



CITY of PERTH

Lord Mayor and Councillors,

NOTICE IS HEREBY GIVEN that the next meeting of the **Planning Committee** will be held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Tuesday, 23 June 2015 at 5.30pm.**

Yours faithfully

**GARY STEVENSON PSM
CHIEF EXECUTIVE OFFICER**

18 June 2015

Committee Members:

Members:

Cr Butler (Presiding Member)
Cr Harley
Cr McEvoy

1st Deputy:

Cr Adamos

2nd Deputy:

Cr Davidson
OAM JP

Please convey apologies to Governance on 9461 3250 or email
governance@cityofperth.wa.gov.au

EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

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

BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

ALERT ALARM

beep beep beep

All Wardens to respond.

Other staff and visitors should remain where they are.

EVACUATION ALARM/PROCEDURES

whoop whoop whoop

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

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



EVACUATION ASSEMBLY AREA



 Assembly Area

 Alternate Assembly Area

PLANNING COMMITTEE

Established: 17 May 2005 (Members appointed 22 October 2013)

Members:	1st Deputy:	2nd Deputy:
Cr Butler (Presiding Member)	Cr Adamos	Cr Davidson OAM JP
Cr Harley		
Cr McEvoy		

Quorum: Two
Terms Expire: October 2015

TERMS OF REFERENCE: [Adopted OCM 04/06/13]

To oversee and make recommendations to the Council on matters related to:

1. development, building, demolition, sign and alfresco dining applications and proposals for subdivision or amalgamation;
2. the City Planning Scheme and planning policies;
3. identification of long term planning opportunities and major projects, including the Perth City Link, Elizabeth Quay and;
4. strategic town planning initiatives and economic development;
5. Heritage, including:
 - 5.1 the City of Perth Municipal Inventory;
 - 5.2 the Register of Places of Cultural Heritage Significance referred to in City Planning Scheme No. 2, and management of same;
 - 5.3 heritage incentive initiatives;
6. transport and traffic network planning issues;
7. environmental improvement strategies including environmental noise management;
8. liquor licensing;
9. land administration issues, such as street names, closures of roads and rights-of-way and vesting of reserves;
10. applications for events held within the City of Perth that require planning approval as a result of excessive noise or traffic management proposals;
11. Legislation and compliance in relation to land use planning.

This meeting is open to members of the public.

INFORMATION FOR THE PUBLIC ATTENDING COMMITTEE MEETINGS

Question Time for the Public

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

Deputations

A deputation wishing to be received by a Committee is to apply in writing to the CEO who will forward the written request to the Presiding Member. The Presiding Member may either approve the request or may instruct the CEO to refer the request to the Committee to decide whether or not to receive the deputation. If the Presiding Member approves the request, the CEO will invite the deputation to attend the meeting.

Please refer to the 'Deputation to Committee' form provided at the entrance to the Council Chamber for further information on the procedures for deputations. These forms are also available on the City's web site: www.perth.wa.gov.au.

Disclaimer

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

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**PLANNING COMMITTEE
23 JUNE 2015
ORDER OF BUSINESS**

- 1. Declaration of Opening**
- 2. Apologies and Members on Leave of Absence**
- 3. Question Time for the Public**
- 4. Confirmation of Minutes – 12 May 2015**
- 5. Correspondence**
- 6. Disclosure of Members' Interests**
- 7. Matters for which the Meeting may be Closed**
- 8. Reports**
- 9. Motions of which Previous Notice has been Given**
- 10. General Business**
 - 10.1. Responses to General Business from a Previous Meeting**
 - 1. Median Island - Mount Street, Perth (raised at FA12/05/15)**

At the Planning Committee meeting held 12 May 2015 Cr Harley queried who was responsible for the reinstatement and maintenance of the median island in Mount Street, Perth with the completion of the Halo Apartments development and the construction of new developments on Lots 39A and B Mount Street.

The Manager Approval Services provided a response to the Planning Committee Members on 13 May 2015 (TRIM 81224/15) in relation this item, detailing that the developer of the Halo apartments is responsible for the reinstatement of the median which will be undertaken at their cost and that the reduction in the median will not be required for the development of 39A and 39B Mount Street, so the reinstatement will proceed at the completion of the Halo development and will be required to have been completed to the City's specifications and satisfaction prior to the City releasing the works bond to the developer.

10.2. New General Business

11. Items for Consideration at a Future Meeting

Outstanding Reports:

12. Closure

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ITEM NO: 1

PROPOSED CHANGES OF PARKING BAYS – GORDON STREET, WEST PERTH

RECOMMENDATION: (REFUSAL)

That Council:

- 1. does not support the request to increase the number of short term parking bays in Gordon Street, West Perth, on the grounds that the current parking arrangements comply with the requirements of the majority of business properties in Gordon Street;**
- 2. does not support the extension of the operating hours for the short term parking bays in Gordon Street at this stage, as it does not comply with the on-street parking policy;**
- 3. agrees that the applicant be advised of the above and that the hours of operation will be re-assessed when the on-street parking policy is reviewed.**

BACKGROUND:

FILE REFERENCE: P1014895-2
REPORTING UNIT: Approval Services Unit
RESPONSIBLE DIRECTORATE: City Planning and Development
DATE: 8 June 2015
MAP / SCHEDULE: Schedule 1 - Gordon Street, West Perth- Parking MAP

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation City of Perth Parking Local Law 2010

Integrated Planning and Reporting Framework Implications

Corporate Business Plan
Council Four Year Priorities: Getting around Perth
S3 Proactive planning for an integrated transport system, including light rail, that meets community needs and makes the sustainable choice the easy choice
3.1 Increased focus on interagency collaboration and communication

Policy

Policy No and Name: 22.9 – On-Street Parking Policy

DETAILS:

The City has recently received a request from Liquor Barons Perth City, 847 Wellington Street, to increase the number of short term 15 minute parking bays on Gordon Street and to increase the operating hours of the short term bays from 6pm to 10pm. The applicant claims that existing parking in Gordon Street suits only those shopping or working at the Watertown retail complex and does not consider use of the street by patrons of either the Liquor Barons Store or the Gordon Street Garage. According to the applicant, visitors to those two businesses now make up the majority of the public use of parking in Gordon Street. Further, they claim that the existing charter vehicles bay is rarely used by the City Stay Apartment Hotel.

FINANCIAL IMPLICATIONS:

There are no financial implications to this report.

COMMENTS:

There is a charter bus bay, operating between 7.30am to 9.00am and 4.15pm to 6.00pm located on the east side of Gordon Street, south of Wellington Street. Between 9.00am to 4.15pm Monday to Saturday this bay operates as a two hour ticketed general parking bay. The charter vehicle restriction was installed sometime ago to assist the City Stay Apartment Hotel at 875 Wellington Street, West Perth. The hotel is located on the southern side of Wellington Street opposite Sutherland Street and parking in this section of the street is prohibited. However, it is noted that buses currently park in the no-standing areas in Wellington Street. The City will be policing this area and encouraging the use of this charter vehicle bay in Gordon Street. This section of Gordon Street comprises of 24 two hour ticketed parking, four 15 minute, two loading zones and one 5 minute pick up and set down bays. Three of the 15 minute bays are located on the west side of the Gordon Street adjacent to Liquor Barons. Observations have indicated that the existing parking conditions balanced the needs of businesses in that section of Gordon Street.

Nevertheless, a survey of the adjacent businesses and availability of on street bays was recently undertaken to ascertain the existing parking requirements. There were 12 businesses consulted, eleven of which advised they are satisfied with the existing parking condition, and one suggested to considering changing the time limit from two hours to one hour.

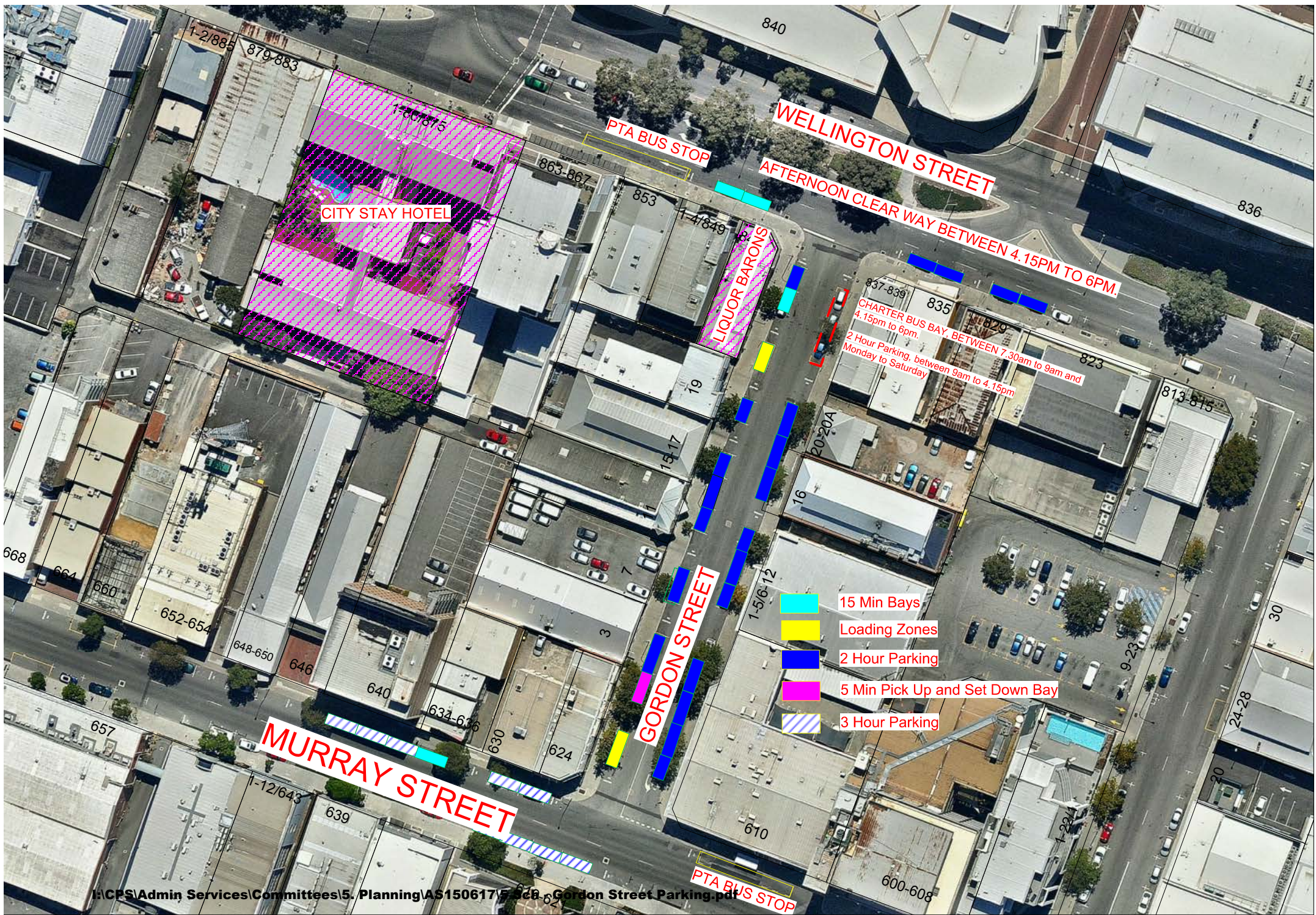
An on-site survey was conducted 20 times over two weeks, during the morning and afternoon between 9.00am to 4.00pm, to ascertain the availability of parking, particularly short term parking bays. During the survey, bays were reasonably available in any given particular time. During the site inspections, on 16 occasions at least one 15 minute bay was vacant. Of these 16, on 9 occasions at least 2 or more 15 minute bays were available. On four occasions no 15 minute parking was available; however other parking bays were available in the street. This shows that there is not sufficient demand to justify the additional 15 minute bays.

The request to extend the operating hours to 10.00pm is not recommended at this stage as it would be a significant departure from the current policy and it is noted that there would be no parking officers available at this time to police the restriction.

The City's On-Street Parking Policy will be undergoing a review in the near future and the extension of operating hours can be considered at that time.

CONCLUSION:

From the investigations it is clear that the existing parking restrictions satisfy the parking needs of the businesses in that area and there is no need for additional short term parking. However, on occasions there may be a need for additional parking requirements, after the normal operating hours, due to weekend and late night shopping. This could be reassessed once the On-Street Parking Policy has been reviewed.



ITEM NO: 2

BARRACK STREET – INTEGRATED PRIVATE INVESTMENT AND STREETScape WORKS – HERITAGE GRANTS

RECOMMENDATION:

(APPROVAL)

That Council:

- 1. notes that the Heritage Grants in 2014/15 are the first phase of action and funding in Council's approved Barrack Street Improvement Model;***
- 2. approves the awarding of Heritage Grants, totalling \$321,192 (excluding GST), for work to the following properties, subject to the successful applicants agreement in writing to the funding conditions for works and acquittal;***
 - 2.1 \$73,808 for 119 – 123 Barrack Street for removal of the steel cladding from the first and second floors and reinstatement of the original street façade subject to:***
 - a. the painting scheme being the original scheme or an appropriate approved colour scheme;***
 - b. the City being provided with detailed documentary evidence of the phases of the project from commencement to completion in a hard copy and digital format;***
 - 2.2 \$97,384 for the 'Connor Quinlan Estate' located at 618 Hay Street, 612 – 616 Hay Street and 69 - 99 Barrack Street, for repainting the existing street façades, relocation of air conditioners and concealment of services, subject to the colour scheme being the original scheme or an appropriate approved colour scheme;***

(Cont'd)

- 2.3 a maximum of \$150,000 for 86 Barrack Street, for the heritage interpretation of the original façade incorporated into a new etched glazing, as a preferred option, or a maximum of \$100,000 for a perforated metal option, subject to:**
- a. the applicant being provided with an opportunity to seek further quotes for the proposed works given the significant cost of the total works;**
 - b. a development application being lodged and approved, demonstrating detailed design, integration of material finishes, removal of graffiti and light detailing to maximise the effect; and**
 - c. a heritage agreement between the owner and the City being executed outlining the terms of the grant award;**
- 3. authorise the Chief Executive Officer to negotiate and finalise grant funding conditions with the successful applicants, in accordance with Part 6 of the City’s Heritage Grants Policy 6.1;**
- 4. declines the application for a Heritage Grant towards the proposed \$479,250 repair and upgrade of the canopies on five of the six buildings within the ‘Connor Quinlan Estate’, being 612 – 616 Hay and 69 through 99 Barrack Street, as there is insufficient evidence that the canopies are ‘original’ or ‘identified heritage fabric’ and therefore would not constitute ‘conservation works’ as required by Clause 1.9 of the City of Perth Policy 6.1 – Heritage Grants; and**
- 5. notes that interim updates and an evaluation of the performance of the Improvement Program and the acquittal of the subject funds and works achieved by the subject Grants, will be provided to Council.**

BACKGROUND:

FILE REFERENCE: P1027696 and P1027697
REPORTING UNIT: Economic Development
RESPONSIBLE DIRECTORATE: City Planning and Development
DATE: 9 June 2015

MAP / SCHEDULE:	Schedule 2 - Improvement Model Schedule 3 – Heritage Grant Location Plan Schedule 4 – 119 – 123 Barrack Street Works Schedule 5 – Connor Quinlan Estate Works Schedule 6 – 86 Barrack Street Schedule 7 – Heritage Grant Panel Recommendations
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Council, at its meeting of **9 December 2014**, considered a trial project of an Improvement Model (shown in Schedule 2). The Model involves an integrated and targeted grants and business incentive programme with a focus on the Barrack Street Conservation Area designated under City Planning Scheme No. 2. This coincided with the \$5 million Barrack Street Two Way Project, which has now commenced. The Improvement Model addresses 130 identified dilapidation issues in the Barrack Street Conservation Area.

At that meeting, Council resolved the following:

- “1. approves a project to target grant opportunities and incentives detailed in Confidential Schedule 22 [to that report], concurrent with the City’s capital works in Barrack Street, for the purpose of consultation with stakeholders to deliver physical building and tenancies improvements through formal negotiation, business grants, incentives and compliance activities; and*
- 2. supports the priority Issues and Actions outlined in the ‘Improvement Implementation Staging Strategy’ as detailed in Confidential Schedule 20 [to that report], as an appropriate program to progress the identified issues in the Barrack Street study area.”*

Pursuant to resolutions 1 and 2 above, the program work is ongoing as noted in the updated Improvement Model (Schedule 2), including other grant opportunities in the 2015/16 financial year, as part of the three pillars of this program:

PLACE RESEARCH	COMPETITIVE ADVANTAGE	IMPROVEMENT METHODOLOGY
<ul style="list-style-type: none">• Economic• Environmental• Social• Cultural• Physical Environment	Attributes or combination of attributes may allow a place to outperform its competitors either by cost or a point of differentiation	Having an appropriate governance model for community engagement and capital investment relevant to the place

Table 1: Improvement Model for Economic Development:- Three Pillars

Engagement with local businesses and landowners have exceeded expectations, with three Heritage Grants applications covering eight buildings being received on behalf of owners to commence building works identified in the Improvement Model. These owners are seeking Heritage Grants for major upgrades and works that will

significantly improve the heritage fabric of these buildings and the streetscape within the Barrack Street Conservation Area, as outlined in the Details section of this report (also refer Schedule 3).

Further engagement, small business grants and related upgrades are ongoing in respect to other identified dilapidation issues. A full summary of progress on the Improvement Program, with related grant opportunities, will be provided to Council during the 2015/16 financial year.

Consideration of the Heritage Grant applications and funding available under the 2014/15 budget is the focus of this report as \$400,000 remains in this year's heritage budget for such works.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	Section 2.7(2)(b) of the <i>Local Government Act 1995</i> Sections 30, 31 and 33 of the City Planning Scheme No. 2
Integrated Planning and Reporting Framework	Corporate Business Plan Council Four Year Priorities: Perth As a Capital City
Implications	Perth as a Capital City Living in Perth Perth at Night Capable and responsive organisation
	S5 Increased place activation and use of under-utilised space.
	5.2 Contribute to and facilitate the activation and use of vacant private and public space.
	S7 Collaborate with private sector to leverage city enhancements.
	S9 Promote and facilitate CBD living.
	9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people.

Policy

Policy No and Name: City Planning Policy 4.11 – Heritage and Planning Policy
City of Perth Policy Manual Policy 6.1 – Heritage Grants

DETAILS:

Heritage Grant applications have been received for the following properties that were identified as key sites under the dilapidation audit for improvement:

PROPERTY	PROJECT WORKS / COST (Exc. GST)	PROPOSED GRANT SUM
119 – 123 Barrack Refer Schedule 3	Removal of Steel Cladding from first and second floors and and reinstatement of original façade Quotes ranging from \$121,170 - \$147,616	\$73,808
Connor Quinlan Estate	Stage 1 Works	
618 Hay Street Moana Chamber	Painting \$28,000 Remove a/c and electrical units \$11,670 Total:\$39,670	50% of the total for painting, air conditioner and electrial conduit relocation work being \$97,384
612 – 616 Hay Street (Cnr Barrack) Quinlan Swan (State Listed) Refer Schedule 5	Painting \$32,000 Relocation of air conditioners / concealment of electrics \$11,670 Total: \$43,670	
69 – 75 Barrack Connor Quinlan South Refer Schedule 5	Painting \$12,000 Relocation of air conditioners / concealment of electircs \$7,678 Total: \$19,678	
77 – 85 Barrack Connor Quinlan Central Refer Schedule 5	Painting \$13,000 Relocation of air conditioners / concealment of electircs \$8,650 Total: \$21,650	
87 – 93 Barrack Connor Quinlan North Refer Schedule 5	Painting \$12,500 Relocation of air conditioners / concealment of electircs \$25,000 Total: \$ 37,500	

95 – 99 Barrack	Painting \$25,000	
Perth Arcade	Relocation of air conditioners / concealment of electric \$7,600	
Refer Schedule 5	Total: \$ 32,600	
Connor Quinlan Estate	Canopy Repair	No award recommended
Stage 2 Works	Total: \$479,250	
86 Barrack	Recladding of façade, either over existing fins or with their removal in either: - perforated metal interpreting original façade: \$370,000 OR - etched glass interpreting original facade: \$504,603	Preferred award maximum: 150,000 for etched glass Alternative award maximum: \$100,000 for perforated metal should glass not be pursued
Refer Schedule 5		
MAXIMUM TOTAL	\$1,326,237 of private building works proposed	\$321,192 in recommended grants
2014/15 Heritage Fund Balance		\$78,808

Table 1: Proposed Works and Recommended Grants Funding

FINANCIAL IMPLICATIONS:

ACCOUNT NO: CL 16204000
 BUDGET ITEM: Recreation and Culture – Heritage – Heritage
 Inventory
 BUDGET PAGE NUMBER: 11
 BUDGETED AMOUNT: \$400,000
 AMOUNT SPENT TO DATE: \$Nil
 PROPOSED COST: \$321,192
 BALANCE: \$78,808

ANNUAL MAINTENANCE: NA
 ESTIMATED WHOLE OF LIFE COST: NA

All figures quoted in this report are exclusive of GST.

The targeted grant opportunities and incentives, included in the Confidential Schedules approved by Council on 9 December 2014, specifically noted that those targets “...*did not presume a grant outcome or preclude alternative outcomes.*”

The City, through engagement with targeted landowners, has had overwhelming interest in building upgrades that will deliver beyond specified dilapidation works and improve the Heritage fabric of a large portion of the Conservation Area (refer Schedule 3).

In light of the interest and the extent of works proposed and focused on heritage outcomes, use of the \$400,000 available in the Heritage grant funds currently available in the 2014/15 budget is proposed.

Any resolution supporting funding will be reflected in the "Heritage Reserve" as at 30 June 2015 and paid out on the basis of work completed.

COMMENTS:

The proposed works will provide the catalyst and critical mass for the transformation of the Conservation Area in four key locations:

1. 119 – 123 Barrack

The subject property is occupied by the Salvation Army store at ground level with the two upper floors unoccupied. The Barrack Street frontage of these upper floors is entirely covered with brown metal sheeting. This treatment significantly undermines the visual amenity of the northern end of the Conservation Area. This impact is particularly prominent in the context of the comparative height and width of the building, one of the more significant scaled (original) heritage facades between Murray and Wellington Street.

Site investigations reveal the original heritage fabric remains behind the façade as shown in Schedule 4. The applicant proposes to remove the metal sheeting and make good the original fabric.

These works will dramatically transform the site and accommodate the potential activation of the upper floors.

The City has also met with the owner of the two buildings immediately south of the subject site, being CPS2 listed heritage buildings 111 – 113 and 115 – 117 Barrack Street. The owner is also proposing to repair and reinstate these facades including the removal of a large metal screen. While no grant is being sought for those sites, the combined impact of the three adjacent and tallest heritage buildings in the northern portion of the Conservation Area will provide the critical mass to visually transform the locality.

2. Connor Quinlan Estate

The six adjacent buildings fronting Hay and Barrack Streets form the ‘Connor Quinlan Estate’ which occupies the entire western street block end between the

Murray and Hay Street Malls (refer Schedule 5). These buildings include the State Heritage Listed 'Swan Quinlan Building' on the corner of Hay Street Mall and Barrack Street and five other buildings, all listed on the City's Places of Cultural Heritage Significance under City Planning Scheme No.2 (CPS2)

The current dilapidated state of awnings, conduits, visible air conditioner and the maintenance required to material finishes (painting / mouldings), graffiti and glazing has a significant and cumulatively detrimental impact on the appearance on the Conservation Area.

The owners propose to resolve all of the identified dilapidation issues and upgrade the buildings in two stages: painting, electrics and air conditioner removal initially; followed by canopy repair to accommodate the staging and scaffolding and the resulting remediation of the canopies thereafter.

The proposed works will significantly improve an 180 metre length of building frontage which will have a significant impact at the core of the Conservation Area and the City's retail core (refer Schedule 3).

3. 86 Barrack Street

86 Barrack Street (the former Commonwealth Bank building) sits between the heritage facades of the State Heritage Listed Bon Marche Arcade (to the north) and CPS2 listed, 92 – 94 Barrack Street (to the south). Detailed site investigations revealed the original heritage fabric of the building façade had been entirely removed behind the metal sun louvers installed mid last century (refer Schedule 5).

The interpretation proposed in this instance will be rather iconic for both the Conservation Area and broader heritage interpretation within the State of Western Australia. In consultation with the owner, the City has researched and reconstructed the façade details, articulation and fenestration from historical photo's and digitised them into a glass or perforated metal format as shown in Schedule 5.

While an interpretation, the impact will be significant in this central portion of the Conservation Area. In combination with two adjacent heritage facades, this block of three heritage buildings will restore the balance of heritage fabric to the eastern side of Barrack Street for this street block. The proposed works will integrate the traditional fenestration and details that in combination with the adjacent building, will become a major element to that portion of the Conservation Area.

City of Perth Policy Manual Policy 6.1 – Heritage Grants

The proposed grants have been reviewed by a panel of senior City staff independent of those involved in the Improvement Program. A summary of the panel's assessment against the Policy is included in Schedule 5 and forms the basis for the distribution of funding proposed in Table 1 and the recommendation section of this report above.

The grants sought for the canopy repairs to the Connor Quinlan Estate were not supported in light of insufficient evidence that the canopies were 'original' or 'identified heritage fabric'. Those works could therefore not be considered 'conservation works' pursuant to Clause 1.9 of the Policy and therefore were not recommended for a grant.

The grant sought for 119 – 123 Barrack Street sought as higher fund award as the Council would grant, seeking above the 50% matched funding provision recommended under Clause 1.10 of the Policy. A similar award (above 50%) had been granted in 2012 for works at 111 Barrack Street for a removal of a metal screen with no major other work, proposed at a cost \$35,350, whereby Council awarded \$26,500 (Ref. 59288/12) or 75% of that cost. Considering: the total cost of the works under the subject application of \$147,616; and the Panel support for the more detailed (higher cost) quote; an award above 50% was not recommended.

The proposed grants were otherwise supported as consistent with the Heritage Grants Policy objectives as they:

- (i) facilitate conservation and restoration;
- (ii) continue the use and reuse of heritage places; and
- (iii) ensure the economic and social value of cultural heritage is of benefit to the City of Perth.

The opportunity to upgrade an entire street block is rare. All the subject buildings are of identified heritage value either listed on the State Heritage Register or on the City Planning Scheme No. 2 Places of Cultural Heritage Significance. Almost all have vacant upper floors and neglected or significantly underperforming facades considering their potential contribution to the streetscape and Conservation Area. The proposed works will maximise: the heritage potential of the subject sites; the impact of the related City's civil works; the likelihood of upper floor activation; and the area's competitive advantage (attributes that are a point of difference to compete commercially).

Phasing and Acquittal

The access necessary to implement the proposed heritage grant works is unlikely to commence prior to January 2016, being the programmed completion date for the City's two way works. Given the scale and number of buildings involved in the grants program, it is considered appropriate to allow a further 18 months for the completion of the heritage works. This timeframe will accommodate the availability of specialist trades and coordination of footpath obstructions, scaffolding and gantries etc in a coordinated matter minimising further disruption. It is therefore anticipated that building works may not be completed until mid 2017.

The Improvement Model, endorsed by Council in December 2014, includes a three year monitoring period to evaluate performance based on the following measures:

- Gross leasable area / value.
- Vacant floor space.
- Gross Rental Value.
- Total number of vacant tenancies.
- Day / Night time economy – opening hours.
- Land use mix (changes).
- Ground Floor Activation Assessment.
- Crime / Antisocial Behaviour data.
- Maintenance of identified cultural business diversity.
- Survey of landowners and tenants.
- Pedestrian count(s).

It is proposed to report on the outcome of the Improvement Model, including the heritage grants, in December 2017, which represents the full three year monitoring period for the program and allows six months for the study area to operate independently of major civil or private works. Updates will be provided with further matched funding and grants awards. This matter is noted in the recommendation section of this report accordingly.

CONCLUSION

The Improvement Program provides a sophisticated approach to leveraging existing grants and streetscape works to maximise the benefit of the City's investments in collaboration with the private sector. The proposed grants will significantly enhance the locality in a manner appropriate to its Conservation Area designation. The works are timely and strategically important in light of the enhancement and connection between Barrack Street from Elizabeth Quay the Train Station and Cultural Centre.

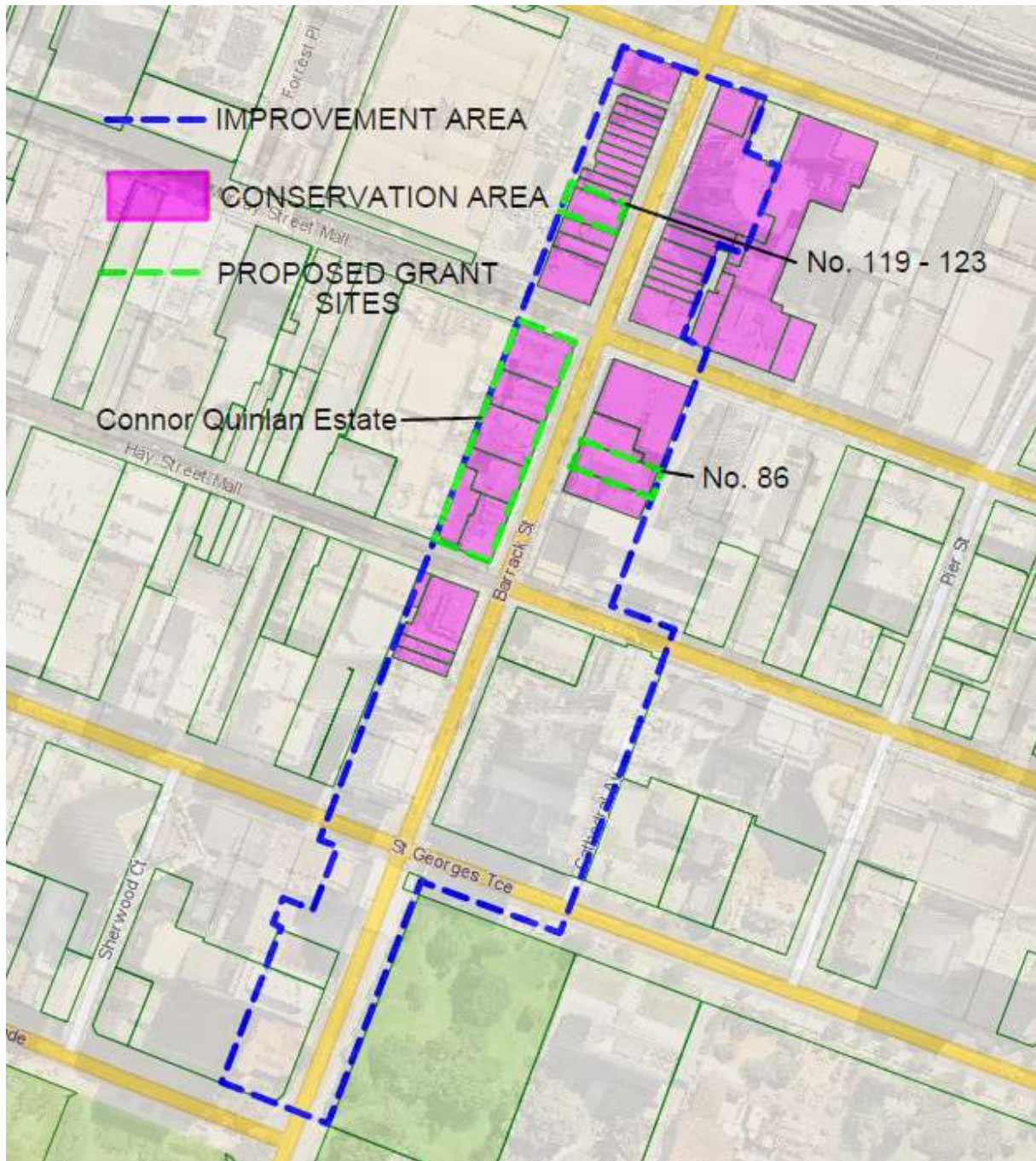
This program will also provide opportunities for attracting tenants to activate upper floors, similar to the outcomes achieved in King Street over the last decade.

If Council approves the grants for works then the applicants will be required to comply with the post approval grant requirements set out in Clause 7 of Council Policy 6.1 – Heritage Grants.

**SCHEDULE 2
DRAFT IMPROVEMENT MODEL**

STAGE	KEY ACTIVITIES	STATUS DEC 14	STATUS MAY 15	ACTION / OUTPUT
Research	Review 5 Year Capital Works	X	X	Director to endorse application of model to identified portion of the capital works program
	Review Relevant Grants	X	X	
	Review Relevant Legislation	X	X	
	Status of development approvals	X	X	
	Heritage assessments / context	X	X	
Assessment	Review Strategic Context	X	X	Base data and opportunities identified in an Improvement Snapshot for Council's consideration
	Dilapidation Survey	X	X	
	Land Use Survey	X	X	
	Activation Assessment	X	X	
	Key focus areas identified	X	X	
	Economic Analysis	/	X	
	Commercial culture understood	X	X	
	Establish other baseline data	X	X	
	Pre Consultation Analysis	X	X	
	Identify Stakeholders	X	X	
Engagement and Visioning	Communications Plan (Stage 1)		X	Council to endorse options for concurrent private and public realm upgrades
	Engage Stakeholders		X	
	Survey business / land owners		X	
	Review Analysis		/	
	Set Vision		/	
	Set Short / Long Term Objectives		/	
	Identify Strategic Opportunities		/	
	Identify Marketing Opportunities		/	
	Identify Sustainable Funding Options		/	
	Identify Private Investment Options		/	
	Outline Actions		/	
Implementation	Communications Plan (Stage 2)		/	Grants, sponsorship, compliance work, building upgrades, promotion and events completed
	Stakeholder Engagement		/	
	Delivery of identified priorities		/	
	Aquittal / application of funding		/	
	Assistance in negotiation application processes		/	
	Implement branding and marketing opportunities			
	Promotion and launch events			
Evaluation and Monitoring	Revisit 'Assessment' stage against base indicators			Improvements against base line data are reportable within the City's Economic Development Annual Report for the two years following completion of capital works
	Finalise 'lessons learnt register'			
	Review methodology / model			
	Recommend improvements to City process and policy			
	Review marketing outcomes			
	Survey Businesses			

**SCHEDULE 3
HERITAGE GRANT LOCATION PLAN**



SCHEDULE 4

119 – 123 BARRACK STREET – REINSTATE FAÇADE



ORIGINAL TO BE REINSTATED



CURRENT



3D RENDER

SCHEDULE 5

CONNOR QUINLAN ESTATE

HAY STREET AND WESTERN SIDE OF BARRACK STREET - BETWEEN HAY AND MURRAY STREET MALLS



Moana Chambers – Hay Street



Swan Quinlan

South

Central

North

Perth Arcade

- PROPOSED WORKS:
- PAINT AND REPAIR HERITAGE FACADES
 - REMOVE / RELOCATE EXPOSED CONDUITES AND VISIBLE AIR CONDITIONERS
 - REPAIR CANOPIES

SCHEDULE 6

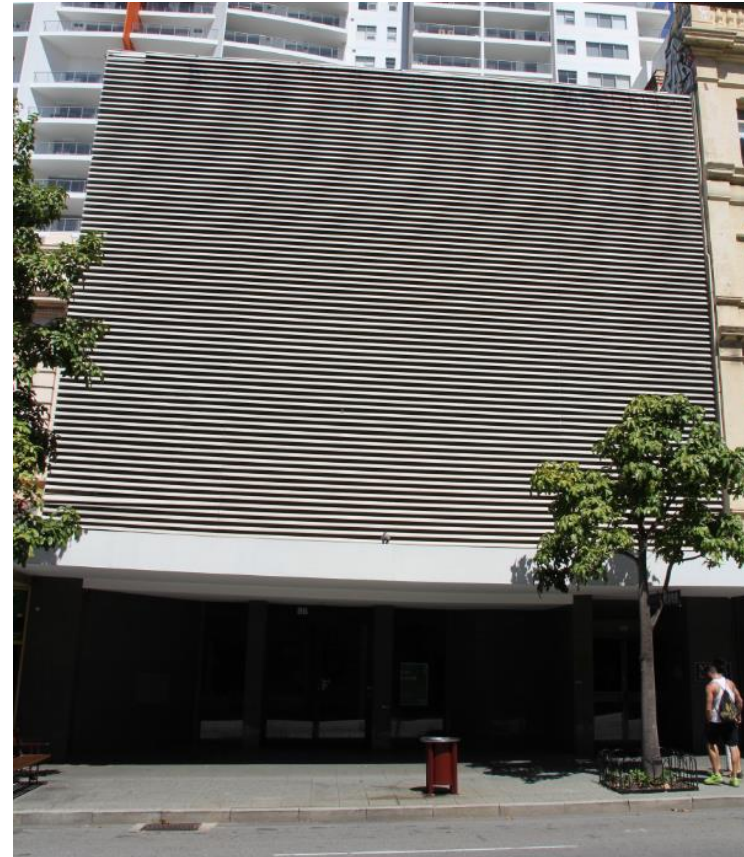
86 BARRACK STREET



Nicholson's music store, ca. 1932

Illustrations Ltd.

State Library Western Australia - Call No. 101547PD



CURRENT FACADE



PROPOSED FACADE



PROPOSED FACADE

SCHEDULE 7

Heritage Grant Panel 21/05/13 - Summary of Recommendations / Conditions

Location	Recommended Grant Award	Details of Declined Grant	Stages Condition Imposed	Condition
No. 119 – 123 Barrack	\$73,808 grant, being 50% of the Colgan Industries quote (dated 24/3/15) inclusive of all works and tuck pointing totalling \$147,616.	Consideration of an above 50% award was declined.	Grant approval	<ul style="list-style-type: none"> Painting scheme must be the original scheme or an appropriate period colour scheme.
			Acquittal	<ul style="list-style-type: none"> The City to be furnished with detailed documentary evidence of the phases of the project from commencement to completion in a hard copy and digital format.
Connor Quinlan Estate Hay Street: No. 618 No. 612 – 116 Barrack Street: No. 69 – 75 No. 77 – 85 No. 87 – 93 No. 95 – 99	<u>\$97,384</u> grant, being 50% of painting, conduit and air conditioning quoted work as follows: \$39,670 \$43,670 \$19,678 \$21,650 \$37,500 \$32,600	There is inadequate evidence that the canopy works would repair, maintain or enhance 'original' or 'identified heritage fabric'. The subject canopies are not original to the buildings.	Grant approval	<ul style="list-style-type: none"> Air conditioners and surface mounted conduits are intrusive to the heritage value of the place and their removal / relocation is supported, conditional upon the new location(s) being appropriate to the heritage fabric of the building. Painting scheme must be the original scheme or an appropriate period colour scheme.

86 Barrack	<p>Preference for the etched glass, capped \$150,000 maximum grant award.</p> <p>Alternative option of perforated metal is accepted, however capped at \$100,000 maximum grant award.</p>			<ul style="list-style-type: none"> • Development application required demonstrating detailed design, integration of cladding to building, removal of graffiti and light detailing to maximise the effect. • Heritage Agreement required. • Applicant is to be provided with an opportunity to seek further rationalising the total cost of the works.
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ITEM NO: 3

HILL STREET WATER PUMP STATION NO. 2 – UPDATE AND APPROVAL TO COMMENCE STAGE 2 CONSULTATION

RECOMMENDATION: (APPROVAL)

That Council:

1. *notes the Department of Lands have agreed to expedite the reserve modifications via an extension to the Langley Park 'A Class' Reserve 12510, incorporating Reserve 13949, Lot 483 (Hill Street Water Pump Station No. 2),*
2. *notes that the reserve will come under the City's care control and management, as part of a 'minor amendment' pursuant to section 42(3) of the Land Administration Act 1997;*
3. *approves (Stage 2) consultation, seeking community comments / feedback, pursuant to the objectives of Council Policy 1.2 - Community Consultation, consisting of:*
 - 3.1 *letters to adjacent landowners within 200m of the site (as shown in Schedule 8), being approximately 1,200 ratepayers;*
 - 3.2 *letters to key sporting, events and recreation groups commonly associated with the reserve;*
 - 3.3 *information and links to be placed on the City's webpage;*
 - 3.4 *notices to be placed in the City of Perth office reception and library; and*
 - 3.5 *a community forum informed by the submission received on the aforementioned advertising, to be formally hosted by a WALGA approved professional facilitator;*
4. *notes that the results of the community consultation process will be reported to Council to inform an Expressions of Interest process;*

(Cont'd)

- 5. notes the Water Corporation have agreed Expressions of Interest process cost sharing, including structural and feasibility reports.**

BACKGROUND:

FILE REFERENCE: P1027671
REPORTING UNIT: Economic Development
RESPONSIBLE DIRECTORATE: Director City Planning and Development
DATE: 8 June 2015
MAP / SCHEDULE: Schedule 8 – Confirmed (Preferred) Boundary Option
Schedule 9 – Proposed Extent of Targeted Advertising

At its meeting held on **5 August 2014**, Council considered the Stage 1 consultation and approved the boundary realignment as the first step in the transition of the management order for the Langley Park Pump Station from the Water Corporation to the City of Perth. At that meeting, Council resolved:

- 1. notes the submissions received during the public advertising period, as detailed in Schedule 16 [to that report];*
- 2. approves, subject to the support of the State Heritage Office, modification of the boundary of proposed Lot 483 reserve by increasing the southern extension to 8 metres in lieu of 4.4 metres, thereby increasing the overall lot size by 299.2sqm as shown in the 'Preferred Option', detailed in Schedule 17 [to that report];*
- 3. approves an 'Alternative Option', to be initiated by the City only if the Department of Lands consider the 'Preferred Option' in part 2 above requires further consultation, that increases the proposed southern boundary extension to 8 metres in lieu of 4.4 metres, and reduces the western boundary extension from 5.2 to 2.2 metres, in order to maintain the proposed overall advertised lot size increase of 211sqm, as detailed in Schedule 17 [to that report];*
- 4. approves, pursuant to Section 42(4)(a) of the Land Administration Act 1997, the City forwarding the relevant documentation and a request for the Hon. Minister for Lands to:*
 - 4.1 change the lot boundaries of the existing 'C Class' Reserve 13949, Lot 483 (Hill Street Water Pump Station No. 2), by increasing the lot area from 368sqm to 579sqm OR 667.2sqm (respectively dependent on the outcome of Part 2 and 3 above being either the "Preferred Option" or the "Alternative Option" as detailed in Schedule 17 [to that report]) in order to resolve the current encroachment of the heritage listed building into the Langley Park "A Class" Reserve 12510 and to accommodate an appropriate curtilage for the adaptive reuse of the building; and*

- 4.2 *subject to part 4.1 above, cancel Reserve 13949, with the revised Lot 483 becoming unallocated Crown land, subject to the provision of a 7.5 metre wide easement in favour of the Water Corporation to protect its infrastructure contained therein;*
5. *notes that the City will seek further negotiations with Water Corporation regarding cost sharing prior to its relinquishment of the Management Order;*
6. *approves, subject to the modified reserve boundaries and reserve changes being approved by Parliament and gazetted, the City to commence formal negotiations with the Department of Lands to secure a lease for the revised Lot 483, initially at a peppercorn rent and then subject to review upon engaging an appropriate prospective tenant for subleasing the site;*
7. *approves, that prior to any expressions of interest process or formal subleasing of the site the City is to engage in wider community and stakeholder agency consultation regarding the potential adaptive reuses for the site.*

Following Council's August 2014 resolution, the following has been achieved:

- Pursuant to resolution 2 above, the State Heritage Office provided formal support for the City's 'Preferred Option' (28 August 2014) now included in Schedule 8 to this report.
- Pursuant to resolution 4 above, the formal request was lodged with the Department of Lands (DoL) for the boundary rationalisation and reserve changes (15 September 2014).
- Pursuant to resolution 5 above, Water Corporation have agreed to contribute to the Expressions of Interest process (14 December 2014).
- Notwithstanding DoL's earlier advice, expressed under resolution 6 above, the City has negotiated an alternative (expedited) process for the boundary realignment and reserve adjustment with the DoL (14 February 2015). The process will now involve an expansion to the City's existing Langley Park 'A Class' Reserve as a 'minor amended' as defined in s.42(3) of the *Land Administration Act 1997*.
- On 28 April 2015, the DoL advised that the Native Title Disposition was approved.
- On 8 June 2015, the DoL advised they have received approval from their Director General for the advertisement. Once an outstanding Telstra agency consultation response is received the DoL will formally advertise the proposed boundary and reserve changes for a period of 30 days.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	42(4)(a) of the <i>Land Administration Act 1997</i>
Integrated Planning and Reporting Framework Implications	Corporate Business Plan Council Four Year Priorities: Perth as a Capital City S5 Increase place activation and use of under-utilised spaces. 5.2 Contribute to and facilitate the activation and use of vacant private and public space.

Policy

Policy No and Name: 1.2- Community Consultation

DETAILS:

It is anticipated that the DoL reserve and Landgate title processes should be completed towards the end of this year. As such, to ensure a timely outcome to the project, the City is looking to commence the public consultation and expressions of interest process. The timing is important in light of the increasing dilapidation of the State Heritage Listed building and the impact on the amenity of the locality.

Consultation

The City's Stage 1 consultation (May 2014) focused on resolving the boundary encroachment of the pump station building and accommodating a lot size suitable for future adaptation. This was undertaken via signage on site and notifications in *The Western Australian* newspaper, City offices, web site and library, pursuant to advice from the DoL as no statutory requirement was applicable to the City.

Pursuant to the City's Community Consultation Policy (1.2), the City's Stage 2 consultation, focusing on the potential activation and use of the site, proposes:

- Targeted advertising: - via letters to adjacent landowners / potential users of the site within 200m (as shown in Schedule 9), being approximately 1200 ratepayers.
- Targeting advertising: - via letters to key sporting, events and passive recreation groups commonly associated with the reserve.
- Media: - information will be placed on the City's home page.
- Notices: - will be placed in the City of Perth Office and Library.
- A Community Forum: - informed by the submission received on the aforementioned advertising will be formally hosted by a WALGA approved professional facilitator.

The results of this process will be reported to Council to inform the Expressions of Interest process.

Documentation Update

The following reports have been prepared in support of the proposal. Many require updating to better inform the Expressions of Interest process as noted below. This will be managed and funded in conjunction with the Water Corporation who retain the current management order over the land:

- GHD – Asbestos Survey September 2011 (remains valid)
- GHD – Structure Assessment October 2011 (to be updated)
- Colliers Preliminary Commercial Assessment – December 2011 (to be updated)
- Internal and External remediation works quotes (to be updated).

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CL467000 (Place Activation)
BUDGET ITEM:	Economic Services - Other Economic Services - Economic Development
BUDGET PAGE NUMBER:	TBA
BUDGETED AMOUNT:	\$59,000
AMOUNT SPENT TO DATE:	\$0
PROPOSED COST:	\$5,000
BALANCE:	\$54,000

A total of \$5,000 has been assigned for consultation in the 2015/16 budget including the hosted community engagement session.

The costs associated with documentation update noted above will be subject to further negotiation with Water Corporation.

All figures quoted in this report are exclusive of GST.

COMMENTS:

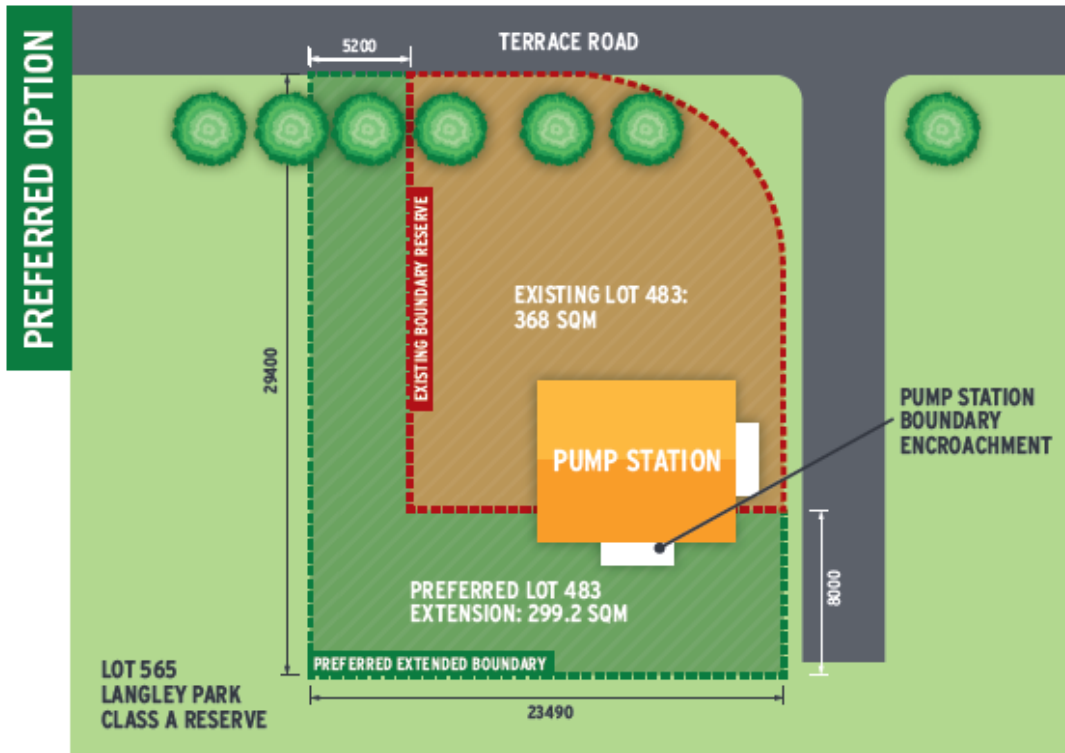
Consultation

The Stage 1 and 2 City consultation significantly exceeds the DoL statutory advertising process and delivers on the objectives of the Community Consultation Policy 1.2 to:

- Provide the public with opportunities to participate at key stages in City projects and to comment on matters which affect them.
- Ensure the proper planning and provision of services to the City's customers.
- Develop a strong sense of community ownership for the initiatives of the City.

The Council's endorsement of the Stage 2 advertising as outlined in the recommendation and Schedule 9 is requested accordingly.

SCHEDULE 8



SCHEDULE 9



ITEM NO: 4

INITIATION OF AMENDMENT NO. 33 TO CITY PLANNING SCHEME NO. 2 TO INTRODUCE A SPECIAL CONTROL AREA OVER – 942 AND 950 HAY STREET AND 33 MILLIGAN STREET, PERTH

RECOMMENDATION:

(APPROVAL)

That Council:

- 1. pursuant to Clause 75 of the Planning and Development Act 2005, resolves to initiate Amendment No. 33 to the City Planning Scheme No. 2, as detailed in Schedule 10 – Proposed Scheme Amendment No.33;***
- 2. pursuant to Clause 81 of the Planning and Development Act 2005, resolves to refer Amendment No. 33 to the City Planning Scheme No. 2 to the Environmental Protection Authority;***
- 3. pursuant to Clause 84 of the Planning and Development Act 2005, resolves to advertise Amendment No. 33 to the City Planning Scheme No. 2 for public inspection in accordance with the Town Planning Regulations 1967;***
- 4. in accordance with Clauses 56(3) and 57(2) of the City Planning Scheme No. 2, Council approves for advertising an amendment in association with Amendment No.33 to the City Planning Scheme No.2 to the City Centre Precincts 1 to 8 Plan to show the proposed Melbourne Hotel Special Control Area.***

BACKGROUND:

FILE REFERENCE:	P1031595
REPORTING UNIT:	Sustainable City Development
RESPONSIBLE DIRECTORATE:	City Planning and Development
DATE:	11 June 2015
MAP / SCHEDULE:	Schedule 10 – Location Plan Schedule 11 – Proposed Scheme Amendment No.33

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation Clauses 75, 81 and 84 of the *Planning and Development Act 2005*
Clause 56 and 57 of City Planning Scheme No. 2

Integrated Planning and Reporting Framework Implications **Corporate Business Plan**
Council Four Year Priorities: Major Strategic Investments & Perth as a Capital City
S5 Increased place activation and use of underutilised space
5.2 Contribute to and facilitate the activation and use of vacant private and public space.

Strategic Community Plan
Council Four Year Priorities: Community Outcome
Perth as a Capital City
The City is recognised internationally as a city on the move and for its liveability talented people, centres of excellence and business opportunities.

Policy

Policy No and Name: City Centre Precincts 1 to 8 Plan

Refer to Schedule 10 – Location Plan.

Site Details

The application site comprises of three separate lots being Lot 651 (942) and Lot 802 (950) Hay Street and Lot 650 (33) Milligan Street with a total site area of 2,321m². The sites at 950 Hay Street and 33 Milligan Street are currently vacant with the site at 942 Hay Street containing the State Heritage listed Melbourne Hotel building.

Approval to Commence Development

A development application for a 20 level office development, 65 room boutique hotel and the conservation of and extensions to the Melbourne Hotel was approved by the Perth Local Development Assessment Panel on **17 July 2014**.

The approved development involves the demolition of the more recent western and northern additions to the Melbourne Hotel building (constructed in 1997), the undertaking of related minor conservation works and the construction of a seven-level extension to the north and west of the original hotel for use as a 65 room hotel with function facilities and guest amenities. The development will also include construction of a 20-level office development to the west of the hotel. The development has been designed so that the office and hotel can operate independent of each other and contained on separate lots in the future.

Plot Ratio

The proposed development was approved with a plot ratio of 5.3:1 (12,223m²), which included a 5.3% (618m²) plot ratio bonus for heritage conservation.

Car Parking

The proposed development was approved with a maximum of 35 tenant car parking bays with the tenant bays being for the exclusive use of occupants of the development (office and hotel buildings) and not being leased or otherwise reserved for use of the tenants or occupants of other buildings or sites.

Conditions

The approval was subject to 22 conditions including condition 20, which states that *'the subject lots being amalgamated into one lot on one Certificate of Title prior to occupation of the buildings'*.

The approval also included an advice note which states:

'Further to condition 21 (sic), any future subdivision of the site to enable the hotel and office buildings to be on separate titles will only be able to occur if an amendment to City Planning Scheme No. 2 is approved to establish a Special Control Area over the site whereby plot ratio and tenant car parking is calculated for the site as a whole.'

DETAILS:

A request has been received by PTS Town Planning on behalf of the landowner of the subject site to amend City Planning Scheme No.2 (CPS2) to introduce a Special Control Area over the entire site. Establishing a Special Control Area for this development will enable the Melbourne Hotel to be subdivided from the proposed office building site while maintaining the integrity of CPS2 and the Approval to Commence Development in terms of plot ratio and tenant car parking.

The applicant has submitted the following reasons as to why the establishment of this Special Control Area should be supported. In summary, the applicant asserts that this Special Control Area will:

- Facilitate a more coordinated approach to development;
- Enable the Melbourne Hotel to be subdivided from the proposed office building site whilst preserving both the plot ratio and car parking allocation approved under the development approval for this site;
- Allow the restoration and ongoing maintenance of the Melbourne Hotel to occur independent of other development time constraints and/or delays associated with other parts of the overall proposed development scheme;
- Ensure that the whole site is developed in the form of a high quality mixed use development while maintaining the heritage significance of the Melbourne Hotel;
- Facilitate the retention, restoration and maintenance of a significant heritage building;
- Provide for additional short stay accommodation;
- Cater for the diversity of demands, interests and lifestyles by facilitating and encouraging the provision of a wide range of choices in housing, business, employment, education, leisure, visitor accommodation and attractions; and
- Co-ordinate and ensure that development is carried out in an efficient and environmentally responsible manner which makes optimum use of the City's growing infrastructure and resources.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CL 16201000
BUDGET ITEM:	Community Amenities - Town Planning & Regional Development - Other Town Planning
BUDGET PAGE NUMBER:	9
BUDGETED AMOUNT:	\$1,130,113 (this component is \$72,831)
AMOUNT SPENT TO DATE:	\$ 819,010 (this component is \$17,494)
PROPOSED COST:	\$ 7,000 (Advertising)
BALANCE:	\$ 304,103 (this component is \$43,695)

Staff costs calculated to progress and finalise this proposed Scheme Amendment have been calculated at \$5857.20, based on Schedule 3 of the Town Planning and Development Regulations, 2009.

It should be noted that advertising and staff costs will be recouped from the applicant.

All figures quoted in this report are exclusive of GST.

COMMENTS:

The Statement of Intent for Citiplace as outlined in the CPS 2 Precinct Plan for the area states that the precinct will provide retail for a metropolitan and state wide market as well as a mix of other uses such as residential and visitor accommodation, entertainment, commercial, medical, service industry and office. The approved development comprising a hotel, office uses and the retention of a significant heritage building meets the City's prescribed standards for development and intent for uses in this area.

The proposal to establish a Special Control Area over 942 (Lot 651) and 950 (Lot 802) Hay Street and 33 (Lot 650) Milligan Street, Perth is supported because it will:

- Facilitate a coordinated approach to developing the property, enabling certain components of the development to commence while not impacting on the overall Approval to Commence Development;
- Enable the different land uses to be subdivided into separate green title lots while maintaining approved plot ratio and tenant car parking allowance over the site;
- Enable work to commence on upgrading and improving the existing heritage building, being the Melbourne Hotel, without affecting the remainder of the development related to the Approval to Commence Development.

The proposed Special Control Area for the subject development site is seen as a rational and appropriate response to delivering the development proposed for this site, and meets the requirements of Condition 20 and related advice which aims to facilitate a more coordinated approach to developing the site across three separate titles. It will enable development to proceed in stages whilst retaining the integrity of the whole development.



**ATTACHMENT 1 (LOCATION PLAN): 942 (LOT 651) & 950 (LOT 802) HAY STREET & 33 (LOT 650)
MILLIGAN STREET, PERTH**



CITY of PERTH



Amendment N° 33

June 2015



CITY of PERTH

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME

CITY OF PERTH

CITY PLANNING SCHEME No. 2 – AMENDMENT No. 33

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend City Planning Scheme No. 2 by:

1. After Clause 57a (1) (t) insert:
 - (u) Melbourne Hotel Special Control Area.
2. Insert the following in Schedule 9 Special Control Areas:

21.0 Melbourne Hotel Special Control Area

21.1 Special Control Area

The following provisions apply to the land marked as Figure 21 – Melbourne Hotel Special Control Area.

21.2 Objectives

- (a) To facilitate the development of the Special Control Area as a whole in a coordinated manner;
- (b) The restoration and maintenance of the Melbourne Hotel building in a good condition with the use of the building being for purposes appropriate to the heritage status and location.

21.3 Heritage

The Melbourne Hotel building shall be restored and thereafter maintained.

21.4 Plot Ratio

For the purpose of determining plot ratio, the total area of the Melbourne Hotel Special Control Area shall be treated as one lot.

21.5 Car Parking

For the purpose of determining the tenant parking allowance under the Perth Parking Policy for any redevelopment as may be defined in the Perth Parking Policy, the Melbourne Hotel Special Control Area shall be treated as one lot.

The tenant parking facilities in one building within the Special Control Area may be leased or used by the tenants of other buildings within the Special Control Area.



CITY of PERTH

3. Amending the City Centre (CC) Precincts Plan (P1 to 8) accordingly.
4. Insert Figure 21 Melbourne Hotel Special Control Area into Schedule 9 – Special Control Areas of the Scheme.

Figure 21 – Melbourne Hotel Special Control Area



Dated this ____ day of _____ 2015

CHIEF EXECUTIVE OFFICER



CITY of PERTH

PROPOSAL TO AMEND A TOWN PLANNING SCHEME

LOCAL AUTHORITY: CITY OF PERTH

DESCRIPTION OF TOWN
PLANNING SCHEME: CITY PLANNING SCHEME No.2

TYPE OF SCHEME: LOCAL PLANNING SCHEME

AMENDMENT No.: 33

PROPOSAL: Pursuant to section 75 of the Planning and Development Act 2005, the Council initiates the following amendments to City Planning Scheme No.2:

1. After Clause 57A (1) (u) insert:
 - (u) Melbourne Hotel Special Control Area.
2. Insert the following in Schedule 9 Special Control Areas:

21.0 Melbourne Hotel Special Control Area

21.1 Special Control Area

The following provisions apply to the land marked as Figure 21 – Melbourne Hotel Special Control Area.

21.2 Objectives

- (a) To facilitate the development of the Special Control Area as a whole in a coordinated manner;
- (b) The restoration and maintenance of the Melbourne Hotel building in a good condition with the use of the building being for purposes appropriate to the heritage status and location.



CITY of PERTH

21.3 Heritage

The Melbourne Hotel building shall be restored and thereafter maintained.

21.4 Plot Ratio

For the purpose of determining plot ratio, the total area of the Melbourne Hotel Special Control Area shall be treated as one lot.

21.4 Car Parking

For the purpose of determining the tenant parking allowance under the Perth Parking Policy for any redevelopment as may be defined in the Perth Parking Policy, the Melbourne Hotel Special Control Area shall be treated as one lot.

The tenant parking facilities in one building within the Special Control Area may be leased or used by the tenants of other buildings within the Special Control Area.

3. Amending the City Centre (CC) Precincts Plan (P1 to 8) accordingly.
4. Insert Figure 21 – Melbourne Hotel Special Control Area into Schedule 9 – Special Control Areas of the Scheme.



CITY of PERTH

SCHEME AMENDMENT REPORT

1.0 INTRODUCTION

The purpose of this report is to introduce a Special Control Area (SCA) over what is known as the Melbourne Hotel site at 942 and 950 Hay Street and 33 Milligan Street, Perth.

The objective of the Melbourne Hotel Special Control Area is to facilitate the development of the land as a whole in a coordinated manner in order to achieve a high quality outcome for the site.

The Special Control Area will enable the Melbourne Hotel to be subdivided from the proposed office building site while maintaining the integrity of CPS2 and the Approval to Commence Development in terms of plot ratio and tenant car parking.

Special Control Areas provide a mechanism to prescribe development standards for specific sites or areas within the Scheme Area.

2.0 BACKGROUND

The Perth Local Development Assessment Panel at its meeting held on 17 July 2014 approved the construction of a 20 level office development and the conservation of and extensions to the Melbourne Hotel.

The approval was subject to 22 conditions including condition 20, which states that *'the subject lots being amalgamated into one lot on one Certificate of Title prior to occupation of the buildings'*.

The approval also included an advice note which states that *'Further to condition 21 (sic), any future subdivision of the site to enable the hotel and office buildings to be on separate titles will only be able to occur if an amendment to City Planning Scheme No. 2 is approved to establish a Special Control Area over the site whereby plot ratio and tenant car parking is calculated for the site as a whole.'*

3.0 SUBJECT SITE

The subject site includes three lots being 942 (Lot 651) and 950 (Lot 802) Hay Street and 33 (Lot 650) Milligan Street, Perth.

The Melbourne Hotel building exists on 942 Hay Street, while 950 Hay Street and 33 Milligan Street are currently vacant awaiting development. The Melbourne Hotel is listed on the *State Register of Heritage Places* and is also listed on the City's *Register of Places of Cultural Heritage Significance*.



CITY of PERTH



Figure 1 – Aerial Photograph of Site

4.0 PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

The subject site is zoned Central City Area under the MRS. There are no reservations under the MRS affecting the site.

4.2 City Planning Scheme No. 2

4.2.1 Use Area and precinct

The subject site is located within the Citiplace (P5) Precinct and has a City Centre Use Area. The Statement of Intent for the Citiplace Precinct, relevant to the Melbourne Hotel site, States:

'The Precinct will offer a wide range of general and specialised retail uses as well as a mix of other uses such as residential and visitor accommodation, entertainment, commercial, medical, service industry and minor office. Uses at street and pedestrian level will mainly be shops, restaurants (including cafes), taverns and other uses, that have attractive shop fronts and provide activity, interest and direct customer service. Other uses will be established above or below street level and major pedestrian levels.

The restoration and maintenance of buildings, groups of buildings and other places which have substantial historical or other significance will be encouraged.'

4.2.2 Preferred and Contemplated Uses

Preferred Uses in the portion of Precinct 5 – Citiplace Precinct include business services, civic, community and cultural, recreation and leisure, entertainment, recreation and leisure, retail and special residential. Contemplated uses include office, mixed commercial and residential.



CITY of PERTH

4.2.3 Plot Ratio

The site is subject to a base plot ratio of 5.0:1, with a maximum 50% bonus plot ratio (1:1) available for eligible Heritage and Public Facilities (20%), Residential (20%) or Special Residential uses (20-40%).

The proposed development was approved with a plot ratio of 5.3:1 (12,223m²), which included a 5.3% (618m²) plot ratio bonus for heritage conservation.

4.2.4 Car Parking

The proposed development was approved with a maximum of 35 tenant car parking bays with the tenant bays being for the exclusive use of occupants of the development (office and hotel buildings) and not being leased or otherwise reserved for use of the tenants or occupants of other buildings or sites.

4.2.5 Heritage

The State Heritage Office noting the identified cultural significance of the Melbourne Hotel building advised that it supported the development of the site subject to the following conditions being imposed:

1. A Heritage Agreement shall be entered into to ensure the ongoing conservation and maintenance of the Melbourne Hotel.
2. A standard archival record shall be prepared according to the State Heritage Office's Guide to Preparing an Archival Record. This record should also include the Hay Street extension proposed for demolition.
3. An Interpretation Plan for the Melbourne Hotel shall be submitted, which illustrates the sequences of development to enhance the understanding of the place to guests and to users.
4. The demolished 1897 fabric in the ground floor breakfast area of the Melbourne Hotel shall be interpreted in the finished floor treatment.
5. A schedule of conservation works to the Melbourne Hotel shall be submitted that outlines the proposed methodology, materials and finishes.

These conditions were included in the Approval to Commence Development.

5.0 THE PROPOSAL

The purpose of this Scheme Amendment is to introduce a Special Control Area over the subject land being 942 (Lot 651) and 950 (Lot 802) Hay Street and 33 (Lot 650) Milligan Street, Perth, to be referred to as the Melbourne Hotel Special Control Area.

The Special Control Area is requested to enable the site to be developed in accordance with the Approval to Commence Development while allowing the site to be subdivided to create a green title lot for the office development and a green title lot for the Melbourne Hotel.

The subject site is unique in that it will contain, upon the ultimate development of the site, a significant heritage building, hotel accommodation and an office building all on the one site. Given the nature of the development and the variety of uses proposed, the future arrangements will require portions of the land/development to be subdivided. Any



CITY of PERTH

subdivision would, however, result in a situation whereby the development would not comply with the plot ratio and tenant parking requirements of CPS2 and would be inconsistent with the conditions imposed on the Approval to Commence Development.

6.0 JUSTIFICATION

Special Control Areas allow for the coordinated development of complex sites by treating the area as one site. A Special Control Area relating to what is known as the Melbourne Hotel would permit the potential subdivision of land whilst maintaining the intent of the planning approval granted and the principles of the CPS2. Furthermore, the City cannot positively recommend a subdivision proposal until a Special Control Area governing the calculation of plot ratio and tenant parking over the whole of the site has been gazetted. This is a reflection of Condition 20 and related advice note in the Approval to Commence Development.

In this particular case, the Special Control Area would enable the different land uses to be subdivided into separate green title lots while maintaining the approved plot ratio and tenant car parking allowance over the site. In turn, this would then allow for the proposed redevelopment of the site to proceed in compliance with CPS2. The Special Control Area will also support the restoration and ongoing maintenance of the Melbourne Hotel, as it would be on its own green title lot and therefore not subject to influences from other parts of the development.

A Special Control Area would ensure that the whole site is developed in the form of a high quality mixed use development while maintaining the heritage significance of the Melbourne Hotel. The Special Control Area will assist the City to meet its objectives in that it will:

- Facilitate the retention, restoration and maintenance of a significant heritage building;
- Provide for additional short stay accommodation;
- Cater for the diversity of demands, interests and lifestyles by facilitating and encouraging the provision of a wide range of choices in housing, business, employment, education, leisure, visitor accommodation and attractions; and
- Co-ordinate and ensure that development is carried out in an efficient and environmentally responsible manner which makes optimum use of the City's growing infrastructure and resources.

7.0 CONCLUSION

The purpose of this amendment to City Planning Scheme 2 is to introduce a Special Control Area over the land situated at 942 and 950 Hay Street and 33 Milligan Street, Perth. Special Control Areas provide a mechanism to prescribe development standards for specific sites or areas within the Scheme Area.

The proposed introduction of the Melbourne Hotel Special Control Area facilitates the redevelopment of the subject site while ensuring the restoration and maintenance of the heritage building.

The proposed Special Control Area is consistent with the relevant statutory framework and would contribute positively to the development of the site and the goals of the City's strategic planning policies.



CITY of PERTH

**PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME**

CITY OF PERTH

CITY PLANNING SCHEME NO 2 - AMENDMENT NO 33

RESOLVED that the Council, in pursuance to section 75 of the Planning and Development Act 2005 amend City Planning Scheme No.2 by:

1. After Clause 57A (1) (u) insert:
 - (u) Melbourne Hotel Special Control Area.
2. Insert the following in Schedule 9 Special Control Areas:

21.0 Melbourne Hotel Special Control Area

21.1 Special Control Area

The following provisions apply to the land marked as Figure 21 – The Melbourne Hotel Special Control Area.

21.2 Objectives

- (a) To facilitate the development of the Special Control Area as a whole in a coordinated manner;
- (b) The restoration and maintenance of the Melbourne Hotel building in a good condition with the use of the building being for purposes appropriate to the heritage status and location.

21.3 Heritage

The Melbourne Hotel building shall be restored and thereafter maintained.

21.4 Plot Ratio

For the purpose of determining plot ratio, the total area of the Melbourne Hotel Special Control Area shall be treated as one lot.

21.4 Car Parking

For the purpose of determining the tenant parking allowance under the Perth Parking Policy for any redevelopment as may be defined in the Perth Parking Policy, the Melbourne Hotel Special Control Area shall be treated as one lot.

The tenant parking facilities in one building within the Special Control Area may be leased or used by the tenants of other buildings within the Special Control Area.

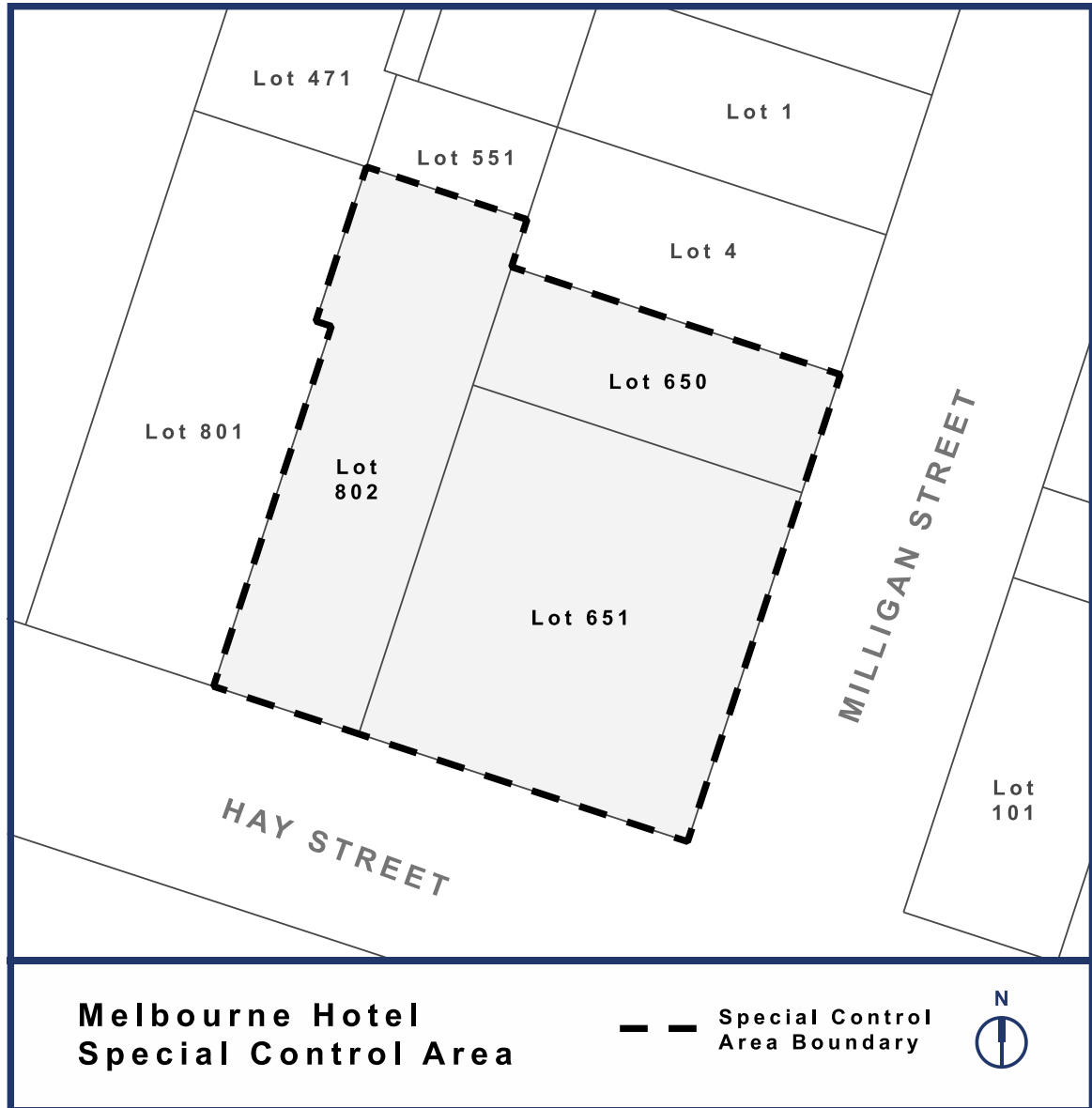
3. Amending the City Centre (CC) Precincts Plan (P1 to 8) accordingly.



CITY of PERTH

4. Insert Figure 21 Melbourne Hotel Special Control Area into Schedule 9 – Special Control Areas of the Scheme.

Figure 21 – Melbourne Hotel Special Control Area





CITY of PERTH

ADOPTION

Adopted by resolution of the City of Perth at the Ordinary Meeting of the Council held
on the ____ day of _____ 2015.

LORD MAYOR

CHIEF EXECUTIVE OFFICER



CITY of PERTH

FINAL ADOPTION

Adopted for final approval by the City of Perth at the Ordinary Meeting of the Council held on the on the ____ day of _____ 2015, and the Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

LORD MAYOR

CHIEF EXECUTIVE OFFICER

The Common Seal of the City of Perth was hereunto affixed by the authority of a resolution of the Council in the presence of:

Recommended / Submitted for Final Approval

DELEGATED UNDER S.16 OF PD ACT 2005

DATE

FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

DATE



CITY of PERTH

Schedule 1

Existing City Centre Precincts Plan (P1 to P8)



CITY of PERTH

Schedule 2

Proposed City Centre Precincts Plan (P1 to P8)

ITEM NO: 5

CITY PLANNING SCHEME NO. 2 – FINAL ADOPTION OF AMENDMENTS TO PLANNING POLICY 5.1 – PARKING AND RESCINDING OF PLANNING POLICY 5.3 – PERTH PARKING POLICY

RECOMMENDATION: (APPROVAL)

That Council:

- 1. *pursuant to Clause 56(5) of the City of Perth City Planning Scheme No.2:***
 - 1.1 *considers the submissions received during the public consultation period as detailed in Schedule 14;***
 - 1.2 *rescinds Planning Policy 5.3 - Perth Parking Policy as detailed in Schedule 12;***
 - 1.3 *adopts with minor modification amended Planning Policy 5.1 – Parking as detailed in Schedule 13;***
 - 1.4 *renumbers Planning Policy 5.4 – Bicycle Parking and End of Journey Facilities to Planning Policy 5.3;***
- 2. *pursuant to Clause 56(6) of the City of Perth City Planning Scheme No.2:***
 - 2.1 *forwards a copy of the abovementioned amendments to the Western Australian Planning Commission;***
 - 2.2 *advertise the adoption of the abovementioned amendments once in a newspaper circulating in the locality; and***
 - 2.3 *advise the submitters of Council’s resolution.***

BACKGROUND:

FILE REFERENCE: P1022652
REPORTING UNIT: Sustainable City Development
RESPONSIBLE DIRECTORATE: City Planning and Development

DATE:	29 May 2015
MAP / SCHEDULE:	Schedule 12 – State Government’s Perth Parking Policy 2014
	Schedule 13 – City Planning Scheme No. 2 Planning Policy Manual – Section 5.1 - Parking Policy
	Schedule 14 – Summary of Submissions

At its meeting held on **3 February 2015** the Council resolved to approve for public consultation proposed amendments to Planning Policy 5.1 – Parking and the rescinding of Planning Policy 5.3 – Perth Parking Policy as detailed in Schedules 12 and 13.

The proposed amendments to the City of Perth’s City Planning Scheme No.2 (CPS2) Planning Policy Manual were triggered by the amendments to the State Government’s ‘Perth Parking Policy’ (PPP) which was gazetted on 18 November 2014.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Perth Parking Management Act 1999*
Planning and Development Act 2005

Integrated Planning and Reporting Framework Implications **Corporate Business Plan**
Council Four Year Priorities: Getting Around Perth
S4 Enhance accessibility in and around the City including parking

Policy
Policy No and Name: City Planning Scheme No. 2
 Policy No. 5.3 – Perth Parking Policy
 Policy No. 5.1 - Parking

DETAILS:

The key changes to the CPS2 Planning Policy Manual are summarised as follows:

CPS2 Planning Policy 5.3 – Perth Parking Policy - (that is, the duplication of the PPP) be rescinded and will now be referenced in Planning Policy 5.1.

CPS2 Planning Policy 5.1 - Parking - (which relates to both residential and non-residential parking) be amended to:

- refer to the State Government’s Perth Parking Policy (as amended) for the assessment of ‘tenant’ and ‘public’ parking facilities within the Perth Parking Management Area (PPMA) and incorporate some of its key principles and objectives;
- remove unnecessary duplication of provisions which are already set out in the State Government’s Perth Parking Policy (as amended);
- clarify the application of the policy;

- accommodate the proposed separate amendments to the policy relating to the Normalised Redevelopment Area (which came into effect on 17 March 2015); and
- generally simplify the provisions.

CPS2 Planning Policy 5.4 – Bicycle Parking and End of Journey Facilities - to be renumbered to Planning Policy 5.3.

FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CL 16201000
BUDGET ITEM:	Community Amenities - Town Planning & Regional Development - Other Town Planning
BUDGET PAGE NUMBER:	9
BUDGETED AMOUNT:	\$1,130,113 (this component is \$125,915)
AMOUNT SPENT TO DATE:	\$ 819,115 (this component is \$16,287)
PROPOSED COST:	\$ 3,000 (notification advertisement)
BALANCE:	\$ 307,998

All figures quoted in this report are exclusive of GST.

CONSULTATION:

The proposed modifications to the CPS2 Planning Policy Manual were advertised from 25 March 2015 to 17 April 2015 as follows:

- a notice was placed in The West Australian newspaper on 25 March 2015 and 1 April 2015;
- a copy of the Public Notice was displayed on the Public Notices Board at the City of Perth's Customer Service Centre;
- details of the proposal were made available for inspection at the City's Customer Service Centre;
- details of the proposal, a notice and the amendment report were displayed on the City's website;
- a notice was sent by mail to various referral authorities including adjacent local authorities, as well as to a number of architectural firms and developers.

Seven submissions were received from the Tourism Western Australia, Property Council of Australia (WA), State Heritage Office, Main Roads Western Australia, the Department of Water, the Department of Health, and ATCO Gas Australia.

COMMENTS:

All of the submissions received during the public consultation period either supported or had no comment/objection to the proposed modifications to CPS2 Planning Policy Manual. One of the submissions noted under Parking Policy 5.1 – Interpretations and Use the word '*apply*' should remain and not be struck out. It is recommended that the word '*apply*' be reinstated to ensure that the intent of the specific provisions outlined in the section is clear.

The Property Council of Australia supports the proposed rescinding of Planning Policy 5.3 – Perth Parking Policy and the proposed amendments to Planning Policy 5.1. There are separate concerns raised relating to the potential Perth Parking Management Area (PPMA) boundary expansion and the State Government's parking licence fee revenue and expenditure. These matters are outside of the scope of the amendments and will need to be addressed separately.

Submissions and recommended responses are detailed in Schedule 14.

In view of these matters it is recommended that:

1. CPS2 Planning Policy 5.3 – Perth Parking Policy be rescinded.
2. The proposed amendments to CPS2 Planning Policy 5.1 – Parking be adopted subject to a minor editing modification as outlined in detail in Schedule 13.
3. CPS2 Planning Policy 5.4 – Bicycle Parking and End of Journey Facilities be renumbered to Policy 5.3.

The above actions will:

- removes the duplication of the State Government's policy within the CPS2 planning policy and removes the associated potential for any errors or inconsistencies;
- reduce the need for the City to make changes to the CPS2 Planning Policy Manual every time changes are made to the PPP which will enable better use of the City's resources (staff and budget); and
- still enable the City to determine the parking requirements for 'tenant' and 'public' parking based on the latest version of the State Government's policy to guide its planning decisions with respect to car parking within the city.

Perth Parking Policy 2014

1. INTRODUCTION

This policy sets out the approach by the State Government, following consultation with the City of Perth and other responsible planning authorities to the development and management of parking facilities that fall within the Perth Parking Management Area (PPMA). The policy was first developed in 1999 as a joint initiative by the State Government and the City of Perth and it continues to form an integral component of the broader planning framework for the city.

This policy may be amended from time to time by the Minister for Transport following consultation with the Minister for Planning, the Minister for Environment and the City of Perth as required by the *Perth Parking Management Act 1999* (the Act) and with other responsible planning authorities where appropriate.

This policy recognises that vehicular access to, from and within central Perth is a critical element in ensuring its continued economic and social viability. It also continues to recognise the need to preserve and enhance the city's environment. The policy aims to address these needs by supporting the provision of a balanced transport network in order to manage congestion and provide for the efficient operation of the transport network to, from and within the city centre.

This policy provides guidance to the State Government in exercising the powers conferred upon it by the Act. It also provides guidance to responsible planning authorities, developers, owners and managers of parking in making and assessing applications for parking planning approvals and parking licences.

An important benefit of the policy is the framework it provides for assessing the likely impacts of proposed parking facilities in the broader context of transport and planning objectives for the city rather than assessing parking licence applications in isolation. This provides comprehensive and consistent criteria for dealing with applications for both redeveloped and new parking. This policy also provides a logical framework for evaluating community and transport benefits which proponents will need to demonstrate should they seek a tenant parking allowance above the maximum level established by the policy.

The revenue raised through the licensing of parking spaces via the powers in the Act will be spent as required by the Act within the PPMA to give effect to this policy. Matters to be funded by the revenue include the Central Area Transit (CAT) bus system and improvements to that system, improving public transport access, enhancing the pedestrian environment, supporting bicycle access and other initiatives which support a balanced transport system to, from and within the PPMA.

2. TERMS USED

2.1 In this policy, unless the contrary intention appears -

Act means the *Perth Parking Management Act 1999*;

CEO means the chief executive officer of the Department principally assisting the Minister administering the Act in its administration;

Development has the same meaning as it has in the *Planning and Development Act 2005* unless the site is within a redevelopment area, in which case it shall have the same meaning as it has in the *Metropolitan Redevelopment Authority Act 2011*;

Development application has the same meaning as it has in the *Planning and Development Act 2005* unless the site is within a redevelopment area, in which case it shall have the same meaning as it has in the *Metropolitan Redevelopment Authority Act 2011*;

Long-stay public parking means parking that is available to the public for use without the time and vehicle turnover requirements applied to short-stay public parking;

Lot has the same meaning as it has in the *Planning and Development Act 2005* and includes parcel;

Lot area means the area of the lot at ground level, excluding public open space and road reserves;

Parcel has the same meaning as it has in the *Strata Titles Act 1985*;

Planning Approval means approval, with or without conditions, granted by the relevant planning authority in respect of an application to begin or continue development

PPMA means the Perth Parking Management Area;

Public parking means parking that is available to members of the public whether or not upon payment of a fee or subject to other condition, but does not include parking that involves the use of a parking bay that is reserved for a specific individual or organisation;

Redevelopment means any demolition, erection, construction, alteration of or addition to any building, structure or parking facility other than;

- Cosmetic changes or refurbishments;
- Restorations, which do not involve demolition of walls, structures or parking facilities;
- Reconfiguration of parking bays;
- Air conditioning units, flag poles, pergolas, patios and shade sails which do not encroach on the existing parking layout, pools and spas, satellite dishes, signage, solar panels, TV antennae, water tanks and other similarly minor structures and equipment; and
- Alterations that affect only the interior of the building, structure or parking facility and do not increase its existing plot ratio floor area and/or change in the use of the building approved by the relevant planning authority in a way that is likely to result in an increase in peak period vehicle trips to or from the site.

Redevelopment area has the same meaning as it has in the *Metropolitan Redevelopment Authority Act 2011*

Short-stay public parking means parking available to the public where, in each day, at least 50% of vehicles stay less than four hours; and at least 90% stay less than six hours;

Site means the lot/s or other portion/s of land, the subject of;

- A subdivision application
- a development application; or
- an application under section 8 of the Act, a licence under section 9 of the Act or an application to the CEO under Clause 8.2;

as may be applicable.

Special Parking Control Area means that land and/or site in a redevelopment area

declared a Special Parking Control Area by the CEO pursuant to clause 8.2.

Special Parking Control Sub Area means that land and/or site in a redevelopment area declared a Special Parking Control Sub-Area by the CEO pursuant to clause 8.2.

Special purpose bays means parking bays reserved exclusively for:

- the use of service and delivery vehicles, couriers, taxis, motorcycles, buses, coaches, vehicles used by people with disabilities; or
- any other specific use (except public parking and tenant parking);

for which the relevant planning authority has required parking be provided on the site.

Special Residential means premises providing short-term temporary or specialised residential accommodation including lodging house, hotel and serviced apartment;

Subdivision has the same meaning as it has in the *Planning and Development Act 2005*;

Tenant Parking means all parking available on a site for the use of tenants/occupants/owners of that site in support of their use of that site and their visitors; except;

- parking bays associated with private residential purposes; and
- special purpose bays.

Note - For the purposes of this definition a person leasing/occupying/owning only a car bay(s) on a site is not a tenant/occupant/owner of that site.

Vehicle crossover means that part of a driveway for use by vehicles between a site boundary and that part of a street used by vehicles.

2.2 Subject to Clause 2.1, words and expressions used in this policy shall have the same respective meanings as in the Act or any Regulations made under it.

3. TYPES OF PARKING THE POLICY APPLIES TO

The policy applies to all parking that occurs on land or in or on a building on land or in or on a building within the PPMA unless:

- the land or building is used solely for private residential purposes; or
- The vehicle is a prescribed vehicle or is parked in prescribed circumstances as per the *Perth Parking Management Regulations 1999*.

4. OBJECTIVES

The policy seeks to create a sustainable transport system via the management of parking in the following ways:

- Ensuring the continued economic and social vitality of central Perth;
- Improving accessibility to, from and within the central city, for all;
- Improving air quality and the physical environment of the central city;
- Limiting the growth of the emission of noxious gases and particulate matter;
- Reducing the impacts of vehicular traffic on urban form and amenity within central Perth;
- Encouraging the efficient use of existing parking facilities within central Perth;
- Providing a framework for the development of parking facilities within central Perth as part of a balanced movement system for the city;
- Ensuring that metropolitan wide movement and access is not compromised;
- Encouraging the location and design of off-street parking facilities so that they

complement their surroundings and have minimal negative impact on the amenity of the surrounding area; and

- Encouraging the design and location of access points to off-street parking so that disruption to pedestrians and public transport is minimised.

5. PRINCIPLES

The policy will apply the following principles to parking in the PPMA:

- A range of parking facilities will be provided and managed having regard to the need to manage demand for private motor vehicle access to central Perth, the availability of public transport, the road capacity, traffic flow, land use and environmental conditions;
- In the heart of the city, pedestrians will have priority; surrounding the pedestrian heart, the emphasis will be on the provision of short term public parking. New long term public car parks must be located outside of the core central business district area and within the General Parking Zone (refer to clause 9.1);
- The maximum level of tenant parking will vary according to the category of street from which the parking facility is accessed and the nature of that access. The general principle is that the parking allowance is lower where access has greater detrimental impact on the movement of pedestrians and public transport;
- Parking facilities should complement their surroundings without causing undue disruption or loss of amenity to surrounding uses;
- Parking facilities for people with disabilities and for cyclists should be clearly designated and conveniently located;
- Subject to clause 12, tenant parking should only support the activity of the site on which it is located unless the responsible planning authority approves one or more of such parking bays being made available to tenants, occupants, owners, visitors or workers of other lots or sites;
- Sufficient service vehicle bays should be included on a site to minimise the impact on the pedestrian environment;
- Parking which is already licensed but does not conform to this policy will, unless varied under section 15 of the Act, continue to be licensed as per the existing licence conditions.
- If required under section 9(4) of the Act, parking must have appropriate planning approval.

6. AREA OF APPLICATION

This policy shall apply to the PPMA established by regulation under the Act.

7. PROVISIONS OF THE POLICY APPLICABLE TO APPLICATIONS FOR LICENCES AND VARIATIONS OF LICENCES

- 7.1 Subject to section 9(2) and (3) of the Act, when an application is made for a parking bay licence for a site, parking may be licensed in conformity with, and within the limits set by, the most recent planning approval for a redevelopment applicable to the site provided that such licence is consistent with the relevant provisions of the Perth Parking Policy (if any) in place at the time of that planning approval. .
- 7.2 Subject to planning approval, where a parking bay licence has been issued based on approval by the Minister under section 9(3) of the Act, the relevant provisions of the Perth Parking Policy (if applicable), in its application to that site, are modified to give effect to that approval on an application to vary that licence.

- 7.3 When an application is made to vary a parking bay licence, the CEO may vary it within the limits stated in Clause 7.1 for the issue of a licence (as affected by Clause 7.2).
- 7.4 In this clause;
- 7.4.1 Except where clause 8.2.12 otherwise provides, “relevant provisions of the Perth Parking Policy” means the relevant provisions of the Perth Parking Policy as to the numbers and types of parking bays that can be licensed for sites as at the time of the planning approval in respect of that redevelopment.
- 7.4.2 If planning approval was granted subject to conditions that related to provision of parking or vehicular access to or from a site then such conditions (or if varied, such varied conditions) must have been met or waived by the relevant authority at the time of issue of the licence.
- 7.5 Dates of gazettal of the Perth Parking Policy developed in 1999 as amended by a subsequent version are set out in Addendum 1.

8. TENANT PARKING

- 8.1 Subject to clauses 7, 8.2 and 8.3, the maximum allowance of tenant parking on sites within the PPMA is subject to the limits set out in Table 1 below and the category of the street from which the proposed parking will be accessed as outlined in Figure 2. Any street not specifically identified on the Tenant Parking Street Hierarchy map (refer Figure 2) should be referred to the CEO for advice as to its category.

- 8.1.1 In Table 1:

At grade access is where there is one or more vehicle crossovers to/from parking on a lot and the access is not integrated access.

Integrated access means where:

- vehicle access to parking on a lot is off a Right of Way (ROW) which is used for vehicle access to/from more than one lot or building;
- vehicle access to parking on or in two or more lots or buildings utilises a shared vehicle crossover; or
- there are fewer vehicle crossovers to/from the lot or building than the lesser of the number of buildings or lots that have a minimum area of 250m² and/or the existing approved number of vehicle crossovers.

- 8.1.2 *Table 1: Tenant parking allowances.*

Street priority	Maximum allowance (bays per 10,000m ² of lot area)* ¹	
	At grade access	Integrated access
Category 1	80 or replacement of existing licensed tenant parking bays, whichever is less	120 or replacement of existing licensed tenant parking bays, whichever is less
Category 2	100	150
Category 3	150	200
Category 4	200	250

Notes:

*¹. Allowance of tenant parking bays will be rounded to the nearest whole number.

8.1.3 To support the principle that in the heart of the city pedestrians and public transport will have priority, it is the long term aim of this policy to reduce the number of parking bays which are accessed via higher priority streets (i.e., Category 1 and 2); and the number and impact of vehicle crossovers. When considering applications seeking to access parking from higher priority streets, account should be taken of:

- the need for pedestrian and public transport priority;
- current policy of the relevant planning authority regarding the use of such streets by particular modes;
- the overall number of bays accessed from each section of street;
- recent changes in numbers of parking spaces in the vicinity;
- whether there are alternatives for access; and
- the best outcome for pedestrian amenity and traffic impact.

8.2 Special Parking Control Areas on land declared to be Redevelopment Areas under the *Metropolitan Redevelopment Authority Act 2011*

Due to the length and limited application of the provisions relating to Special Parking Control Areas, this clause is set out in Addendum 2.

8.3 Additional tenant parking allowances upon redevelopment

The maximum allowance for tenant parking bays may be increased to the number provided for in the next category down in Table 1 (e.g. access from a Category 1 street assessed for a Category 2 allowance) when:

- the number of tenant parking bays being applied for is less than the number licensed on the site before redevelopment;
- the nature of use of the existing parking and its infrastructure is substantially unchanged;
- the redevelopment approval included approval for at least the number of tenant bays the subject of the application;
- provision is made for of end of trip facilities well above the normal minimum requirement of the relevant planning authority; improved pedestrian amenity and facilities; and/or other initiatives that will improve the efficiency of the local transport network, primarily at peak times; and
- a Transport Impact Assessment demonstrates that the proposed level of tenant parking facilities above the maximum allowance under this policy will have a negligible negative impact on pedestrian, public transport and traffic flows within the immediate area and on the primary approach routes to the site primarily at peak times.

9. PUBLIC PARKING

9.1 Location of public parking facilities

This policy establishes three parking zones for public parking (see Figure 1):

Pedestrian Priority Zone (“PPZ”)

Within this zone:

- New short-stay public parking may be permitted provided it does not require access from streets within the PPZ; it complies with the provisions of this policy; and it receives approval from the relevant planning authority.
- Where redevelopment takes place which affects existing parking, access from streets within the PPZ shall be eliminated wherever possible.
- All vehicle access and parking must limit its impact on the movement of pedestrians and public transport.
- New long-stay public parking will not be permitted.

Short-Stay Parking Zone (“SPZ”)

Within this zone:

- Public short-stay parking facilities may be permitted subject to compliance with the provisions of this policy and approval from the relevant planning authority.
- New long-stay public parking will not be permitted.

General Parking Zone (“GPZ”)

Within this zone:

- Public long-stay and short-stay parking may be permitted subject to compliance with the provisions of this policy and approval from the relevant planning authority.

10. EVALUATION OF APPLICATIONS FOR PLANNING APPROVAL AND LICENCES FOR PUBLIC PARKING FACILITIES/BAYS

A guide to the information that is likely to be required to be provided with planning applications to provide public parking facilities and applications to license parking bays in them is set out below. The criteria listed should be considered as a guide in determining locations suitable for the granting of a planning approval and subsequent licence for public parking bays and are to be used as general policy guidelines and not to be interpreted or applied as prescriptive requirements.

10.1 Transport Impact Assessment

A Transport Impact Assessment is to be provided to the relevant planning authority with an application and approved in respect of new public parking bays where, in the opinion of the relevant planning authority or of the CEO, a new public parking facility, or alteration to an existing parking facility, is of a magnitude, location or type that is likely to result in a significant impact on traffic generation/movement and parking within the locality.

The Western Australian Planning Commission’s Transport Assessment Guidelines provide further guidance on Transport Impact Assessments.

10.2 Criteria for assessment

In considering an application for planning approval and subsequent licensing for a public parking facility, consideration should be given to the following matters:

- a) The proposed parking facility is to offer parking in accordance with the parking zone it is located within. For example, long stay public parking should be located in the GPZ.

- b) The potential positive impact that the proposed public parking facility may have on the amenity of the local area, including:
 - (i) The creation of active (commercial) street frontage; and
 - (ii) Allowing for higher density or more active development of land, for example mixed use of land that was formerly surface level car-park.
- c) The proposed public parking facility is in an area with a relatively low level of public transport access.
- d) The level of impact the proposed public parking facility would have on local traffic flows.
- e) The level of impact that the operation of the proposed public parking facility would have on pedestrian movement in its vicinity including:
 - (i) Preference for vehicle access to the site on or in which the parking facility is located from Category 3 or 4 streets; and
 - (ii) Vehicle crossovers are rationalised.
- f) Any other relevant matters.

10.3 Additional criteria to assess long stay public parking facilities

In addition to the criteria in clause 10.2, long-stay public parking should also be assessed against the following additional or expanded criteria with more favourable consideration where:

- a) The proposed parking facility has little net impact on long stay parking supply including:
 - (i) The proposed parking is replacing existing long stay public parking in the vicinity;
 - (ii) The proposed parking is consolidating existing parking in the vicinity into one location; or
 - (iii) The new long stay public parking bays are replacing tenant parking bays.
- b) The new parking facility is being proposed in an area where there is a low provision of public parking.
- c) The site of the proposed car park is not located in the vicinity of high frequency public transport supply, for example there is not a train station within a 400 metre radius (measured from pedestrian entrance/exits).
- d) The parking facility is to service a customer group whose public transport options are limited, for example, due to disability.
- e) There is minimal impact of the parking facility on traffic flows within the area, including:
 - (i) The parking facility traffic will not create areas of congestion;
 - (ii) There will be limited increase of vehicles per hour during peak periods on each of the major approach roads, for example, an increase of less than 100 vehicles per hour during peak periods; and
 - (iii) Integrated access (as defined in clause 8.1.1) is provided or vehicle crossovers are off Category 3 or 4 streets.
- f) The parking facility intercepts commuter traffic at the PPMA fringe.
- g) Any other relevant matters, including:

- (i) The proposed parking facility supports balanced transport outcomes such as catering for large numbers of bicycles or motorcycles, incentive programs for high occupancy vehicles or supports local developments that have, or will, reduce the supply of tenant parking.
- (ii) The proposal supports development that will contribute to the economic or social vibrancy of the area.

11. SPECIAL PROVISIONS

11.1 Residential parking

Under this policy, private residential parking is considered to be parking that is used solely in conjunction with permanent residential uses. Special residential premises are not considered to be premises for private residential uses and are subject to this policy.

Tenant and public parking facilities may be considered for licensing as residential parking, subject to approval from the relevant planning authority. See Clause 11.5.

11.2 Events parking

Land, including parks and reserves, may be used intermittently for parking vehicles in association with special events where it has been demonstrated that there is a requirement.

Events parking may be provided to address unforeseeable events such as public transport disruption; or in circumstances where it is expected that an event will create a spike in access and parking demand that cannot be accommodated by car parks in the vicinity or by existing or temporarily increased public transport provision. Events' parking is only for the use of the event organiser, participants or patrons.

An application for events parking must receive approval from the relevant planning authority(s) and be consistent with the intent of this policy. Such bona fide event parking is otherwise exempt from the provisions of this policy.

11.3 Parking for people with disabilities

The percentage of ACROD bays required in a car park is specified by the Building Code of Australia (BCA). The BCA aligns with the Disability (Access to Premises – Buildings) Standards 2010 developed under the *Disability Discrimination Act 1992*.

11.4 Motorcycle parking

It is recommended that motorcycle parking for tenant use be provided, as a minimum, at a rate of 5% of the total tenant parking allowance provided by Table 1.

For new or redeveloped public parking facilities in the Pedestrian Priority, Short Stay and General Parking Zones, motor cycle parking provision is recommended to be at least 5% of all public bays.

Conversion of car bays to motorcycle bays will be supported.

11.5 Combined, reciprocal and extraordinary off-site tenant parking

More than one type of parking may be approved by the planning authority and subsequently licensed within a single parking facility. Where combined parking is proposed, the different types of parking must be clearly delineated and appropriately segregated. Details of how the

different types of parking will be managed in compliance with this policy shall be submitted as part of any Parking Management Plan for the facility.

Reciprocal parking arrangements may also be approved by the planning authority and subsequently licensed within a parking facility where different uses (such as office and residential) will generate parking demand at different times and where it can be demonstrated that this will result in the efficient use of parking resources and will support the objectives of this policy. Reciprocal parking allows parking bays to be used for more than one type of parking over any given period.

Where tenant parking is included in the reciprocal parking arrangements, the tenant parking allowances set out in Table 1 in clause 8 apply and bays will be licensed as tenant parking. Other parking types will be assessed on the basis of the predominant parking use and licensed as such. All parking types must comply with the relevant provisions of this policy.

In extraordinary circumstances (e.g. heritage buildings with no or very limited on-site parking), non-residential parking may also be approved by the planning authority and subsequently licensed within a parking facility on a site for the use of tenants, occupants, owners, visitors or workers of other specified sites (referred to as "off-site tenant parking") and the tenant parking allowances set out in Table 1 in clause 8 apply and bays will be licensed as tenant parking.

Planning approval and subsequent licence for a site which contains combined, reciprocal or off-site tenant parking arrangements will be required to have developed and maintained an up to date Parking Management Plan. Refer to clause 13 of this policy.

12. VACANT LAND AND BUILDINGS

12.1 Vacant land and buildings may not temporarily be used for parking unless:

- (a) There is a need to continue to provide parking for a building or buildings on another lot undergoing development ("the development lot");
- (b) Development approvals have been issued for the development lot and for a temporary parking facility to continue to provide that parking; and
- (c) A parking bay licence for the temporary parking facility has been issued.

12.2 The licence for the temporary parking facility shall:

- (a) Permit parking in no more than the numbers and types of parking bays by which the licence for the development lot has been reduced during the development;
- (b) Be subject, as far as is practicable, to the same conditions, as the licence for the development lot;
- (c) Generally, be for a period corresponding to the completion of the development.

12.3 Upon termination of the planning approval or the licence for the temporary parking facility, the site on which it was located shall be secured to prevent any unauthorised parking and maintained in a clean and tidy condition from thereon. The site may be required to be upgraded to enhance the amenity of the locality to the satisfaction of the relevant planning authority.

12.4 The intent of this measure is to facilitate the on-going development and evolution of central Perth without negatively impacting on the transport network.

12.5 It will be necessary for the operator of the parking facility to have developed and maintained an up to date Parking Management Plan to the satisfaction of the relevant planning authority. Refer to clause 13 of this policy.

13. PARKING MANAGEMENT PLANS

Applications for new or redeveloped parking, or for a change of use of parking bays (for example, from tenant parking to public parking), will be required to be accompanied by a detailed Parking Management Plan (PMP).

The PMP should describe how the parking provided on the site will be managed to ensure compliance with this policy and may include, but not be limited to, the following matters:

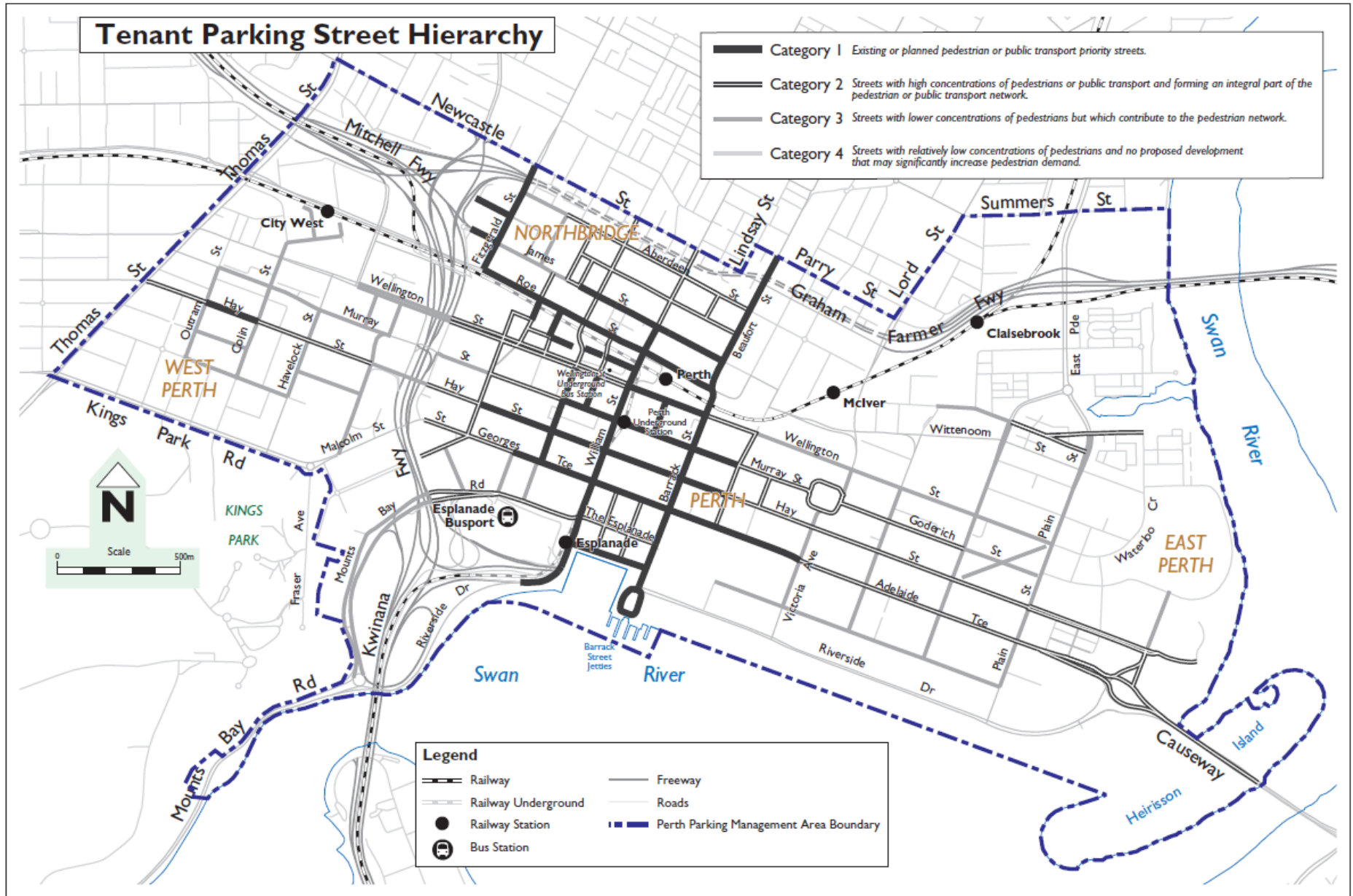
- How will access to the parking be controlled?
- How will different types of parking on the site be managed and controlled?
- What pricing structures will be imposed on public parking to reflect short stay or long stay parking restrictions?
- What methods will be used to police and enforce compliance with the relevant planning approval and this policy?
- How will evidence be collected and reported to demonstrate compliance?
- What safety and security measures will be implemented to protect individuals and their property when using the parking?

It will be necessary for the operator of the parking facility to maintain and implement an up to date PMP that satisfies the relevant planning authority and the CEO.

Figure 1



Figure 2



Addendum 1: Perth Parking Policy Gazettal Details

Perth Parking Policy gazetted on 16 July 1999

Perth Parking Policy 2012 gazetted on 9 October 2012

Addendum 2:

8.2 Special Parking Control Areas on Land Declared to be Redevelopment Areas under the *Metropolitan Redevelopment Authority Act 2011*

- 8.2.1 The owner of a site being or in a Redevelopment Area may apply to the CEO for a declaration that the site be a Special Parking Control Area ("SPCA") under this policy where:
- (a) the site is vacant land and/or a redevelopment site;
 - (b) an in-principle development approval, approval of a Local Area Plan (or if Local Area Plans are renamed or replaced, then the renamed or replacement plans) or development approval (See Metropolitan Redevelopment Authority Central Perth Redevelopment Scheme Text Chapter 5) or other planning approval has been granted by the Metropolitan Redevelopment Authority or other relevant planning authority for redevelopment of vacant land and/or a redevelopment site has been made where the site is to be subdivided so as to include two or more development sites or lots or that two or more buildings are to be erected on the site ("primary redevelopment approval"); and
 - (c) the street priority of all relevant streets or streets proposed for the site has been determined pursuant to clause 8.1.
- 8.2.2 The CEO, at the absolute discretion of the CEO, may declare that the site is a SPCA under this policy.
- 8.2.3 Either at the time of an application for a declaration that a site be a SPCA under this policy or at any later date, the owner of the site may apply to the CEO for a declaration that:
- (a) the SPCA be divided into two or more Special Parking Control Sub-Areas ("SPCSUs"), each containing one or more lots or proposed lots as set out on a proposed subdivision plan attached to the application;
 - (b) the numbers specified in the application as the maximum allowances of tenant parking bays to be allocated to each SPCSU, if the SPCSU as redeveloped has At Grade Access or if the SPCSU as redeveloped has Integrated Access, depending on which is the case, be the maximum allowance of tenant parking bays for that SPCSU in lieu of the maximum allowance that would otherwise have been applicable to the SPCSU under the policy; and
 - (c) if the primary redevelopment approval in place in respect of the site on the date of declaration by the CEO that the site is a SPCA contains an approval for lesser numbers of tenant parking bays for the site than provided in the policy in place at the date of the primary in-principle redevelopment approval in respect of the SPCA ("the base date") then the maximum allowances shall be such lesser numbers.
- 8.2.4 The owner of land the subject of a SPCSU ("the original SPCSU") may apply to the CEO for declarations that:

- (a) the original SPCSU be further divided so as to include two or more SPCSUs, each containing one or more lots or proposed lots as set out on a proposed subdivision plan attached to the application; and
- (b) the maximum allowances of tenant parking bays allocated to the original SPCSU be divided between the proposed SPCSUs as specified in the application.

8.2.5 Each application under clauses 8.2.3 and 8.2.4 shall be accompanied by a copy of all relevant planning approvals and a Parking Management Plan which demonstrates appropriate allocation and management of car parking within each SPCSU sought to be declared under those clauses.

8.2.6 In deciding whether to declare a SPCA or a SPCSU, the CEO shall determine if, after taking into account any variations pursuant to clauses 8.2.13 and 8.2.14, there is likely to be equal or better transport and traffic outcomes if the application as submitted was granted or granted subject to amendment or conditions to be attached to the grant or both and in doing so shall take into account:

- (a) the impact that parking vehicles in accordance with the proposed licence would be likely to have on the following —
 - (i) the flow of pedestrians;
 - (ii) the flow of public transport; and
 - (iii) vehicle traffic flow and road network efficiency in the vicinity of the site;
- (b) the availability of public transport within a 400 metre radius of the site;
- (c) any infrastructure, services or programs to be provided by the development which promotes the use of alternative transport modes; and
- (d) any other relevant matters.

8.2.7 If the CEO notifies the applicant that the CEO will grant the application:

- (a) as submitted; or
- (b) subject to
 - (i) amendment;
 - (ii) conditions to be attached to that grant; or
 - (iii) amendment and conditions to be attached to that grant;

and the applicant wishes to proceed with the application on the terms notified by the CEO, then the applicant shall, subject to obtaining planning approval if that is necessary;

- (a) accept those terms in writing; and
- (b) provide to the CEO —
 - (i) the consent required under section 70A(2)(b) of the *Transfer of Land Act 1893* (“TLA”); or
 - (ii) a request for modification to the Registrar of Titles pursuant to section 70A(3) of the TLA;

as the case may be.

8.2.8 If the CEO declares the site a SPCA, that declaration shall take effect upon lodgement of a notification of that declaration under section 70A(2)(b) of the TLA with the Registrar of Titles.

8.2.9 If the CEO declares the site a SPCSU, upon lodgement of a notification under section 70A(2)(b) of the TLA or request for modification under section 70A(3) of the TLA with the Registrar of Titles, the maximum allowances that would have been available under this policy for such SPCSU shall be replaced by the maximum allowances in accordance with such notification or request for modification.

- 8.2.10 Subject to clause 8.2.11, where a notification has been lodged with the Registrar of Titles pursuant to this clause 8.2, “relevant provisions of the Perth Parking Policy” in clause 7.4.1 means “the relevant provisions of the Perth Parking Policy as to the numbers and types of parking bays that can be licensed for sites as at the base date in respect of that redevelopment” instead of “as at the time of the planning approval in respect of that redevelopment”.
- 8.2.11 Where a planning approval has been granted for redevelopment of a lot in the SPCA (“redevelopment approval”) after the approval period (see clause 8.2.12) and the policy has been amended since the base date to vary the maximum allowances of tenant parking bays that can be licensed consistent with the policy (excluding this clause 8.2), the following shall apply.
- The maximum allowances of tenant parking bays for that lot shall be the maximum allowances of tenant parking bays for that lot immediately before the expiry of the approval period varied in the ratio that the maximum allowances of tenant parking bays that could have been licensed for the SPCA consistent with the policy (if this clause 8.2 had not been applied to the SPCA) at the date of the redevelopment approval for that lot bears to the maximum allowances of tenant parking bays for the SPCA as at the base date.
- 8.2.12 In clause 8.2.11, “approval period” means the period provided in the primary redevelopment approval at the base date as the period for which that approval is valid (whether that primary redevelopment approval is superseded, partly superseded or otherwise amended by a subsequent primary redevelopment approval) unless the CEO prior to the expiry of the approval period, approves a later date to be the end of the approval period, in which case, it shall be that later date.
- 8.2.13 If the number of tenant parking bays allocated for any lot or SPCSU under clause 8.2.9, as varied by the operation of clause 8.2.11, if applicable, is more than permitted under any relevant planning approval, then the maximum allowances of tenant parking bays for such lot or SPCSU shall be reduced to the number of tenant parking bays permitted under such planning approval.
- 8.2.14 If the boundaries of lots differ from the boundaries of proposed lots set out in an application under clause 8.2.3 or 8.2.4 or from which they have been derived, then the boundaries of the SPCA, the relevant SPCSU and proposed lots (if relevant) shall be varied to the extent necessary to coincide with the boundaries of the relevant lots, in the relevant places and the maximum allowances of tenant parking applicable to any affected lot or SPCSU may, at the absolute discretion of the CEO be varied, as the CEO considers appropriate, to take account of such change.
- 8.2.15 If the owner of land applies to the CEO for a notification to be removed from a certificate of title or modified and the CEO agrees, then the CEO shall, at the request of the applicant, sign and deliver to the applicant a request prepared by the applicant to the Registrar of Titles under section 70A(3) of the TLA for such removal or modification.
- 8.2.16 Applicants under any sub clause of this clause 8.2 shall;
- (a) pay the prescribed fee (if any) to the CEO in respect of such applications to the CEO and for the preparation and/or lodgement of the relevant documents with the Registrar of Titles; and
 - (b) pay the prescribed fee payable to the Registrar of Titles in respect of the relevant documents.
- 8.2.17 In this sub-clause 8.2:
- (a) “owner of a site”, “owner of the site”, and “owner of land” include the owners (as defined in the Act) of the constituent lots and/or parcels in the site or land; and
 - (b) “parcel” has the same meaning as it has in the *Strata Titles Act 1985*.

8.2.18 These provisions shall continue to apply to the land or any part of it when removed from a redevelopment area and when a redevelopment scheme under the *Metropolitan Redevelopment Authority Act 2011* ceases to apply to the land or any part of it.



City of Perth
City Planning Scheme

Planning Policy Manual
SECTION 5.1

Parking Policy



Version #	Decision Reference	Synopsis
1	26/06/2001	Adopted
2	13/12/2005	Amended
3	25/06/2013	Amended

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1.0 INTRODUCTION

This policy outlines the City's approach to the provision of off-street parking facilities in the City of Perth.

The City's approach to the provision of parking is based on the need to maintain high environmental standards and to create a balanced and sustainable transport system. To achieve these ideals, this policy addresses not only the matter of parking supply, but also traffic movement, access to services, the appearance and safety of parking facilities and the impact of these facilities on pedestrians, cyclists and the surrounding environment.

The policy also refers to the State Government's 'Perth Parking Policy' (as amended) which was introduced by the State Government under the 'Perth Parking Management Act 1999'. It sets out the approach by the State Government, the City of Perth and other responsible planning authorities to the development and management of parking facilities that fall within the Perth Parking Management Area (PPMA). It provides a framework for assessing the likely impacts of proposed parking facilities in light of the broader transport and planning objectives for the city.

2.0 AIM

To provide a framework for the development and balanced supply of safe, well designed and convenient off-street parking facilities throughout the Scheme area to meet the needs of all city users and which accords with the State Government's 'Perth Parking Policy' (as amended).

3.0 POLICY AREA

This policy applies to all development within the Scheme area.

4.0 INTERPRETATION AND USE

This policy should be read in conjunction with the City of Perth City Planning Scheme No. 2 (CPS2) and its associated Precinct Plans and Planning Policies; in particular Planning Policy 4.1: City Development Design Guidelines.

Specific provisions apply as follows:

- Parking for the 'Residential' Use Group in the Residential Scheme Use Area will be assessed in accordance with the Residential Design Codes and variations to the Residential Design Codes set out in the City Planning Scheme (as amended) and this policy.
- Parking rates for the 'Residential' Use Group in the Normalised Redevelopment Area and all Scheme Use Areas other than the Residential Scheme Use Area shall be as specified in this policy.
- General requirements for the location, design and management of all proposed parking facilities are also provided.
- The provision of parking for Use Groups other than for the 'Residential' Use Group, including public car parking facilities, within the Perth Parking Management Area (as defined under the Perth Parking Management Act 1999) will be assessed in accordance with the State Government's 'Perth Parking Policy' (as amended).

- The provision of parking for Use Groups other than for the ‘Residential’ Use Group outside of the Perth Parking Management Area shall be guided by this policy.

5.0 OBJECTIVES

This policy aims to assist with the implementation of the State Government’s ‘Perth Parking Policy’ (as amended) and to guide off-street parking provision as well as the development and design of parking facilities within the Scheme area. The objectives of this policy are outlined below:-

- To contribute to the creation of a sustainable transport system through the efficient and effective management of off-street facilities within the city.
- To ensure that off street parking is provided for various services, facilities and developments at a rate that is appropriate for an inner city environment, and to efficiently manage parking supply and demand.
- To ensure that the environmental and amenity objectives of the Scheme, are not prejudiced.
- To achieve a balance of accessibility to, from and within the city for all users.
- To provide for the efficient and safe movement of pedestrians, cyclists, public transport and general traffic on city streets.
- To maintain a high standard of secure and attractive parking facilities that contribute positively to the aesthetic quality and ambience of the city’s streetscapes.
- To ensure the location and design of vehicle access to parking facilities is safe, convenient and efficient for all users with particular regard for impacts on pedestrians, cyclists and public transport.
- To ensure the design, location and management of parking facilities is safe and convenient for all users and to provide safe pedestrian access through parking facilities.

6.0 PRINCIPLES

The following principles shall be applied to off street parking within the Scheme Area:

- Off-street parking for the ‘Residential’ Use Group throughout the Scheme area and for Use Groups other than the ‘Residential’ Use Group outside the Perth Parking Management Area will be provided at a rate that adequately meets the demand generated by a particular use or activity.
- A range of parking facilities will be provided and managed having regard to the need to manage demand for private vehicle access to the city, the availability of public transport, traffic impacts, land use and parking use.
- In the Pedestrian Priority Zone (as defined by the State Government’s ‘Perth Parking Policy’ (as amended)), pedestrians and public transport will have priority over vehicular traffic.
- Sufficient service vehicles bays should be included on site to minimise the impact on the pedestrian environment and on-street parking.
- The leasing of parking bays for parking vehicles not associated with the approved use of the site will generally not be supported.

- An over supply of parking for a particular use will not be supported as this discourages the use of public transport facilities and is contrary to the objective of efficient management of parking facilities.
- The amenity of areas surrounding parking facilities will be safeguarded. Parking facilities are to complement their surroundings and provide a convenient service, without causing undue disruption to surrounding uses. The development of facilities of the highest standard of design, layout and landscaping is expected.
- Parking facilities are to be located so they do not dominate the surroundings or intrude into residential areas, public spaces or landscaped features of the environment. Off-street parking facilities will generally be located and designed so they are an integral part of the development for the site. Disabled and cyclist parking facilities are to be visible and conveniently located.
- Efficient and safe vehicular access to residences, services and facilities will be balanced with the maintenance of a convenient and safe environment.
- Parking facilities are to be maintained to a high standard, in terms of lighting, paving, draining, landscaping and layout, ensuring that the use of these facilities does not visually detract from the locality or impede pedestrian movement and vehicle circulation. Every effort is to be made to reduce the apparent size and visual monotony of parking facilities and to conveniently locate these parking facilities in relation to the facilities they serve.
- The design, operation and location of parking facilities will aim to address personal and vehicular security matters, by providing clear and direct access through parking facilities and effective signs and lighting.

7.0 POLICY

7.1 Provision of Parking

Residential uses

Parking for the ‘Residential’ Use Group should be provided in accordance with Figure 1.

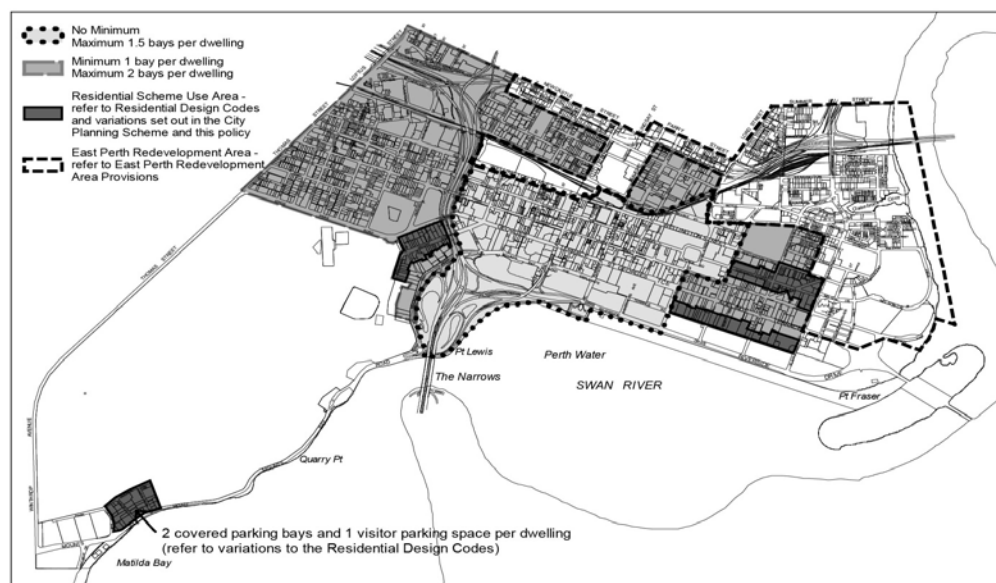


Figure 1: Parking Provision for Residential Development

- Visitor parking should be provided in residential developments where it can be expected that existing on-street facilities will not adequately provide for visitors to the development.
- The number, location and layout of parking facilities for the ‘Residential’ Use Group in the Residential Scheme Use Area will be assessed in accordance with the Residential Design Codes and the variations to the Residential Design Codes set out in the City Planning Scheme (as amended), together with the following provisions and exceptions:
 - Where visitor parking is provided it should be marked permanently as such and located so that it is easily accessible or its location is visible from the street entrance to the property.
 - Notwithstanding the requirements of the Residential Design Codes, the number of visitor parking spaces required for a development may be reduced where provision of those parking spaces is likely to be counter productive resulting in a poor design of the parking layout, or where public parking facilities are provided in close proximity.
 - Any performance criteria in the Residential Design Codes that allow for provision for off-site parking shall not apply. All parking for the ‘Residential’ Use Group is to be provided on the same lot as the development, unless a reciprocal or combined parking arrangement can be justified to the satisfaction of the Council.
 - Any performance criteria in the Residential Design Codes that allows for reduction of on-site parking requirements based on street parking availability shall not apply.
- Where the number of parking spaces proposed for the ‘Residential’ Use Group is less than the minimum number required, the Council may approve the development if it can be demonstrated that nearby off-street parking facilities are available to cater for the parking requirements, or a portion of the parking requirements, of the use proposed and that, if necessary, satisfactory agreements have been made to enable off-street parking facilities to be used for that purpose.

Special Residential uses

- Within the Perth Parking Management Area, the ‘Special Residential’ Use Group will be subject to the provisions of the State Government’s ‘Perth Parking Policy’ (as amended).
- Elsewhere, the parking requirement for a use in the Special Residential Use Group will be 50% of the minimum and maximum rates for the relevant area as shown in Figure 1, unless otherwise justified by a parking management plan provided by the applicant to the satisfaction of the Council.
- All applications for Special Residential development will require a Traffic and Parking Impact Statement Report and detailed Access and Parking Management Plan.

These documents should:

- outline how access and parking for guests, staff and servicing is proposed to be managed to meet the long term operational needs of the use; and
- demonstrate that the proposed access and parking arrangements will not have a detrimental impact on the orderly and proper planning of the area.

Use Groups Other Than Residential

- Parking for Use Groups other than the ‘Residential’ Use Group, including public parking facilities in the Perth Parking Management Area shall be provided in accordance with the State Government’s ‘Perth Parking Policy’ (as amended).
- Outside the Perth Parking Management Area, parking for Use Groups other than the ‘Residential’ Use Group should be provided to adequately cater for car parking demand generated by the proposed development as determined by the Council.

7.2 Specific purpose parking bays

The Council may require the provision of specific purpose parking bays in accordance with the City of Perth’s Planning Policy 5.2 - Loading and Unloading.

7.3 Reciprocal and combined parking

- Reciprocal and combined parking are defined as follows:
 - Reciprocal parking - parking facilities serving separate uses or a mixed development, but not shared concurrently.
 - Combined parking - parking facilities shared concurrently by a mixed use development or separate developments on the one site.
- Reciprocal and combined parking for Use Groups other than the ‘Residential’ Use Group should accord with the provisions of the State Government’s ‘Perth Parking Policy’ (as amended).

Reciprocal parking

- Reciprocal parking arrangements may be considered acceptable where the Council is convinced that demand for parking by the uses proposed will not coincide.
- Where reciprocal parking is proposed the Council must be satisfied that:
 - the parking facilities serving the proposed uses will be located on the one lot, or that parking arrangements are permanent (e.g. easement, amalgamation, restrictive covenant or any other formal arrangement the Council may require);
 - parking provision both in the immediate and long-term would satisfy the parking requirements of this policy;
 - the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and
 - a proposed change of use will comply with the reciprocal parking arrangements, or will satisfy the parking requirement by other means before approval is granted.

Combined parking

- Parking for mixed use developments may be combined in one parking facility. Access should be available at all times for all users and the Council may require parking bays to be marked for a particular purpose to ensure that access is not restricted.
- Where a mixed use development is proposed, in particular a development with a residential component within the Perth Parking Management Area, the Council may require the submission of a parking management plan detailing how the separation of parking spaces for different uses will be managed to the Council’s satisfaction.

7.4 Access

- Vehicular access points to parking facilities are to be located and designed so that:
 - entry/exit points minimise: traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways, the impact on nearby residential uses, traffic congestion and interference with public transport facilities;
 - the number of entry/exit points is kept to a minimum. Where possible, new parking facilities and vehicular access points shall be linked to existing parking facilities; and
 - access is obtained away from major traffic streets where possible, but not if this necessitates access from a residential street where undue disturbance to residential amenity would result. Where possible, access should be obtained from a laneway.

7.5 Traffic movement

- The Council will require traffic circulation and manoeuvring spaces within parking facilities to be designed so that:
 - adequate provision is made to enable all vehicles to enter and leave the land in a forward direction where the Council believes that the nature of a development, its relation to adjoining streets or the nature of those streets makes it necessary to do so, and an access point from parking bays to the street serves more than two spaces;
 - vehicles are able to queue, if necessary, within the parking area and not on the street;
 - parking facilities are not used as traffic thoroughfares to facilities that they do not serve; and
 - the primary movement areas for pedestrians, cyclists and motor vehicles to circulate within, enter and leave parking facilities should be separated from each other.

7.6 Safety

- The design and management of parking facilities should have regard to the Council's Safer Design Policy, in particular in respect to minimising opportunities for crime, and discouraging graffiti and vandalism.
- The Council will expect pedestrian, cyclist and motorist safety to be a priority in the design and operation of parking facilities, ensuring that:
 - pedestrian and cycle pathways through parking facilities are clearly defined, well lit and signposted, where required, with direct access to the street or facilities served;
 - traffic access to, and circulation within, parking facilities are separated, where practicable, from pedestrian and cyclist paths or pedestrian access points to or through parking facilities; and
 - driver sight lines are not obstructed by signs, fencing or any other obstacle.

7.7 Urban Design

- Parking facilities should be designed in accordance with Planning Policy 4.1 - City Development Design Guidelines.

- The location and layout of parking facilities for the Residential Use Group in the Residential Scheme Use Area will be assessed in accordance with the Residential Design Codes and the variations to the Residential Design Codes set out in the City Planning Scheme (as amended).
- Innovative approaches to the design of parking facilities for non-residential uses is expected in order to maintain amenity and encourage the use of parking facilities for community activities in addition to parking, such as weekend markets, fairs, sporting activities and other entertainment activities.
- Where multi-storey parking facilities are proposed they are to complement the surrounding built form, in terms of scale, height and character.
- Private off-street parking is to generally be located at the rear of developments, and in some precincts beneath developments. Parking shall not be provided between the building and the street. All parking facilities must be paved and landscaped to a high standard, and in particular, surface (open-air) parking facilities fronting a street must be landscaped or treated in other suitable ways to maintain to a high visual standard of development.
- Where lighting is provided in parking facilities, the lights will not have a detrimental impact on adjoining residential uses and will not be reduced in effectiveness due to overgrown vegetation or poor placement.
- Large expanses of parking facilities are to be avoided. Parking facilities are to be detached, into smaller groups of bays, separated by landscaping or other uses or activities, especially where these areas front the street.
- Open deck car parks should incorporate interesting shade or roof structures to add visual interest when viewed from higher surrounding buildings.

7.8 Landscaping

- At-grade parking areas should be landscaped in accordance with the requirements of Planning Policy 4.1 – City Development Design Guidelines. The plant species and layout are to be approved by the Council.
- In Residential Use Areas any continuous row of parking or length of driveway shall be provided with planting areas, including shade trees, at the rate of one per six parking bays (as specified in the Residential Design Codes) or otherwise as required by the Council.
- The perimeter of all parking facilities shall be landscaped by a planting strip of at least 1.5 metres in width. In some circumstances a greater area of landscaping may be required, particularly where a parking area adjoins a residential property, an area of parkland or an open air recreation area.

7.9 Signs

Signs in parking facilities are to be for the purpose of providing information on parking operations and access. Signs must not obstruct pedestrian and cyclist thoroughfares or driver vision.

7.10 Impacts on adjoining or nearby development

- When considering the development of parking facilities the Council will take into consideration:
 - the location of parking bays and structures, lights and signs on the site and their affect on the amenities of adjoining development, including the potential affect if parking bays should later be roofed or covered; and
 - the extent to which parking bays are located within required building setback areas and the resulting visual impact on adjoining properties.
- Parking facilities must be designed and managed to minimise adverse impacts on any adjoining or nearby environment or land use with respect to noise, air quality and odour, lighting and vehicle headlights and other relevant impacts. For example:
 - Noise caused by vehicles, warning systems, gates, roller doors and other mechanical equipment should not have an adverse impact on adjoining or nearby residential properties.
 - Ventilation ducts should be located to minimise the impacts of fumes on adjoining properties.
 - Screening should be of a sufficient height to minimise light spill from large vehicles (such as four wheel drives) into adjoining residential properties.

7.11 Layout and dimensions

- The design of parking facilities should comply fully with the relevant Australian Standards and Austroads Guides to Traffic Engineering Practice.
- Entry and exit points and vehicle circulation patterns are to be clearly indicated.
- Tandem parking bays will generally only be accepted where two bays are provided for the use of the one residential dwelling or a single commercial business. Tandem parking may be accepted where a parking management plan includes a valet arrangement or similar to the satisfaction of the Council.
- Car stacking systems or other such systems may be supported subject to the submission of a parking management plan detailing the operation of the system to the satisfaction of the Council.
- The design of entrances and exits and the position of parking control equipment (in the case of public car parks) shall prevent on-street queuing of vehicles seeking entry to a parking facility and minimise disruption to pedestrians and traffic flows.
- Entry to and exit from off-street parking facilities shall be in a forward direction, excluding residential developments with individual access to each dwelling.
- Vehicle access ways shall be located to minimise the loss of, or adverse impact on, the function of on-street amenities and services, such as trees, street furniture and on-street parking.
- Only one vehicle access way will generally be permitted per site. Dimensions and locations of vehicle crossovers must comply with the City of Perth's Design and Construction Notes.

- Access ways are to be designed in accordance with AS 1742 and Austroads Guidelines to Engineering Practice.
- Joint use of vehicle access ways is to be considered for adjoining properties if this provides more efficient entry and exit arrangements.
- The Council will require the provision of parking bays marked exclusively for use by disabled drivers at the rate specified in the Building Code of Australia.
- The owner and occupier of parking facilities shall ensure that parking facilities are operated, laid out, constructed and maintained in accordance with the development approval for the site, and are clearly marked at all times to the satisfaction of the Council. Landscaping, in particular, is to be maintained to a high standard. This may include the marking of parking bays exclusively for residential dwellings, staff, visitors, service vehicles etc.

8.0 ADDITIONAL MATTERS

8.1 Occasional parking

The Council may support the use of land or buildings for occasional parking facilities in the case of special events or circumstances relating to a particular or regular use of a site. Council approval, however, will be required and special conditions of approval may apply.

8.2 Vacant land

The Council will not support the use of vacant land or buildings for parking purposes unless occasional parking, as outlined in the above provision, has been approved. The State Government's 'Perth Parking Policy' (as amended) should also be referred to in relation to the use of vacant land for parking for Use Groups other than the 'Residential' Use Group.

8.3 Activities or uses within parking facilities

- Private parking facilities must not be used for any purpose or activity other than for parking vehicles, motorcycles and bicycles associated with the approved use for the site. The Council will not support the use of such parking facilities for activities which have not been approved for the site, or the use of parking facilities to carry out activities approved and intended to be conducted in buildings on the site.
- The leasing of parking bays for parking vehicles not associated with the approved use for the site will generally not be supported.
- Where a short stay public parking facility is proposed, the Council may require the submission of a parking management plan that discourages the use of parking spaces for commuter parking to the Council's satisfaction.
- The Council may consider permitting the use of parking facilities for weekend markets or other similar community activities or entertainment.
- The State Government's 'Perth Parking Policy' (as amended) should also be referred to in relation to activities or uses within parking facilities for Use Groups other than the 'Residential' Use Group.

8.4 On Street parking

On street parking cannot be used to satisfy the parking requirements of a development unless the Council is satisfied that parking demand can be met. The Council may also consider the parking requirement to be satisfied by on street parking bays where the provision of off-street parking would be detrimental to the amenity of the area or incompatible with the character or built form of the area.

8.5 Traffic/environmental impact statement

A traffic/environmental impact statement may be required where proposed parking facilities are likely to have a significant impact on the surrounding street system and uses.

9.0 REFERENCE DOCUMENTS

- Australian Standard 1428 - Design for Access and Mobility.
- Australian Standard 1742 - Manual of Uniform Traffic Control Devices Part 11: Parking Controls.
- Australian Standard 2890.1 - Parking Facilities Part 1: Off-Street Car Parking.
- Guide to Traffic Engineering Practice Part 11: Parking.
- Guide to Traffic Engineering Practice Part 13: Pedestrians.
- City of Perth Safer Design Policy.
- City of Perth Design and Construction Notes.
- State Government's 'Perth Parking Policy' (as amended)
- City of Perth City Planning Scheme No. 2 (as amended)

SUBMISSIONS AND COMMENTS

City of Perth City Planning Scheme No.2 – draft revised Planning Policy 5.1 - Parking and Rescinding Planning Policy 5.3 - Perth Parking Policy 5.3

Register of Submission Form No. 4

Submission	Submission summary	City response
<p>Submission No. 1</p> <p>Tourism WA</p>	<p>a) Supports the changes as it will enable a more consistent approach to dealing with parking within the Perth central area.</p> <p>b) Tourism WA is currently working with the Department of Transport to review the State Government's policy regarding parking requirements for Special Residential Use and will ensure that the review takes the proposed modifications into consideration.</p>	<p>a) & b) Noted.</p>
<p>Submission No. 2</p> <p>Property Council of Australia (WA)</p>	<p>a) Commends the City for taking the initiative to rescind Planning Policy 5.3 and align Planning Policy 5.1 with the State Governments Parking Policy.</p> <p>b) It supports the removal of policy duplications, which serves to prevent inconsistencies arising from the two policies as they are updated and changed separately overtime.</p> <p>c) The City should oppose any effort by the State Government to expand the Perth Parking Licence levy area to include neighbouring areas in the City of Vincent, Burswood and QEII as has been speculated, unless the levy is substantially lowered for the Perth CBD and the new lower levy is regulated to only rise by the CPI.</p> <p>d) The City should join the Property's Council call for the State Government to account for the expenditure of parking licence fee</p>	<p>a) & b) Noted</p> <p>c) & d) - The other comments provided by the Property Council are outside of the scope of this amendment and will need to be addressed separately.</p> <p>c) The Department of Transport (DoT) has however advised that the "three parts of the Perth Parking Management framework (planning controls, levy and funding of transport services and infrastructure) are concurrent, that is, where the planning controls apply, so does the licensing and the levy. However, they can also be applied</p>

Submission	Submission summary	City response
	<p>revenue and prepare a strategy on the expenditure. It crucial that the revenue is used to reduce congestion in the Perth CBD and enhance its public transport offerings.</p>	<p>independently and/or at different rates. For example, should the PPMA expand (including the planning controls), it would be possible to either not apply the levy or to apply a reduced levy rate to the expansion areas.</p> <p>The current boundary of the PPMA roughly aligns with that of the City of Perth but also includes a few small sections of the City of Vincent. In conjunction with the Local Government reform process, the PPMA boundary was placed under review with the intention of incorporating the City of Perth expansion areas.</p> <p>Any change to the PPMA would not occur until the City of Perth implements a new town planning scheme to incorporate the expansion areas.</p> <p>d) DoT has advised that the strategy for parking licence fee revenue expenditure between 2012-13 to 2015-16 is set out in the CBD Transport Plan. The Central Area Transport Plan is currently being prepared by the DoT in consultation with key stakeholders including the City of Perth and will provide the new strategy for parking licence fee revenue expenditure for the next 10 years from 2016/17.</p>
<p>Submission No. 3 State Heritage Office</p>	<p>a) No comment.</p>	<p>a) Noted.</p>
<p>Submission No. 4 Main Roads Western</p>	<p>a) No objection.</p>	<p>a) Noted</p>

Submission	Submission summary	City response
Australia	b) Under Parking Policy 5.1 – Interpretations and Use the word ‘ <i>apply</i> ’ should remain and not be struck out.	b) The typographical error will be amended.
Submission No. 5 Department of Water	a) No comment.	a) Noted.
Submission No.6 Department of Health	a) No comment.	a) Noted.
Submission No. 7 ATCO Gas Australia	a) No comment.	a) Noted.