

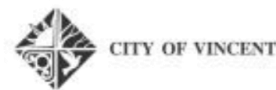
**12.3 INFORMATION BULLETIN**

- Attachments:**
1. Unconfirmed Minutes of the Sustainability and Transport Advisory Group - 30 March 2023
  2. Accessible City Update
  3. Statistics for Development Services Applications as at the end of March 2023
  4. Register of Legal Action and Prosecutions Monthly - Confidential
  5. Register of State Administrative Tribunal (SAT) Appeals - Progress report as at 28 April 2023
  6. Register of Applications Referred to the Metro Inner-North Joint Development Assessment Panel - Current
  7. Register of Applications Referred to the Design Review Panel - Current
  8. Register of Petitions - Progress Report - April 2023
  9. Register of Notices of Motion - Progress Report - April 2023
  10. Register of Reports to be Actioned - Progress Report - April 2023
  11. Council Workshop Items since 5 April 2023
  12. Council Meeting Statistics
  13. Council Briefing Notes - 28 March 2023
  14. Sustainable Environment Strategy - Progress Update 2021-22

**RECOMMENDATION:**

That Council RECEIVES the Information Bulletin dated May 2023.

# MINUTES



## SUSTAINABILITY AND TRANSPORT ADVISORY GROUP

Thursday 30 March, 2023 at 6pm

Venue: Committee Room  
City of Vincent  
Administration and Civic Centre  
244 Vincent Street Leederville  
UNCONFIRMED MINUTES

### Attendees:

City of Vincent Councillors  
Cr Hallett (Chairperson)

Community Representatives  
Chris Cutress, Helen Griffiths, Ian Kininmonth, Jacinta Key, Phil Taylor

City of Vincent Officers  
A/Executive Director Infrastructure & Environment, Executive Manager Policy and Place, Sustainability & Innovation Co-ordinator, Sustainability & Innovation Advisor, Manager Engineering, Executive Manager ICT

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### 1. Welcome/Declaration of Opening

Councillor Hallett opened the meeting at 6pm and delivered the Acknowledgement of Country.

### 2. Apologies

Cr Loden, Adam Wilmot.

### 3. Confirmation of the Minutes

The confirmation of the Minutes of the meeting held on August 22, 2022 were deferred until the next meeting due to the requirement for two minor additions to be made.

### 4. Business

#### 4.1 Sustainability Update Sustainable Environment Strategy 2021/22 Update

The Sustainability & Innovation Co-ordinator presented on how the City of Vincent is tracking towards its target of zero emissions by 2030. Key points by members of the group included:

- As carbon offsets will be required it is worth considering forward purchasing to surrender later down the track.
- Consider benchmarking with other local governments.
- Other pathways to eliminate waste to landfill should be considered beyond Waste to Energy.
- Baseline tree canopy figures to be revised to align with D.P.L.H dashboard.
- Liveability should be considered. Some strategies interlink such as Greening Plan and Public Open Space Strategy.

Members were then invited to make comments relating to whether targets that have been met or exceeded should be revised.



**RECOMMENDED ACTION:** STAG members agreed to note update provided and agreed that targets met or exceeded should not be revised as this could be done in preparing the next iteration of the Strategy.

#### **4.2 Innovation (Future Technology Update) Smart City Positioning Statement**

For the convenience of the meeting and with consent of the Chair, this item was swapped with 4.3. The Executive Manager of ICT updated members about a Smart City Positioning Statement that has been developed. Key points were:

- The purpose of the document was to provide a framework to collect data.
- The City has a number of points of data collection.
- Data could be centralised e.g. parking, transport, water and waste.
- First initiative was to improve internal governance around Project Management.
- Privacy and governance issues need to be considered, including risk of data we are collecting and the option of commercialising data.

The Executive Manager of ICT departed the meeting.

**RECOMMENDED ACTION:** STAG members agreed to note update provided.

#### **4.3 Active Transport Update**

The Manager of Engineering provided a progress update.

Bike Plan:

- Consultation has taken place with a total of 200 respondents contributing.
- Council will consider adoption of a new Bike Plan in June.

Traffic and Transport:

- 40 traffic and transport issues are currently being addressed.
- Trees play an important role in traffic calming. Phil Taylor from WALGA Roadwise Program made offer to consider this in more detail.
- Discussions are taking place with Main Roads WA regarding the road network.

Drainage Strategy:

- A 10 year Drainage Plan is in the planning phase.
- 200 flooding hot spot areas have been identified.
- Record keeping has been lacking in this area historically and is an identified area for improvement.
- Sustainable urban drainage options and water quality are being considered once base data is collected and modelling has been undertaken.
- Discussions regarding drainage issues have taken place with Water Corporation, Main Roads, neighbouring local governments, Mt Hawthorn community group and a North Perth community group.

**RECOMMENDED ACTION:** STAG members agreed to note update provided.

#### **4.4 Other business**

- ARUP EV Charging Report.
- Biochar information.
- CSIRO State of the Climate Report.

Member Ian Kininmonth talked about the Stockholm example of Biochar, outlined the benefits of Biochar and said that the Water Corporation and DWER may be interested in participating in a Biochar project. Consideration of trialling Biochar with community Food Forest project.

Regarding the ARUP EV Report, Cr Hallett suggested that Administration provide an overview of Vincent's current public EV infrastructure for the next meeting.

**RECOMMENDED ACTION:** STAG members agreed to note the reports, information links plus the verbal update provided. Administration agreed to provide an update on public EV infrastructure at the next STAG meeting. Section 7.1 'Actions for member councils' to be referenced.

**5. Close/Next Meeting**

The Chairperson closed the meeting at 8:03pm. The next meeting will be held on Thursday 1 June at 6pm.

Signed

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**Councillor (Chairperson)**

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_

## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

**Accessible City Strategy**  
**Annual Implementation Progress Update – 2023**

**Table 1. Create a safe transport environment.**

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
<b>1.1</b> Create active, sustainable transport networks that are safe and legible.	1.1.1: Review Vincent's Bike Network Plan taking into consideration relevant State Planning Policy to ensure the provision of a dense network of cycling routes to support cycling as a safe alternative transport mode to private vehicles. The review of the Bike Network Plan will consider: <ul style="list-style-type: none"> <li>• Appropriate network links to destinations within the City;</li> <li>• Implementing a wayfinding strategy to support the Bike network;</li> <li>• Providing infrastructure consistent with current standard;</li> <li>• Focus on improving network crossings. Including the provision of toucan crossings at intersections and safe mid-block crossings;</li> <li>• Provide access to and through all areas of open space within the City;</li> <li>• Where possible, consider the introduction of segregated cycle lanes along activity corridors;</li> <li>• Consider the introduction of parallel route connections to activity and transit corridors where there are corridor constraints and segregated cycle lanes are not feasible;</li> <li>• Advocate for slow vehicle speeds where on-street cycle lanes are unable to be segregated;</li> <li>• Extend existing infrastructure to fill network gaps; and</li> <li>• Ensure sufficient connection exists to and within with transit nodes.</li> </ul>	\$60,000	Engineering	•	•					Flyt Transport Consultancy was appointed to develop The City of Vincent Cycling Plan 2022-2027. Research has been undertaken to determine the level of 'cycling stress' on the proposed draft network. This network is based on the Long-Term Cycle Network that was approved by Council in 2020, and also includes some additional local routes and sample local access streets. The next step in the development of the Cycling Plan 2022-2027 will be to prepare the consultation plan and have this approved by the Department of Transport.	Between December 2022 and February 2023, community engagement to inform the development of the Bike Plan (previously the Cycling Plan and the Bike Network Plan) occurred.  The draft Bike Plan incorporating community feedback was presented to administration by Flyt Transport Consultancy in March 2023. Following internal review, the draft Bike Plan was presented to Council Workshop in April 2023.  The draft Bike Plan is to be presented to June Ordinary Council Meeting for adoption.
	1.1.2: Implementation of the Bike Network Plan.	\$1,000,000 p.a.	Engineering		•	•	•	•	•	This cost to commence the implementation of the Bike Network Plan in 2023/24 has been estimated based on the previous works undertaken to the cycle network. The cost will be changed and updated based on the finalised and adopted Bike Network Plan.	Implementation of the Bike Plan will commence following adoption.  A range of funding sources will be considered, and all initiatives will be subject to budget approval through the budget review process.
	1.1.3: Develop and implement a consistent wayfinding and signage strategy across the City. This should consider parking, cycling and pedestrian transport modes, and provide appropriate localised details for each town centre and activity and transit corridors.	\$50,000	Urban Design & Strategic Projects	•	•					<b>Plan Development</b>  Aspect Studios was appointed in mid-2021 to develop the City's Wayfinding Plan and Signage System (Wayfinding Plan). Aspect are developing a Wayfinding Plan that has the aim of providing a clear and legible experience for City of Vincent Users. This work will	The Wayfinding and Signage Plan was adopted by Council at its 15 November 2022 (Item 9.4) Ordinary Meeting.

## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
										<p>provide pedestrians and cyclists with on street information and the wayfinding signage will help to connect residents and visitors with the town centres, public transport and local facilities. The system is to include the provision of distance and time to destination, area and route mapping, a clear and legible visual language to assist with journey planning and encourage the use of active transport modes. The project consists of four phases:</p> <ol style="list-style-type: none"> <li>1. Opportunities, Constraints &amp; Gaps Analysis Report.</li> <li>2. Draft Wayfinding Signage Plan.</li> <li>3. Final Wayfinding Signage Plan and Guidelines.</li> <li>4. Implementation Plan.</li> </ol> <p>Phase 1 has been finalised and Phase 2 is currently being progressed with preliminary work to be presented to Council workshop for comment in May 2022. The consultant project manager for the project is situated in Adelaide, for this reason and with consideration to COVID-19 travel restrictions, the preliminary work for the project was delayed.</p>	
		\$500,000	Engineering		•	•	•	•	•	<p><b>Plan Implementation</b></p> <p>Once an appropriate style, messaging and installation priority has been established through the development of the Wayfinding Plan (2021/22 - 2022/23) the procurement and implementation would likely be subject to a Request for Tender (based upon a budget of \$500,000) to be delivered over 4 years. The timing and costing of the implementation may be subject to change based on the finalisation of the Wayfinding Plan.</p>	<p>Following adoption, \$198,000 from the cash-in-lieu for carparking reserve as approved by Council in the 2022/23 financial budget was allocated to the implementation of the Wayfinding Signage Plan.</p> <p>The City has progressed this action by developing an RFQ for a consultant. The RFQ is currently out for advertising and a consultant is due to be appointed in May 2022.</p>
1.2 Ensure pedestrian and cycling routes (including schools) are of a high quality and safe for all users.	<p>1.2.1: Develop a high quality, safe pedestrian path network which supports all mobility levels and is accessible to all. This includes:</p> <ul style="list-style-type: none"> <li>• Undertaking an audit of network crossings including intersections, mid-block crossings and high traffic crossovers. Priority should be given to areas surrounding schools, key routes to town centres and mixed-use areas, activity corridors, and transit nodes;</li> <li>• Identifying midblock crossing opportunities. Provision should be made for crossings for clocks over 150m long;</li> <li>• At intersections, ensure pedestrian priority traffic lights are in place and allow sufficient time for crossings; and</li> <li>• Use planning requirements to manage streetscape development and temporary obstructions.</li> </ul>	\$250,000 p.a.	Engineering			•	•	•	•	<p>This project is due to commence in 2023/24, but the timing is dependent upon resourcing. The project will require an additional staffing resource(s) and/or engagement of an external contractor to collect and collate the relevant information and develop a prioritised improvement program. This resourcing will be considered during the 2022/23 financial year budget process and the action progressed accordingly.</p>	<p>This project has been delayed due to resourcing. Resourcing will be considered during the 2023/24 financial year budget process and the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.</p>
	1.2.2: Upgrade and improve paths based on the condition assessment undertaken every 3	\$200,000 p.a.	Engineering		•	•			•	<p>The City engages a qualified and independent asset management consultant to undertake a full road and</p>	<p>A full road and footpath condition survey was completed by a qualified and independent</p>



## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
	years. Ensure a high-quality pedestrian environment which is accessible to all is maintained throughout Vincent.									footpath condition survey every three years in accordance with the relevant guidelines. This data then forms the basis for determining the annual road and footpath renewal programs. The next condition survey is due in 2023.	management consultant in early 2023. Data is currently being analysed. This will inform the associated program of proposed works.
	1.2.3: Promote compact roundabout geometry through the conversion of existing roundabouts and new roundabouts (where deemed appropriate) in the City to reduce vehicle speeds; <ul style="list-style-type: none"> <li>Support only compact alignment on new and upgraded roundabouts; and</li> <li>Retrofit existing roundabout alignments to compact alignment with priority given to those located close to schools.</li> </ul>	\$20,000 – 50,000 per location / \$100,000 p.a.	Engineering	•	•					The 'mini' roundabouts installed in the North Perth/ Mt Lawley area (east of Fitzgerald Street) under Main Roads Urban Road Safety Program in 2021 will be subject to follow-up data collection inclusive of traffic accidents), traffic speeds and volumes to ascertain their effectiveness as an appropriate treatment. It is not intended to modify any existing (full size) roundabouts until the study is completed.	The 'mini' roundabout follow-up data collection inclusive of traffic accidents, traffic speeds and volumes to ascertain their effectiveness as an appropriate treatment will be completed before June 2023.  Based on results, the treatment could be included in future traffic calming measures and recommendations may be made to modify existing (full sized) roundabouts.
	1.2.4: Develop and implement a comprehensive program to support students and staff using education facilities to travel using sustainable and active transport modes which are safe and have a high level of amenity. <ul style="list-style-type: none"> <li>Ensure safe crossing opportunities close to schools, specifically along key routes and near school entrances;</li> <li>Ensure access to schools is provided at-grade where possible;</li> <li>Support safe desireline paths;</li> <li>Use traffic management techniques (including the development of Safe Active Streets) to reduce traffic speeds and volumes on streets surrounding schools;</li> <li>Work with schools to support active travel through resources and programs, including route maps and education programs;</li> <li>Encourage bicycle and scooter parking to be located in accessible, safe areas close to school entrances;</li> <li>Locate school drop-off points away from entrances; and</li> <li>Conduct access and safety audits for key pedestrian and cycling routes to schools, including assessing kerb alignments and cuts; surface conditions; eye-level hazards; shade; orientation, etc.</li> </ul>	\$100,000 p.a.	Engineering			•	•	•		Project to commence 2023/24.	Resourcing for the delivery of this action is currently being assessed. Once determined, the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.
	1.2.5: Work with schools (students, parents and staff) and the Department of Transport to support active travel through resources and programs, including route maps and education programs. Encourage schools to join the Your Move program so that journey to school data can be collected and appropriate mode shift targets created.	\$50,000 p.a.	Engineering	•	•	•	•	•	•	The Your Move program has been presented to schools within the City by the Department of Transport. The travel change program has identified current traffic issues and is helping to provide practical ways to teach and develop use of active modes of transport. This program will be delivered on an ongoing basis and further built upon by the City as it progresses.	The City continues to support the Department of Transport in its delivery of the 'Your Move' program to schools within the City. Further initiatives of the program are likely to resume following the assessment of current resourcing capacity.

## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
	1.2.6: In collaboration with the DoT and PTA develop a high quality and safe pedestrian environment between Claisebrook Station and Perth Oval.	\$500,000	Urban Design & Strategic Projects	•	•	•	•	•		<p>Officers from the City of Vincent have been involved in the Public Transport Authority's (PTA) Station Access Strategies Project as key technical stakeholders through a number of workshops, meetings, and written correspondence. The project focused on the predicted increase of ridership at the station that will occur once Metronet is completed. A series of actions were developed that will improve access to the station. Advocacy for a high quality active transport network is ongoing.</p> <p>Flyt Transport Consultancy is undertaking public Transport Authority's Station Access Strategies Project currently.</p> <p>Place Planner has in addition commenced background site analysis for Claisebrook Place Plan in regards to the public realm.</p>	<p>Flyt Transport Consultancy are progressing the PTA Station Access Strategy project and the City has engaged with the PTA as a key stakeholder.</p> <p>The draft North Claisebrook Planning Framework (NCPF) informed by the ACS, proposes actions to improve pedestrian and cycling accessibility throughout the precinct. The NCPF will be presented to Council in May 2023 before being advertised for public comment.</p>
			Engineering		•	•				<p>Pending outcomes of the Station Access Strategies Project.</p> <p>More information is to be provided as the project progresses. However, there may be some opportunity for improvements to be implemented within the next 12 months in preparation for the 2023 FIFA Women's World Cup qualifying games to be held at Perth Oval.</p>	<p>This project has not been progressed in line with the 2023 FIFA Women's World cup due to limited resourcing and funding opportunities. Further action will be progressed as per the draft NCPF.</p>

## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Table 2. Ensure Consistent Accessibility into, around and beyond Vincent.

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
2.1 Advocate for connected and reliable public transport.	2.1.1: Advocate for additional public transport infrastructure along corridors including: <ul style="list-style-type: none"> <li>Modifying road layouts to introduce bus-priority infrastructure along corridors where it is not existing;</li> <li>Extending existing bus-priority along Charles St; and</li> <li>Investigate the introduction of other public transport modes including trams, light rail and trackless trams.</li> </ul>	\$20,000 p.a.	Urban Design & Strategic Projects	•	•	•	•	•	•	The CEO has met with executives of State Government transport departments to advocate for various additional transport infrastructure along corridors. This advocacy is ongoing and is further supported by the Inner City Group of Councils.	The City continues to advocate for additional transport infrastructure along corridors. Advocacy includes the City's position on the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups.  Further to the above, at its 15 November 2022 (Item 9.6) Ordinary Meeting, Council endorsed the City's submission in opposition to Main Roads WA's Charles Street "duck-and-dive". This submission led to the project being abandoned and Charles Street retains the opportunity to become a future high frequency public transport corridor.
	2.1.2: Using the Link and Place framework, incorporate an appropriate level of pedestrian amenity along bus priority routes.	\$1,000,000 +	Engineering			•	•	•	•	Project to commence 2023/24.	Project to commence following the completion of the Link and Place guidelines in the 2023/24 financial year.
	2.1.3: Advocate for and support improved east-west public transit connectivity. <ul style="list-style-type: none"> <li>Prepare a business case to put to the PTA for a Vincent circular service to connect the City's town centres; and</li> <li>Advocate to PTA for additional bus routes which provide east-west links.</li> </ul>	\$50,000	Engineering	•	•	•	•	•	•	The City is continually advocating for improved east-west active transport connections across Vincent. A concept for a direct east-west bus route which includes Vincent Street was presented to the Public Transport Authority but was unable to be supported due to lack of budget allocated to Transperth. Advocacy for the improvement of this connection is ongoing with future action including the development of a business case for a circular route to be introduced to Vincent. The funding allocation is for the development of a business case.	The City continues to seek opportunities to advocate for improved east-west public transit connectivity through the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups.
2.2 Reallocate road and verge space, including on street parking, throughout Vincent to prioritise vulnerable users according to user hierarchy and road hierarchy.	2.2.1: Develop a set of link and place guidelines to guide future streetscape improvements.	\$100,000	Urban Design & Strategic Projects		•	•				Project to commence 2023/24. The project was delayed in 2022/23 due to resourcing.	The City has progressed this action by developing an RFQ for a consultant. The RFQ is currently out for advertising and a consultant is due to be appointed in May 2023. It is anticipated that the guidelines will be finalised in the 2023/24 financial year.
	2.2.2: Advocate for the use of the Perth Parking Management Area (PPMA) funds for Vincent public transport services, transport studies, and transport infrastructure improvements or a reduction in the levy paid.	\$10,000	Urban Design & Strategic Projects	•	•	•	•	•	•	PPMA funds have been allocated by the City of Perth to fund the initiatives contained in the Perth Greater CBD Transport Plan (Plan). The Plan is being developed to guide transport in inner-Perth for the next decade. It aims to enhance liveability, support new business opportunities, and attract visitors and new residents. It will outline a series of initiatives and investments that will help residents, workers and visitors move around the city centre. Officers from the City of Vincent have been involved in the project as key technical stakeholders through a number of workshops, meetings, and written correspondence. In response to COVID-19, Phase two of the plan was brought forward. Phase two contains a list of actions which are to be funded by the PPMA that support transport studies in the Pickle District and additional connections through to the City. Advocacy for the spending of funds within Vincent is ongoing.	In February 2023, the State Government announced its intention to review the PPMA to expand the range of projects and the area that Levy funds could be applied to.  As a key stakeholder, the City will engage with the State Government during this review to advocate for the inclusion of transport and public realm initiatives within the City (outside areas included in the PPMA) for funding consideration.  The City continues to advocate to the State Government for the use of PPMA funds for balanced transport initiatives within the PPMA boundary. The draft NCPF and West Perth Planning Framework (WPPF) propose actions to support this initiative.



## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
2.3 Be a leader in adaptability and technology.	2.3.1: Be aware of emerging transport technologies and the benefits they can provide, as well as the negative impacts and how these might be mitigated.	\$50,000	Urban Design & Strategic Projects	•	•	•	•	•	•	The City is continuously monitoring emerging technologies and the effect that these may have on the transport network. The City's Sustainability team is meeting with EV charging providers to assess suitability within City of Vincent. The City is also a part of the Mid Tier Transport Consortium which is made up of a number of local governments and has the aim of advocating to the State and Federal Government for a transport network which is supplementary to Metronet and provides further connection across the metropolitan area.	The City continues to monitor emerging technologies and their effect on the transport network. The City recently opened Expressions of Interest (EOI) for its E-Scooter share system trial, with roll-out expected in September 2023.  The City also continues its partnership with the Mid Tier Transport Consortium and forms part of the METRONET Mid-Tier Transport Planning working group.
	2.3.2: Require car parking configurations be adaptable to alternative uses for future development.	\$5,000	Urban Design & Strategic Projects	•	•					The review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) has commenced and will be presented at the Council Workshop in mid 2022.	At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise The review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1).  The review has not considered the adaptable reuse of car parking configurations. This is to be captured in the review of Local Planning Policy 7.7.1 – Built Form Policy taking place in the 2023/24 financial year and is accounted for in State Planning Policy 7.3 R-Codes Volume 2 – Apartments.
	2.3.3: Ensure all new and existing high-density residential development has access to EV charging bays: <ul style="list-style-type: none"> <li>Amend LPP 7.7.1 to require EV parking bays for new developments;</li> <li>Support the retrofit of existing private car parking to provide EV bays; and</li> <li>Provide EV charging bays in public lots.</li> </ul>	\$5,000 (resource) \$50,000 p.a. (infrastructure)	Urban Design & Strategic Projects	•	•	•	•	•	•	The review of LPP 7.7.1 has commenced and will be presented at the Council Workshop in mid 2022. The review will consider: <ul style="list-style-type: none"> <li>New requirements for EV parking bays for new developments.</li> <li>New requirements to support the retrofit of existing private car parking to provide EV bays.</li> <li>New requirement to provide EV charging bays in public lots.</li> </ul>	At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise The review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1).  Draft LPP 7.7.1 now includes the following objective: <i>To support a shift towards active and sustainable transport modes through the consideration of: the capability to provide electric charging bays from the outset or in the future through the provision of necessary provisions.</i>  Advertising was undertaken for a period of at least 21 days and closed on 21 April 2023. Following this, feedback will be assessed and presented to Council.
	2.3.4: Explore supporting the provision of increased bicycle and scooter usage by investigating concepts such as locating bike share docks, e-cargo, e-bikes and e-scooters within town centres and mixed-use areas. One option is to locate bike share docks or e-bike chargers within existing car parking bays.	\$20,000	Engineering	•	•					The City is currently in the process of developing a joint EOI for a commercial e-scooter share system with the Inner City Group of Councils, Botanic Gardens and Parks Authority (Kings Park), and the University of Western Australia. This system will provide a new level of mobility to Vincent and allow for further active transport connections to be established. This may be extended to include services such as e-bikes as the project further establishes.	The City of Perth declined to proceed with a joint e-scooter initiative with the Inner City Group of Councils.  Following this decision, the City has commenced the EOI for its own e-scooter share system trial. Roll-out of the program is expected in September 2023.
	2.3.5: Ensure there is adequate policy to support the introduction of car sharing within Vincent.	\$5,000	Urban Design & Strategic Projects	•	•					The introduction of car sharing is to be considered as part of the review of LPP 7.7.1. The review has commenced and will be presented at the Council Workshop in mid 2022.	Following the review of LPP 7.7.1, the Car Sharing Policy (CSP) is to remain as a separate policy and shall include options for other modes of transport (i.e. bikes and scooters). The review will be informed by the City's Active Transport Officer and the Inner City Working Group.



## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

**Table 3.** Promote environmentally friendly and healthy transport modes and initiatives.

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
3.1 Reduce carbon emissions caused by the transport network.	3.1.1: Advocate for the introduction of State and Federal economic incentives to improve mode shift.	\$50,000	Urban Design & Strategic Projects		•	•				The City continually provides comments on State and Federal initiatives in support of this action. Administration is not yet proposing proactive advocacy of economic incentives, further detail of the timing of this will be included as the action is progressed.	The City continues to provide comment and advocate to the State and Federal Government on initiatives that support this action. Administration has not yet proposed proactive advocacy of economic incentives, further detail of the timing of this will be included as the action is progressed.
3.2 Prioritise and encourage the use of active and sustainable transport modes.	3.2.1: Engage with the Department of Transport to develop and implement the next phase of the Travelsmart program.	\$20,000	Engineering			•	•			Project to commence 2023/24.	Project to commence 2023/24.
	3.2.2: Ensure appropriate end of trip facilities are provided within town centres, mixed use centres and major parks in accordance with LPP7.7.1.	\$20,000 p.a.	Urban Design & Strategic Projects	•	•					The review of LPP 7.7.1 has commenced and will be presented at the Council Workshop in mid 2022.	At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise The review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1).  The review has included an update to the End of Trip Facility Requirements and will ensure that where required, end of trip facilities are provided within town centres, mixed use centres.  Advertising was undertaken for a period of at least 21 days and closed on 21 April 2023. Following this, feedback will be assessed and presented to Council
3.3 Manage car parking (including supply and pricing) to improve efficiency and support mode shift.	3.3.1: Establish a business plan for the management of parking within Vincent with a view of the following: <ul style="list-style-type: none"> <li>Prepare precinct management plans, with priority given to precincts already at capacity; and</li> <li>Expand paid parking using the demand responsive pricing methodology.</li> </ul>	\$50,000	Parking	•	•					The City has progressed this action by developing an RFQ for a consultant to complete the review and make recommendations accordingly. The RFQ is currently out for advertising and a consultant is due to be appointed in May 2022.	An initial RFQ was advertised in mid 2022, however the submissions received were deemed inadequate. A further RFQ was advertised.  A consultant was appointed November 2022, and the project has commenced including site visits to the City's town centres in February 2023.  The City will review the consultant's findings and recommendations and these will be presented to Council.
	3.3.2: Ensure precinct plans provide the right amount of parking, in the right locations to support reduced car dependence.	\$50,000	Urban Design & Strategic Projects		•					The Leederville Precinct Structure Plan was completed and adopted by Council at its September 2021 Ordinary Council Meeting, this included parking rates tailored to the precinct. Further precinct plans or policies are to commence in the 2022/23 financial year and will consider parking ratios which encourage the use of active modes of transport.	In July 2022, the City commenced the preparation of precinct planning frameworks for North Perth, West Perth and North Claisebrook. The draft planning frameworks will be presented to May 2023 Ordinary Council Meeting for approval to advertise.  To support the WPPF, a transport study will be undertaken, funded through the PPL. The City is investigating whether a similar transport study can be undertaken for the portion of North Claisebrook included in the PPMA.
	3.3.3: Develop, document, and implement a transparent process for the assessment of resident and ratepayer concerns relating to traffic volume, speed and parking matters.	\$50,000	Engineering	•	•					A 'draft' warrant system has previously been developed to assess both qualitative and quantitative data as a basis for impartially assessing resident's requests for traffic calming. The system has in the past been discussed by the (then) Urban Mobility Advisory Group (UMAG) and it is recommended it be referred to the	The draft warrant system has been further developed and forms part of the new Local Area Traffic Management (LATM). This policy is to be presented to Council mid 2023.

## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
										Sustainability & Transport Advisory Group (STAG) for further consideration. The system will be further developed based on the feedback received.	
	3.3.4: Better manage the supply of on street parking through the implementation of various restrictions by: <ul style="list-style-type: none"> <li>Limiting roadside residential parking, confining parking to the property;</li> <li>Restricting parking to 3P or less within 2 blocks of train stations or transit nodes, with residential permit exemptions;</li> <li>Restricting parking to 3P or less within 1 block of high frequency transit corridors, with residential permit exemptions; and</li> <li>Restricting parking to 2P or less within 2 blocks of town centres or mixed use areas with residential permit exemptions.</li> </ul>	\$150,000	Parking	•						The proposed restrictions which fall within the transit nodes have been mapped as per the detail of the action. The details for all properties have been captured to ensure the e-permit system is updated in accordance with these new restrictions. Signage detailing the new restrictions is currently being created. An update of the proposed gaps in the new restrictions and their roll out is to be presented to Council in mid 2022.	Procurement for the manufacture of signage was undertaken in late 2022. Manufacture of the signs and powder coating of the poles was completed in early 2023. Letters advising residents of the changes were sent in late January 2023. Signs were installed in February and March 2023.
	3.3.5: Liaise with owners of large-scale private car parks adjacent to activity and transit corridors to transfer management to Local Government.	\$10,000	Governance			•				Project to commence 2023/24.	Project to commence 2023/24.
	3.3.6: Undertake a strategic review of all City land holdings to investigate the viability of sites to consolidate publicly accessible parking.	\$100,000	Governance	•	•	•				Council approved the commencement of the Leederville Land EOI project at its Meeting in December 2021 which relates to the development of The Avenue and Frame Court carparks. Subsequently, Administration has engaged a consultant with commercial expertise to assist in developing the EOI materials. These will be presented to Council workshop in mid 2022. Further investigation of the City's land holdings and their potential uses is to continue over the coming financial years.	Eight submissions were received throughout the stage one advertising period from 27 June to 8 August 2022. The evaluation panel shortlisted three submissions who received the highest score against the selection criteria.  At its 18 October 2022 (Item 9.7) Ordinary Meeting, Council endorsed the three submissions for progression to stage two of the redevelopment proposals process. Shortlisted proponents were invited to submit detailed proposals from 14 December 2022 to 28 February 2023. Stage 2 submissions received from the shortlisted proponents on 28 February 2023. The Evaluation Panel met to assess submissions on 15 March 2023.
3.4 Use residential and mixed-use density to support transit.	3.4.1: Use planning policy to encourage people to use public and active modes of transport by developing diverse housing types within the City which don't require the number of car parking bays currently mandated by the R-codes particularly along transit corridors and within transit nodes to support public transport uptake.	\$20,000	Urban Design & Strategic Projects	•	•	•				The review of the Local Planning Strategy is currently being undertaken and will seek to address this action by modifying the requirements of the R-Codes.	Following initial delays due to resourcing, the review of the City's Local Planning Strategy has recommenced. This review will seek to address this action and is to be presented to Council in the 2024/25 financial year.
	3.4.2: In the next planning scheme review consider the location and design of transit stops to support high-capacity services. Consider proximity to transit stops when determining residential density. When identifying future transit nodes, the following should be considered: <ul style="list-style-type: none"> <li>Density of existing development;</li> <li>Transit interchange opportunities;</li> <li>Pedestrian amenity;</li> <li>Cycling connectivity; and</li> </ul>	\$50,000	Urban Design & Strategic Projects		•	•				The review of the Local Planning Strategy is currently being undertaken and will seek to address this action by modifying the requirements of the R-Codes.	Following initial delays due to resourcing, the review of the City's Local Planning Strategy has recommenced. This review will seek to address this action and is to be presented to Council in the 2024/25 financial year.

## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
	<ul style="list-style-type: none"> <li>Distance between other nodes.</li> </ul>										
3.5 Obtain relevant data to inform decisions and monitor progress.	3.5.1: Repeat parking surveys at 3-5year intervals on a rolling basis across the City. A schedule of priority areas based on the data collected has been produced, with surveys recommended to start in Leederville Town Centres and surrounding area.	\$50,000 p.a.	Parking		•			•		<p>The review of the Local Planning Strategy and Scheme is currently being undertaken and will seek to address this action and determine appropriate density around transit stops.</p>	<p>Targeted parking surveys were recently undertaken by the City's officers to inform the review of the Precinct parking Management Plans. These results are currently being reviewed and will inform Action 3.3.1.</p> <p>The City is currently investigating alternate methods for the collection of regular car parking data and will progress to a City wide review in the 2023/24 financial year.</p>



## ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

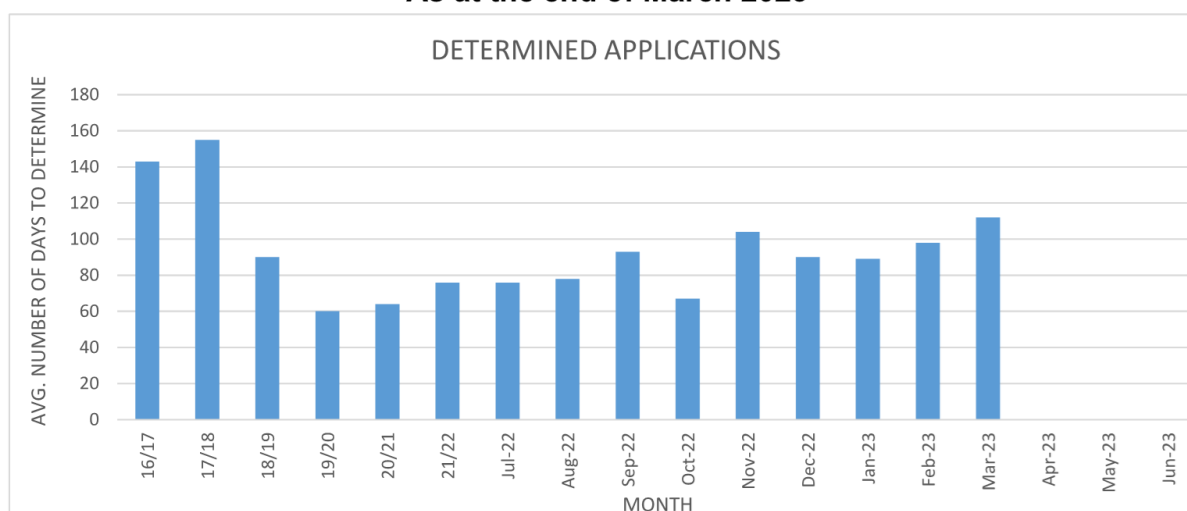
**Table 4.** Make it and enjoyable place for people (pedestrians, cyclists and active transport users) to get around the local area.

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
4.1 Increase pedestrian amenity on residential streets.	4.1.1: Work with the State Government and Inner-City Group of Councils to implement a 40km/h zone in all residential areas of the City of Vincent by 2023.	\$50,000 p.a. (resource) \$200,000 (infrastructure)	Engineering	•	•					The City has engaged with, and enlisted the support of, the Road Safety Commission, who has agreed to fund the finalisation of the 40 km/h Speed Zone Trial that commenced in the southern portion of the City in April 2019. The Inner City Group of Council's Infrastructure and Transport Working Group supports the City's position and is looking to 'roll-out' the 40 kph speed limit across the respective member Councils.	The City has submitted a request to MRWA to permanently change the speed limit from 50kmph to 40kmph for: 1. A 40 Km/hr zone for the area of the mini-roundabout pilot programme - bounded by Raglan Road, Hyde, Vincent and Fitzgerald Streets in North Perth/Mt Lawley. 2. A 40 Km/hr Zone for the area bounded by Charles, Fitzgerald, Angove and Vincent Streets, associated with the North Perth Traffic Calming item of July 2022.  At its February 2023 (Item 10.1) Ordinary Meeting, Council supported the City's recommendation to reduce all remaining Local Roads in the City to 40kmph permanently.
	4.1.2: Through consultation with key stakeholders develop the City's residential streets in line with the principles of Safe Active Streets with slow design speeds to promote safety and amenity. The aspirational long term vision is that residential streets will have Safe Active geometry, relevant to their location, context and function. Priority should be given to the following: • Streets identified as part of the WABN (DoT); • Cycling local routes; • Streets surrounding schools; • Any residential streets that have been earmarked for resurfacing projects; and • Any residential streets where reallocation of road space is proposed.	\$1,000,000 p.a.	Engineering	•	•	•	•	•	•	The City is currently progressing a Safe Active Street for the North Perth/Mount Lawley area. The State Government is to fund up to 50% of external costs. The current total costing is potentially up to \$1,000,000 in infrastructure costs subject to community consultation, the final approved design and State grant funding. The City will continue to work with the State Government to identify areas where safe active streets can be implemented.	The Norfolk Neighbourhood Safe Active Street draft concept design will conclude in 2022/23 financial year with subsequent funding for detailed design and construction to be applied for through the DoT.  Further Safe Active Streets will be identified through the draft Bike Plan.
	4.1.3: Continue to support Play Streets within the City.	\$10,000 p.a.	Community Development		•	•	•	•	•	The Play Streets initiative has not progressed during COVID-19. This success of this action is dependent on community involvement. Targeted promotion identifying streets which are well suited to the initiative is to commence in 2023/24	The City has indefinitely paused its Play Streets initiative. Recent changes from the WA Police now require professional Traffic Guidance Schemes (TGS) to accompany all road closures, making the Play Streets initiative unfeasible in its current form. A review of the program may be considered in the future.  The City continues to encourage its Open Streets Events for one-off events and provides Community Support Open Streets Grants to eligible applicants.
	4.1.4: Improve streetscapes to enhance pedestrian experience and safety as per the link and place guidelines, including the provision of additional street trees, native verges, lighting, street furniture, pedestrian crossings etc.	\$400,000 p.a.	Engineering				•	•	•	Project to commence 2024/25 financial year, informed by the outcomes of the Link and Place Guidelines.	Project to commence 2024/25 financial year, informed by the outcomes of the Link and Place Guidelines.
4.2 Increase pedestrian amenity in town centres.	4.2.1: Place plans should identify methods to improve pedestrian and cycling safety in the public realm making town centres safe and accessible to all.	\$10,000	Urban Design & Strategic Projects	•	•	•	•	•	•	The City is currently developing the William Street Town Centre Place Plan and undertaking a major review of the North Perth Town Centre Place Plan. Based on street audits, best practice review and consultation,	The William Street Place Plan was deferred to prioritise the Claisebrook Place Plan, as part of the development of the precinct planning frameworks for North Perth, West Perth and North Claisebrook. The

ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Timing						Status – April 2022	Status – April 2023
				21/22	22/23	23/24	24/25	25/26	26+		
										<p>actions are to be developed which support active transport modes in the town centres. This is to be an ongoing consideration for future reviews of all Town Centre Place Plans.</p> <p>A trial pedestrian street initiative was identified in the Beaufort Street Town Centre Place Plan and is currently being explored at Grosvenor Road, Mount Lawley. The trial will be undertaken in 2022/23 and involves temporarily converting a section of Grosvenor Road into an open pedestrianised street to provide a safe place for activity, play and socialising. The funding for this trial is through an RAC grant and the City's operating and capital budgets.</p>	<p>draft planning frameworks will be presented to May 2023 Ordinary Council Meeting for approval to advertise. These plans include actions that aim to improve the pedestrian and cyclist connectivity within the relevant precincts.</p> <p>Following the finalisation and adoption of the North Perth, West Perth and North Claisebrook planning frameworks, the City will commence the development of the William Street planning framework as well as planning frameworks for Mount Hawthorn and Beaufort Street. The Place Plans will be embedded within these planning frameworks.</p>
	4.2.2: Support the vitality of town centres and mixed-use areas for pedestrians by investigating the viability of parking bays for loading and unloading activities at the periphery of the town centres and mixed-use areas as well as other alternate methods.	\$20,000 per centre	Urban Design & Strategic Projects				•	•	•	Project to commence 2024/25.	Project to commence 2024/25.

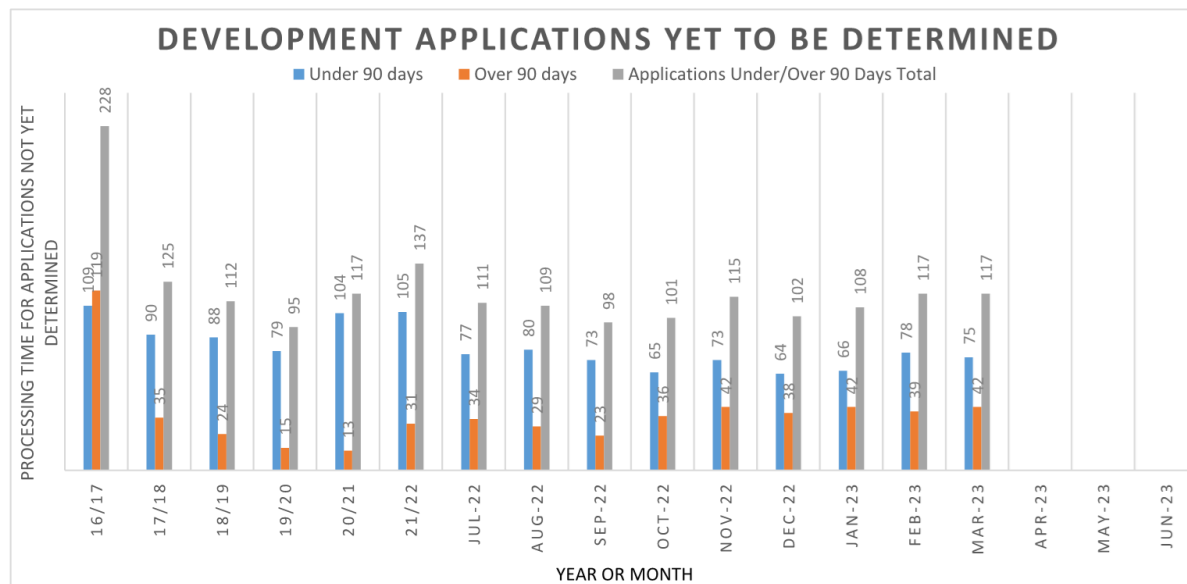
### Statistics for Development Applications As at the end of March 2023



**Table 1:** Minimum, Average and Maximum Processing Timeframes for determined applications in each financial year since 2016/17 and each month since July 2021.

Processing Days	16/17	17/18	18/19	19/20	20/21	21/22	Jul-22	Aug-22	Sept-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Minimum	7	1	0	0	0	1	9	15	51	6	49	9	21	45	51			
Average	143	155	85	60	64	76	76	78	101	67	104	90	89	98	112			
Maximum	924	1008	787	499	268	298	155	136	212	111	168	205	167	173	280			

	Jul-22	Aug-22	Sept-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
DA's Determined (excludes DA's exempt from approval or cancelled)	31	27	31	19	12	31	11	22	14			
Value of Determined DA's (in millions)	4.28	31	69.8	3.01	53.4	145.4	2.25	5.5	6.7			



	Jul-22	Aug-22	Sept-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
DA's lodged	27	25	23	27	25	18	17	31	26			
DA's to be Determined	111	109	96	101	115	102	108	117	117			
Value of DA's to be Determined (in millions)	238.59	305.59	244.36	287.49	273.64	106.44	108.49	110.80	108.66			

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS  
AS AT 28 APRIL 2023**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
1.	Nos. 212-214 Lake Street, Perth (DR 223 of 2021)	19 October 2021	Hanoze Park Pty Ltd	<p>Application for review of notice issued in accordance with the <i>Health (Miscellaneous Provisions) Act 1911</i> to address odour nuisance at 7 Grams Chicken Café. Hanoze Park Pty Ltd believes the notice to be invalid.</p> <p>*****</p> <p>SAT Directions Hearings were held on 5 and 11 November 2021, and a further directions hearing held 1 March 2022. The presiding member heard submissions from the City and from the Applicant. On 20 April 2022, the Tribunal handed down their decision, affirming the decision of the City that a Notice can be given under S.184 of the <i>Health (Miscellaneous Provisions) Act 1911</i> (for a nuisance not specifically mentioned in Section 182 of that Act). The matter proceeded to confidential mediation on 5 July 2022. The session centred on a practical solution proposed by the business. The business agreed to present plans for this solution to the City to review by 2 August 2022 with a further mediation hearing scheduled for 9 August 2022. SAT agreed to further adjournment to 21 September 2022. Applicant required to submit mechanical drawings prior to the next SAT Hearing. Matter further adjourned to 17 November 2022 as the consultant contracted by Hanoze Park Pty Ltd passed away. Mechanical drawings have been submitted and it has been identified that a development application and building application would be required. Mediation listed for 17 November 2022 was vacated, and matter is listed for hearing on 3 March 2023. A development approval has been issued for external fixtures, and the City is awaiting submission of a building application for solution. The SAT mediation hearing that was schedule for 3 March 2023, was adjourned, with the matter relisted for a Directions Hearing on 14 April 2023. The City is advised the installation of the new exhaust system at the premises is imminent. The SAT hearing that as schedule for 14 April 2023, was adjourned, with the matter relisted for 12 May 2023. The City is advised the installation of the new exhaust system will be completed by 2 May 2023.</p> <p><i>Representation by: McLeods</i></p>
2.	Nos. 596-598 Newcastle Street, West Perth (DR 92 of 2022)	8 June 2022	Lateral Planning	<p>Application for review of Council decision to refuse an application for Proposed Amendment to Previous Approval: Billboard Signs (Unlisted Use) on 17 May 2022.</p> <p>*****</p> <p>Directions Hearing held on 17 June 2022. The mediation listed on 1 August 2022 was vacated and the matter is now listed for mediation on 1 September 2022. Following mediation the matter has been listed for a full hearing. Key dates for this are as follows:</p> <ul style="list-style-type: none"> <li>• 14 October 2022 – City Statement of Issues, Facts and Contentions due to SAT.</li> <li>• 28 October 2022 – Applicant Statement of Issues, Facts and Contentions due to SAT.</li> <li>• 8 February 2023 – Witness statements and draft conditions due to SAT.</li> <li>• 23 and 24 February 2023 – SAT Hearing.</li> </ul>

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS  
AS AT 28 APRIL 2023**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
				Subsequent to this the applicant confirmed withdrawal of matter on 19 October 2022. The applicant has since requested the matter be reopened and a Directions Hearing was held on 25 November 2022 and a further Directions Hearing on 16 December 2022 to consider this. At the 16 December 2022 Directions Hearing, the SAT allowed for the appeal to be reinstated following the previous withdrawal, with the matter to be listed for full hearing. Directions Hearing scheduled for 13 January 2023 was vacated. The SAT issued Orders on 13 January 2023 with a full hearing scheduled for 25 and 26 May 2023. <i>Representation by: Castledine Gregory</i>
3.	No. 391 Lord Street, Mount Lawley (DR 192 of 2022)	31 October 2022	Urbanista Town Planning	Application for review of a Joint Development Assessment Panel decision to refuse an application for a mixed-use development on 19 October 2022. ***** Directions hearing was vacated and mediation was listed for 30 November 2022. Mediation held on 30 November 2022. A second mediation was held on 1 February 2023. A third mediation was held on 3 April 2023 to discuss further modifications to the proposal. The SAT issued Orders on 3 April 2023 with the following key dates associated: <ul style="list-style-type: none"> <li>• 15 May 2023 – The Applicant is to provide an amended application to the Respondent by this date.</li> <li>• 20 July 2023 – The Respondent is invited to reconsider its decision on the application by this date pursuant to Section 31 of the <i>State Administrative Tribunal Act 2004</i>.</li> <li>• 28 July 2023 – Directions hearing scheduled.</li> </ul> <i>Representation by: JDAP Presiding Member</i>
4.	No. 103 Alma Road and 367-373 Fitzgerald Street, North Perth (DR 14 of 2023)	2 February 2023	Element Advisory	Application for review of a Joint Development Assessment Panel decision to refuse an application for a mixed-use development on 18 December 2022. ***** Directions hearing was vacated and mediation is listed for 29 March 2023. Following mediation the applicant withdrew the application for review on 13 April 2023. <b>Completed.</b> <i>Representation by: JDAP Presiding Member</i>



**METRO INNER-NORTH JOINT DEVELOPMENT ASSESSMENT PANEL (DAP)  
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT  
AS AT 28 APRIL 2023**

No.	ADDRESS	APPLICANT	PROPOSAL	DATE APPLICATION RECEIVED	DAP MEETING DATE	DAP DECISION
1.	No. 129 Loftus Street, Leederville	Harley Dykstra Planning & Survey Solutions	Form 1 – Child Care Premises	12 May 2022	1 May 2023	Responsible Authority Report was submitted 19 April 2023.  DAP meeting scheduled for 1 May 2023. The meeting agenda can be found <a href="#">here</a> .
2.	Nos. 41-45 Angove Street, North Perth	Hidding Urban Planning	Form 1 – Service Station	7 September 2022	3 May 2023	Responsible Authority Report was submitted 21 April 2023.  DAP meeting scheduled for 3 May 2023. The meeting agenda can be found <a href="#">here</a> .
3.	No. 141 West Parade, Mount Lawley	Planning Solutions	Form 1 – Mixed Use Development	27 October 2022	12 April 2023	The DAP meeting was held on 12 April 2023.  The DAP resolved to support the City's recommendation to unanimously approve the application subject to conditions and subject to one amendment.  The meeting minutes can be found <a href="#">here</a> .
4.	Nos. 194-200 Carr Place, Leederville	Taylor Burrell Barnett	Form 1 – Multiple Dwelling Development	3 January 2023	Not yet scheduled	Currently under assessment.  Responsible Authority Report is currently due by 28 April 2023.
5.	Nos. 139 and 141 Lake Street, Perth	Planning Solutions	Form 1 – Mixed Use Development	17 January 2023	Not yet scheduled	Currently under assessment.  Responsible Authority Report is currently due by 28 April 2023.
6.	No. 554 Newcastle Street, West Perth	Tomaria Construction	Form 1 – Mixed Use Development	20 January 2023	Not yet scheduled	The application is on stop-the-clock as the City has requested further information.  A new due date for the Responsible Authority Report has not yet been confirmed.

**DAP Process Improvements:**

*The City's Administration has changed the process for DAP matters. This will include early confirmation of the availability of Elected Members that are DAP Members to attend DAP meetings. This will also include the circulation of the Responsible Authority Report to all Elected Members on contentious DAP items.*

**CITY OF VINCENT DESIGN REVIEW PANEL  
REGISTER OF APPLICATIONS CONSIDERED BY DESIGN REVIEW PANEL  
AS AT 28 APRIL 2023**

ADDRESS	APPLICANT	PROPOSAL	DRP MEETING DATE	REASON FOR REFERRAL
No. 381-387 Oxford Street, Mount Hawthorn	DMG Architects and Planning Solutions	Mixed Use Development	5 April 2023	Pre-lodgement Application – Previously Referred. To consider amendments to the proposal made in response to the comments of the Design Review Panel (DRP) on 19 October 2022 and 14 December 2022.
No. 168 Scarborough Beach Road, Mount Hawthorn	Rowe Group	Commercial Development	5 April 2023	Pre-lodgement Application The proposal would benefit from referral to the Design Review Panel to consider the approach to site planning from the proposed concept and key design considerations to be addressed as it progresses.
No. 471 Beaufort Street, Highgate	Dalecki Design	Mixed Use Development	19 April 2023	Pre-lodgement Application The proposal would benefit from referral to the Design Review Panel to consider the approach to site planning from the proposed concept and key design considerations to be addressed as it progresses.
No. 6 London Street, North Perth	Element Pty Ltd & Kidz Galore	Child Care Centre	19 April 2023	Pre-lodgement Application The proposal would benefit from referral to the Design Review Panel to consider the approach to site planning from the proposed concept and key design considerations to be addressed as it progresses.
Nos. 463 – 507 Newcastle Street, West Perth	CCN Architects & APPL	Commercial Development	19 April 2023	Pre-lodgement Application The proposal would benefit from referral to the Design Review Panel to consider the approach to site planning from the proposed concept and key design considerations to be addressed as it progresses.

<b>TITLE:</b>	<b>Register of Petitions – Progress Report – April 2023</b>
<b>DIRECTORATE:</b>	<b>Chief Executive Officer</b>

**DETAILS:**

Petitions received by the City of Vincent are read out at the Council Meeting and are referred to the appropriate Director for investigation and report. This normally takes 6-8 weeks and the purpose of this report is to keep the Council informed on the progress of the petitions which have been reported to the Council.

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following petitions still require action or are in the process of being actioned.

<b>Key Index:</b>	
CEO:	Chief Executive Officer
EDCBS:	Executive Director Community & Business Services
EDIE:	Executive Director Infrastructure & Environment
EDSD:	Executive Director Strategy & Development

Date Rcd	Subject	Action Officer	Action Taken
31/03/2023	Petition with 96 signatures (and 466 electronic signatures) received requesting that Council end the trial of the diagonal diversion on Leake Street and Alma Road, and reinstate the road to its previous condition, having regard for the disproportionate negative consequences of the diversion on local residents.	EDIE	A report will be submitted to the 16 May 2023 Ordinary Council Meeting
15/3/2022	Petition with four (4) signatures requesting residents only parking on Prospect Place, West Perth	EDIE	The Rangers have recently completed the necessary occupancy survey for this street, and are now in the process of going through all of the data to ascertain what the best outcome is.  Once we have analysed the data, we can then make a decision whether it is viable or necessary to make this resident only parking.

<b>TITLE:</b>	<b>Register of Notices of Motion – Progress Report – April 2023</b>
<b>DIRECTORATE:</b>	<b>Chief Executive Officer</b>

**DETAILS:**

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following Notices of Motion still require action or are in the process of being actioned.

**Key Index:**

CEO:	Office of the CEO
EDCBS:	Executive Director Community & Business Services
EDIE:	Executive Director Infrastructure & Environment
EDSD:	Executive Director Strategy & Development

Details	Action Officer	Comment
<b>4 April 2023 – Submitted by Cr Gontaszewski</b>		
Alma/Leake Intersection Diagonal Diversion	<b>EDIE</b>	A report is to be presented to May 2023 Council Meeting on the outcomes to date of the Alma Road / Leake Street Diagonal Diversion trial, including the results of community consultation, collected traffic data and safety assessment.
<b>13 December 2022 – Submitted by Cr Wallace</b>		
Local Planning Scheme No. 2 Amendment Regarding Service Stations	<b>EDSD</b>	A report is being presented to the May Briefing Session on the outcomes of consultation for Scheme Amendment No.12 (Service Stations).
<b>13 December 2022 – Submitted by Cr Loden</b>		
Leederville Oval Master Plan	<b>EDSD</b>	The Leederville Oval Working group has formed with an inception meeting on 21 December 2022. An update on the progress is to be presented to the May 2023 OCM.

<b>TITLE:</b>	<b>Register of Reports to be Actioned – Progress Report – April 2023</b>
<b>DIRECTORATE:</b>	<b>Chief Executive Officer</b>

**DETAILS:**

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following reports still require action or are in the process of being actioned.

**Key Index:**

CEO: Office of the CEO

EDSD: Executive Director Strategy & Development

EDIE: Executive Director Infrastructure & Environment

Item	Report Details	Action Officer	Comments	Due Date / Timeframe for Completion / Completed
<b>Council Meeting 4 April 2023</b>				
<b>9.2</b>	Review of Design Guidelines	<b>EDSD</b>	Council approved advertising for the Brookman & Moir Street Heritage Area and Lacey Street Character Area Local Planning Policies. Also approved for advertising was the associated amendment to the Built Form Policy and the revocation of Appendix 3, 12. 14. 15. 16 and 18.	The results of advertising and the updated local planning policies will be presented to Council in mid 2023.
<b>9.5</b>	Proposed Lease of Portion of No. 41 (Lot 31) Britannia Road, Leederville at Britannia Reserve for a Telecommunications Facility	<b>EDSD</b>	Council approved public notice for the proposed lease and if any submissions received the lease to be presented to Council for determination.	Public notice will commence 29 April 2023 for 14 days. If required, to be presented to June OCM.
<b>10.2</b>	Introduction of \$1 First Hour Fee in Car Parks - Analysis	<b>EDIE</b>	Discussions with stakeholders progressing.	2023
<b>13.1</b>	Alma/Leake Intersection Diagonal Diversion	<b>EDIE</b>		A report to be presented to Council in May 2023.
<b>Council Meeting 14 March 2023</b>				
<b>9.4</b>	Advertising of Amended Policy No. 7.7.1 - Non-Residential Development Parking Requirements and Payment in Lieu of Parking Plan	<b>EDSD</b>	<del>Council approved advertising of the Policy. Significantly amended policies must be provided for a period exceeding 21 days.</del> Advertising has concluded.	The revised policy will be presented to Council in 2023.
<b>9.5</b>	Minor Amendment to Metropolitan Region Scheme - Leederville Parade Primary Regional Road Reserve	<b>EDSD</b>	Council requested that the WAPC proceed with a Minor Amendment to the Metropolitan Region Scheme to remove the Primary Regional Road reservation.	Advertising will be undertaken by the WAPC, with results presented back to Administration in 2023.
<b>10.1</b>	Harold Street – Response to Petition	<b>EDIE</b>	Council requested that a report be prepared on the conclusion of the consultation around the proposed Harold Street/Beaufort Street Blackspot design prior to (or at the same time as) considering the outcomes of the warrant check of the intersection.	A report on the result of community consultation for resident only parking will be prepared for May 2023 OCM
<b>10.3</b>	Waste Strategy Project – Verge Valet Vincent Trial Update	<b>EDIE</b>	Extend trial 12 months (July 2023-June 2024).	Further report (inclusive of community consultation feedback) to Council on progress of trial in March 2024.

Item	Report Details	Action Officer	Comments	Due Date / Timeframe for Completion / Completed
12.2	<ul style="list-style-type: none"> <li>Advertising Of Amended Policy - Legal Representation For Council Members And Employees (Policy No. 4.2.01)</li> </ul>	EMCS G	Council approved the amendments to the policy for community consultation.	To be reported to Council after the community consultation Mid 2023
<b>12.4 RESPONSES TO MOTIONS CARRIED AT THE ANNUAL GENERAL MEETING OF ELECTORS HELD ON 2 FEBRUARY 2023</b>				
4.1	Renaming Mount Hawthorn Community Centre Lesser Hall -That Council REQUESTS the CEO investigate the cost and location options of a flag pole at the Mount Hawthorn Community Centre Lesser Hall entry and signage on the Mount Hawthorn Community Centre Lesser Hall to bring awareness and promotion to where the local RSL meetings occur and provides this information to Council as part of its 2023/24 Budget process.	EDIE	Investigate and cost signage.  Investigate and cost flagpole.	Information to be prepared for 23/24 budget process. Budget Workshop #4
4.2(1)	Development Green Space - That Council REQUEST the CEO to present a review of the landscaping requirements in the City's Built Form Policy to Council by December 2023.	EDIE	Administration is completing a review of the City's Built Form Policy against the State's Medium Density Codes and will present this review and the impact to the Built Form Policy to Council in 2023.	2023
4.8	Chemical Sprays – That Council REQUESTS that Administration provide a report to Council by June 2023 on options and costs for further reduction in the use of glyphosate.	EDIE	Report by June 2023 Inc. soil sample analysis.	Current resource priorities may result in report delay by one month (now July 2023) - <b>June 2023</b>
4.11	Speed Humps - That Council REQUESTS that Administration undertakes a road condition assessment to underpin a program of maintenance and needs assessment for speed humps and other traffic interventions in local areas, and report to Council Workshop on the findings of these assessments by end of 2023.	EDIE	Report by December 2023	December 2023
4.16(3)	<ul style="list-style-type: none"> <li>E-Waste – That Council NOTES the various e-waste disposal options already available to residents and REQUESTS Administration to advertise these disposal options to increase community awareness; and REQUESTS:               <ul style="list-style-type: none"> <li>a six-month trial of E-waste drop-off points;</li> <li>that a report be presented to Council at the end of the trial detailing the findings from the trial; and</li> <li>that the Administration promote the trial in the media, social media, and other normal channels.</li> </ul> </li> </ul>	EDIE	Investigation to be commenced.  Proposal to Council Workshop for information.	To be presented to Council at the end of the trial.

12.7 Report and Minutes of the Audit Committee Meeting held on 2 March 2023				
5.1	<ul style="list-style-type: none"> <li>5.1 Managing Risk through the Procurement, Contract Management and the Project Management Framework</li> </ul>		Amendment requested that the CEO report to Council any risks identified as extreme and/or high in the monthly register	Will be included in register
5.10	<ul style="list-style-type: none"> <li>5.10 Cyber Security Controls Review – CONFIDENTIAL</li> </ul>		Report to be updated to include inadequate key controls and updates for orange adequate controls	<b>Completed</b> Information circulated to members after the meeting
5.5	<ul style="list-style-type: none"> <li>5.5 Fraud and Corruption Prevention Plan – Annual Review</li> </ul>		Amendment requested that the report be updated to include further information.	Will be presented August 2023 Audit Committee Meeting
Council Meeting 14 February 2023				
10.1	Update on Expanding 40KM/H Speed Zones Within City of Vincent	EDIE	The original AREA 40 trail bound by Vincent, Walcott, Guildford, Swan River, GFF, Newcastle and Charles Street's has been approved by Main Roads WA as a permanent installation of speed limits.	City to continue to advocate for 40km/h across the City.
Annual Meeting of Electors – 2 February 2023				
Motion 4.2(1)	<u>Development Green Space</u> That developers, both private and public, be required to leave or allocate a certain percentage of the land to be 'green space', not covered by roads/driveways or building footprint for each new development or extension.	EDSD	Administration is completing a review of the City's Built Form Policy against the State's Medium Density Codes and will present this review and the impact to the Built Form Policy to Council in 2023.	2023
Council Meeting 13 December 2022				
9.6	Draft Strategic Community Plan 2022 - 2032	EDSD	The draft Strategic Community Plan was authorised for advertising for 28 days. Following advertising, the revised draft will be presented to Council in May 2023.	May 2023
9.8	Mount Hawthorn Youth Skate Space	EDSD	Results from advertising and the updated concept plan was approved by Council. The tendering and construction process will be completed in mid 2023.	2023
9.9	Redevelopment Proposals, Leederville	EDSD	Council approved the Stage 2 Request for Detailed Proposals. These have been distributed to the three shortlisted proponents. Following the evaluation process and due diligence, this will be presented to Council in mid 2023.	Mid 2023
10.1	Stormwater Drainage	EDIE	Commencing within the Mount Hawthorn precinct; Hydraulic modelling to be undertaken in 2023 – 2024 financial year (estimated cost of \$80,000 - \$160,000)	Anticipated be undertaken during the 2023 - 2024 financial year (funded through the above modelling project); and 2023 - 2024 Annual Budget preparations.

10.4	Full Median Strip for Angove Street and Woodville Street Intersection	EDIE	Report back to Council on the outcome of the community consultation and advice whether the traffic management treatment trial should proceed. Consultation results received for full median strip for Angove Street and Woodville Street intersection and is currently being evaluated	Late 2023
12.3	Vincent Underground Power Project – Five Additional project areas	CFO	For inclusion on the Business Plan, to reflect the ongoing nature of the VUPP	Will be included when the process starts
<b>Council Meeting 15 November 2022</b>				
10.2	EOI for E-Scooter Shared Scheme in the City of Vincent	EDIE	Council approved the CEO inviting Expressions of Interest for and e-Scooter Share Scheme to operate within the City of Vincent. EOI to go out End of April/Early May 2023	EOI process is being finalised through the procurement phase, expected to be issued end of April/early May 2023.
<b>Council Meeting 18 October 2022</b>				
9.5	Local Planning Scheme Amendment No. 11	EDSD	Special Control Area drafted for inclusion in Local Planning Scheme No. 2 to protect the Royal Perth Hospital Emergency Helicopter Flight Path. Scheme amendment approved for advertising. Results from advertising and the updated scheme amendment will be presented to Council for consideration in <del>early</del> mid 2023.	<del>Early</del> Mid 2023.
9.10	Place Plan Annual Review		Final review of Volume 1: Vincent Town Centre Place Plan and Volume 2: North Perth Town Centre Place Plan. Annual review of Volume 3: Mount Hawthorn Town Centre Place Plan, Volume 4: Leederville Town Centre Place Plan, Volume 5: Beaufort Street Town Centre Place Plan and Volume 7: Pickle District Place Plan.	Council will receive this update annually with the next update scheduled for October 2023.
<b>Council Meeting 23 August 2022</b>				
9.5	Advertising of Amended Character and Heritage Areas Policy - Orange Avenue and Hope Street	EDSD	Guidelines and updated Policy approved for advertising. Results from advertising and the updated Guidelines and Policy will be presented to Council for consideration in <del>early</del> mid 2023.	<del>Early</del> Mid 2023.
9.6	Advertising of Amended Policy - Local Planning Policy No. 7.5.1 - Minor Nature Development	EDSD	Policy amendments drafted to update exemptions proposed to be applicable in the City of Vincent. Amended policy approved for advertising. Results from advertising and the updated Policy will be presented to Council for consideration in <del>late 2022</del> <del>early</del> mid 2023	<del>Early</del> Mid 2023.



10.4	<ul style="list-style-type: none"> <li>Outcome Of Consultation: 12 Month Diagonal Diversion Trial/Proposed Reduction Of Speed Limit Within Area Bounded By Charles, Fitzgerald, Angove And Vincent Streets</li> </ul>	EDIE	To come back to Council after completion of the trial. Construction of diversion complete Feb 2023. Assessment ongoing.	Report back to Council scheduled for May 2023 OCM.
<b>Council Meeting 26 July 2022</b>				
9.7	Beaufort Street and Grosvenor Road Pedestrian Improvement Projects	EDSD	Following the trial, concept plan options for a flexible public plaza are being developed, including investigating the feasibility of reconfiguring or integrating the car parks with key consideration given to the key movement issues identified during the trial. A road safety audit would be completed on these plans.	To be presented to Council in 2023.
9.8	Creation of Mall Reserve - Washing Lane, Perth	EDSD	Formal application through Section 59 process will be sent through to the Minister for Lands	<del>Late 2022/Early</del> Mid 2023
9.9	New Lease to Jigsaw Search & Contact Inc - Portion of Robertson Park, No. 176 (Lot 1) Fitzgerald Street, Perth Lee Hops Cottage)	EDSD	Tenant's position has changed, reviewing options. They will inform the City later part of 2023.	<del>Late 2022. Early 2023</del> Late 2023
11.7	Extension Of Lease And Deed Of Contract To Belgravia Health & Leisure Group Pty Ltd - Loftus Recreation Centre - Portion Lot 501 (99) Loftus Street, Leederville	EDCBS	Draft Extension of Lease and Contract sent to Belgravia for Execution. Awaiting executed documents.	<del>15 September Late 2022.</del> Early Mid 2023
<b>Special Council Meeting 5 July 2022</b>				
5.1	<b>Adoption of the Annual Budget 2022/23</b>	EDCBS	<p>REQUESTS Administration monitor the impact to number of transactions and revenue following the change to \$1 for first hour to ascertain any detrimental impact on occupancy or use in City car parks and provide a report back to Council by April 2023 in time for setting fees and charges for the 2023/24 Annual Budget; and</p> <p>REQUESTS Administration monitor and review the usage of time limited 15 minute and 30 minute only on street bays in Town Centres following the introduction of \$1 for the first hour in City car parks to ensure short term visitor parking availability.</p>	<b>Completed</b> OCM April 2023
<b>Council Meeting 17 May 2022</b>				
9.3	Accessible City Strategy - Implementation Update	EDSD	Council received the first implementation progress update relating to the actions within the Accessible City Strategy. These actions will continue to be progressed. Council will receive this update annually with the next update scheduled for May 2023.	May 2023

9.4	Sale of No. 25 (Lot 93) Sydney Street, North Perth	EDSD	Draft surrender of licence prepared. Communications required with Licensee.	<del>November Late 2022.</del> <del>Early 2023</del> Realtor engaged and site currently advertising. Update to OCM May 2023.
<b>Council Meeting 5 April 2022</b>				
9.3	Proposed Amendment No. 9 to Local Planning Scheme No. 2 - No. 21 (Lot: 373; D/P: 1939) Eucla Street, Mount Hawthorn	EDSD	Amendment advertised and determined by Council at the 22 October Council Meeting. Amendment has been forwarded to the WAPC for consideration before being presented to Minister for determination.	Response from Minister expected in mid-2023.
12.5	<b>Responses to motions carried at the Annual Meeting of Electors held on 2 February 2022</b>			
<b>Motion 2</b>	DIRECTS the CEO to provide the Tree Selection Tool publicly on the City website. Council RECEIVE a further report on the review of the Street Tree and other relevant policies to reflect the requirement for at least 75% of street trees planting going forward being native.	EDIE	Tree Selection Tool published on website – Feb 2023.	Street Tree Policy to go to <del>April</del> June-2023 Workshop.
<b>Council Meeting 8 March 2022</b>				
9.4	Sale of No. 26 Brentham Street, Leederville	EDSD	Scheme Amendment considered by SPC awaiting Minister's determination. Follow up required with adjoining landowners to confirm interest in sale.	<del>Early</del> Mid 2023
<b>Council Meeting 14 September 2021</b>				
9.7	Outcomes of Advertising: Draft Precinct Structure Plan and Draft Place Plan - Leederville; and Preparation of Amendment 7 to Local Planning Scheme No. 2	EDSD	LPSP referred to WAPC for comment and endorsement.	Final comments not expected until <del>mid late 2022</del> early mid 2023
<b>Council Meeting 20 October 2020</b>				
12.2	Request to the Minister for Lands to Acquire Six Rights of Way as Crown Land and Reserve as Public Rights of Way - Perth Precinct	CEO	Request submitted to the Minister for Lands in February 2021 Assessment expected to take 6 – 12 months. Five RoWs completed. One pending.	<del>Expected completion 31 December 2021.</del> <del>End of 2021/22 financial year.</del> <del>September 2021 Late 2021</del> <del>During Late 2022</del> Early Mid 2023
<b>Council Meeting – 23 July 2019</b>				
9.8	Beaufort Street Change of Use Exemption and Amendment to Policy No. 7.5.1 - Minor Nature Development	EDSD	The trial has been implemented along with a number of additional exemptions implemented through the State Government in response to COVID.	The revised draft Policy <del>will be</del> was presented to Council for <del>consideration in 2022</del> at its 23 August Meeting, where it was adopted for the purposes of community consultation. The results of consultation and a final policy scheduled to be presented to Council in <del>late 2022</del> early mid 2023.
<b>Council Meeting – 30 April 2019</b>				
11.4	Transfer and dedication of lots as road - Charles Street, North Perth	CEO	<del>Main Roads to organise State Solicitors Office to prepare have prepared transfer documents.</del> <del>Awaiting signing by both parties.</del> Acquisition of Lot 66 on hold due to adverse possession claim.	<del>To be signed by 30 October 2020.</del> Waiting on Landgate decision

			Resolution of adverse possession claim waiting on Landgate decision.	
<b>Council Meeting – 30 May 2017</b>				
<b>12.5</b>	Perth Parking Levy	<b>EDIE</b>	State Government yet to release results of consultation.	Update scheduled to be provided in <del>late 2021</del> . <del>2022</del> <b>Early 2023</b>

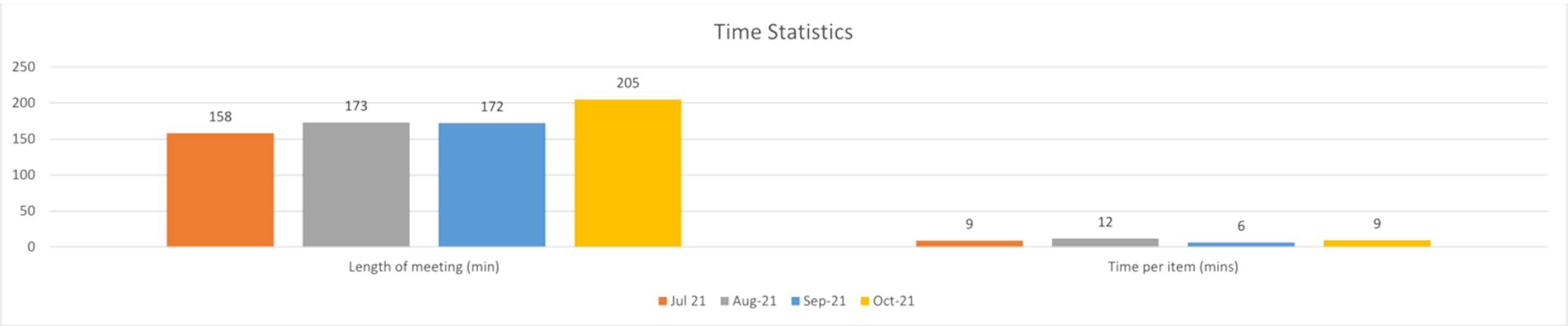
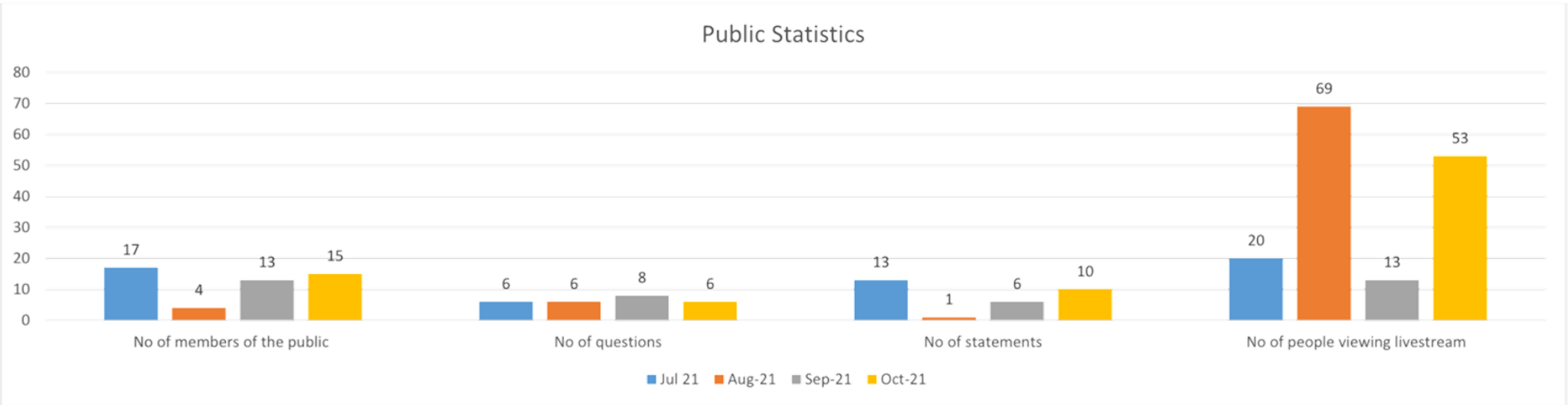
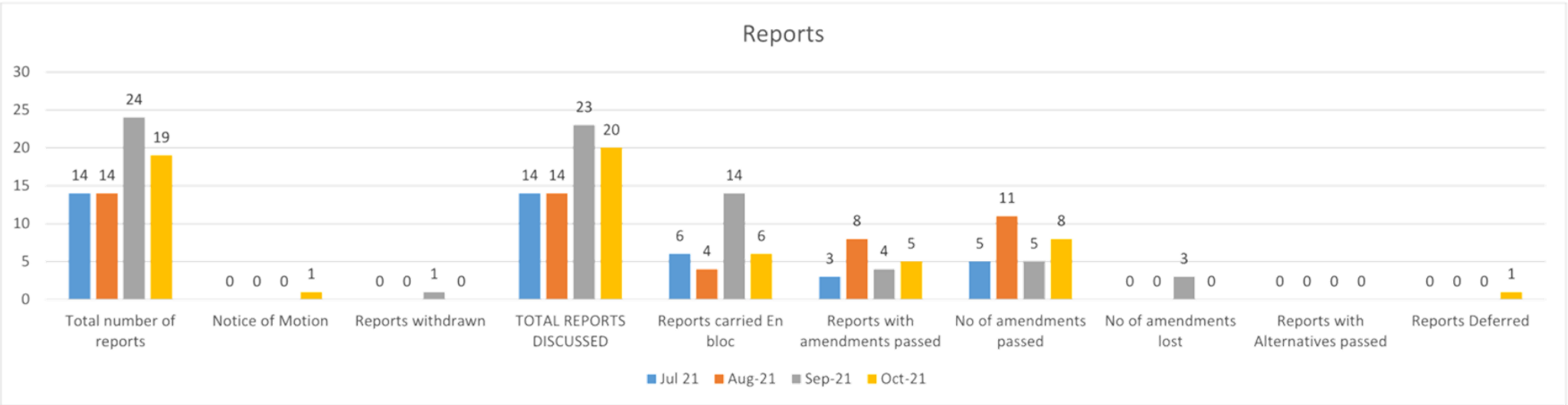
**COUNCIL WORKSHOPS**

**One workshop has been held since 5 April 2023 – it was on 26 April 2023 and had the following items on the agenda:**

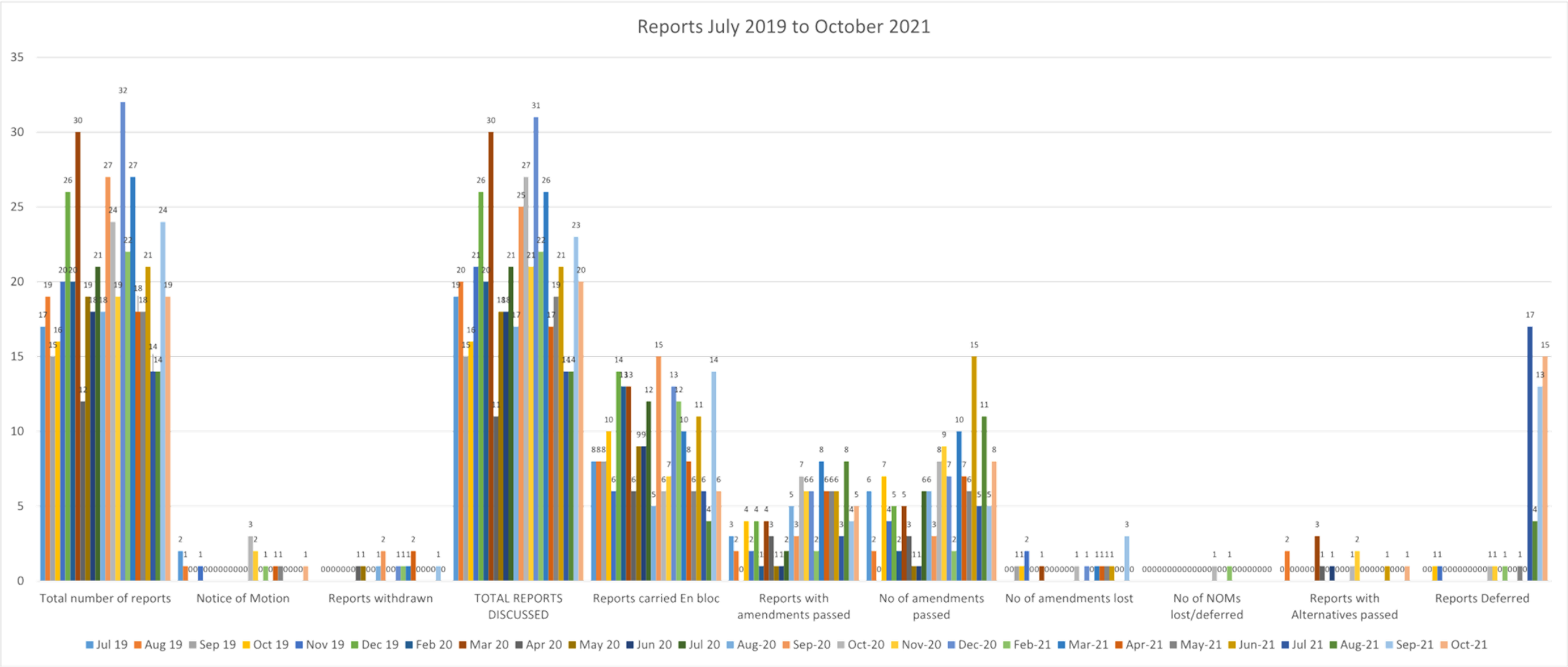
- Beatty Park 2062 - Problem & Opportunity Statement Process
- Leederville Oval Precinct Master Plan
- Council Member Decision Making Forward Agenda
- Annual Review of Council Delegations
- Attraction and Retention Strategy (Aboriginal and Torres Strait Islanders)
- City of Vincent Bike Plan
- Update of the Strategic Projects in the Corporate Business Plan 2022/23- 202526

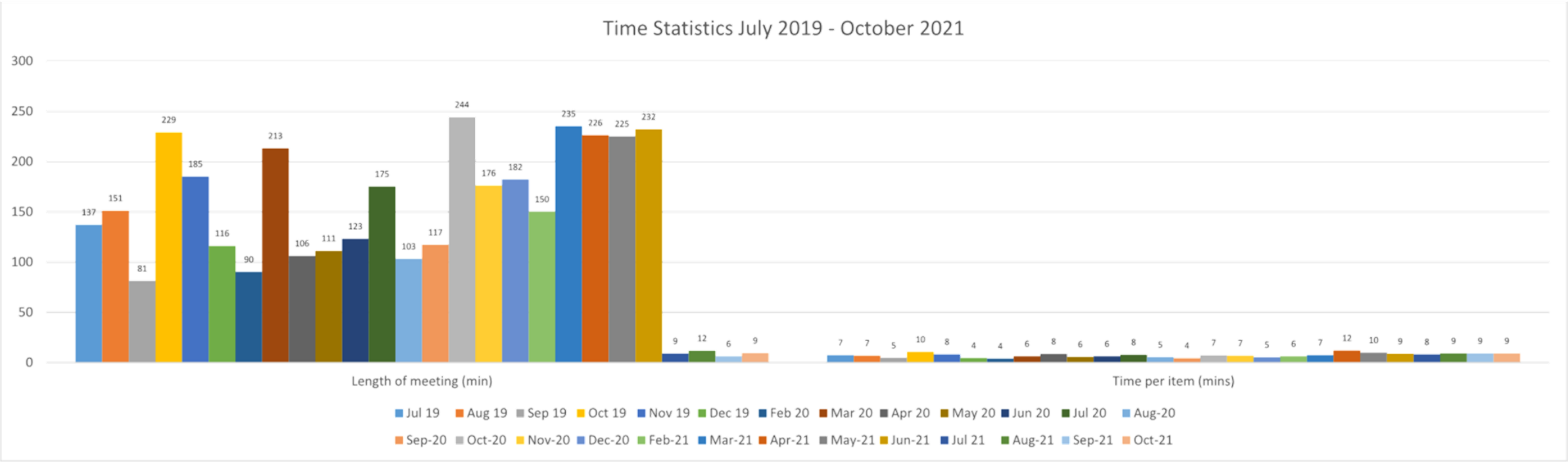
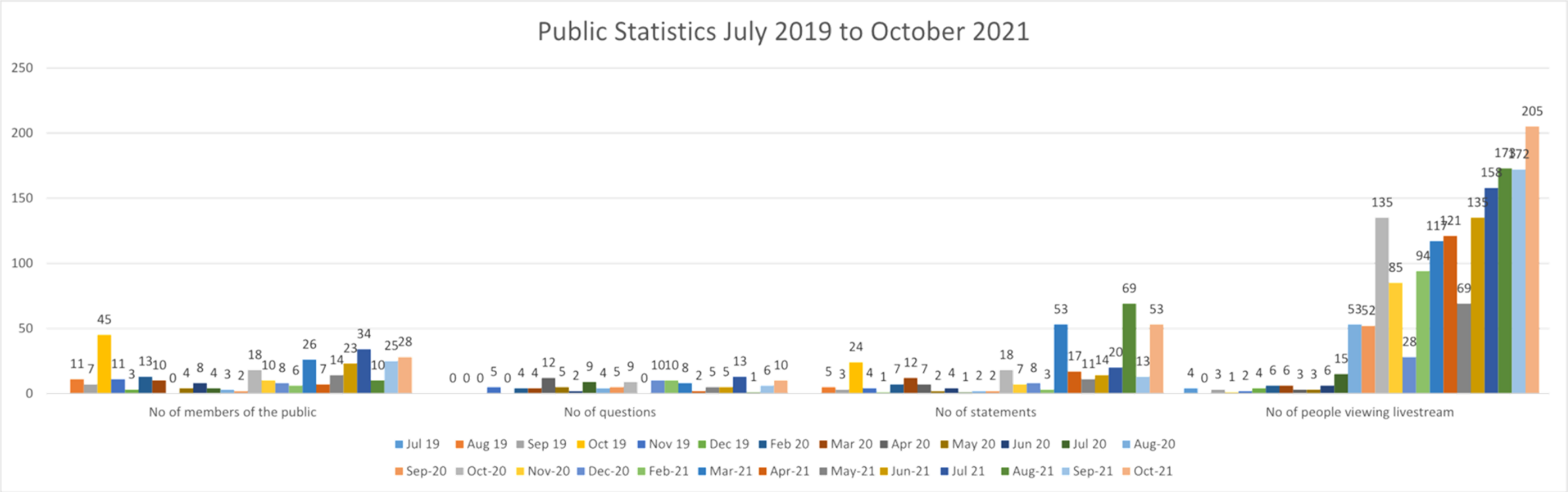
COUNCIL STATISTICS AS AT OCTOBER 2021

2021/22 Financial Year



Annual Reporting – July 2019 - Date







**CITY OF VINCENT**

# **NOTES**

## **Council Briefing**

### **28 March 2023**



## COUNCIL BRIEFING NOTES

28 MARCH 2023

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## COUNCIL BRIEFING NOTES

28 MARCH 2023

**NOTES OF CITY OF VINCENT  
COUNCIL BRIEFING  
HELD AS E-MEETING AND AT THE ADMINISTRATION AND CIVIC CENTRE,  
244 VINCENT STREET, LEEDERVILLE  
ON TUESDAY, 28 MARCH 2023 AT 6.00PM**

<b>PRESENT:</b>	Cr Susan Gontaszewski Cr Alex Castle Cr Jonathan Hallett Cr Suzanne Worner Cr Dan Loden Cr Ron Alexander	South Ward (Acting Presiding Member) North Ward South Ward North Ward North Ward (electronically) North Ward (electronically)
<b>IN ATTENDANCE:</b>	David MacLennan John Corbellini  Peter Varris  Rhys Taylor Joslin Colli  Jay Naidoo  Tara Gloster  Mona Wong  Chris Dixon  Jeremy Chalmers  Wendy Barnard	Chief Executive Officer Executive Director Strategy & Development A/Executive Director Infrastructure & Environment Chief Financial Officer A/Executive Manager Corporate Strategy & Governance Manager Development & Design (left at 6.56pm after Item 5.1) Executive Manager Urban Design & Strategic Projects (left at 7.08pm after Item 5.4) Senior Land and Legal Advisor (left at 7.15pm after Item 5.5) Project and Strategy Officer (joined at 7.10pm, left at 7.18pm after Item 6.1) Coordinator Procurement & Contracts (Joined at 7.20pm, left at 7.21pm after Item 7.4) Council Liaison Officer
<b>Public:</b>	Approximately 12 members of the public.	

## 1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

The Acting Presiding Member, Susan Gontaszewski, declared the meeting open at 6.00pm and read the following Acknowledgement of Country statement:

"The City of Vincent would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past and present."

## 2 APOLOGIES / MEMBERS ON APPROVED LEAVE OF ABSENCE

Mayor Emma Cole on approved leave of absence from 28 March 2023 to 24 April 2023.  
Cr Ashley Wallace on approved leave of absence from 26 March 2023 to 03 April 2023.  
Cr Suzanne Worner on approved leave of absence from 15 February 2023 to 28 March 2023.  
Cr Ross Ioppolo is an apology for this meeting.

## 3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS

The following is a summary of questions and submissions received and responses provided at the meeting. This is not a verbatim record of comments made at the meeting.

## COUNCIL BRIEFING NOTES

28 MARCH 2023

## 3.1 Shawn Offer of Bicton – Item 6.2

- Stated that he is from Fresh Provisions and spoke to his comments in writing, as below:

I would like to express my grave concerns about the introduction of the \$1 parking for half an hour on our business and the greater business community in Mt Lawley and indeed the City of Vincent. This has had a dramatic effect on our business and the information provided by your management surmises it perfectly if the data is presented appropriately.

In a six-month period 50,000 less vehicles used the car park facilities. That is a lot of customer dollars, and we have no idea where they went. I can tell you that every one of the 15,000 missing car park users from our Ragland Road carpark matches the number of customers our business is missing in that same period. This is made worse by the fact that the numbers are getting worse. The nastiest month was just last month.

Maybe the next six month will see the same 50,000 loss across the city, however, next summer the reduction might be only 10% from this year, but by then that will be 75,000 different to the summer of 2021/2022 and the winter losses on top of these.

I've taken liberty to present the Spendmapp Data in another way to demonstrate the impact. It is below. It is an appropriate way to look at the effects.

	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Leederville	30%	10%	20%	10%	18%	12%	10%	13%	0%	30%	-20%	8%
Mt Hawthorn	15%	-9%	9%	-4%	14%	3%	4%	10%	8%	20%	-12%	9%
Mount Lawley	18%	7%	12%	-2%	10%	0%	-1%	-18%	-12%	-8%	-32%	-20%
North Perth	-9%	8%	-1%	3%	2%	7%	7%	4%	2%	3%	2%	11%
Inflation	6%	6%	7%	7%	7%	7%	6%	6%	7%	9%	8%	6%

	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Leederville	\$1.30	\$1.10	\$1.20	\$1.10	\$1.18	\$1.12	\$1.10	\$1.13	\$1.00	\$1.30	\$0.80	\$1.08
Mt Hawthorn	\$1.15	\$0.91	\$1.09	\$0.96	\$1.14	\$1.03	\$1.04	\$1.10	\$1.08	\$1.20	\$0.88	\$1.09
Mount Lawley	\$1.18	\$1.07	\$1.12	\$0.98	\$1.10	\$1.00	\$0.99	\$0.82	\$0.88	\$0.92	\$0.68	\$0.80
North Perth	\$0.91	\$1.08	\$0.99	\$1.03	\$1.02	\$1.07	\$1.07	\$1.04	\$1.02	\$1.03	\$1.02	\$1.11
Inflation	\$1.06	\$1.06	\$1.07	\$1.07	\$1.07	\$1.07	\$1.06	\$1.06	\$1.07	\$1.09	\$1.08	\$1.06

	Six Month Revenue	Monthly Average Revenue	Average Growth	Growth above inflation	% above inflation
Leederville	\$7.00	\$1.17	\$0.17	\$0.10	150%
Mt Hawthorn	\$6.28	\$1.05	\$0.05	(\$0.02)	-30%
Mount Lawley	\$6.45	\$1.08	\$0.08	\$0.01	12%
North Perth	\$6.10	\$1.02	\$0.02	(\$0.05)	-75%
Inflation	\$6.40	\$1.07	\$0.07	\$0.00	0%

	Six Month Revenue	Monthly Average Revenue	Growth Average	Growth above inflation	% above inflation
Leederville	\$6.41	\$1.07	\$0.07	(\$0.00)	-3%
Mt Hawthorn	\$6.39	\$1.07	\$0.06	(\$0.01)	-8%
Mount Lawley	\$5.09	\$0.85	(\$0.15)	(\$0.22)	-332%
North Perth	\$6.29	\$1.05	\$0.05	(\$0.02)	-33%
Inflation	\$6.42	\$1.07	\$0.07	\$0.00	0%

To explain it, the wild swings of positives and negatives might look less disastrous on a ribbon graph, but it is really a bad picture. When you work the averages, as they in the spreadsheet, they are less rosy. I have applied the rate of change to a single dollar of revenue to demonstrate the impact. What I would like you to do is imagine how big the total revenue for all the businesses are and to also understand that through summer, the long holidays and the Christmas season, the business activity is at its highest. In winter, we all drop off considerably. We do not have smooth revenues like an income. We often trade poorly in winter and make up for it in summer. This little grab for \$415,000 will affect all the business in the area. It will reduce their income, revenues and ability to pay high street rent. Rents will go down and with that the GRV that underpins the rates. What is the real cost of this short-term bump income? Is it sustainable to think that parking fees will beat the loss of revaluations in the future?

All areas need easy use bays free short-term bays. Our industry is the most competitive in the country. Our large competitors know the secret sauce with parking which is why they build multi story buildings with free parking. We offer a bespoke product, a point of difference with our products and do it with real service, and it is something people in the area love and have done for 30 years.

## COUNCIL BRIEFING NOTES

28 MARCH 2023

All I ask is that you do not make them have to drive past the easy options to have our carparks inconvenience customers. We need this to sustain the small business ecosystems in the City of Vincent .

We all rely on the 'co-opetition' of each business in our areas that bring real life to a City like Vincent. The future will otherwise be pushed towards bar and restaurants and nothing during the day. We need easy daytime parking to nourish all the businesses and service providers to ensure we all grow together. The relocation of short-term bays in our Ragland Road Carpark did help and is now in good use, heavily used. The stencilling of the bays on the ground made a massive difference to identify where people should park for short term and importantly where to not park for long term use. The issue is that we need more of them and for longer times if this parking system will not change.

- Stated that there was no communication with business owners on this proposal.

*The Acting Presiding Member, Cr Susan Gontaszewski, thanked Mr Offer for his comments and advised that she would be happy to meet with him during the week.*

### 3.2 Gerard O'Brien of Mt Lawley – Item 6.2

- Stated that he is from Silverleaf Investments who own the Alexander Building Cnr Beaufort and Walcott Streets, Mt Lawley and has been a ratepayer for a long time
- Mentioned that the parking agreement states that should the City wish to levy a fee for Lot 200, which is a short stay car park, which Silverleaf own, the City will give Silverleaf not less than 1 month notice before making any levy or alteration and if agreement is not reached this fee will end
- Stated they will not support this recommendation, so effectively 40% of the car bays will go and there will be a reduction from 88 accessible bays to below 55
- Stated that the reason they will not support the recommendation is that the City is destroying their tenants' businesses for no net gain, as if the tenants leave the loss of rates will be more than what is made from the parking fee. The tenants add great amenity to Mt Lawley and if recommendation is accepted there could be just vacant buildings, with a commuter car park
- Mentioned that if this proposal is progressed, Silverleaf will take their land back, which will destroy the car park
- Stated that he is disappointed that nobody has discussed this with him or his tenants

*The Acting Presiding Member, Cr Susan Gontaszewski, thanked Mr O'Brien for his comments.*

### 3.3 Peter Simpson of West Perth – Item 6.2

- Stated he is from PTS Town Planning, on behalf of Silverleaf Investments
- Mentioned that when the trial was originally proposed it was identified that \$2m revenue was expected, this has now been reduced to \$500,000 maximum
- Stated that the business owners have not been consulted, despite the original statement saying that local businesses would be contacted
- Silverleaf own a portion of the car park, so they should have been consulted
- Queried why the report states that Mt Lawley is showing negative growth, which is clearly from September 2022 when the car park trial started, but then later the report states consumer spending has not been negatively impacted by the change
- Mentioned that the potential closure of Grosvenor Rd in the future will make it harder and more expensive for the property owners and tenants
- Stated that to suggest the revenue justifies the impact is incomprehensible
- Urges Council, if this proposal does proceed, to exclude Mt Lawley from the paid parking, as the evidence shows it is having a negative impact on the centre

*The Acting Presiding Member, Cr Susan Gontaszewski, thanked Mr Simpson for his comments.*

### 3.4 Greg Johnson of Mt Hawthorn - Item 6.2

- Stated that he is the owner of Tredway Shoes
- Stated that the experience of business owners is at odds with what is reflected in the report
- Mentioned that the City's early consultation had 302 respondents, of which 85% or 256 ratepayers were vehemently against the proposal and 6 said they would contemplate it for transport sustainability reasons, which was ignored

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- Stated that this extra cost has caused \$5m to leave the City, this is about competitive advantage, which the City had, but it has been lost to other suburbs now

*The Acting Presiding Member, Cr Susan Gontaszewski, thanked Mr Johnson for his comments.*

### 3.5 Dudley Maier of Highgate – Item 6.2

- Stated that an annual drop of 100,000 customers is not a 'slight reduction'.
- Mentioned that the fact average length of stay in a car park has increased by 20 minutes is not positive
- Stated that Mt Lawley is showing negative growth in consumer spending, and believes this is because of dropping the first hour free in the Barlee St car park resulting in a 30% drop in customers numbers, and then dropping the first hour free in the Chelmsford and Raglan car parks in the last budget, which has resulted in a 25.5% drop in customers in those two car parks
- Mentioned that the the recommendation says consumer spending is growing with inflation in Mt Hawthorn, Leederville and North Perth, but the report states that Food Retail, Non-food Retail and Services "are generally underperforming when compared to inflation".
- Stated that he does not agree with the statement 'the slight reduction in parking transaction cannot be linked to a reciprocal reduction in spend', as it is not a slight reduction; and there is a reduction in spend in the non-hospitality sectors.
- Urged Council to remember 'the power of free'.

*The Acting Presiding Member, Cr Susan Gontaszewski, thanked Mr Maier for his comments.*

The below questions and statements were submitted in writing prior to the meeting:

### Boaz Kogon of Perth – item 5.2

Thank you for you notice advising of the forthcoming Council Briefing on the draft LPP Brookman and Moir Street Heritage Area. Unfortunately I am unable to attend the meeting on 28 March but I wish to make the following written submission in regards to agenda item 5.2 Review of Design Guidelines:

1. As a general comment - the current guidelines focus entirely on the built form and do not discuss historical usage and amenity in any meaningful way. They also completely neglect issues of environmental sustainability which is otherwise a key focus of City of Vincent. This leaves such issues completely open to interpretation which has led to significant uncertainty and conflict in previous development applications and will likely do so in the future if they are not more adequately addressed.

*Administration has provided the below response:*

*The existing policy has been reviewed in order to provide a Local Planning Policy which is consistent and can be implemented within the local and state planning framework. This review removed provisions which were inconsistent with the framework and replaced them with Local Housing Objectives and Deemed-to-Comply Criteria. The policy has been created with reference to the Department of Planning, Lands & Heritage's Draft Guidelines for Heritage Areas by creating a policy which seeks to protect and enhance the key built form that contribute to the places of state heritage significance.*

*The history of the place remains part of the assessment process and is included in the Statement of Significance published on the State's inherit database:*

*<http://inherit.stateheritage.wa.gov.au/Public/Inventory/Details/9a7c2a3e-10d2-4543-a3e2-bf8b77527dbc>*

2. In regards to environmental sustainability and the green energy transition, I make the following observations:
  - many houses already have solar panels, which are visible from the street, in contravention of current guidelines.
  - many houses already have external air-conditioning or heat pump units on front or side walls, which are likewise visible from the street.
  - all houses will need car charging points within the next decade.



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- many houses will be installing batteries, however current battery technologies pose significant fire risks if installed internally due to the wooden floors and wooden roof structures. These therefore need to be installed in more suitably constructed external shelters, unless a communal battery is forthcoming.
- original windows are all single pane. The guidelines specifically require these be preserved, rather than encouraging suitable double pane upgrades to improve the energy efficiency of the homes.
- all houses have either west or east facing fronts, meaning they get full morning or afternoon sun. Shading of front windows and walls is therefore essential to reduce heat loads, and is best provided by either awnings or trees, both of which are actively discouraged in the current guidelines. Despite this, many houses currently have either awnings or trees, or both.
- the guidelines currently promote the re-establishment of "traditional gardens and low fences". This runs contrary to modern requirements for waterwise gardens with native plants, trees to provide increased urban canopy, and screening of 3 large wheely bins per property (imposed by the council).

Acknowledging the necessity to also meet environmental and modern-life necessities and addressing more explicitly these issues will provide certainty to home owners and produce a more uniform and aesthetic result.

*Administration has provided the below response:*

*This policy is designed to be read with existing planning documents such as the City's Built Form Policy and the R-Codes. The Built Form Policy provides guidance of sustainability measures and requirements for concealing utilities from public view. It should be noted that the installation of solar panels requires a development application within Heritage properties. The National Construction Code provides requirements/criteria on fire rating.*

3. The pending works to underground electric power presents an opportunity to explore collective solutions for the precinct, for example:
  - locating car-charging points on the verge or at fence boundaries, and/or
  - installing a communal battery to which residents could feed into from solar panels and draw from to power homes or charge cars.

*Administration has provided the below response:*

*These elements are not subject to planning requirements. The LPP is not intended to be a barrier to innovation, it is intended to preserve the significance of the dwellings. The development application process ensures innovative proposals are undertaken in a suitable manner.*

4. I strongly support the proposal to rescind the clauses on rear water closets, colours and internal planning. These have minimal relevance to heritage and impose significant limitations on home owners.

*Administration has provided the below response:*

*Noted.*

5. I strongly support a review of clauses relating to open space, building height and other factors important to developing the rear of the properties. Modern use of a home has evolved significantly, with many people now working from home resulting in more residents at home during the day. This often necessitates increased internal functionality in the form of home office, additional bathroom, larger multifunctional kitchen/dining area, etc. Many owners are either undertaking extensions or planning to do so. At least one double-storey extension has already been approved and is being constructed (which I strongly applaud).

Defining new, reasonable limits on heights, open spaces and set backs will provide both home owners and Council with planning clarity and avoid the need for lengthy and costly reviews and resubmissions to get approvals passed.

## COUNCIL BRIEFING NOTES

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Administration has provided the below response:

*The draft policy provides criteria for second storey additions, ensuring that they do not impact the valued streetscape of Brookman & Moir Streets as well as provide guidance on rear addition locations. The policy has not sought to change heights, internal setbacks, open space, solar access and visual privacy as the R-Codes and the City's Built Form Policy provide adequate criteria for assessing these provisions.*

### Greg Rice of Mt Lawley – Item 6.2

As a business owner (The Market Place Mt Lawley IGA) in a precinct affected by the changes to carpark fees, I have a number of concerns regarding this analysis, which I will detail below:

1. You mention a "slight reduction in transaction numbers" – my question to you is: If an almost **16% decrease** in transaction numbers can be called "slight", what would the decrease need to be to be called "moderate" or "significant"? This decrease of more than **51,000 cars** parking in these bays over a 6 month period equates to around **286 cars per day** - that means businesses around your LGA have at least 286 less customers patronising their businesses every day. How can this not be considered disastrous? You're surely not going to tell me that all of these cars are parking in the 15min bays or street side parking?
2. Having a look at the carparks around my business (Chelmsford Rd and Raglan Rd), these two had a **21% and 28%** decrease respectively – surely you still can't consider this to be a "slight reduction in transaction numbers"? When this trial was launched, I was assured by Emma Cole that this would be monitored closely (which it obviously has) and that if there are any detrimental impacts to car parking rates at any of the carparks they would be dealt with on a case by case basis as it wasn't the city's intention to send anyone broke. **These two carparks combined had the number of cars parking in them drop by a quarter – 25%!** Surely this is cause for concern? As it certainly is for me and the long-term sustainability of my business. What is your plan for these two carparks to address the catastrophic reduction in people parking here?
3. As I mentioned to Emma Cole, these two carparks have completely different shopper missions than many of your other carparks. With my IGA supermarket and Fresh Provisions customers presumably using the vast majority of these bays of the Chelmsford and Raglan carparks, we need to be able to offer customers the ability to quickly park, come into our stores, get what they need and leave. The dwell time is only about 15-30min, unlike restaurants and other businesses in your area. This is also different to specialty stores in the area where many customers would walk up and down the street browsing in a number of stores. Our businesses have our shoppers on a very specific mission – they need to get in and get out quickly. If we do not provide adequate, convenient car parking for them, they will go to either Woolworths Highgate/Inglewood, or IGA 2<sup>nd</sup> Ave, all of which have free parking as part of their offer – this then means we are **drawing people away from your LGA** which is surely not the intention of this proposal?
4. Looking again at the Chelmsford Rd carpark, which is mainly where my customers are parking, the number of cars parking there have decreased by **48 per day**. Let's be generous and say half of these are now parking in the 15 min bays. That's still 24 customers that I am missing out each and every day. Combine that with my average transaction of \$21 per customer and that equates to roughly **\$500 per day in lost sales, or around \$180k per year** – and that's just one carpark! Even if this is on the high side of extrapolation, which I don't believe it is, it still paints a picture as to the amount of economic loss your LGA could be facing by implementing this short-sighted change.
5. You mention the short term parking bays in the area having "been identified as 'always' in use". While this is merely observational and isn't actual data, it should tell you what you need to know about the attitude of the people parking in the area. I often wonder how many cars turn away from our rear carpark when those 15min bays are full? I have heard from a few of my customers that that is what they do, when I asked them where they went, they told me they go to Second Ave IGA instead. If you are to continue with this short-sighted proposal, we absolutely must have more 15min bays behind our store.
6. Your Economic Spend Data from Spendmapp notes that "Mt Lawley is showing negative growth against inflation" – what is your answer to arrest this trend? You surely can't agree that keeping the \$1 First Hour policy in place for our area is still the fiscally responsible way forward? You should be incentivising residents to shop locally, all you're doing with this parking proposal is actively turning them away, as evidenced by the **25% drop** in parking rates to the area.

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7. You mention the “average length of stay has increased by approximately 20 minutes”, as mentioned above, this much less relevant in the Raglan and Chelmsford carparks due to different shopper missions compared to carparks without as many large retail shops accounting for the many of the people parking in these bays. I implore you to look at the Raglan and Chelmsford data in isolation and make a decision about what’s right for our area, not to lump them all into the one proposal.

In my opinion, this policy reeks of short-sightedness. I equate this with Governments privatising utilities companies – you get the short term gain but the long-term impacts of this could and likely will be devastating and not felt for many years to come. You can see the reduction in numbers are at best worrying and at worst, disastrous. This data points to a decrease in people patronising your local businesses, which means that they will become less sustainable over time. With the already worrying economic outlook in Mt Lawley, how much more can these businesses take before you start sending them broke? You should be incentivising people to come into precincts like Mt Lawley and you’re not going to do that by charging them more to shop here.

It looks to me that you’ve already decided to keep doing this, even when anyone can read this report and see that the numbers just don’t stack up. By reading this report, you can clearly see the impact of what you’ve done and you actually think this is better than a 1.25% rate increase? There are very few areas in Perth where people have to pay for parking, we are not in Europe and it is not part of our culture and people will avoid it wherever possible. If there are options close by that do not have parking fees, they will take this option, as evidenced by the **significant** reduction in parking rates.

I understand that councils are struggling these days, but **we all are**. Our costs of doing business have never been higher and it’s something we battle with every day. Have I raised my prices to offset my increased CODB? No - I have actually lowered my prices by 2% (on average) to try and incentivise people to come into my store and not go down the road to Woolworths or the other IGA. There has to be a better way to raise money than simply increasing parking rates, it is just so short-sighted! What have you learned from other councils in the same position who don’t have the luxury of paid parking everywhere?

I have already told Emma Cole that it was very disappointing that businesses like mine were not consulted when bringing in this trial and you have now released a report and presumably going to vote on this, once again, **without consultation with your stakeholders**. We are the ones who are directly being affected by this, why have we not been consulted?

This is obviously a very wordy email so I will sum up the questions I’d like answered below:

1. What are your plans to address the 25% decrease in parking rates for Raglan and Chelmsford Rd carparks?

*Administration has provided the below response:*

*The City is currently undergoing a review of the Precinct Parking Management Plans. The findings from this review will provide Council with appropriate measures to consider to deal with parking in the City’s Town Centres in a holistic manner. Noting that whilst the data is based on transactional data, it doesn’t take into account the vehicles parking, and not purchasing a ticket, by utilising the 1/4P parking bays or choosing to park on-street where it is paid or time restricted. The City is prepared to consider increasing the number and mix of free 15 and 30 minute bays in these car parks to address short term parking needs.*

2. What are your thoughts on how a decrease of 133 parked cars per day in these two carparks (or 24k cars over 6 months) will impact your local rate-paying businesses?

*Administration has provided the below response:*

*As noted above, the numbers provided in the report are based on known transactional data. There is no data, other than observational, to suggest that a decrease in 133 parked cars per day is accurate. Motorists may be choosing to park in the short term bays on the street rather than parking in the car parks. The review of the Precinct Parking Management Plans will be crucial in managing parking in Mount Lawley into the future.*



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3. What are your plans to increase the amount of 15 min bays around the Chelmsford and Raglan Rd carparks? Noting that I know a few more have been added, but given your data, this is obviously insufficient?

*Administration has provided the below response:*

*Additional 15 minute and 30 minute bays can be considered and a draft re-design of the car park can be undertaken (as per attached), whilst at the same time the City needs to consider the ratio of free parking to paid parking, to ensure there is a balance.*

4. Will there be a stakeholder consultation process before bringing this proposal to a vote?

*Administration has provided the below response:*

*As per the budgetary process there will be consultation around the fees and charges for the 2023/24 Financial Year. As also noted above, a proposed increase in free 15 and 30 minute bays will be subject to consultation.*

### Mita Shah of Mt Lawley – Item 6.2

Thank you for allowing the impacted stakeholders to address their concern and read my message. My name is Mita Shah and I am one of the new owners of the Beaufort Street Pharmacy in Mount Lawley. This business has been operating in the region for a number of decades and this business has seen the City change through the times. I would like to take the opportunity to discuss the issues at today's special council meeting, in particular parking as it will have a major impact on the business for decades to come.

Beaufort Street has suffered its worst period of operations over the last decade where a number of businesses have moved to other areas. Beaufort Street has been promised plenty of support from the City Vincent in the last few years. Over \$200,000 was put forward for lighting which has beautified the street, it has done very little to bring any new business to the area. We have even had pedestrian accidents on the street probably due to lack of lighting. Throwing about these high value one off projects is a lot less valuable than providing tangible ongoing support to deliver real business. This is in the form of parking in the easiest form where the customers know they can park and support the business in the area they live in. I was recently shocked to read that the Barlee Street car park was viewed with a ROI in mind that was narrowly focussed on the return from the parking meters. Many years ago parking was free within the city, now parking is a revenue stream. It was heralded to punish those who rely on cars and the growth of our City and Perth as a Capital. Today it is less about that and only about the revenue. A lot of customers visiting my business need to rely on carpark and they also do not have a lot of disposable income due to the age or they need medical care. In addition, they visit my business for vaccination or medical advice where it takes longer than 15-20 minutes to consult. If they are impacted by car park limits then it creates panic and they will not be freely listening to the medical advice.

Our businesses definitely require support from the City of Vincent and any chances will further dent our business where there is increased pressure due to the high inflation and higher costs of living. I know we are pushing for a dynamic environment to attract people to the area, the unfortunate reality is that people need parking to enjoy this space especially if the aim is to attract people from outside of our small council. The Beaufort recently opened with a massive three storey venue and provided very limited parking support for the size of venue.

Free parking is an important signal to customers where they can park their cars and worry about their well-being over an expiring parking ticket.

We need parking to be available. There are no businesses in the City that require more than four hour business. Why do we allow for such long parking times? If you need to repair your budget, get some minds together to work at it a little harder rather than taking easy decisions that affect the greatest number of people. Encourage short term parking and discourage long term parking by increasing those parking rates. This will motivate the behaviour we need. I would certainly be happier to have a higher rate of rates to insulate my customer base from parking issues especially when my customers have options just outside our City.

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I hope you will consider the above and will not strangle the livelihood of the business operating in Mount Lawley. More consultation and leadership thinking if required.

There being no further speakers, Public Question Time closed at approximately 6.16pm.

**4        DECLARATIONS OF INTEREST**

Cr Susan Gontaszewski declared a proximity interest in Item 5.2 Review of Design Guidelines. The extent of her interest is that she resides within the area impacted by the Highgate Design Guidelines which are proposed for recision.

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## 6.2 INTRODUCTION OF \$1 FIRST HOUR FEE IN CAR PARKS - ANALYSIS

- Attachments:
1. Leederville car park locations
  2. Mount Lawley and Perth car park locations
  3. North Perth car park locations

## RECOMMENDATION:

That Council:

1. **NOTES** the following key findings from the analysis of the implementation of the \$1 for first hour fee in the City's paid car parks:
  - 1.1 There was a reduction in overall carpark ticket transactions by approximately 50,000. Frame Court in Leederville was the only carpark to record an increase.
  - 1.2 The revenue collected from this first hour was approximately \$250,000 (equivalent to \$500,000 p.a).
  - 1.3 The overall average length of stay in the carparks has increased by approximately 20 minutes – and the overall average length of stay in revenue has also increased.
  - 1.4 There has been an increase of an average of 9 minutes per transaction between the two periods and an increase of approximately 56% in revenue per transaction.
  - 1.5 City Rangers have not observed any apparent reduction in the volume of vehicles in the car parks other than the View Street, Rosemount Hotel and Wasley Street car parks in North Perth.
  - 1.6 Short term parking bays (eg. 15 minute bays) are very well utilised since the introduction of \$1 for the first hour.
  - 1.7 Total parking time by patrons using the EasyPark app has increased.
  - 1.8 Consumer spending is growing consistent with inflation in Mount Hawthorn, Leederville and North Perth. Mount Lawley is showing negative growth against inflation.
  - 1.9 The slight reduction in parking transactions does not appear to have impacted consumer spending across the town centres with the average length of stay increasing (the exception being the Mount Lawley town centre).
  - 1.10 The implementation of \$1 for the first hour in the car parks has had a minimal impact to on-street paid parking bays in the vicinity of the car parks.
  - 1.11 There is no data to indicate that parking behaviour has moved from the car parks into on-street paid parking bays.
  - 1.12 The implementation of the \$1 for first hour has not resulted in an increase in complaints regarding parking behaviour.
2. **SUPPORTS** the continuation of the \$1 for first hour fee in car parks for the 2023/24 financial year; and
3. **REQUESTS** that the CEO addresses through the Precinct Parking Management Plan review the negative impact parking has had in residential streets in North Perth, in the vicinity of the View Street and Rosemount Hotel car parks.

**CR GONTASZEWSKI:**

Can further data be provided for the parking re day vs night trade, weekdays vs weekends, etc, particularly Raglan and Grosvenor Rd car parks. Requests aggregation in relation to length of stay, broken into 15

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minute blocks, up to an hour and a half, shift in people and their length of stay. As no community consultation undertaken, what is the timeline to undertake consultation with relevant business owners before adoption of the budget – possibly more location based consultation, address impact on individual businesses, etc

**A/DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:**

*Will be provided on Monday due to the volume of data to process.*

**CR CASTLE:**

Average time length of stay increased, looking for more information on the claim that this may reflect a reduction in short term parkers.

On page 4 of the report it states, in relation to the 15 minutes bays, that this is observational data, can we conclude that the use of those bays is not included in any of the other data? Can further data be provided on this?

When there are dips in the Spendmapp data, for example in January, how do we conclude how this compares to every year? Is there always a dip in January, is this one unusually large? More info that connects the Spendmapp data with the conclusion that it can't be linked to reduction in spend.

**EXECUTIVE DIRECTOR STRATEGY & DEVELOPMENT:**

*Observational data was the only data available in relation to the 15-minute short term bays. In relation to further information to the reduction in short term parking, Administration has included graphs that show total parking time.*

**CR LODEN:**

Following comments from the gallery that there has been a drastic reduction in consumer spending in Mt Lawley, requests occupancy data by car park, and how the cost is reflected in each area? Foreshadow amendment to remove North Perth and Mt Lawley

**A/DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:**

*Council requested Administration to monitor the impact to the number of transactions and revenue following the change to \$1 for the first hour to ascertain any detrimental impact on occupancy or use in the City Car Parks, and as such this has been provided.*

**CR HALLETT:**

What would be the implication of removing clause 2 of the recommendation? Does this lock in any kind of budget decision?

**A/DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:**

*If clause 2 is removed the status quo would remain (i.e., \$1 first hour continues as resolved). The fees and charges are otherwise reviewed in the budget adoption process.*

**CR WORNER:**

Lack of community consultation, referring to the Raglan Rd carpark that is half owned by somebody else, are we obligated to follow through with consultation regarding any changes we plan to make with them?

**EXECUTIVE DIRECTOR STRATEGY & DEVELOPMENT:**

*Raglan Rd carpark consists of two parcels of land identified below:*

- (a) Lot 101 (1) Raglan Road, Mt Lawley – owned by the City of Vincent; and*
- (b) Lot 200 (8) Grosvenor Road, Mt Lawley – owned by Silverleaf Investments Pty Ltd*

*Pursuant to the Car Park Development Deed executed sometime in 1996, maintenance of the respective lot 101 and Lot 200 rest with the respective landowners.*

*Pursuant to the Parking Station Agreement dated 1 October 1998:*

- a) The City was given the control, management and operation of the car park; and*
- b) Clause 2.4 of the agreement states that if the City wishes to levy a fee for parking on Lot 200 or alter such fee 'the City shall give Silverleaf not less than one month's notice of such wish and before making any such levy of fee or alteration of fee, the City shall take reasonable account of any representations made by Silverleaf to the City in connection with the making of any such levy of fee... If agreement is not reached, this deed will end.'*

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**CR WORNER:**

Mention has been made of a financial shortfall if this proposal is not approved, but is there any information on the expenses relating to putting it in place, for example parking machines, Rangers, enforcement expenses etc could the shortfall be less than predicted. Can these potential costs be provided – increase in funds vs increase in expenses. Will this have a long term effect on GRV?

**A/DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:**

*The Rangers enforcement patterns and frequencies will not be affected, however there will be a financial cost for the re-introduction of the first hour free (signage, re-programming machines, etc.)*

**CR ALEXANDER:**

Foreshadow amendment to reinstate 1<sup>st</sup> hour free.

1. Can we please have the 50,000 drop in visitor numbers broken down by month and by car park? This is to see if there is a worsening trend as the public became aware of the change. The 16% drop may be higher in latter months which would be more indicative of the real drop.

*The Car Park occupancy Data graphs circulated, show all transactional data by month and day of the week.*

2. Can we please have the corresponding visitor/transaction numbers for Sep 2019 to Feb 2020 by car park which is a non-covid affected year? The drop of 16% maybe masked by the fact that less people were out and about during covid shut-downs. The 16% could be much higher in real terms like for like.

*This information has been requested from the parking system supplier as parking data is archived after two years.*

3. Has Administration considered that the increase in average time parking is not a behaviour change, but reflects the reduction of short-term visits of less than 1 hour? If the drop is short term parkers which is to be expected, it clearly will drive up the average.

*Yes, this could influence the outcome. Statistically the reduction of shorter period parking will shift the average upwards.*

4. In relation to Frame Court increase in visitor numbers, can you provide this information on a weekly basis which may show that the demand was already increasing or that the increase is driven by a particular outlier event not held in the previous year?

*The Car Park occupancy Data graphs circulated, show each individual car park, by month and day of the week.*

5. Can you advise the breakdown of visitor numbers pre and post the change by carpark by day of week to highlight whether the 16% reduction is disproportionately affecting trade on a particular day of the week?

*The Car Park occupancy Data graphs circulated, show each individual car park, by month and day of the week.*

6. Please confirm the additional revenue claimed of \$250k for the \$1 for first hour excludes the loss of revenue from the 50000 less transactions at an average of \$1.96 or \$98k?

*The report has been updated to reflect new information received.*

7. When Administration decided to implement this trial, what was the metric to indicate whether the trial was a success and a failure?

*The decision was made at Special Council Meeting on 5 July 2022 and Council requested Administration to monitor the impact to the number of transactions and revenue following the change to \$1 for the first hour to ascertain any detrimental impact on occupancy or use in the City Car Parks, and to provide a report back to Council by April 2023.*

8. Are the parking rates between Frame Court and The Avenue the same or different?

*These are the same.*

**A/DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:**

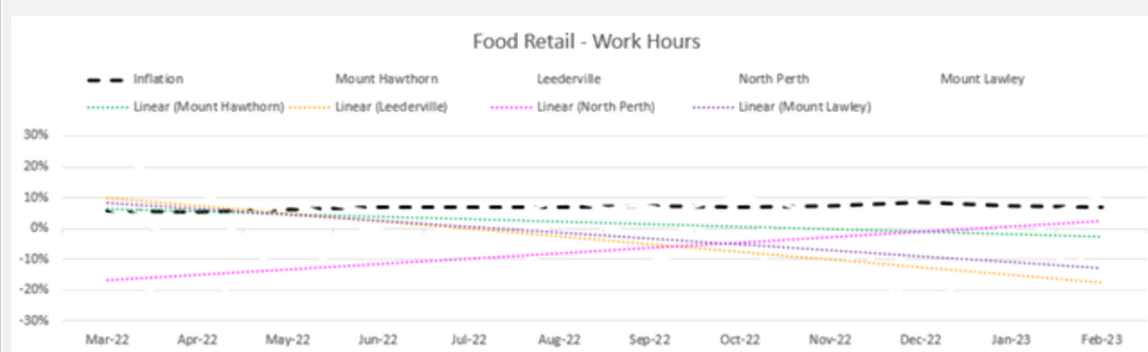
Responses noted above.

*The following additional analysis is provided in respect to Spendmapp data.*

*Below graph give a snapshot of each suburbs reliance on each sector. The economy in Mount Lawley and Leederville has a higher reliance on discretionary items of Hospitality and Non-Food Retail whereas North Perth and Mount Hawthorn have a higher reliance on consumer staples like Food Retail and Services.*

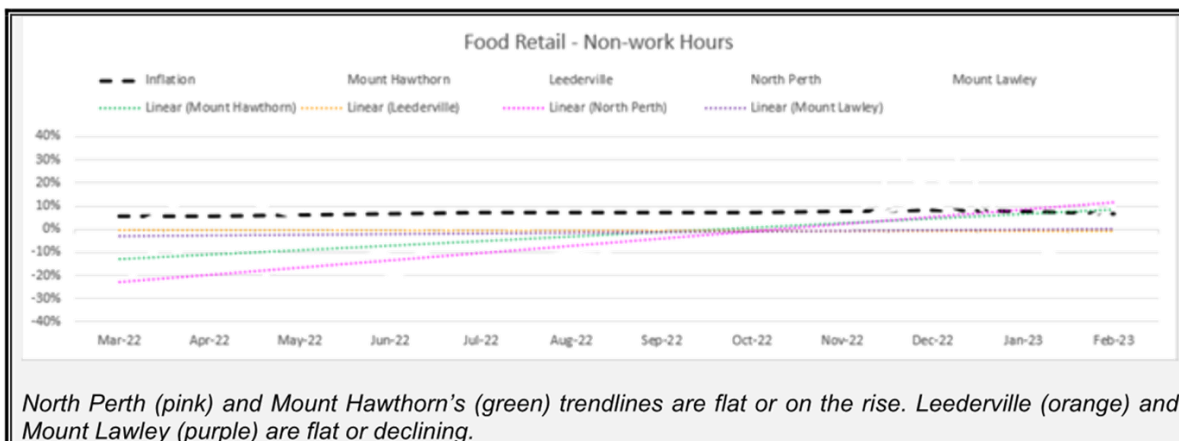


*Below is the Food Retail graphs with trendlines rather than monthly variances.*



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**5.1 NO. 81 (LOT: 117; D/P: 2099) EAST STREET, MOUNT HAWTHORN - PROPOSED ALTERATIONS AND ADDITIONS TO SINGLE HOUSE****Ward:** North

- Attachments:**
1. Consultation and Location Map
  2. Development Plans
  3. Summary of Submissions - Applicant's Response
  4. Summary of Submissions - Administration's Response
  5. Determination Advice Notes

**RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, **APPROVES** the application for and Alterations and Additions to Single House at No. 81 (Lot: 117; D/P: 2099) East Street, Mount Hawthorn, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 5:

**1. Development Plans**

This approval is for Alterations and Additions to a Single House as shown on the approved plans dated 16 March 2023. No other development forms part of this approval;

**2. External Fixtures**

All external fixtures, such as television antennas (of a non-standard type), radio and other antennae, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive, to the satisfaction of the City;

**3. Colour and Materials**

The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City;

**4. Boundary Walls**

The surface finish of boundary walls facing adjoining property shall be of a good and clean condition, prior to the occupation or use of the development, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be face brick consistent with the approved plans dated 16 March 2023, or material as otherwise approved, to the satisfaction of the City;

**5. Stormwater**

Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve; and

**6. Landscaping**

Prior to occupation of the development, all landscaping works shall be undertaken in accordance with the approved plans dated 16 March 2023, to the satisfaction of the City.

<b>NO QUESTIONS</b>
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## COUNCIL BRIEFING NOTES

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## 5.2 REVIEW OF DESIGN GUIDELINES

- Attachments:
1. Design Guideline Review
  2. Summary of Submissions
  3. Schedule of Modifications
  4. Draft LPP Brookman & Moir Street Heritage Area
  5. Draft LPP Lacey Street Character Area
  6. Community and Stakeholder Engagement Policy - Tracked

## RECOMMENDATION

That Council:

## 1. PREPARES:

- 1.1. An amendment to Appendix 6 – Brookman and Moir Streets Design Guidelines, included in Attachment 4, for the purpose of community consultation, pursuant to clause 5 of Schedule 2, of the *Planning and Development (Local Planning Schemes) Regulations 2015*;
- 1.2. An amendment to Appendix 17 – Design Guidelines for Lacey Street, included as Attachment 4, for the purposes of community consultation, pursuant to clause 5 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*;
- 1.3. An amendment to Local Planning Policy No. 7.1.1 – Built Form to align building height requirements with the heights outlined in Appendix 18 – Design Guidelines for William Street, for the purpose of community consultation, pursuant to clause 5 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*;
- 1.4. A notice of revocation for the following appendices, for the purpose of community consultation, pursuant to clause 6 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*:
  - 1.4.1 Appendix 3 – Design Guidelines for Richmond on the Park;
  - 1.4.2 Appendix 8 – Highgate Design Guidelines;
  - 1.4.3 Appendix 12 – Elven on the Park Design Guidelines;
  - 1.4.4 Appendix 14 – Design Guidelines for No. 95 Chelmsford Road;
  - 1.4.5 Appendix 15 – Joel Terrace Design Guidelines;
  - 1.4.6 Appendix 16 – Design Guidelines Perth; and
  - 1.4.7 Appendix 18 – Design Guidelines for William;

2. **PROPOSES** designation of Brookman and Moir as a Heritage Area, for the purposes of community consultation, pursuant to clause 9 of Schedule 2, Part 3, Clause 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015*;
3. **PREPARES, DETERMINES and PROCEEDS** an amendment to the Community and Stakeholder Engagement Policy, included as Attachment 6, as a minor amendment and proceeds with this pursuant to clauses 4 and 5 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and
4. **NOTES** Administration will commence an administrative amendment to Local Planning Policy: Character Areas and Heritage Areas to move the Harley Street Heritage Area and Janet Street Heritage Area to a single, separate local planning policy relating to Heritage Areas along with

## COUNCIL BRIEFING NOTES

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**the Brookman and Moir Streets Heritage Area.**

At 6.56pm Manager Development & Design left the meeting and did not return.

Cr Gontaszewski declared a proximity interest in Item 1.4.2, but there were no questions so she did not leave the meeting.

**CR GONTASZEWSKI:**

Declared a proximity interest in Item 1.4.2.

**EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS:**

*The recommendation has been edited to have the Highgate Design Guidelines as a standalone recommendation.*

**CR HALLETT:**

Will the questions in writing be responded to?

**EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS:**

*These have been responded to by email directly to the submitter and are outlined below:*

1. As a general comment - the current guidelines focus entirely on the built form and do not discuss historical usage and amenity in any meaningful way. They also completely neglect issues of environmental sustainability which is otherwise a key focus of City of Vincent. This leaves such issues completely open to interpretation which has led to significant uncertainty and conflict in previous development applications and will likely do so in the future if they are not more adequately addressed.

*The existing policy has been reviewed in order to provide a Local Planning Policy which is consistent and can be implemented within the local and state planning framework. This review removed provisions which were inconsistent with the framework and replaced them with Local Housing Objectives and Deemed-to-Comply Criteria. The policy has been created with reference to the Department of Planning, Lands & Heritage's Draft Guidelines for Heritage Areas by creating a policy which seeks to protect and enhance the key built form that contribute to the places of state heritage significance.*

*The history of the place remains part of the assessment process and is included in the Statement of Significance published on the State's inherit database:*

*<http://inherit.stateheritage.wa.gov.au/Public/Inventory/Details/9a7c2a3e-10d2-4543-a3e2-bf8b77527dbc>*

2. In regards to environmental sustainability and the green energy transition, I make the following observations:
  - many houses already have solar panels, which are visible from the street, in contravention of current guidelines.
  - many houses already have external air-conditioning or heat pump units on front or side walls, which are likewise visible from the street.
  - all houses will need car charging points within the next decade.
  - many houses will be installing batteries, however current battery technologies pose significant fire risks if installed internally due to the wooden floors and wooden roof structures. These therefore need to be installed in more suitably constructed external shelters, unless a communal battery is forthcoming.
  - original windows are all single pane. The guidelines specifically require these be preserved, rather than encouraging suitable double pane upgrades to improve the energy efficiency of the homes.
  - all houses have either west or east facing fronts, meaning they get full morning or afternoon sun. Shading of front windows and walls is therefore essential to reduce heat loads, and is best provided by either awnings or trees, both of which are actively discouraged in the current guidelines. Despite this, many houses currently have either awnings or trees, or both.
  - the guidelines currently promote the re-establishment of "traditional gardens and low fences". This runs contrary to modern requirements for waterwise gardens with native plants, trees to provide increased urban canopy, and screening of 3 large wheely bins per property (imposed by

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the council).

Acknowledging the necessity to also meet environmental and modern-life necessities and addressing more explicitly these issues will provide certainty to home owners and produce a more uniform and aesthetic result.

*This policy is designed to be read with existing planning documents such as the City's Built Form Policy and the R-Codes. The Built Form Policy provides guidance of sustainability measures and requirements for concealing utilities from public view. It should be noted that the installation of solar panels requires a development application within Heritage properties. The National Construction Code provides requirements/criteria on fire rating.*

3. The pending works to underground electric power presents an opportunity to explore collective solutions for the precinct, for example:

- locating car-charging points on the verge or at fence boundaries, and/or
- installing a communal battery to which residents could feed into from solar panels and draw from to power homes or charge cars.

*These elements are not subject to planning requirements. The LPP is not intended to be a barrier to innovation, it is intended to preserve the significance of the dwellings. The development application process ensures innovative proposals are undertaken in a suitable manner.*

4. I strongly support the proposal to rescind the clauses on rear water closets, colours and internal planning. These have minimal relevance to heritage and impose significant limitations on home owners.

*Noted.*

5. I strongly support a review of clauses relating to open space, building height and other factors important to developing the rear of the properties. Modern use of a home has evolved significantly, with many people now working from home resulting in more residents at home during the day. This often necessitates increased internal functionality in the form of home office, additional bathroom, larger multifunctional kitchen/dining area, etc. Many owners are either undertaking extensions or planning to do so. At least one double-storey extension has already been approved and is being constructed (which I strongly applaud).

Defining new, reasonable limits on heights, open spaces and set backs will provide both home owners and Council with planning clarity and avoid the need for lengthy and costly reviews and resubmissions to get approvals passed.

*The draft policy provides criteria for second storey additions, ensuring that they do not impact the valued streetscape of Brookman & Moir Streets as well as provide guidance on rear addition locations. The policy has not sought to change heights, internal setbacks, open space, solar access and visual privacy as the R-Codes and the City's Built Form Policy provide adequate criteria for assessing these provisions.*

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**5.3 RAC RECONNECT WA 2022/23 - VIEW STREET CAR PARK, NORTH PERTH****Attachments:** 1. RAC Reconnect WA 2022/23 - Proposed Carpark Reconfiguration**RECOMMENDATION:**

That Council **AUTHORISES** Administration to implement the 'Car Park to Great Place – View Street, North Perth' project in the Rosemount Hotel Car Park, View Street Car Park and North Perth Common as per the outcomes of the Stakeholder Reference Group.

<b>NO QUESTIONS</b>
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## 5.4 RENT REVIEW REQUEST BEATTY PARK PHYSIOTHERAPY PTY LTD

Attachments: 1. Profit &amp; Loss Statement - FY21/22 &amp; YTD 31.01.23 - Confidential

## RECOMMENDATION:

That Council:

1. APPROVES a variation of lease with Beatty Park Physiotherapy Pty Ltd (ACN 614 728 095) located at a portion Beatty Park Leisure Centre, 220 Vincent Street, North Perth to reflect rent reduction of 15 per cent of current rent per annum plus GST (equating to \$13,793.60 per annum) for a period of three (3) years or an alternative period as agreed by the Chief Executive Officer (CEO) and Beatty Park Physiotherapy Pty Ltd to commence from the date of Council's approval; and
2. Subject to final satisfactory negotiations being carried out by the Chief Executive Officer, AUTHORISES the Mayor and CEO to execute the Deed of Variation of Lease in accordance with the Execution of Documents Policy.

**CR CASTLE:**

Information regarding Beatty Park's benefit, or otherwise, from this business becoming an NDIS provider? There have been previous discussions in respect of other disability services that Beatty Park could provide and whether this may open opportunities or enhance some plans for the City's business.

**A/EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:**

*Beatty Park Physio has applied to be an NDIS provider and is awaiting accreditation approval. Beatty Park Physio regularly bring clients into the pools and gym and look to transition them across when physio is no longer required. If they are able to get more direct clients through the NDIS system it would benefit the City.*

**CR ALEXANDER:**

Is John Annear involved in the business?

**A/EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:**

*Administration has confirmed with Beatty Park Physiotherapy Pty Ltd that Katie Holtham is the sole director and secretary of the business.*

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**5.5 PROPOSED LEASE OF PORTION OF NO. 41 (LOT 31) BRITANNIA ROAD, LEEDERVILLE AT BRITANNIA RESERVE FOR A TELECOMMUNICATIONS FACILITY**

- Attachments:**
1. Options 1 and 2 tower locations
  2. Location Plan & Drawings - Telecommunication Facility
  3. ATN response to SPP5.2
  4. Market Valuation - Britannia Reserve (14 Sept 2022) - Confidential

**Recommendation:****That Council**

1. **APPROVES** giving public notice and inviting submissions under the provisions of section 3.58(3) of the Local Government Act 1995 for the proposed lease of a portion of the land located at No. 41 (Lot 31) Britannia Road, Leederville at Britannia Reserve with Indara Corporation Pty Ltd (ACN 643 875 165) subject to the following key terms:
  - 1.1 **Initial Term:** Ten (10) years
  - 1.2 **Option Term:** Two x Five (5) year terms
  - 1.3 **Rent:** \$48,000 per annum (plus GST)
  - 1.4 **Rent Review:** CPI on 1 July annually
  - 1.5 **Market Rent Review:** as per Administration's recommendation but not agreed by Indara:  
Market rent review at each Option Term which is to be undertaken 6 – 9 months before commencement of each Option Term.
  - 1.6 **Outgoings:** Lessee's responsibility
  - 1.7 **Rates & Taxes:** Lessee's responsibility
  - 1.8 **Permitted Use:** For the purpose of constructing, maintaining and operating a telecommunications network and telecommunications service including but not limited to accessing, installing, storing, operating, repairing, maintaining, altering, removing, adding and replacing telecommunications equipment consistent with the evolving nature of telecommunications services
  - 1.9 **Maintenance of leased area:** Lessee's responsibility
  - 1.10 **Redevelopment clause:** City will have ability to require Indara to relocate after ten (10) years provided the City provides Indara with twenty four (24) months' written notice;
2. **If no submissions are received as a result of public notice period in Recommendation 1. above, DELEGATES BY ABSOLUTE MAJORITY to the Chief Executive Officer the power to enter into the lease in Recommendation 1. above, and AUTHORISES the Mayor and Chief Executive Officer to affix the common seal and execute the lease in accordance with the Execution of Documents Policy; and**
3. **NOTES that if any submissions are received as a result of the public notice period in Recommendation 1. above, the Chief Executive Officer will provide the submissions to Council for consideration and Council will determine whether to proceed with the proposed lease.**

At 7.08pm Executive Manager Urban Design & Strategic Projects left the meeting and did not return.  
At 7.10pm Project and Strategy Officer joined the meeting.

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**CR GONTASZEWSKI:**

If the lessee proposed to increase the height of the tower during the term or the option term of the lease, what controls exist currently that would impact the height of the tower that could be built?

**A/EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:**

*Notwithstanding that the approval for the construction of telecommunications infrastructure (which will include the specifications and details of the infrastructure) will be determined by WAPC via a development approval, it is a common term of any lease including the City's current leases that the lessee will not seek to:*

*'make any alterations or additions to the construction or structural arrangement of the leased area without first obtaining the written consent of the Lessor and any necessary planning and/or building approvals or permits'.*

*If the lease proceeds, Administration will as part of the lease negotiations engage with Indara to ensure more prescriptive limitations and conditions relating to alterations to the telecommunications infrastructure requiring the City's consent specifically in relation to the height.*

**CR LODEN**

Can the funds be allocated to the POS reserve?

**A/EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:****PROPOSED AMENDMENT:**

*In response to the request Administration suggests including an additional point 4 within the recommendation as follows:*

4. *APPROVES the rent from the lease relating to the telecommunications facility of portion of Lot 41 (31) Britannia Road, Leederville to be applied to the Public Open Space Reserve.*

**ADMINISTRATION COMMENT:**

*The report currently states that the rent received will be held in Municipal Funds, this is consistent with the City's usual approach to lease income.*

*The City's Finance team have advised that the inclusion of funds within the POS reserve can be considered as part of the Annual Budget process if the lease is approved and the commencement of the lease term and payments is more certain and imminent.*



## COUNCIL BRIEFING NOTES

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## 6.1 ADVERTISING OF AMENDED POLICY - CLOSED CIRCUIT TELEVISION

- Attachments:
1. Closed Circuit Television (CCTV) Policy 2023
  2. Policy 3.9.12 - Closed Circuit Television (CCTV)

## RECOMMENDATION

That Council:

1. **APPROVES** the proposed amendments to the Closed Circuit Television Policy, at Attachment 1, for the purpose of public notice, which is proposed to replace Policy 3.9.12 Closed Circuit Television (CCTV) at Attachment 2;
2. **AUTHORISES** the Chief Executive Officer to provide local public notice of the proposed new policy and invite public comments for a period of at least 21 days; and
3. **NOTES** that at the conclusion of the public notice period any submissions received will be presented to Council for consideration.

**CR GONTASZEWSKI:**

The policy provides information around how the City would prioritise CCTV expansion, requests details on what consultation is potentially required before it could be expanded and what would the consultation look like? Can the policy include reference to any types of CCTV that we would not install, facial recognition, etc? In relation to the clause that allows the City to release footage of individuals, only under an appropriate law. To release to an individual, would that require a subpoena, and should that be clarified in the policy?

**A/DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:**

*Excluding the use of mobile CCTV that will be deployed temporarily in response to WA Police identified hot spots or to address City of Vincent security concerns, the expansion of CCTV network coverage is subject to consultation with WA Police, local businesses and community to assist with determining key outcomes.*

*The Draft Policy has been modified to address the use of biometric data technology and clarify individual access to CCTV records.*

At 7.18pm Project and Strategy Officer left the meeting and did not return.

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## 7.1 FINANCIAL STATEMENTS AS AT 28 FEBRUARY 2023

Attachments: 1. Financial Statements as at 28 February 2023

## RECOMMENDATION:

That Council RECEIVES the Financial Statements for the month ended 28 February 2023 as shown in Attachment 1.

NO QUESTIONS
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**7.2 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 1 FEBRUARY 2023 TO 28 FEBRUARY 2023**

- Attachments:
1. Payments by EFT and Payroll February 23
  2. Payments by Cheque February 23
  3. Payments by Direct Debit February 23

**RECOMMENDATION:**

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 February 2023 to 28 February 2023 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT payments, including payroll	\$4,394,032.72
Cheques	\$469.30
Direct debits, including credit cards	\$607,884.95
 Total payments for February 2023	 \$5,002,386.97

<b>NO QUESTIONS</b>
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## 7.3 INVESTMENT REPORT AS AT 28 FEBRUARY 2023

Attachments: 1. Investment Statistics as at 28 February 2023

## RECOMMENDATION:

That Council NOTES the Investment Statistics for the month ended 28 February 2023 as detailed in Attachment 1.

NO QUESTIONS
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**7.4 ADVERTISING OF AMENDED POLICY - PURCHASING POLICY****Attachments: 1. Amended Purchasing Policy****RECOMMENDATION**

**That Council PREPARES an amendment to Purchasing Policy, included in Attachment 1, for the purpose of community consultation, pursuant to the City's Policy Development and Review Policy and Community Stakeholder Engagement Policy.**

<b>NO QUESTIONS</b>
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At 7.20pm Coordinator Procurement & Contracts left the meeting and did not return

## COUNCIL BRIEFING NOTES

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## 8.1 INFORMATION BULLETIN

- Attachments:
1. Unconfirmed Minutes Children and Young People Advisory Group (CYPAG) 8 February 2023
  2. Unconfirmed Minutes Arts Advisory Group - 22 February 2023
  3. Statistics for Development Services Applications as at the end of March 2023 - will be uploaded for the Council Meeting
  4. Register of Legal Action and Prosecutions Monthly - Confidential
  5. Register of State Administrative Tribunal (SAT) Appeals - Progress report as at 17 March 2023
  6. Register of Applications Referred to the Metro Inner-North Joint Development Assessment Panel - Current
  7. Register of Applications Referred to the Design Review Panel - Current
  8. Register of Petitions - Progress Report - March 2023
  9. Register of Notices of Motion - Progress Report - March 2023
  10. Register of Reports to be Actioned - Progress Report - March 2023
  11. Council Workshop Items since 1 March 2023
  12. Council Meeting Statistics
  13. Council Briefing Notes - 7 March 2023

## RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated March 2023.

**NO QUESTIONS**

David MacLennan, CEO, flagged some late items for the Council Meeting, two additional items, Undertakings regarding the Animal Local Law 2022, a - NOM and Animal local law 2022 and Tamala Park Regional Council Establishment Agreement: Proposed Changes. Cr Susan Gontaszewski has submitted a Notice of Motion regarding the Alma/Leake Diversion.

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**9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**10 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES**

Nil

**5 CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE CLOSED**

Nil

**12 CLOSURE**

There being no further business the meeting closed at 7.28pm.



**Metrics: progress towards Sustainable Environment Strategy 2019 – 2024 targets as at 30 June 2022**

GREENHOUSE GAS EMISSIONS	Metric	Unit of measure	Baseline	2021/22 Progress update	Target	Target year	Status tracking	Commentary
City operations plus landfill	Net greenhouse gas emissions from operational energy, operational transport and municipal waste	Tonnes of CO <sub>2</sub> equivalent per year	8,383	6995			On track	<p>Emissions dropped significantly in 2019/20 due to the COVID-related facility shutdowns. Since then, emissions in the transport and waste sectors both decreased, while in energy increased. This increase is likely due to the reopening of facilities, in particular the 'non contestable' community facilities (eg. community centres).</p> <p>As outlined below, emissions expected to be back on target in 2022/23 due to City's new NaturalPower energy contract.</p>

ENERGY	Metric	Unit of measure	Baseline	2021/2022 Progress update	Target	Target year	Status tracking	Commentary
City Operations	Total grid-supplied electricity	Megawatt hours per year	6,401.80	6,114.10	5,761.62	2024	On track	Despite consumption being higher than in 2019/20 (which was impacted by COVID-19 related facility closures), we are still largely on track to meet the 2024 target. In particular as contestable sites (8) were moved to a NaturalPower contract (renewable energy) in April 2022. This will lead to a significant reduction in 2022/23.
	Total natural gas	Gigajoules per year	10,327.73	2,895.40	2,065.55	2024	On track	A decrease of 6% in consumption has been reported for 2021/22 compared to 2020/21 (totalling 170 GJ).
	Solar PV installed on City-owned buildings	Kilowatts	37.50	328.74	400.00	2024	On track	Three solar PV systems installed in 2021/22, with a number of sites deferred to future years.
	Solar energy generation on City-owned buildings	Megawatt hours per year	58.7	460.34	589.80	2024	On track	If solar installations currently planned for 2022-2024 proceed, the 2024 target will be met.
	Greenhouse gas emissions from electricity and gas used by the City's operations	Tonnes of CO <sub>2</sub> equivalent per year	5,374.85	4,746.36	4,434.25	2024	On track	As natural gas use is minimal compared to electricity, the increase in emission from 2020/21 to 2021/22 is primarily due to increased electricity use resulting from reopening of facilities and return to normal operations following COVID-19 impacts.

**Metrics: progress towards Sustainable Environment Strategy 2019 – 2024 targets as at 30 June 2022**

ENERGY	Metric	Unit of measure	Baseline	2021/2022 Progress update	Target	Target year	Status tracking	Commentary
Community	Average grid-supplied household electricity use	Kilowatt hours per day	13.26	13.38	11.93	2024	Not on track	Average household electricity use decreased in 2021/22 after increasing in 2020/21. It may be reflective of residents returning in part to the workplace following covid lockdowns. As working from home continues, it is unlikely the target will be met.
	Percentage of free-standing and semi-attached dwellings with solar PV systems	Percentage	46.9%	-	25.0%	2024	-	Due to changes in the way that this data is provided to the City, it is no longer possible to separate free-standing and semi-attached dwellings from multiple dwellings. Going forward, the uptake of solar by the community will be reported as a percentage of residential accounts with embedded solar PV systems (as provided by Synergy).
	Percentage of all dwellings with solar PV systems Percentage of residential electricity accounts with embedded solar PV systems	Percentage	10.5%	14.6%	15.0%	2024	On track	
	Estimated installed solar capacity	Kilowatts	7,638.00	14,192	12,355	2024	On track	Enthusiastic uptake of solar panels in the community means the community solar targets have been exceeded.
	Estimated electricity displaced from the grid by Vincent households using solar PV	Megawatt hours per year	12,266.60	20,772	19,842.40	2024	On track	
	Greenhouse gas emissions avoided	Tonnes of CO2 equivalent per year	9,200.00	15,579	14,882	2024	On track	

TRANSPORT	Metric	Unit of measure	Baseline	2021/22 Progress update	Target	Target year	Status tracking	Commentary
City Operations	Percentage of the City's passenger vehicle fleet with tailpipe emissions	Percentage	97%	86%	50%	2024	Not on track, action required to meet target	This year, the City became the first WA local government to have a 100% hybrid-electric passenger vehicle fleet. Fleet has 4 battery electric vehicles (BEVs), which is 1 car short of being on track. For 2022/23, Fleet will need 10 BEVs to be on track.
Community	Percentage of Vincent residents who use active or public transport to commute	Percentage	33%	23%	TBC	TBC	n/a	The downward trend from baseline to 21/22 is due to COVID and the working from home arrangements decreasing the total amount of transport required.
	Percentage ownership of zero emission vehicles by the community	Percentage	0.065%	Not available for 2021/22	1.00%	2024	On Track	The total number of electric vehicles registered in Vincent is pending the release of data from Dept of Transport.  We expect the share of EVs in the City to meet 1%, based on available advice from the RAC.

**Metrics: progress towards Sustainable Environment Strategy 2019 – 2024 targets as at 30 June 2022**

WASTE	Metric	Unit of measure	Baseline	2021/22 Progress update	Target	Target year	Status tracking	Commentary
Operational & Community (Municipal)	Total waste to landfill	Tonnes	9,530	7,328	0.00	2028	On track	FOGO was rolled out to single residences in November 2021, and to multi unit dwellings from March to June 2022. FOGO recovery rates average 97%.
	Greenhouse gas emissions associated with the breakdown of organic waste	Tonnes of CO <sub>2</sub> equivalent per year	2,235.00	1,718.67	223.50	2028		

\*This figure assumes that all organic waste will be composted using aerobic processes, resulting in a 90% reduction in greenhouse gas emissions.

WATER	Metric	Unit of measure	Baseline	2021/22 Progress update	Target	Target year	Status tracking	Commentary
City Operations	Total scheme water use by City-owned facilities	Kilolitres per year	67,356.00	69,418.00	67,356.00	Maintain at or below baseline	Not on track, action required to reach target	The Administration building irrigation system is due to be replaced in 2023/24. This should result in a reduction in overall scheme water use. An exact amount is difficult to determine.
	Groundwater use (average across all irrigated areas)	Kilolitres per hectare per year	7,357.00	7,158.96	6,989.15	2024	On track	The Parks team has reduced water consumption by 825 kL/ha/year. Actions implemented to improve water use - turf renovation program to improve turf vigour, new inground irrigation renewal program, and irrigation program Signal being used more effectively.
Community	Community scheme water use	Kilolitres per person per year	96.86	101.01	90.00	2024	Not on track, unlikely to meet target	Community scheme water use fluctuates greatly from year to year. After exceeding this target in 2020/21, this year water use has increased possibly due to the record-breaking hot spells in summer. We know that Vincent residents continue to rely heavily on scheme water for irrigation/cooling in summer.

Metrics: progress towards Sustainable Environment Strategy 2019 – 2024 targets as at 30 June 2022

WATER	Metric	Unit of measure	Baseline	2021/22 Progress update	Target	Target year	Status tracking	Commentary
	Domestic groundwater use	Kilolitres per year	715,000	715,000	594,279.00	2024	Not on track, target unlikely to be met	Domestic ground water is estimated because garden bores are not licensed or metered. Estimates are based on household water use surveys and a subset of metered samples. The baseline set in the SES was based on Water Corporation advice received in 2018/19. The estimated use for 2020/21 remains the same as for the baseline year.

URBAN GREENING AND BIODIVERSITY	Metric	Unit of measure	Baseline	2021/22 Progress update	Target	Target year	Status tracking	Commentary
City Operations	Percentage		20%	19%	23.3%	2023	On track	Data source change - Previously, tree canopy data was calculated using inhouse GIS. However the DPLH has launched a new Tree Canopy Dashboard which we will use going forward. Baseline percentage has been updated in line with the Dashboard.
	Number of street trees	Trees	13,000.00	15,022	<del>13,500</del> 14,900	2023	On track	
	Length of greenways established within the City	Kilometres	25.00	26.59	26.50	2023	On track	Vincent public tree canopy is on par with inner city LGAs. Considering the tree plantings and ecozoning completed, we expect public tree canopy to increase. It may take some time for the Dashboard to catch up. As the target was based on the previous data source (in the Greening Plan), it is not likely we will meet this target.
	Area of eco-zoning completed	Square metres	49,549	72,227	69,549	2023	Target met	
Community	Tree canopy cover on private land	Percentage	10%	9.0%	7.5%	2023	N/A	Baseline data adjusted according to Tree Canopy Dashboard, however target remains as from the Greening Plan. The Sustainability and Transport Advisory Group agreed to retain the outdated target until the new Sustainable Environment Strategy is adopted (2025). Vincent's private tree canopy is smaller compared with neighbouring LGAs, that are between 12 and 17%.

\* Via the Department of Planning, Lands and Heritage Urban Forest Dashboard