



CITY OF VINCENT

NOTES

Council Briefing

7 February 2023

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**NOTES OF CITY OF VINCENT
COUNCIL BRIEFING
HELD AS E-MEETING AND AT THE
ADMINISTRATION AND CIVIC CENTRE,
244 VINCENT STREET, LEEDERVILLE
ON TUESDAY, 7 FEBRUARY 2023 AT 6.00PM**

PRESENT:	<p>Mayor Emma Cole Cr Susan Gontaszewski Cr Alex Castle Cr Jonathan Hallett Cr Dan Loden Cr Ashley Wallace Cr Ron Alexander Cr Ross Ioppolo</p>	<p>Presiding Member South Ward South Ward South Ward North Ward South Ward North Ward South Ward</p>
IN ATTENDANCE:	<p>David MacLennan John Corbellini Peter Varris Rhys Taylor Tara Gloster Jay Naidoo Joslin Colli Luke McGuirk Lisa Williams Wendy Barnard</p>	<p>Chief Executive Officer A/Executive Director Strategy & Development A/Executive Director Infrastructure & Environment Chief Financial Officer Manager Policy & Place Manager Development & Design A/Executive Manager Corporate Strategy & Governance Manager Engineering Manager Marketing & Partnerships Council Liaison Officer</p>
Public:	Approximately one member of the public.	

1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

The Presiding Member, Emma Cole, 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, PRESENT AND EMERGING.”

2 APOLOGIES / MEMBERS ON APPROVED LEAVE OF ABSENCE

Cr Suzanne Worner was 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.

Dudley Maier of Highgate – Item 6.1

- Stated that the intention of the trial was to reduce traffic speed, but this has not succeeded. The average speed dropped by 1km/h, which could be seasonal variances. It also stated that for some classes of accidents the trial area was worse than the control area.
- Queried Appendix A of the PJA report, which shows that the average speed is the same as the 85 percentile, for Bulwer Street and Palmerston Street, which is not consistent with all the other observations in that report. Are these figures correct, and did anybody question the obvious anomalies?
- Mentioned that most of the developed world is moving to 30km/h limits in residential streets. The report debunks that reducing speed adds significantly to travel times.
- Stated that the likelihood of death is much reduced at 30km/h, and besides reducing the possibility of injury or death, this also has an impact on public perceptions.
- Agrees with the 30km/h trial, but feels the implementation plan should be wider
- Notes that only one third of respondents were women, they need to be engaged, they are the key to influencing the next generation.








There being no further speakers, Public Question Time closed at approximately 6.05pm.

4 DECLARATIONS OF INTEREST

- 4.1 Cr Ross Ioppolo declared a potential proximity interest in Item 7.1 Financial Statements as at 30 November 2022, Item 7.2 Financial Statements as at 31 December 2022, Item 7.3 Authorisation of Expenditure for the Period 1 November 2022 to 30 November 2022 and Item 7.4 Authorisation Of Expenditure For The Period 1 December 2022 To 31 December 2022.

The interest is to the extent these items include expenditure constituting development, maintenance or management of land or facilities on land relating to the City of Vincent Administration Building and/or Leederville Early Childhood Centre at 244 Vincent Street. To the extent these items are included and recognised during discussion and not identified by Administration in advance, Cr Ioppolo will declare an actual proximity interest and excuse himself while those aspects are discussed, unless the majority of Council is content for Cr Ioppolo to remain in Chamber but not participate in such discussion.

6.1 UPDATE ON EXPANDING 40KM/H SPEED ZONES WITHIN CITY OF VINCENT

- Attachments:**
1. Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 1 (2016) 
 2. Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 2 (2016) 
 3. Proposed 40Km/h Area Wide Speed Zone Trial - Results of Consultation (2018) 
 4. Road Safety Commission Report (GHD) 
 5. Evaluation Survey September 2022 
 6. Safe Speed Trial Evaluation Report 
 7. 3741-CP-D - Speed Plan 

RECOMMENDATION:

That Council:

1. **NOTES** the Safe Speed Trial Evaluation Report (Attachment 6); and
2. **APPROVES** progression of formal applications to Main Roads Western Australia (MRWA) for the approval of permanent 40km/h speed zones within areas bounded by Newcastle, Vincent and Charles Streets and the Swan River; and
3. **APPROVES** progression of formal applications to MRWA to trial 40km/h speeds over a period of 18-months on all Local Roads which are currently posted 50km/h.

MAYOR COLE:

Timeframes – not attached in recommendation, but they are in the report. What would be the impact of bringing forward the timing to 2023/24.

Flag an amendment to bring area 4 forward to 2023/24, but feedback on LTFP and how this could be implemented. Can planned consultation be added to the report?

MANAGER ENGINEERING:

The timeframes within the details of the Council Agenda Briefing item are reflective of the consultants (PJA) report which has been reviewed by the Road Safety Commission (RSC), Main Roads WA (MRWA), City of Vincent Engineering Team and Western Australian Local Government Association (WALGA).

Timeframes which administration are targeting have been added within the OCM report, as are cost estimates reflective within the financial/budget implications section of the OCM report.

Planned consultation added into the OCM report.

MAYOR COLE:

Traffic data figures – Bulwer, Fitzgerald and Palmerston – speeds are the same from Dec 18 to 2021 and has that been checked?

MANAGER ENGINEERING:

The traffic data was manually inputted within the PJA Safe Speed Trial Evaluation Report and has now been cross checked. Errors which have been identified are now removed, these errors are insignificant to the outcome of the report as the majority of the data was inputted correctly.

The report has now been revised and will be included within the OCM item as an attachment.

Administration has taken steps to mitigate the likelihood of similar transferal errors in the future.

MAYOR COLE:

Follow up re grant money from Main Roads

MANAGER ENGINEERING:

Funding will be followed up by administration however it is unlikely that this project will meet the current criteria to secure external funding.

CR HALLETT:

Foreshadow amendment to 30km/h and not a trial – information on how that would work

A/EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:

Main Roads WA's current practice towards reduced speed limits from the statutory 50kph to 40kph in residential areas is for local governments to install physical local area traffic management infrastructure (speed bumps, raised plateaus, roundabouts, etc) to create a traffic environment that impedes speeding. Should the physical interventions not change driver behaviour MRWA will consider a reduction in the posted speed limit.

Administration's perspective is that the speed limit should be reduced first and only then install LATM infrastructure where driver behaviour has not responded.

As noted in the report –

"MRWA raises concerns on the high operational and maintenance cost for areas which have differential speed limits. MRWA preference is for an overall 40km/h default limit to be implemented throughout Western Australia's Local Roads to reduce costs. Other concerns from MRWA came from driver behaviour and how traffic calming devices are expected to be implemented before speeds are approved to be reduced.

MRWA will have final authority to grant or reject applications to reduce speeds on Local Roads."

A metropolitan wide (or perhaps an inner city wide) reduction in the statutory speed limit for residential areas would mean that MRWA would not need to implement the level of signposting and line making as it does for those areas currently approved.

The current Accessible City Strategy has two specific actions in respect to the reduction of residential speed limits –

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.

4.1.2 Through consultation with key stakeholders, develop the City's local streets in line with the principles of Safe Active Streets with slow design speeds to promote safety and amenity and utilise 40km/h zones as a tool to transition to lower speeds where appropriate. The aspirational long-term vision is that residential streets will have Safe Active Street 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.*

An opportunity identified in the Strategy is that "30km/hr residential speed limits allow for an integration of mixed traffic cycling and significantly improved road safety outcomes."

At the Briefing this was stated in error as an advocacy position of the City. A 30kph residential speed limit is not specifically articulated as an Objective or Action under the Accessible City Strategy and could be considered as an advocacy position in a future review.

The approach to the current trial and the collaboration with stakeholders has been based on a reduction to a posted residential speed limit of 40kph. It is considered that the reduction of the speed limit and the creation of safer residential street environments is more likely to be achieved through an incremental approach via a 40kph limit

5.1 NOS. 119-133A (LOT: 100; D/P: 29145) OXFORD STREET, LEEDERVILLE - PROPOSED CHANGE OF USE FROM SHOP TO TAVERN INCLUDING ALTERATIONS AND ADDITIONS**Ward: South**

- Attachments:**
1. Consultation and Location Plan 
 2. Development Plans 
 3. Waste Management Plan 
 4. Venue Management Plan 
 5. Parking Management Plan 
 6. Acoustic Report 
 7. 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 development application for a Proposed Change of Use from Shop to Tavern including Alterations and Additions at Nos. 119-133A (Lot: 100; D/P: 29145) Oxford Street, Leederville, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 7.:

1. Development Approval

This approval is for a Change of Use from Shop to Tavern including Alterations and Additions as shown on the approved plans dated 20 September 2022. No other development forms part of this approval;

2. Use of Premises

2.1 This approval is for a Tavern as defined in the City of Vincent Local Planning Scheme No. 2. The use of the subject land for any other land use may require further approval from the City;

2.2 The Tavern shall be limited to a maximum of 200 patrons at any one time; and

2.3 The Tavern shall have the following hours of operation:

- Monday to Saturday: 6:00am to 12:00am (midnight); and
- Sunday and Public Holidays: 7:00am to 12:00am (midnight);

unless otherwise approved by the Racing Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries;

3. Venue Management

3.1 Prior to commencement of the approved development, an amended Venue Management Plan shall be submitted to and approved by the City. The amended Venue Management Plan shall be prepared in accordance with City's Policy No. 7.5.7 – Licensed Premises and shall incorporate recommendations of the 'Acoustic Report – Environmental Noise Assessment' dated 6 September 2022, prepared by AAP; and

3.2 The premises shall operate in accordance with the approved Venue Management Plan, to the satisfaction of the City;

4. Waste Management

4.1 The Waste Management Plan dated 14 November 2022 shall be implemented at all times to the satisfaction of the City; and

4.2 Waste collection shall be limited to between 7:00am to 7:00pm Monday to Saturday and

9:00am to 7:00pm Sunday and public holidays;

5. Façade Design

5.1 Doors and windows and adjacent floor areas fronting Oxford Street shall maintain an active and interactive relationship with this street. Ground floor glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility between the street and the interior of the tenancy. Darkened, obscured, mirrored, or tinted glass or other similar materials, as considered by the City, is prohibited; and

5.2 Curtains, blinds and other internal treatments that obscure the view of the internal area from Oxford Street are not permitted to be used during the hours of the business operation;

6. Signage

6.1 All signage is to be in accordance with the City's Signs and Advertising Policy, unless further development approval is obtained; and

6.2 All signage shall be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site;

7. Car Parking

Prior to operation of the approved development, four parking bays on-site are to be marked for the exclusive use of the Tavern; and

8. Bicycle Facilities

A minimum of two long-term bicycle bays shall be provided on-site and designed in accordance with AS2890.3 prior to the occupation or use of the development the subject of this approval.

MAYOR COLE:

Request additional information on the proposed façade changes and referral to Design Review Panel member.

Do we have the data to indicate the availability of on-street bicycle facilities or feedback from Place Planners as to the utilisation rates?

MANAGER DEVELOPMENT & DESIGN:

Design Review

The proposed development has been referred to the Chair of the City's Design Review Panel for comment. Their comments are summarised as follows:

- The proposed internal functional organisation of the tenancy remains similar to the previous use, with a large 'front of house' patron area facing Oxford Street. This is a positive outcome for the streetscape.
- The new bi-fold doors and painting of the façade would allow the social activity to become the primary focus of the shopfront facing Oxford Street which is supported. The maintenance of the simple façade and use of bi-fold doors is supported.
- The proposed signage is also minimal and quite sleek which is supported.
- Support for the proposed condition of development approval requiring minimum visibility of the shopfront glazing during operating hours.
- The proposed shopfront will maintain a high level of streetscape activation. The proposal sits within and would contribute to the surrounding area's unique local context.

The 'Design Review Panel' section of the officer report has been updated to reflect these comments.

Bicycle Parking

The City does not have data on the utilisation rates of public bicycle parking facilities.

From 16 to 28 January, pedestrian counts in Leederville Village Square were being undertaken four times a day by a member of the City's Policy and Place team.

Feedback from the Leederville Place Planner that undertook these pedestrian counts is that while bicycle facilities were being used, there was availability of facilities along Oxford Street.

Surveys of members of the public were also undertaken at this time and no requests for additional facilities were received.

As part of the Leederville Place Plan, the City is advocating to the Public Transport Authority for Leederville Station upgrades and for the provision of secure bicycle facilities. This would provide additional bicycle parking facilities for patrons of the town centre area and that is within close proximity to the subject site.

Administration is satisfied that there is sufficient existing bicycle facilities available to the public on Oxford Street that would continue to support the demand of other venues as well as patrons of this proposed venue, and without the need for additional short-term bicycle parking to be provided.

CR HALLETT:

Please provide information on the opening hours of other Taverns within the City.

MANAGER DEVELOPMENT & DESIGN:

Existing Operating Hours

A review of Taverns and Small Bars operating in Leederville found no examples of existing venues opening before 10:30am ('The Garden').

Within the broader City of Vincent district, Administration is aware of Taverns opening as early as 8:30am ('Hyde Park Hotel') and Small Bars opening as early as 7:00am ('The Old Laundry').

Operating Hours and the Planning Framework

The introduction of land use exemptions in the Planning and Development (Local Planning Scheme) Regulations 2015 (Planning Regulations) has meant that new Small Bars in the Leederville Town Centre do not require development approval. This means that there is no restriction to their opening hours under the Planning and Development Act 2005. Only for the purposes of selling alcohol, their hours of operation would be bound by the liquor licence issued under the Liquor Control Act 1988. Examples of this include 'Naber and IIII', 'Phat Lon', 'Hermanos en Tacos' and 'Powell's Fromagerie and Wine Bar'.

Taverns are not a land use exempt from the need to obtain development approval under the Planning Regulations. The City's Licensed Premises Policy provides guidance that Taverns in a District Centre zone can operate as early as 7:00am every day of the week. Under a Tavern licence, the LC Act permits operating hours commencing from 6:00am Monday to Saturday. The applicant is proposing opening hours consistent with the LC Act for Monday to Saturday and consistent with the opening hour of the Licensed Premises Policy for Sunday.

CR CASTLE:

Request further information on the interaction of the operating hours under the *Liquor Control Act 1988* and the proposed Condition 3.

MANAGER DEVELOPMENT & DESIGN:

The City's Policy No. 7.5.7 - Licensed Premises (Policy) provides guidance on operating hours for Taverns in the District Centre zone. This includes an opening time of 7:00am on Sundays.

Proposed Condition 3 would permit the venue to open from 7:00am on Sundays, consistent with the City's Policy.

The Policy notes that the sale, supply and consumption of alcohol is restricted by the times in the Liquor Control Act 1988 (Act). A tavern licence under the Act would need to be obtained from Racing Gaming and Liquor for the venue.

The Act sets out that the sale, supply and consumption of alcohol is permitted after 10.00am on Sundays for a Tavern licence.

The effect of recommended Condition 3 would be that between the hours of 7:00am and 10:00am on Sundays, the business would be allowed to operate but the sale of alcohol would not be permitted. This has been confirmed with Racing Gaming and Liquor and the applicant is also aware of this.

Condition 3 is intended to provide greater flexibility in operating hours for this small business located in a town centre area. It would also ensure that the operating hours are consistent with the Policy and the Act in respect to the sale of alcohol under the Act would be met. In this way the applicant would be required to comply with the terms of the development approval and their liquor licence.

CR WALLACE:

Request an amendment be prepared for Condition 2.3 to delete the wording 'unless otherwise approved by the Racing Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries'.

MANAGER DEVELOPMENT & DESIGN:

An amendment to Condition 2.3 has been prepared and as shown below.

That Condition 2.3 be amended to delete the following:

'unless an Extended Trading Permit for alternative hours is issued by the Racing Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries;'

Administration is not supportive of the proposed amendment to Condition 2.3. The proposed Condition 2.3 would provide the operator with greater flexibility in their operations and as permitted through extended trading permits issued by Racing Gaming and Liquor

CR IOPPOLO:

Request information on the proposed operator.

MANAGER DEVELOPMENT & DESIGN:

The table in the 'Background' section of the report has been updated to include this information.

ADDITIONAL INFORMATION

Administration has amended Condition 2.3 in its recommendation to do the following:

- *Include the permitted operating hours under the Liquor Control Act 1988 for New Years Eve and New Years Day; and*

Modify the wording to provide clarity that the further approval from Racing Gaming and Liquor is through the issue of extended trading permits.

5.2 NO. 192 (LOT: 601, D/P: 65807) STIRLING STREET, PERTH - PROPOSED FEE PAYING CAR PARK (RETROSPECTIVE APPROVAL) (AMENDMENT TO APPROVED)

Ward: South

Attachments:

1. Consultation and Location Map 
2. Minutes of 8 May 2012 Ordinary Council Meeting - Item 9.1.2 
3. Previous Development Approval 
4. Approved Management Plan 

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 Proposed Fee Paying Car Park (Retrospective Approval) (Amendment to Approved) at No. 192 (Lot: 601; D/P: 65807) Stirling Street, Perth, subject to the following condition:

1. All conditions, requirements, advice notes and plans detailed on the development approval 5.2012.54.1 granted on 8 May 2012 continue to apply to this approval except as follows:

- 1.1 Condition 3 is modified to read as follows:

“3. Land Use

This approval is for Car Park as defined in the City of Vincent Local Planning Scheme No. 2. The use of the land for any other land use may require further development approval subject to the requirements of Local Planning Scheme No. 2.”

- 1.2 Condition 3.1 is removed;

- 1.3 The Advice Note is removed; and

- 1.4 Condition 3.2 is removed and added as Advice Note 1:

“Advice Notes:

1. *The City of Vincent will not become involved in any enforcement action relating to the use of the land as a private parking facility.”.*

CR IOPPOLO:

Did the policy position change after May 2017 when the original 5 year period was up?

MANAGER DEVELOPMENT & DESIGN:

No, Policy No. 3.7.1 – Parking and Access was rescinded in October 2013 and replaced with a new version, being Policy No. 3.7.1 – Parking and Access.

The ‘Law 17’ was removed from the policy as part of this revision, prior to the expiration of the time limited approval for the fee paying component of the car park.

CR IOPPOLO:

Did we do any enforcement during 2017 until now in relation to the unauthorised use?

EXECUTIVE DIRECTOR STRATEGY & DEVELOPMENT:

No, Administration was not aware that the use of the site for paid parking had not ceased and therefore did not investigate.

When the approval was issued in 2012, there was no process being followed for checking compliance with development approvals. A process was implemented a number of years ago now to ensure that all time limited development approvals and conditions are registered in our system and tasks are sent by the system

to the Compliance team for the matter to be check at the appropriate time.

CR WALLACE:

I was wondering what restrictions there are on us applying further conditions as part of this approval, specifically something requiring an updated landscaping plan in accordance with our current Built Form Policy.

In my opinion if the applicant is seeking to amend an existing approval, to the detriment of the community and the financial benefit of the landowner, and the proposed rationale for agreeing with that is that our policies have changed since the original approval was given, I feel like we should also be able to assess the original proposal against other policy changes in that time.

MANAGER DEVELOPMENT & DESIGN:

In order to apply further conditions as part of this approval, the conditions must fairly and reasonably relate to the changes being sought as part of the proposal.

The site has an existing permanent approval for the Car Park land use that was approved by Council in 2012. An updated landscaping plan was a condition of this approval and has been approved.

With the land use approved, landscaping plan for the site approved and no physical changes proposed to the car park site, the extent of Council's consideration for this application is limited to whether it is acceptable for the approved car park to be fee paying.

Any conditions imposed then must bear relevance to the fee paying aspect.

There are no provisions in the City's local planning scheme, policies or in the land use definition of car park that restricts or relates to charging a fee for a car park.

There is no nexus or relationship between the City's landscaping standards in its Built Form Policy and charging a fee to park in a car park.

This means it would not be open to Council to reconsider the landscaping aspects of the development.

It would not be fair or reasonable to impose a condition requiring the reconsideration of landscaping as a condition of approval for the subject proposal and any such condition would not be valid.

5.3 OUTCOME OF ADVERTISING: LOCAL PLANNING POLICY - PERCENT FOR ART

- Attachments:
1. Local Planning Policy - Percent for Art 
 2. Summary of Submissions 

RECOMMENDATION:

That Council **PROCEEDS** with Local Planning Policy No. 7.5.13 – Percent for Art, pursuant to Clause 5 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* included as Attachment 1.

At 7.10pm Cr Dan Loden left the meeting.

At 7.12pm Cr Dan Loden returned to the meeting,

NO QUESTIONS

At 7.15pm Manager Development & Design left the meeting and did not return,

At 7.15pm Manager Policy & Place left the meeting and did not return.

7.1 FINANCIAL STATEMENTS AS AT 30 NOVEMBER 2022

Attachments: 1. **Financial Statement as at 30 November 2022** 

RECOMMENDATION:

That Council **RECEIVES** the Financial Statements for the month ended 30 November 2022 as shown in Attachment 1.

NO QUESTIONS:

7.2 FINANCIAL STATEMENTS AS AT 31 DECEMBER 2022

Attachments: 1. Financial Statements as at 31 December 2022 

RECOMMENDATION:

That Council **RECEIVES** the Financial Statements for the month ended 31 December 2022 as shown in Attachment 1.

NO QUESTIONS

7.3 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 1 NOVEMBER 2022 TO 30 NOVEMBER 2022

- Attachments:
1. Payments by EFT, BPAY and Payroll November 22 
 2. Payments by Cheque November 22 
 3. Payments by Direct Debit November 22 




RECOMMENDATION:

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 November 2022 to 30 November 2022 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT and BPAY payments, including payroll	\$6,194,258.97
Cheques	\$913.76
Direct debits, including credit cards	\$132,840.23
Total payments for November 2022	\$6,328,012.96

NO QUESTIONS

7.4 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 1 DECEMBER 2022 TO 31 DECEMBER 2022

- Attachments:
1. Payments by EFT and Payroll December 22 
 2. Payments by Cheque December 22 
 3. Payments by Direct Debit December 22 

RECOMMENDATION:

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 December 2022 to 31 December 2022 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT payments, including payroll	\$8,375,419.11
Cheques	\$522.20
Direct debits, including credit cards	\$189,415.73
Total payments for December 2022	\$8,565,357.04

MAYOR COLE:

Expenditure Beatty Park, the hire of the sauna s very profitable, how long is that proposed for and at what point do we look at returning to, what was part of the original, within the scope with the Beatty Park works to provide permanent saunas as opposed to continuing the model of hiring the saunas, given that we have grappled in the past with leasing versus purchasing in terms of gym equipment and other elements at Beatty Park?

EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:

To build saunas to replace the 2 leased ones would cost us approx. \$100,000 and lead to several weeks of downtime in the area (loss of income – not factored into workings below)

		Option 1 - Current Config Existing + Leased	Option 2 Existing only	2 - Build Own Existing + new
Cost	1 year	\$ 93,150	\$ 18,250	\$ 154,750
	5 year	\$ 490,750	\$ 116,250	\$ 423,750
	10 year	\$ 981,500	\$ 232,500	\$ 747,500
Income	1 year	\$ 438,000	-\$ 438,000	\$ 438,000
	5 year	\$ 2,190,000	-\$ 2,190,000	\$ 2,190,000
	10 year	\$ 4,380,000	-\$ 4,380,000	\$ 4,380,000
Net result	1 year	\$ 344,850	-\$ 456,250	\$ 283,250
	5 year	\$ 1,699,250	-\$ 2,306,250	\$ 1,766,250
	10 year	\$ 3,398,500	-\$ 4,612,500	\$ 3,632,500

It may look good to build and start to provide a positive payback at around yr 4/5 but the question is what if demand goes down or technology changes and is this the best long term location as we really need a bigger spa to truly maximise profits form a wellness area.

Assumptions

- 1. If we did not lease the 2 additional saunas the area would have become member only – this would mean no additional casual income as has been seen for last 16 months and will continue to be received (\$0 figure above)*
- 2. Build our own saunas in 2023/24 (\$100,000 plus ongoing operating and maintenance costs)*

Administration will be looking at all options as part of the upcoming budget process and provide Council with recommendations on the preferred way forward.

7.5 INVESTMENT REPORT AS AT 30 NOVEMBER 2022

Attachments: 1. Investment Statistics as at 30 November 2022 

RECOMMENDATION:

That Council **NOTES** the Investment Statistics for the month ended 30 November 2022 as detailed in Attachment 1.

NO QUESTIONS

7.6 INVESTMENT REPORT AS AT 31 DECEMBER 2022

Attachments: 1. Investment Statistics as at 31 December 2022 

RECOMMENDATION:

That Council **NOTES** the Investment Statistics for the month ended 31 December 2022 as detailed in Attachment 1.

NO QUESTIONS

7.7 OUTCOME OF ADVERTISING - SPONSORSHIP TO THE CITY POLICY

- Attachments:
1. Sponsorship to the City Policy 
 2. Original Sponsorship to the City Policy 2010 

RECOMMENDATION:

That Council **ADOPTS** the Sponsorship to the City Policy at Attachment 1.

NO QUESTIONS

8.1 INFORMATION BULLETIN

- Attachments:
1. Minutes of the Tamala Park Regional Council Meeting held on 8 December 2022 
 2. Minutes of the Tamala Park Regional Council - Special Meeting held on 15 December 2022 
 3. Unconfirmed Minutes of the Mindarie Regional Council meeting held on 15 December 2022 
 4. Public Open Space Update 
 5. Statistics for Development Services Applications as at the end of December 2022 
 6. Register of Legal Action and Prosecutions Monthly - Confidential
 7. Register of State Administrative Tribunal (SAT) Appeals - Progress report as at 25 January 2023 
 8. Register of Applications Referred to the Metro Inner-North Joint Development Assessment Panel - Current 
 9. Register of Applications Referred to the Design Review Panel - Current 
 10. Register of Petitions - Progress Report - January 2023 
 11. Register of Notices of Motion - Progress Report - January 2023 
 12. Register of Reports to be Actioned - Progress Report - January 2023 
 13. Strategic Projects Update - January 2023 
 14. Council Workshop Items since 30 November 2022 
 15. Council Meeting Statistics 
 16. Council Briefing Notes - 6 December 2022 
 17. Council Recess Period 2022-2023 - Receiving Of Items Dealt With Under Delegated Authority Between 14 December 2022 And 6 February 2023 

RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated February 2023.

CR HALLETT:

In relation to the SAT appeal for the 7 Grams Chicken matter, can you provide more information in regards to whether the development application has been determined to address emissions?

EXECUTIVE DIRECTOR STRATEGY & DEVELOPMENT:

The development application for Alterations and Additions to the existing Restaurant/Cafe at Nos. 212-214 Lake Street, Perth (known as 7 Grams Restaurant) was approved by Administration under delegated authority on 23 December 2022.

The approval was for an external exhaust located at the rear of the building that would replace the existing external exhaust. The proposed external fixture would have a diameter of 1.2 metres and project a maximum of 1.5 metres above the existing pitched roof line.

The development approval is in relation to the built form of the external fixture, it is not in relation to odour management and the acceptability of this.

The applicant is now preparing its Building Permit documentation, including the necessary mechanical and technical reports.

The matter is listed for further mediation on 3 March 2023.

Administration has been providing updates to interested community members as this matter progresses.

9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

10 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

Nil OR

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.