



CITY OF VINCENT

NOTES

Council Briefing

28 March 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, 28 MARCH 2023 AT 6.00PM**

PRESENT:	Cr Susan Gontaszewski	South Ward (Acting Presiding Member)
	Cr Alex Castle	North Ward
	Cr Jonathan Hallett	South Ward
	Cr Suzanne Worner	North Ward
	Cr Dan Loden	North Ward (electronically)
	Cr Ron Alexander	North Ward (electronically)
IN ATTENDANCE:	David MacLennan	Chief Executive Officer
	John Corbellini	Executive Director Strategy & Development
	Peter Varris	A/Executive Director Infrastructure & Environment
	Rhys Taylor	Chief Financial Officer
	Joslin Colli	A/Executive Manager Corporate Strategy & Governance
	Jay Naidoo	Manager Development & Design (left at 6.56pm after Item 5.1)
	Tara Gloster	Executive Manager Urban Design & Strategic Projects(left at 70.08pm after Item 5.4)
	Mona Wong	Senior Land and Legal Advisor (left at 7.15pm after Item 5.5)
	Chris Dixon	Project and Strategy Officer (joined at 7.10pm, left at 7.18pm after Item 6.1)
	Jeremy Chalmers	Coordinator Procurement & Contracts (Joined at 7.20pm, left at 7.21pm after Item 7.4)
	Wendy Barnard	Council Liaison Officer
Public:	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.

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.

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 dsustainability reasons, which was ignored

- 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 your 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.

- 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.

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 2nd 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.

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.

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.

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.

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

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.'*

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 1st 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.

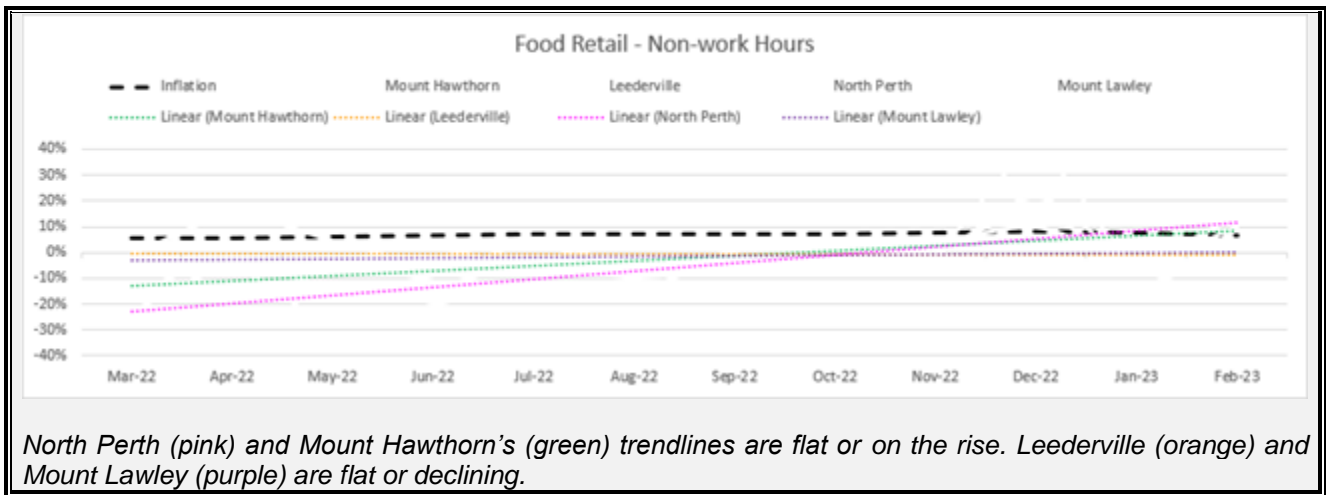
The following additional analysis is provided in respect to Spendmapp data.

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.





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.

NO QUESTIONS

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

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

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.

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.

NO QUESTIONS

5.4 RENT REVIEW REQUEST BEATTY PARK PHYSIOTHERAPY PTY LTD**Attachments: 1. Profit & Loss Statement - FY21/22 & 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.

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.

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.

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.

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

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

NO QUESTIONS

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

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.

NO QUESTIONS

At 7.20pm Coordinator Procurement & Contracts left the meeting and did not return

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.

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.