015	22507	BCITF	BCITF Levies July 2015	\$133,568.19
30103067	13/07/2015	204556	City Subaru	Subaru Outback Station Wagon - Mgr Dev Serv	\$41,597.05
30103076	13/07/2015	83969	Town Of Victoria Park	District Sweeping - April 2015	\$33,000.00
30103167	31/07/2015	205515	Department Of Transport	Licence Fees: 1/8/15-31/7/16	\$24,372.85
30103178	31/07/2015	206450	Building Commission	BS Levies - July 2015	\$17,029.52
30103181	31/07/2015	200406	Perth Zoo	Ticket Machine Takings - July 2015	\$15,171.50
30103180	31/07/2015	83856	South Perth Bowling Club	Coin Machine Takings - July 2015	\$12,928.05
30103080	14/07/2015	205503	Mr G Cridland	Dep Mayor Allow & Mtng Attend Fees Jul-S	\$10,402.50
30103102	17/07/2015	200691	Water Corporation	Water Rates & Usage	\$10,000.00
30103151	23/07/2015	204989	Telstra	Mobile Phone Charges	\$5,852.56
30103110	23/07/2015	204906	Australian Super	Payroll Deduction PPE 6 & 20/7/2015	\$5,687.50
30103132	23/07/2015	84133	Alinta	CPV: Gas Supply 3/6/15-2/7/15	\$5,650.50
30103071	13/07/2015	203154	James Bennett Pty Ltd	Vision Impaired Contact - Ebooks	\$4,400.00
30103112	23/07/2015	205018	Catholic Super	Payroll Deduction PPE 6 & 20/7/2015	\$3,917.67
30103182	31/07/2015	73091	Administration Petty Cash	Petty Cash Reimbursement - Admin	\$3,386.10
30103155	23/07/2015	83969	Town Of Victoria Park	Joint Building Surveyor Salary: 1/6/15-2	\$2,578.30
30103064	13/07/2015	22507	BCITF	BCITF Levies - 30 June 2015	\$2,491.75
30103117	23/07/2015	205065	Host Plus	Payroll Deduction PPE 6 & 20/7/2015	\$2,311.81
30103109	23/07/2015	206141	Australian Super	Payroll Deduction PPE 6 & 20/7/2015	\$2,109.48
30103099	17/07/2015	204988	Telstra	Land Lines: Usage & Equip - June/July 15	\$1,831.06
30103152	23/07/2015	200691	Water Corporation	GBLC: Trade Waste Charges 2015/2016	\$1,812.90
30103124	23/07/2015	204890	MIML Super Manager	Payroll Deduction PPE 6 & 20/7/2015	\$1,805.30
30103106	23/07/2015	205846	AMP Life Ltd-Flexible Lifetime Supe	Payroll Deduction PPE 6 & 20/7/2015	\$1,781.21
30103059	13/07/2015	204550	Western Power	Design Fee: 9 Bradshaw Cres	\$1,708.50
30103103	17/07/2015	204550	Western Power	11 & 79 Hope Ave: Design Fee	\$1,708.50
30103115	23/07/2015	204798	HESTA Super Fund	Payroll Deduction PPE 6 & 20/7/2015	\$1,594.46
30103130	23/07/2015	204873	UniSuper Limited	Payroll Deduction PPE 6 & 20/7/2015	\$1,570.30
30103140	23/07/2015	204923	Huntingdale Cabinets	New Vanity inc Basin - CPV U4	\$1,450.00
30103111	23/07/2015	205379	BT Super For Life	Payroll Deduction PPE 6 & 20/7/2015	\$1,447.99
30103127	23/07/2015	204984	REST Superannuation	Payroll Deduction PPE 6 & 20/7/2015	\$1,440.67
30103105	23/07/2015	205174	AMP Life Limited - Flexible Super	Payroll Deduction PPE 6 & 20/7/2015	\$1,385.13
30103065	13/07/2015	206450	Building Commission	BS Levies - 30 June 2015	\$1,326.41
30103104	23/07/2015	204977	AMP Life Limited - CustomSuper	Payroll Deduction PPE 6 & 20/7/2015	\$1,322.18
30103116	23/07/2015	73636	Hospital Benefit Fund	Payroll Deduction PPE 6 & 20/7/2015	\$1,263.90
30103123	23/07/2015	207376	Local Government Superannuation Sch	Payroll Deduction PPE 6 & 20/7/2015	\$1,190.53
30103121	23/07/2015	206338	Larsen Superannuation Fund	Payroll Deduction PPE 6 & 20/7/2015	\$1,156.35
30103114	23/07/2015	204805	Colonial First State FirstChoice	Payroll Deduction PPE 6 & 20/7/2015	\$1,016.58
30103122	23/07/2015	202999	Local Gov't Racecourses & Cemeterie	Payroll Deduction PPE 6 & 20/7/2015	\$963.50
30103081	14/07/2015	205606	Honey A Webb	NAIDOC Flag Raising Ceremony & Art & Cra	\$950.00
30103119	23/07/2015	207434	IOOF Employer Super	Payroll Deduction PPE 6 & 20/7/2015	\$841.16
30103125	23/07/2015	205845	MLC Nominees Pty Ltd	Payroll Deduction PPE 6 & 20/7/2015	\$769.20
30103069	13/07/2015	205986	Department Of Transport	Vehicle Search Fees - May 2015	\$744.25
30103129	23/07/2015	206831	SUPERWRAP - PERSONAL SUPER PLAN	Payroll Deduction PPE 6 & 20/7/2015	\$696.55
30103153	23/07/2015	207549	Christopher Bailey Jeweller Pty Ltd	Purchase did not proceed	\$650.00
30103134	23/07/2015	204851	Mr C M Barker	Crossing Subsidy -39 Collins Ave	\$610.39
30103073	13/07/2015	200473	Millpoint Caffe Bookshop	Pioneer Luncheon: Gift Vouchers	\$603.23
30103120	23/07/2015	207493	Kinetic Superannuation	Payroll Deduction PPE 6 & 20/7/2015	\$571.02
30103179	31/07/2015	21545	City of South Perth	BCITF & BS Levy Retained - July 2015	\$563.00

Payment Listing  
Payments between  
1/07/2015 to 31/07/2015



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Creditors

Reference No.	Date	Creditor	Payee	Description	Amount
10103136	23/07/2015	205710C	K Smith	Cleaning Service - CPV U149 & 110	\$545.00
10103126	23/07/2015	205977	Recruitment Super	Payroll Deduction PPE 6 & 20/7/2015	\$479.87
10103154	23/07/2015	202702	The Institution of Engineers Austra	EA Technologist M/Ship Renewal	\$426.00
10103078	13/07/2015	205134	Vaocluse Newsagency	Periodicals & Journals - June 2015	\$418.50
10103147	23/07/2015	202947	Sensis Pty Ltd	CPGC: Yellow Pages - Installment 10	\$375.32
10103128	23/07/2015	205662	Sunsuper Superannuation Fund	Payroll Deduction PPE 6 & 20/7/2015	\$374.34
10103113	23/07/2015	205969	Cbus	Payroll Deduction PPE 6 & 20/7/2015	\$356.07
10103143	23/07/2015	201562	Local Government Planners Associati	Planning & Development: 5 Attendees	\$350.00
10103070	13/07/2015	204927	Fluid Electrical Pty Ltd in Liquida	Jan-Doo Park: Bore Pump Connection	\$327.25
10103108	23/07/2015	73970	Australian Services Union	Payroll Deduction PPE 6 & 20/7/2015	\$309.60
10103135	23/07/2015	200901	Better Class Lawns & Gardens	Transfer Station Garden Maint - June 201	\$260.00
10103077	13/07/2015	204389	Uniting Care West	Rfnd Community Bus Bond	\$250.00
10103145	23/07/2015	204837	Mrs F C Nababan	Expense Reimbursement	\$237.95
10103068	13/07/2015	200949	Collier Park Village Petty Cash	Petty Cash Reimbursement	\$222.80
10103107	23/07/2015	206723	Asgard Capital Management Limited	Payroll Deduction PPE 6 & 20/7/2015	\$206.87
10103079	13/07/2015	200998	Western Hearing Services	Audiological Assessment	\$204.05
10103098	17/07/2015	200949	Collier Park Village Petty Cash	Petty Cash Reimbursement	\$190.75
10103148	23/07/2015	204410	Skipper Truck Parts	Rear Tail Light Lenses for Plant	\$180.11
10103063	13/07/2015	204851	Mr C M Barker	Expense Reimbursement	\$143.60
10103141	23/07/2015	206245	Julie Ophel	Expense Reimbursement	\$114.03
10103137	23/07/2015	200949	Collier Park Village Petty Cash	Petty Cash Reimbursement	\$110.40
10103118	23/07/2015	205198	ING Direct Living Super	Payroll Deduction PPE 6 & 20/7/2015	\$102.11
10103072	13/07/2015	207027	Mrs T Lampard	Expenses Reimbursement	\$81.20
10103131	23/07/2015	202589	WA Local Govt Superannuation Plan	Payroll Deduction PPE 6 & 20/7/2015	\$80.00
10103149	23/07/2015	76645	Stamp-It Rubber Stamps	Infrastructure Stamp & Freight	\$68.86
10103133	23/07/2015	200920	Art on the Move	Art On The Move: Membership Fee 2015/201	\$66.00
10103074	13/07/2015	204837	Mrs F C Nababan	Expense Reimbursement	\$59.44
10103138	23/07/2015	204769	Dux Cafe Restaurant	Neighbourhood Watch Meeting	\$52.90
10103144	23/07/2015	200473	Millpoint Caffé Bookshop	Gift Voucher for SPYWA	\$38.25
10103066	13/07/2015	21545	City of South Perth	BCITF & BSL Commission	\$28.25
10103146	23/07/2015	205241	N Paisley	Expense Reimbursement	\$18.70
10103142	23/07/2015	206964	Ms F Kabbani	Expense Reimbursement	\$15.30
10103075	13/07/2015	206376	Ms M Sullivan	Expense Reimbursement	\$14.00
10103176	31/07/2015	205515	Department Of Transport	Licence Fees	\$9.85
10103139	23/07/2015	207543	Geraldton Regional Library	Lost/Damaged Item	\$9.68
10103150	23/07/2015	206376	Ms M Sullivan	Expense Reimbursement	\$4.50
<b>Total: Cheque</b>					<b>85 \$631,363.19</b>

**Total: Creditors 457 \$6,414,745.52**

Payment Listing  
Payments between  
1/07/2015 to 31/07/2015



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Non-Creditors

Reference No.	Date	Payee	Description	Amount
10103166	28/07/2015	Estate of Joan Isabel Stout	Rfnd Depating Resident CPV Unit 79	\$317,732.06
10103094	16/07/2015	Burgess Australia	H/R Consulting	\$6,578.00
10017654	20/07/2015	Brierty	RefundParkRestBond-10/7/15	\$3,000.00
10103172	31/07/2015	Leukemia Foundation	Refund of Hall Bond: South Perth Community Hall	\$1,650.00
10017658	20/07/2015	Ms K Rhodes	RefundHall/CardBond-SPCC 11/7	\$1,600.00
10017659	23/07/2015	Melville Friends of Hatolia Inc	RefundHall/Swipecardbond-SPCH	\$1,600.00
10017651	20/07/2015	Ms M Barlow	RefundHallBond-CSC 4/7/15	\$1,550.00
10103158	27/07/2015	S H Wong & S K Lua	Partial Rfnd Plan Applic-Challenger Ave	\$1,304.00
10103091	16/07/2015	Pindan T/A Switch Homes	BCITF Levy	\$1,100.00
10017662	24/07/2015	Allset Investments Pty Ltd	RefundRdResAccBond-91 Gwentyfred	\$1,100.00
10017671	24/07/2015	Brett Hoskins	RefundRdResAccBond-1 Gentilli Way	\$1,100.00
10103171	31/07/2015	French School of Perth Pty Ltd	Quick Response Grant: 10 Year Celebration	\$1,000.00
10017660	23/07/2015	Mrs S A Shukor	RefundHall/SwipecardBond-SPCH	\$900.00
10103085	16/07/2015	Mrs Sharon Edkins	Crossing Subsidy -19 Lawler St	\$794.89
10103162	27/07/2015	Mr Miodrag Markovic	Crossover Subsidy: 9B Pepler Avenue	\$776.79
10017641	20/07/2015	R Sureshkumar	RefundRdResAccBond-48 Lansdowne	\$700.00
10017646	20/07/2015	ASHMY PTY LTD	RefundRdResAccBond-1 Marsh Ave	\$700.00
10017675	28/07/2015	Mrs D L Reddish-Keys	RefundRdResAccBond-60 Hovia Tce	\$700.00
10103090	16/07/2015	Pindan T/A Switch Homes	Overpayment Bldg Fees	\$594.50
10103087	16/07/2015	Mr James Deacon	Crossing Subsidy/Brick Paving Reim-10 Greenock	\$551.50
10103060	13/07/2015	Islamic Centre of WA Inc	Refund of Park Restoration Bond: SJMP 10/5/15	\$540.00
10103084	16/07/2015	Anthony Brandis	Rfnd Park Restoration Bnd -McDougall Pk	\$540.00
10017635	20/07/2015	Ms D Hopkins	RefundRdResAccBond-15 Campbell St	\$500.00
10017636	20/07/2015	Mr J Winnett	RefundRdResAccBond-1 Henning Cr	\$500.00
10017637	20/07/2015	APG Homes Pty Ltd	RefundRdResAccBond-13 Apus Loop	\$500.00
10017638	20/07/2015	Mr S Damouni	RefundRdResAccBond-64 Bessell Ave	\$500.00
10017639	20/07/2015	Zen Property Investments Pty Ltd	RefundRdResAccBond-187 South Tce	\$500.00
10017640	20/07/2015	Next Residential	RefundRdResAccBond-17 Apus Loop	\$500.00
10017642	20/07/2015	E Pradipta	RefundRdResAccBond-27 Conochie	\$500.00
10017643	20/07/2015	ASHMY PTY LTD	RefundRdResAccBond-16 Monash Ave	\$500.00
10017644	20/07/2015	APG Homes Pty Ltd	RefundRdResAccBond-38 Brittain St	\$500.00
10017645	20/07/2015	APG Homes Pty Ltd	RefundRdResAccBond-41 Hampden St	\$500.00
10017647	20/07/2015	Stylish Extensions	RefundRdResAccBond-48 Lansdowne Rd	\$500.00
10017648	20/07/2015	Karen Herbert	RefundRdResAccBond-28 Cloister Ave	\$500.00
10017649	20/07/2015	Miluc Civil Pty Ltd	RefundRdResAccBond-42 Bickley Cres	\$500.00
10017663	24/07/2015	Sue Clay	RefundRdResAccBond-16A Howard Pde	\$500.00
10017664	24/07/2015	Mr T J Cain	RefundRdResAccBond-37 Hampden St	\$500.00
10017665	24/07/2015	Ms S Edkins	RefundRdResAccBond-19 Lawler St	\$500.00
10017666	24/07/2015	ASHMY PTY LTD	RefundRdResAccBond-39 Collins St	\$500.00
10017667	24/07/2015	Mr M A Boksmati	RefundRdResAccBond-5 Thurles Ct	\$500.00
10017668	24/07/2015	Summit Homes Group	RefundRdResAccBond-87 Dyson St	\$500.00
10017669	24/07/2015	Mr N I El Sayed	RefundRdResAccBond-91 Gwentyfred Rd	\$500.00
10017670	24/07/2015	Gateway Patios	RefundRdResAccBond-14 Norfolk	\$500.00
10017672	28/07/2015	JK & SL Keasing	RefundRdResAccBond-16 Monash Aven	\$500.00
10017673	28/07/2015	Cityside Construction P/L	RefundRdResAccBond-225A Labouchere	\$500.00
10017674	28/07/2015	Ms M A Shearer	RefundRdResAccBond-9 Woonan Place	\$500.00
10017676	28/07/2015	Barrier Reef Pools	RefundRdResAccBond-12 Jarman Ave	\$500.00
10103086	16/07/2015	Mr J Faulkner	Crossing Subsidy -30 King St	\$499.84
10103163	27/07/2015	Colosoul Group Inc	Refund of Hall Bond: Sth Pth Community Hall 19/7/1	\$480.00
10103170	31/07/2015	Retina Australia (WA)	Refund of Hall Bond: Sth Pth Community 24-26/7	\$480.00
10017655	20/07/2015	Mrs N Yorke	RefundHallBond-CSC 11/7/15	\$458.00
10017661	23/07/2015	Ms L Seaman	RefundHall/KeyBond-CSC	\$458.00
10017652	20/07/2015	Ms M Dekok	RefundHallBond-EJ Hall 4/7	\$425.00
10017656	20/07/2015	Sambanistas	Refund HallBond-SPCH 12/7/15	\$425.00
10103093	16/07/2015	Ms Julie Atkinson	Crossing Subsidy -Lot 2-1 Marsh Ave	\$332.09
10103097	17/07/2015	Mr Lindsay Courtis	Crossover Subsidy: 61 George St	\$300.04
10103088	16/07/2015	Mr Seamus Mulholland-Patterson	Indiv Develop Prog-2015 470 Wld Champs	\$300.00
10103089	16/07/2015	Mr Luke Parker	Ind Develop Prog-23rd Int Athletics Champs	\$300.00
10103061	13/07/2015	City of South Perth C/- Mrs F M Lyo	Overpaid Rates Assess 410463 to 2015/2016 Rates	\$252.00
10103095	17/07/2015	Terence J Wood	Refund of Community Bus Bond 2014/2015	\$250.00
10017634	20/07/2015	Mr & Mrs P George	RefundBalRdResAccBond-75 Gardner	\$200.00
10103164	27/07/2015	Griffin Bateman	Ind Devlp Grant: National School Volleyball Tourna	\$200.00
10103165	27/07/2015	Jeremy Baird	Ind Devlp Grant: State Volleyball Tournament	\$200.00
10103183	31/07/2015	P & J Strickland	Overpayment Demolition Fees - 1 Boona Ct	\$200.00
10103096	17/07/2015	First Choice Patios	Refund of Building Permit: 52 Blamey Pl	\$156.65
10103157	27/07/2015	Grand Patios	Bldg Permit Fee & Services Levy	\$156.65
10103173	31/07/2015	Andrew Buchanan	South Perth Young Writers Award	\$150.00
10103160	27/07/2015	Wongs Academy of Chinese Martial Ar	Overpayment - GBLC Sports Hall Hire	\$138.00
10103169	31/07/2015	CKS Merriam Barrister & Solicitor	Refund Property Enquiry Fee - 3 Carr St	\$110.00
10103159	27/07/2015	Ensieh Nikokar	Supplies - Library School Hols Event	\$90.82
10103174	31/07/2015	Mr Nick Agostino	Refund of Overpaid Annual Trading Permit	\$65.00

**Payment Listing**  
Payments between  
1/07/2015 to 31/07/2015



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**Non-Creditors**

Reference No.	Date	Payee	Description	Amount
00103175	31/07/2015	Rene Stapel	Refund of Overpaid Annual Traders Permit	\$65.00
00103161	27/07/2015	Sara Calvin	Rfnd Parking Infringement	\$60.00
00017657	20/07/2015	Sambanistas	RefundKeyBond-SPCH 12/7/15	\$50.00
00103092	16/07/2015	Breast Cancer Care WA	Council Leftovers Charity - June 2015	\$35.65
00017650	20/07/2015	Ms M Barlow	RefundKeyBond-CSC 4/7	\$33.00
00017653	20/07/2015	Ms M Dekok	RefundKeybond-EJ Scout Hall 4/7	\$33.00
00103082	16/07/2015	Master Max Stephenson	Rfnd - Found Lost Item	\$15.00
00103156	27/07/2015	Rebecca Mackintosh	Dog Registration Refund	\$10.00
00103083	16/07/2015	Miss Genevieve Ho	Return of Item	\$8.35
00103168	31/07/2015	Janet Meuleman	Partial Dog Regn Refund	\$7.50

**Total: Cheque 81 \$365,556.13**

**Total: Non-Creditors 81 \$365,556.13**

**Grand Total: 538 \$6,780,301.65**



### Policy P317 'Licensed Premises'

Responsible Business Unit/s	Development Services
Responsible Officer	Manager Development Services
Affected Business Unit/s	Development Services

#### POLICY OBJECTIVES

1. To accommodate appropriately designed licensed premises in the non-residential zones.
2. To ensure that the type and scale of licensed premises is appropriate for the location, taking into account the relevant zone, the desired streetscape character, and the surrounding land uses.
3. To minimise the impact of the licensed premises on the amenity of surrounding residential and non-residential properties.
4. To provide applicants with a comprehensive list of the information required to accompany an application for planning approval (development application) for licenced premises.
5. To provide clear guidance for assessing officers and the determining body to ensure consistent decision making.

#### POLICY SCOPE

This Policy applies to all development applications and 'Section 40 certificates' issued by the City under the *Liquor Control Act 1988*, relating to new and existing licensed premises.

#### POLICY BACKGROUND

This policy is made pursuant to Clause 9.6 of the City of South Perth Town Planning Scheme No. 6 (TPS6).

This policy 'Licensed Premises' outlines the information to be provided by the applicant when applying lodging an application for planning approval for a 'licensed premises' and the matters to be considered by the decision maker when making a determination. The policy does not influence the decision-making processes of the Department of Racing, Gaming and Liquor (DRGL) or the decision making of the City in relation to Environmental Health and Building Requirements.

Under the provisions of Clause 7.1 of TPS6, a development application is required for new licensed premises and for alterations and additions to existing licensed premises, including but not limited to 'Hotel', Tavern', Café/Restaurant and 'Shop'.

A 'liquor store' currently falls within the definition of a 'Shop' under the provisions of TPS6. A 'small bar', is a type of liquor licence introduced in 2007 by the *Liquor Control Act 1988* (the Act). This type of liquor licence is available to venues with an operating capacity of less than 120 people. TPS6 does not recognise 'small bar' as a discreet land use. For the purpose of this policy, in recognition of the potential impact of these land uses on the adjoining land uses, Liquor Stores, both Small and Large and Small bars are to be treated as 'D' (discretionary), 'DC' (discretionary with consultation) or 'X' (prohibited) uses in the respective zones indicated in the table below.

For all licensed premises, in addition to obtaining development approval under of TPS6, applicants are required to obtain a liquor licence from the DRGL prior to commencing operations. The sale, supply and consumption of alcohol is regulated by the Act. Under the provisions of the Act, Section 39 and 40 certificates are required to be obtained from the City. The Section 40 certificate confirms that the proposed use will comply with all relevant requirements of TPS6. The Section 39 Certificate confirms the premises or proposed premises can comply with all relevant Environmental Health and Building requirements. The *Liquor Control Act 1988 – A Guide For Local Government* provides detailed information regarding the liquor licensing process and local government involvement.



## **POLICY STATEMENT**

### Assessment criteria

#### 1. Land use and permissibility

Applications for a Liquor Store or Small Bar will be assessed having regard to the following land use definitions and land use table below. All other applications for licensed premises including Hotel, Tavern Café/Restaurant will be assessed having regard to the relevant definitions and land use permissibility contained in TPS6.

#### **Definitions**

‘Liquor Store (Large) – means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable licensed area of more than 300sq. metres.’

‘Liquor Store (Small) - means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable licensed area of not more than 300 sq. metres.’

‘Small Bar – means premises the subject of a small bar licence granted under the Liquor Control Act 1988.’

#### **Land Use permissibility table for Liquor Store and Small Bar**

<b>ZONES</b>	<b>Residential</b>	<b>District Centre Commercial</b>	<b>Mends Street Centre Commercial</b>	<b>Neighbourhood Centre Commercial</b>	<b>Highway Commercial</b>	<b>Mixed Use Commercial</b>	<b>Local Commercial</b>	<b>Public Assembly</b>	<b>Private Institution</b>	<b>Technology Park</b>
Liquor Store – Small	X	D	D	DC	DC	DC	DC	X	X	X
Liquor Store – Large	X	DC	X	X	X	X	X	X	X	X
Small Bar	X	D	D	DC	DC	DC	DC	X	DC	DC

*D = Discretionary Use    DC = Discretionary Use with Consultation    X = Prohibited Use*

#### 2. Location and design

In addition to any relevant requirements in TPS6 the following matters will be taken into consideration:

- Whether the venue contributes positively to the character of the locality in terms of existing and desired streetscape character. The design of the venue shall contribute to an active street frontage and take into account the relevant provisions of Western Australian Planning Commission Planning Bulletin 79 - Designing Out Crime Planning Guidelines.
- Whether the scale and nature of the venue is appropriate for the locality.
- The existing land use mix and the cumulative impact of licensed premises.
- The proximity of the venue to residential land uses and the impact on the amenity of surrounding area.
- The location of public transport facilities (including taxi services) and adequacy of on-site parking facilities.
- The location of any proposed outdoor licensed areas and the impact of these on surrounding residential areas.

### 3. Development Application Process

An applicant seeking approval for development within the scope of this Policy is required to submit the following information.

#### 3.1 New Licensed Premises

A Management Plan that addresses and includes information relating to the following;

- a. Number of patrons.
- b. Proposed hours of operation;
- c. A full set of drawings including site plan, existing and proposed floor plans and elevations;
- d. An Impact Assessment Report (IAR) under Clause 7.6 of TPS6, including an assessment of the amenity impact on the surrounding area. This IAR is to include:
  - I. A Cumulative Impact Assessment prepared by an appropriately qualified person which at a minimum contains the following:
    - A. A map depicting all licensed premises, sensitive land uses, including residential premises, schools and day care centres and available car parking within a 500m radius;
    - B. Describe the operations of the other licensed premises in terms of license type, number of patrons, hours of operation, entertainment options;
    - C. Measures to be undertaken to ensure there is not a negative cumulative impact on the amenity of the area For guidance in the preparation of a cumulative impact assessment applicants are encouraged to refer to the Western Australian 'Local Government Association *Local Government Town Planning Guidelines for Alcohol Outlets*';
  - (ii) [A Traffic and Parking Impact Assessment](#), prepared by an appropriately qualified person [including predicted future cumulative traffic impacts](#). This is [required for all premises proposing on-premises consumption of alcohol and for large liquor stores. Parking requirements are to be assessed at the ratios set out under Clause 4 of this policy and are to include all uses, whether existing or proposed on a site.](#)
  - (iii) A Noise Impact Assessment prepared by an appropriately qualified person. This is required for any premises operating outside the hours of 9am–6pm or which include live music. Noise assessments shall take into consideration adjacent sensitive land uses as well as the cumulative impact of licensed premises within 500m of the subject site.
    - A.
- e. An Operational Management Plan, detailing measures to minimise the impact of the licensed premises on the adjoining properties. Matters to be addressed, include noise management, rubbish disposal and collection, deliveries, security, complaint management and reporting procedures and patron control;
- f. A Public Interest Assessment prepared as per the requirements of the Department of Racing Gaming and Liquor; and
- g. Any other plan or information the City may reasonably require to enable the application to be determined..
  - (i)

#### 3.2 Alteration of existing Licensed Premises

- a) Where an application involves minor/temporary changes (as determined by the City) to existing licensed premises, the details required in Clause 3.1 a., b. and c. shall be provided; and
- b) For major additions and alterations, including an ongoing extension to trading hours, to licensed premises located adjacent to residential development all information required in Clause 3.1 shall be provided.

#### 3.3 Festivals and temporary events

- a) Development approval under TPS6 is not required for a festival or 'one-off' event such as extended trading times, additional patrons and extended boundaries of the licensed area. However, before proceeding with such events, the owner of the premises must obtain written



approval from the City's Chief Executive Officer and ensure all relevant approvals are obtained from the City's Building, Environmental Health and Infrastructure Services departments.

#### 4. Car and Bicycle Parking Requirements

Car and bicycle parking for Liquor Store - 'Large', Liquor Store - 'Small' and Small Bar shall be provided as per the following table.

Uses	Minimum Required Parking Bays	
	Cars	Bicycles
Liquor Store - 'Large'	1 per 20m <sup>2</sup> gross floor area	1 per 200m <sup>2</sup> gross floor area for staff and / or visitors
Liquor Store - 'Small'	1 per 20m <sup>2</sup> gross floor area	1 per 200m <sup>2</sup> gross floor area for staff and / or visitors
Small Bar	1 per 3m <sup>2</sup> of public floor space used as bars, lounges, dining and function areas, beer gardens and areas used predominantly for games.	1 per 25m <sup>2</sup> of bar floor area. 1 per 100m <sup>2</sup> of lounges, dining and function areas, beer gardens and areas used predominantly for games.

Car parking for all other licensed premises including Hotel, Tavern and Café/Restaurant shall be provided as per Table 6 of TPS6. Clauses 6.3, 6.3A and 6.4 of TPS6 and policy P315 Car Parking Reductions for Non-Residential Development continue to apply although payment of cash in lieu of 'deficit bays' under Clause 6.3A would not generally be supported for large format liquor stores or to cater for the provision of alternative parking in or directly adjoining residential areas.

#### 5. Conditions of development approval / recommended conditions on Section 40 Certificate

Pursuant to clause 7.5 of TPS6, the City may impose conditions of development approval addressing any aspect of the Management Plan. The City may also request such conditions be incorporated into any liquor licence issued by the Department of Racing Gaming and Liquor by way of the Section 40 Certificate.

### LEGISLATION/ LOCAL LAW REQUIREMENTS

*City of South Perth Town Planning Scheme No. 6*  
*Liquor Control Act 1988*

### OTHER RELEVANT POLICIES/ KEY DOCUMENTS

*City of South Perth Planning Policies*  
*Local Government Town Planning Guideline for Alcohol Outlets (Western Australian Local Government Association)*  
*The Liquor Control Act 1988 – A Guide For Local Government (Department of Racing, Gaming and Liquor)*  
*Pamphlets and Self Assessment Checklists for Licensees (Department of Racing, Gaming and Liquor)*