CITY OF VINCENT

NOTES

Council Briefing

15 August 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, 15 AUGUST 2023 AT 6.00PM

PRESENT:	**Cr Susan Gontaszewski**	**South Ward (Acting Presiding Member)**
	Cr Alex Castle	**North Ward**
	Cr Jonathan Hallett	**South Ward**
	Cr Dan Loden	**North Ward (arrived at 6.11pm during Item 6.2)**
	Cr Ashley Wallace	**South Ward**
	Cr Ron Alexander	**North Ward**
	Cr Suzanne Worner	**North Ward**
IN ATTENDANCE:	**David MacLennan**	**Chief Executive Officer**
	John Corbellini	**Executive Director Strategy & Development**
	Peter Varris	**Executive Director Infrastructure & Environment**
	Rhys Taylor	**Chief Financial Officer (left at 7.19pm after Item 7.5)**
	Jay Naidoo	**Manager Development & Design (left at 6.48pm after Item 5.9)**
	Georgia Lawrence	**A/Executive Manager Urban Design & Strategic Projects**
	Luke McGuirk	**Manager Engineering (left at 7.31pm after Item 12.2)**
	Jayde Robbins	**Manager City Buildings & Asset Management (left at 7.42pm after Item 12.2)**
	Chris Dixon	**Project and Strategy Officer (left at 7.02pm after Item 6.4)**
	Lisa Williams	**Executive Manager Communications and Engagement (left at 7.18pm after Item 7.5)**
	Janine Neugebauer	**Executive Assistant Infrastructure & Environment (left at 7.00pm after Item 6.1)**
	Joslin Colli	**Executive Manager Corporate Strategy & Governance**
	Wendy Barnard	**Council Liaison Officer**
Public:	Approximately two members of the public.	

1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

The 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

Cr Ross Ioppolo on approved leave of absence from 26 July 2023 to 30 September 2023.
Mayor Emma Cole 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.

Louise Shneider of Mt Lawley – Item 6.2

- Spoke against the recommendation
- The members of the Action Group in the street request that Council consider changing this section of Harold Street to a one way configuration, entering from Vincent Street and exiting onto Beaufort Street.
- Mentioned that the community feedback survey mentioned that 55% of respondents believe there is no problem. It is the view of the Action Group that these comments appear to reflect the view of non-residents,not the actual residents who are impacted by this problem
- Noted that this section of road is unique and the issues are amplified

The following questions and submissions were received in writing prior to the meeting.

Liz Seggie of Highgate – Item 6.2

I note the persistence to amend the Harold Street intersection regardless of the significant objection from local residents and businesses.

Having lived on the corner of Harold and Beaufort Street for nearly nine years (9 years this November) I can attest to never having witnessed or heard an accident at this intersection. I have never had to wait more than 2 minutes to turn right onto Beaufort Street.

The report the council relies on to amend the street is highly flawed and does not provide evidence warranting the amendment of the intersection. The incidents in the report are from years previously, minor at best and there is nothing to indicate that it was the nature of the intersection that caused said minor incident.

Administration Response

The Main Roads Crash data confirms there has been 7 crashes at this intersection over the last 5 years. The project has received the approval and partial funding from Main Roads WA as an appropriate intervention to address road safety.

To close off Harold Street would be to segregate Highgate from Mount Lawley, significantly impact businesses and create significant traffic congestion on smaller streets which cannot handle the traffic or alternatively push traffic into an already extremely congested Walcott Street and Lord Street.

I request the councillors consider the following questions:

1. What evidence is there that the said accidents were contributed to by the intersection?

   Administration Response

   The Main Roads Crash data confirms there has been 7 crashes at this intersection over the last 5 years, and the project has received the approval and partial funding from Main Roads WA as an appropriate intervention to address road safety.

2. What do the local rate payers say in response to the proposal?

   Administration Response

   Community consolation is noted within attachment 2 of the report, confirming that 80% do not support the proposal. Road safety is undertaken with consideration to the public interest benefits and crash mitigation, not whether the community supports or opposes the project.

3. What roads will local traffic take to migrate north and can those roads handle the traffic?

Administration Response

As identified in the Council report the roads which might be affected are -

- *Mereny Lane*
- *Chatsworth Road*
- *Clearance Street*
- *Kaata Lane*
- *Curtis Street*
- *Stirling Street*
- *Broome Street*
- *William Street*
- *Vincent Street*

4. What evidence is there that amending the intersection would have avoided the incident (I note none were right hand turns)?

Administration Response

The Council report details the treatment outcomes. The crash analysis confirms that 3 x crashes will be treated.

5. What is the likely outcome to local business?

Administration Response

The analysis in determining the merits of road safety interventions does not include the commercial impacts on local business. It address road safety concerns and reducing crash incidents.

6. To what extent does traffic congestion and difficulty navigating areas contribute to patrons going elsewhere (closing off Highgate will cause patrons to go to other close areas in Mount Lawley above 2nd Ave or Northbridge).?

Administration Response

Please refer to response to 5 above.

7. What group/organisation/body could/will possibly benefit from this? Why are their concerns greater than the local rate payers and businesses?

Administration Response

Please refer to response to 5 above.

Dudley Maier of Highgate – Item 5.11 and 7.1

<u>Item 5.11 – Lease of 286 Beaufort Street:</u>

Can you confirm that the City does not own the property and simply has care and control of the property and as such cannot sell the property in the future? Why hasn't the report given any indication of the annual cost to the community of maintaining the facility? What was the net cost to the community of maintaining the facility in 2022-2023, and what is the estimated cost of maintaining it in 2023-2024?

Administration Response

The Premises is held in conditional freehold by the City pursuant to section 75 of the Land Administration Act 1997 for Municipal Purposes. While held on a freehold Certificate of Title, the Premises may not be leased unless with the consent of the Minister, which may be given subject to conditions.

The actual and estimated annual maintenance costs for the ASeTTS building are as follows:

Actual maintenance cost FY 22/23: *$28,733.61 (includes roof repair of $18,000)*
Estimated general maintenance cost FY23/24: *$ 6,500.00*

The report has been updated to reflect the above information.

Item 7.1 – Monthly Financials for June 2023:

The report does not contain the regular statement for Rates (Rating Information and Graph) which is usually included as 'Note 6'. Why has this report not been included in the 30 June range of supporting documents? What were the total Interim Rates collected as at 30 June 2023?

Administration Response

Note 6 has been updated as part of ongoing reporting improvements. The graph and interim rates are still included and can be found on page 17 of Agenda item 7.1.

Bryony Calendar of Highgate – Item 6.2

I am very concerned that whilst the majority of survey respondents do not support the Beaufort/Harold St project as designed, yet the project has still been given the green light to proceed with construction.

Can you please advise what the point of the survey was if our views are to be dismissed in this way?

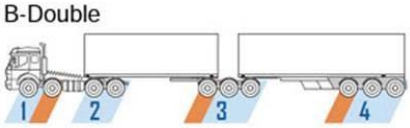
Administration Response

Community consultation supports the City's decision making process by enabling Council Members (and the Administration) to be confident that stakeholder views have been ascertained, understood and considered. When making a final decision, this needs to be taken into consideration along with technical advice and requirements, research, constraints and any other policy or legislative considerations. The responsibility for final decision making remains with Council which will consider the consultation outcomes along with the public interest benefit that can be obtained.

David Di Prospero of Perth – Item 5.6

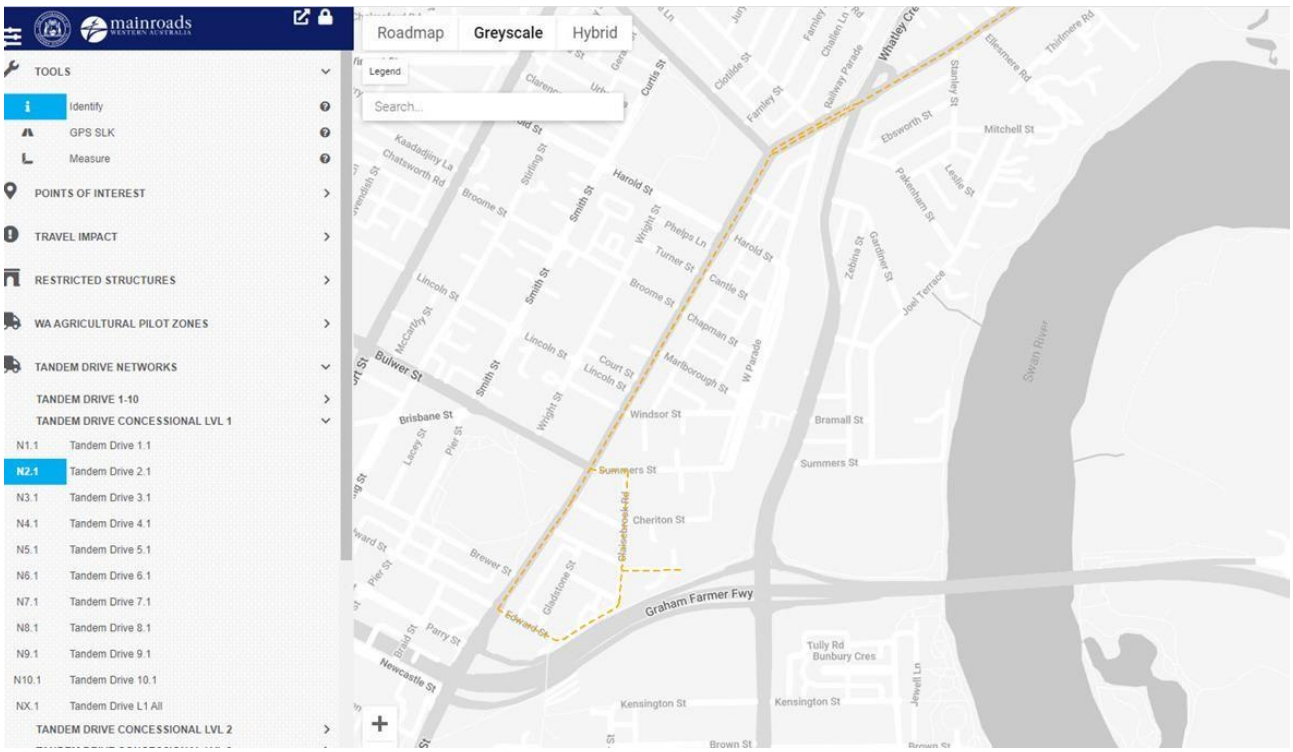
I'm unsure if anyone is aware of this fact so I bring it to your attention with the hope it be also considered when making decisions about the future of the area.

It should be noted that Main Roads WA granted, at some stage in the past (starting 1974 I think) has operated with the concessions or the as of right of use for traveling to the Concrete Batchings, for transporting with the large resource trucks to with what is known as the B-Double category of trucks:https://www.mainroads.wa.gov.au/globalassets/heavy-vehicles/getting-a-permit/amms/accredited-mass-management-scheme-amms-prime-mover-trailer-combinations-operating-conditions.pdf?v=49b8e6

2C	B-Double 	≤27.5 m	Level 1	72 t	4 t	N2.1
			Level 2	74 t	6 t	N2.2
			Level 3	76.5 t	8 t	N2.3

The trucks used are the:

TANDEM DRIVE CONCESSIONAL LVL 1, N2.1 Tandem Drive 2.1, and their current path is indicated in the yellow broken lines in the following screen grab of the Greyscale plan obtained from this link https://mrwebapps.mainroads.wa.gov.au/hvsnetworkmap



We think that for it to be truly the "given" that the Concrete Batching plants are indeed going to stop their activities in the area by next year that such concessions for the transport of their large resource trucks, in the set pattern that they are still using, should also be cancelled to ensure the cessation of their activities.

Jon Denaro of West Perth – Item 5.5 and 5.7

The Pickle District values your support thus far.

Pickle District Feedback-

1. We agree with pretty much all of the community feedback. -as always.

2. The vision as expressed via the Pickle District Town Team into this process has been 100% acknowledged.

The vision wrt strategic future survival of the Arts Context has been 100% overridden.

The practical future reality for this precinct as directed via this document is ….'development as per normal and the diminishing of Arts Precinct potentials'.

This document disables **all** strategic commentary being currently proposed via the Pickles Community.

These Pickle inputs- coming from a long campaign of community interaction and specifically driven by **contemporary Arts Industry expertise** remains vitally relevant here.

The Pickle vision is about- taking this planning opportunity and the community sentiment and providing a practical and realistically achievable path.

Values- reinforcement of the ‘**'causality'** which underwrites the **‘vitality'** of the central idea here. …. **'ARTS PRECINCT.’**

-consolidating that and expanding participation.

We unfortunately have to **‘oppose'** this draft analysis and specifically the proposed strategic content within this current draft document form.

This draft offers no real hope for the Arts Precinct concept to continue. - an Arts and Community driven **ARTS PRECINCT.**

Context Note- The Pickle District Town team have been sidelined from the current Holden site development process- due to an absence of strategic planning support from COV.

This current document if approved would provide little weight -make no actual difference to these types of developer negotiations.

The PICKLE district is advocating for:-

1. Closer liaison into this Pickle MasterPlan Process.

2. 2% for ART as developer contribution

3. % for Arts Contribution to become (In perpetuity) **Dedicated Arts space.-100%**

4. Pickle ARTs Spaces to be managed via the Pickle District Town team.

Context update- The Pickle District in response to these prevailing realities is in current negotiation to relocate the Arts Precinct centre to the City of Perth.

This negotiation is in response to a substantial lack of confidence.

ie- a lack of intent or perhaps understanding on behalf of COV to actively prioritise the ARTS PRECINCT actively and strategically into the future.

Final note-

This document surveys community aspiration supporting and requesting action on behalf of COV.

The Community response reinforce stepping forward with a consolidation of the Arts Precinct Content.

These planning actions are weak and will be ineffective.

The proposed ACTIONS- as listed -read as having either no intent or no crucial direction into this.

Roslyn Harley of Mt Lawley - Item 6.2

It is with dismay I write again to the City about the consultation and communication processes of the Administration with regard to this consultation matter.

Yesterday at 2.48pm I received an email advising that the matter of the Harold and Beaufort St road treatment is on the Council briefing for tomorrow night. This consultation closed in May. This email was the first time I have been advised of the outcome - just over 24 hours before this matter goes to Council. An overwhelming majority of respondents said they wanted to be kept up to date on this project.

Staggeringly your officers are recommending going ahead with this traffic treatment against overwhelming opposition and while acknowledging that many other roads will be impacted. Officers listed 9 roads/streets/laneways which will be impacted by higher traffic volumes. 9 roads and streets!! St Albans and Barlee streets were omitted from the impact list (neither street were consulted) but will be impacted and ironically they omitted Harold Street West from the impacted list too. I've followed many of these processes over the years but to have one single road treatment impact so many surrounding residents, streets and roads is probably some kind of record.

The City's officers have demonstrated their determination to go ahead with this traffic treatment on several occasions - having been required to do consultation they hadn't intended to do. These works were marked out on the road and scheduled to commence. This is what alerted residents to the planned work earlier in the year.

The City received a huge response and were subsequently required to go out to consultation. One officer describing to me that the phones had been in 'melt down'.

The belligerence to recommend going ahead with this road treatment in the face of such community opposition, in the face of detailed and considered objections and the noted impact beggars belief.

This road treatment will cost WA Government and City of Vincent ratepayers in excess of $153000 and will inevitably lead to more issues on impacted streets who in turn will be seeking remedy, in turn creating more costs to ratepayers. Traffic monitoring, further officer time in managing complaints, temporary mitigations, possible removal of the treatment will occur at ratepayers cost. It is obvious that Harold St residents are being disregarded but residents especially on Clarence, Broome and Chatsworth - the streets which will be immediately impacted as cut through options to Vincent Street or to turn right onto Beaufort Street are also being completely disregarded by the City's officers. These streets will see immediate traffic flow increase if works go ahead. Three already difficult and contested streets - Broome, Chatsworth and Beaufort Streets are very difficult areas for drivers and especially for pedestrians. Clarence Street will become the Street I use to get to Vincent Street or to Beaufort St North if the works go ahead.

Administration Response

Administration has completed a Traffic Engineering Report which highlights and estimates traffic volumes that might be diverted to roads such as Clarence, Broome and Chatsworth. Although there is an impact on these roads, traffic volumes are still within appropriate level of service (under 3000vpd) and therefore it is considered low impact.

Two of your officers said to me by phone and it was also said on record at a Council meeting that if they don't go ahead with the works then the City will lose the funding as the rationale for going ahead. This is both a 'tail wagging the dog' example ie: have money must spend, and a throwaway line more suited to an episode of ABC's Utopia. The City goes out to consultation, a huge response occurs, an overwhelming number of respondents object, detailed responses are submitted, adverse impact is identified but the Officers shrug their shoulders and go 'meh' we'll recommend it going ahead anyway as it will reduce crashes.

The Main Roads own guide - attached -notes that treatments such as the one proposed may result in an increase of side swipe accidents and rear end accidents. They also note that these treatments should not be used if they move traffic to other roads in which case the issue will be moved. I've included this excerpt:

While preventing right-turn movements at an intersection may improve safety at that particular intersection, it is of little real benefit if the traffic is simply redistributed to an adjacent intersection that experiences similar problems. As such, the broader network context needs to be considered and these treatments should only be used where a safer alternative route exists.
Banning of particular movements can also cause undue delays to residents and businesses that use that route for access. Consideration of these access requirements should be given.

Administration Response

The side swipes accidents and rear end accidents might happen after the treatment is implemented however this is low-risk and these crashes are not considered KSI's (killed or seriously injured). Traffic might be redistributed to intersections which have crash however the impact is considered low when weighing up the benefits of treating KSI's at the current intersection.

It's also noted that left hand only turns with give-way signs may increase incidents for pedestrians and cyclists as traffic may not come to a full stop and vehicles roll through. This was included in my consultation and discussed with Main Roads and discussed with the Manager of the area. It was also acknowledged in that conversation that a left hand only turn may result in more traffic at higher speeds as the treated street becomes a quicker turn out area - a known documented impact. Harold St already has an issue with traffic speeds and volume as a main rat run for vehicles off Lord St and Walcott use to turn left onto Beaufort St.

These documented risks are nowhere to be found in the Officers report or the Risk Implementation section.

Administration Response

The Traffic Engineering Report details the impact when the treatment is implemented.

One of your officers said to me that now the area has been identified as a black spot area the City could be negligent if an accident occurs. This claim of vicarious liability is complete nonsense of course but if it was applicable surely it would apply to the risks noted by MRD for pedestrians and cyclists who may be at higher risk of injury under this proposal

Due to late notice I will unfortunately not be able to attend the briefing tomorrow night as I am travelling for work. Hopefully other residents will be there at short notice. I'll endeavour to be present on Tuesday 22nd August for the decision.

https://www.mainroads.wa.gov.au/globalassets/technical-commercial/road-safety/treatment-resource-guide.pdf?v=492d8e

11:07 5G 12

99 104 of 121 Trim Document No. D15#686638

TREATMENT RESOURCE GUIDE – December 2021

Turn Bans

KSI Crash Reduction

Treatment	Crash Type: Right Angle	Right Turn Thru	Rear-End	Side-swipe
Ban right turns left in / left out (physical barrier, e.g.. Islands)	100%	100%	50%	50%
Ban right turns (at signalised and non-signalised intersections with signs)	50%	50%	25%	25%
Ban U-turns		50%	50%	
Ban left turns			50%	50%

Crash Map Spreadsheet Reference	36-39
Application	Turn bans are used when a particular movement is seen to be of high risk, or cannot be readily accommodated within the limited capacity of an intersection. Turn bans should only be used where suitable alternative routes exist.
Issues	While preventing right-turn movements at an intersection may improve safety at that particular intersection, it is of little real benefit if the traffic is simply redistributed to an adjacent intersection that experiences similar problems. As such, the broader network context needs to be considered and these treatments should only be used where a safer alternative route exists. Banning of particular movements can also cause undue delays to residents and businesses that use that route for access. Consideration of these access requirements should be given.
Other Benefits	Banning of particular movements — such as right turns — that may otherwise require a designated signal phase can improve the capacity of a signalised intersection.
Cost	Ban left turns, U-turn and right turns (at signalised and non-signalised intersections with signs): $ - Low Ban right turns left in / left out (physical barrier, e.g.. Islands): $$ - Low to Medium
Benefit Cost Ratio	Ban left turns, U-turn and right turns (at signalised and non-signalised intersections with signs): ✓✓✓✓ Ban right turns left in / left out (physical barrier, e.g.. Islands): ✓✓✓✓✓
Treatment Life	Ban left turns, U-turn and right turns (at signalised and non-signalised intersections with signs): 5 years Ban right turns left in / left out (physical barrier, e.g.. Islands): 10 years

mainroads.wa.gov.au

Trish Byrne of Burswood – Item 5.6

Whereas we still consider retaining standard car parking requirements and setbacks a potential lost opportunity, we thank the project team for their genuine consideration of the submissions received. We support the modifications relating to the Village precinct and wholly agree that infill development is necessary to accommodate increased population targets. North Claisebrook is an appropriate location for infill, being underutilised, and having the additional and unique benefit of proximity to public transport, and Perth CBD.

Nathan Tetlaw and Sonya Broughton of Mt Hawthorn – Item 5.1

Thanks for the opportunity to make some statements around this development. We live next door (west side) at 43 Bondi Street.

We note that works are already underway at the property, despite no approvals being gained. The builder has changed the ground elevation and there is now about 400-500mm of soil up against our garage wall on the western boundary. This wall is not designed as a retaining wall and we are concerned that there may be damage to the wall in the future.

We are also concerned that their access path along the western boundary is elevated so they can see directly into our backyard. With the changes in elevation along the western boundary, the height of this path is likely to be well over 1m above the natural ground on our side of the fence and people using this path would have a clear view directly into our backyard (that they wouldn't have had if the site wasn't built up). If the site is built up further along the western boundary there will be great pressure on our fence.

Finally we're concerned at the loss of privacy associated with the balcony extending so high at the back of the property. As well as the potential impacts of shading on our garden.

Jane Gillett of Highgate – Item 6.2

As a 10 year resident of Harold St, I am strongly opposed to there being any change to the intersection of Beaufort and Harold Streets . I do not believe the intersection is dangerous or a problem for traffic management in the street. Making Harold Street a one way entry to Beaufort St , as indicated in the councils report, would severely impact the residents, businesses and surrounding suburban street traffic. The impact would be significant and disruptive. I hope my objections will be firmly noted and stated at the council meeting.

Administration Response

The Main Roads Crash data confirms there has been 7 crashes at the intersection of Harold St and Beaufort St over the last 5 years. The project has received the approval and partial funding from Main Roads WA as an appropriate intervention to address road safety.

Ross Drennan of Highgate – Item 6.2

We are quite distressed at how the City of Vincent is making numerous changes to Harold Street, with zero consultation to local small businesses that operate in the area.

1. Relocation of the loading bay at the end of Harold Street to Beaufort Street. This was a safe loading area on the quieter side road, close to the Mereny Lane which all the properties along Beaufort St use to access back of house areas. Now deliveries have to occur on a busy road and each delivery driver needs to push heavy items up the hill to access our properties along Mereny Lane. Despite this loading bay forming part of our approved DA management plans, being in place for many years and being convenient for businesses, this change was made with zero consultation to the businesses.

Administration Response

The loading zone has access onto the footpath and is located within a designated parking area on Beaufort Street. This section of road is posted 40km/h and has the applicable signage to notify drivers that this is used as a loading zone. Administration do not believe there is any significant risk with the current location of the loading bay.

Changing the northern side of Harold St to resident parking only. This reduces the amount of available car parking for all retail businesses along Beaufort Street. Whilst the majority of our patrons do not drive to our establishment, a lot of small retailers that provide a great tenant mix along Beaufort St require easily accessible car parking options.

Administration Response

The parking change was the outcome from Council's consideration of a petition comprising 26 signatories (local residents). The parking proposal was subject to community consultation and two reports to Council.

2. Now this Harold St Black Spot programme, has had an overwhelming majority of people crying out in opposition and yet the City still wants to go ahead.

   Administration Response

   This is a Main Roads WA approved Road Safety Project, co-funded by the City of Vincent and Main Roads WA. The reports recommendation is for Council to support the project and the Consultation section confirms 80% of respondents does not support the prosed design.

   Road safety is undertaken with consideration to the public interest benefits and crash mitigation, not whether the community supports or opposes the project.

We pay tens of thousands of dollars in rates each year and yet are treated like second class citizens by the City. The businesses along Beaufort Street bring vibrancy to the area and the vast majority of residents in the area love this. We have amassed a customer database of tens of thousands in just over a year of business, many of whom live within the City of Vincent. One or two people who live on Harold St complain that they don't always have a free car space out the front of their houses (despite living within a few metres of a retail strip) and the City immediately jumps to make changes to the detriment of all the businesses.

We're hopeful that council members will rectify these items above, instruct the City's officers to consult business owners going forward and seek to find solutions that are fair for all parties involved

There being no further speakers, Public Question Time closed at approximately 6.04pm.

4 DECLARATIONS OF INTEREST

Cr Susan Gontaszewski declared a proximity interest in Item 5.4 Outcomes of Advertising - Brookman and Moir Streets Heritage Area Guidelines. The extent of her interest is that she resides adjacent to the Highgate design guidelines area that is proposed to be revoked. She is not seeking approval to participate in the debate or to remain in Chambers or vote in the matter.

The CEO, David MacLennan, declared a financial interest in Item 11.1 Annual CEO Performance Review 2022-2023 and Key Performance Indicators 2023-2024. The extent of his interest is that the item includes the annual review of his remuneration package. He is not seeking approval to participate in the debate or to remain in Chambers or vote in the matter.

6.2 HAROLD STREET - BLACK SPOT PROJECT

Attachments:

1. **Harold and Beaufort St Intersection - Design Drawing**
2. **Harold and Beaufort St Intersection - Community Consultation Results**
3. **Harold and Beaufort St Intersection - Traffic Engineering Report - Confidential**
4. **Main Roads WA Crash Map - Blackspot - Confidential**

RECOMMENDATION:

That Council:

1. **SUPPORTS the current approved Main Roads WA funded Blackspot project which has investigated and mitigates road safety risks and the vehicle crash history at the intersection of Harold Street and Beaufort Street, Mount Lawley as per the design drawing in Attachment 1;**

2. **SUPPORTS a precinct-wide traffic analysis be undertaken to predict the impact on other roads at a more strategic and broader level prior to further applications for Black Spot funding in the Highgate area; and**

3. **REQUESTS administration to complete community consultation on a one-way conversion of Harold Street from Vincent Street to Beaufort Street and apply to Main Roads for approval.**

MAYOR COLE:
This is difficult given community opposition and impact on some streets in the network. Is Harold not the Distributor Rd and does this not need further consideration?

Also, should the concept of one way on Harold between Vincent & Beaufort not be explored first? What impact would that have on vehicle movements at the intersection, especially from Harold St east side of intersection? What traffic movement resulted in crashes at this intersection?

Further, what about the Black Spot proposal on Harold/Lord That is a faster speed environment. Should the impact of both be considered?

Given Beaufort Street is predominantly a 40kph speed zone, could other alternatives be considered to slow traffic on Harold as they approach the intersection?

MANAGER ENGINEERING:
Harold Street (Vincent St to Beaufort St) is a 'Local Road', Harold Street (Beaufort St to Lord St) is a 'Local Distributor'.

The current Harold St and Beaufort St Blackspot design (left out only) is supported and approved by Main Roads WA and is the appropriate treatment for the intersection. Main Roads WA has approved an extension to the projects delivery end date with the project now required to be constructed before December 2023.

Harold Street (Vincent St to Beaufort St) has 12 crashes. To treat/mitigate some of these crashes a One-Way only on Harold St from Vincent St to Beaufort St could be considered.

The Harold/Lord street intersection is not currently funded through the Main Roads WA Blackspot program. Administration has noted this area to be included in future funding applications.

Alternatives have been considered within the 'Details' section of the report, which notes that "traffic calming devices (speed humps) throughout Harold Street" could slow traffic as it approaches the intersection. Note that these devices do not mitigate crashes at the intersection, they are used to reduce vehicle speeds.

Summary on all treatments (one-way, speed humps and left turn only) are below;

- *Combining the two (one-way and Blackspot) will likely eliminate all crashes at the Intersection and most crashes on Harold Street.*
- *Having the left-out only (Blackspot Project) will treat 3 crashes at the intersection and some crashes on Harold Street (Vincent to Beaufort).*
- *Having a one-way option only would treat little or no crashes at the intersection and some crashes on Harold Street (Vincent to Beaufort).*
- *The Highgate area has a significant number of pre-approved blackspot projects which needs further strategic Traffic and Transport planning (Main Roads WA have agreed to assist the City with this). We have taken a review (Traffic Engineering Report) on the impact of the approved left-out only blackspot project design which has shown the project to be low impact. The One-Way option would be part of the further strategic Traffic and Transport planning, considered in conjunction with future proposed treatments around the Highgate area. It is important any future proposed designs are allowed the time to be analysed, have been consulted with by the community and are carefully managed, allowing approved capital works blackspot projects to be delivered successfully.*

CR HALLET:
Why are attachments 3 and 4 confidential?

MANAGER ENGINEERING:
Attachments 3 and 4 contain information from Main Roads WA crash maps. This information is specifically accessible to City Officers for road traffic management purposes. Main Roads WA requires this information to be treated confidentially.

Publicly available information can be accessed through the Main Roads WA website Open Data, Maps & Apps *or can be sourced by contacting Main Roads WA at* enquiries@mainroads.wa.gov.au

5.1 NO. 39 (LOT: 302; D/P: 30339 AND LOT: 84; PLAN: 3845) BONDI STREET, MOUNT HAWTHORN - PROPOSED TWO GROUPED DWELLINGS

Ward: North

Attachments:

1. Consultation and Location Plan
2. Development Plans
3. Perspectives
4. Superseded Development Plans - 18 January 2023
5. Superseded Development Plans - 29 May 2023
6. Summary of Submissions - Administration Response
7. Summary of Submissions - Applicant Response
8. Building Height Plan
9. Bondi Street Elevation Showing Adjoining Properties
10. Shadowing Plan
11. Visual Privacy Plan
12. Energy Efficiency Report
13. 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 Grouped Dwellings (2) at No. 39 (Lot: 302; D/P: 30339 and Lot: 84; Plan: 3845) Bondi 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 13:

1. Development Plans

This approval is for Grouped Dwellings (2) as shown on the approved plans dated 11 July 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 antennas, 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

3.1 Prior to the lodgement of a building permit, a schedule detailing the colour and texture of the building materials shall be submitted to and approved by the City. The schedule shall be generally in accordance with the approved development plans and demonstrate that the colours and materials complement the surrounding area, including details of the grey pebble feature finish to the dwelling on Lot 2, shall be submitted to and approved by the City;

3.2 The garage doors shall be installed and finished to be in line with and in the same colour and finish as the garage walls, to the satisfaction of the City; and

3.3 The development must be finished, and thereafter maintained, in accordance with the schedule approved by the City under conditions 3.1 and 3.2, prior to occupation or use of the development;

4. Visual Privacy

Prior to occupancy or use of the development, all privacy screening shown on the approved plans shall be installed and is to comply in all respects with the requirements of Clause 5.4.1 (Visual Privacy) of the Residential Design Codes Volume 1 deemed-to-comply provisions, to the satisfaction of the City;

5. Simultaneous Construction

The dwellings on proposed Lots 1 and 2 shall be constructed simultaneously, to the satisfaction of the City;

6. Landscaping

All landscaping works highlighted in red on the approved plans shall be undertaken in accordance with the approved plans, prior to the occupancy or use of the development and maintained thereafter at the expense of the owners/occupiers, to the satisfaction of the City;

7. Car Parking and Access

The layout and dimensions of all driveways and parking areas shall be in accordance with Australian Standard AS2890.1;

8. 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

9. Crossovers

9.1 Prior to the first occupation of the development, redundant or "blind" crossovers shall be removed, and the verge and kerb made good to the satisfaction of the City, at the applicant/owner's full expense; and

9.2 The drainage grate on Bondi Street that is adjoining the proposed crossover is to be relocated to the specifications of the City so as to not adjoin or interact with the crossover, at the expense of the owner/occupier, to the satisfaction of the City.

CR WALLACE:
With reference to the written statement by Nathan Tetlaw and Sonya Broughton of Mount Hawthorn, can Administration please provide comment on the suitability of the adjoining wall at No. 43 Bondi Street as a retaining wall?

MANAGER DEVELOPMENT & DESIGN:
Administration has liaised with the landowner of No. 39 Bondi Street (subject site). The landowner has confirmed that site works undertaken were related to the subdivision approval. This included the preparation for a level sand pad at the front of the property for the installation of a power dome.

Administration has reviewed site levels next to the boundary wall to the garage at No. 43 Bondi Street. The ground level is approximately 1 brick course (8 centimetres) lower than the level prior to demolition. This is shown in the photographs below and has also been communicated to the owners of No. 43 Bondi Street.

Photograph of wall after site works. *16 August 2023*	*Photograph of wall prior to demolition* *19 August 2022.*

CR GONTASZEWSKI:
Could perspectives of the Bondi Street elevation be provided without the street tree?

MANAGER DEVELOPMENT & DESIGN:
The applicant has prepared the following renders that does not show the existing street tree and includes renders that do not show proposed tree planting in the front setback area. These renders have been included in Attachment 3 of the officer report that contains other perspectives.

CR GONTASZEWSKI:
Request additional commentary regarding the garage width and setbacks and an alternative recommendation be prepared with reference to these design elements.

MANAGER DEVELOPMENT & DESIGN:
Administration will prepare an alternate recommendation separately and arrange to have this available for the Council meeting.

Administration is of the view that specific circumstances exist in this instance to warrant support of the proposed garage width and street setbacks. These are detailed in the officer report and summarised as follows:

- *<u>Street Setback:</u> The overall ground floor setback complies with the deemed-to-comply standard of the Built Form Policy. This ensures the development is adequately setback from the street consistent with average street setbacks of adjoining properties.*

- *<u>Streetscape Context:</u> The established streetscape includes examples of double garages and balconies that project forward of the ground floor and the proposed development would be compatible with the character of the immediate and broader area. This includes double garages that occupy greater than 50 percent of their respective lot frontages and balconies and porches/verandahs that project forward of the dwelling alignment. An example of this is the neighbouring property to the east, No. 37 Bondi Street, that has a double garage that occupies greater than 50 percent of the lot width, a 4.5 metre garage street setback and the garage projects forward of the dwelling alignment. The proposed garages would be set back 1.9 metres behind this.*

- *<u>Site Topography:</u> The subject site slopes down significantly from Bondi Street. This results in the garages being 1.8 to 2 metres below the adjacent footpath level and reduces building bulk as viewed from the street.*

- *<u>Landscaping:</u> 12 trees are proposed within the front setback area in deep soil and landscaping areas. This would effectively soften the appearance and partially screen the garages as viewed from the street.*

- *Treatment of Garages: The treatment of the garage doors to blend in with its supporting walls minimises the visual expression of the garage doors as openings.*

- *Balcony Design: The balconies have been designed to reduce building mass by incorporating open front and sides, and visually lightweight materials. The balconies assist in reducing the impact of the garage doors and would be consistent with raised porches and verandahs existing in the streetscape on the higher side of Bondi Street across the road.*

- *Architectural Expression: The development incorporates two distinct architectural treatments to the Bondi Street elevation that reduces the presentation of bulk to the street.*

- *Surveillance: The development would maintain connectivity and surveillance of the street with each dwelling having major openings to the street to three internal habitable rooms.*

- *DRP Member Support: The design response and streetscape presentation of the proposed development has support of the City's DRP Member that reviewed the proposal.*

ADDITIONAL INFORMATION:

- *The 'Subdivision Approval' section of the officer report has been updated to reflect that clearance of the conditions of subdivision approval is being progressed by the landowner. This has occurred since the officer report to Council's Briefing Session was prepared.*

- *The 'Legal/Policy' section of the officer report has been updated to reflect recent announcements relating to deferred gazettal and intended changes to the State Government's Medium Density Code. These announcements were made following the preparation of the officer report to Council's Briefing Session.*

5.2 NO. 296 (LOT: 8; PLAN: 2411) FITZGERALD STREET, PERTH - PROPOSED CHANGE OF USE FROM SHOP AND CAFÉ TO SHOP AND ASSOCIATED ALTERATIONS AND ADDITIONS

Ward: South

Attachments:
1. Consultation and Location Plan
2. Development Plans
3. Heritage Impact Statement
4. Applicant's Planning Assessment
5. Parking Management Plan
6. Summary of Submissions - Administration Response
7. Summary of Submissions - Applicant Response
8. Applicant Response to Design Review Panel Comments
9. 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 and Café to Shop and Associated Alterations and Additions at No. 296 (Lot: 8; Plan: 2411) Fitzgerald Street, Perth, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 9:

1. Development Approval

This approval is for a Change of Use from Shop and Café to Shop and Associated Alterations and Additions as shown on the approved plans dated 17 July 2023. No other development forms part of this approval;

2. Use of Premises

2.1 This approval is for a Shop 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 approval from the City; and

2.2 Prior to the occupancy or use of the building addition which forms part of this approval, the subject site shall cease to be used as a Café, to the satisfaction of the City;

3. Façade Design

3.1 Doors and windows and adjacent floor areas fronting Fitzgerald Street and Glendower Street shall maintain an active and interactive relationship with the street;

3.2 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; and

3.3 Internal security and privacy treatments shall be located and installed internally behind the glazing line or recessed, and shall be transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street;

4. Building Design

4.1 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; and

4.2 The roof of the proposed rear addition shall have a maximum solar absorptance rating of 0.4, to the satisfaction of the City;

5. Landscaping

5.1 A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- **The location and type of existing and proposed plants;**
- **Areas to be irrigated or reticulated;**
- **Species within the planting area between the new building and Glendower Street to be selected to have a low height at maturity to facilitate views between the building and Glendower Street;**

5.2 All works shown in the plans as identified in Condition 5.1 shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

6. Signage

6.1 All signage shall 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, to the satisfaction of the City;

7. Bicycle Facilities

Four bicycle parking spaces shall be provided on-site in accordance with Australian Standard AS2890.3 prior to the occupation or use of the building addition the subject of this approval, to the satisfaction of the City; and

8. Parking Management

The premises shall operate in accordance with the Parking Management Plan dated 4 August 2023 and the approved plans, to the satisfaction of the City.

CR GONTASZEWSKI:
Page 7 says nine objections were received and page 10 says six objections were received. Please provide clarification.

MANAGER DEVELOPMENT & DESIGN:
The 'Delegation to Determine Applications' section of the officer report has been corrected to confirm that nine objections were received during the community consultation period.

At 7.00pm Executive Assistant Infrastructure & Environment left the meeting and did not return.

5.3 ADVERTISING OF AMENDED LOCAL PLANNING POLICY NO. 7.5.22 - CONSULTING ROOMS

Attachments:
1. **Draft Amended Local Planning Policy: Consulting Rooms and Medical Centres Policy**
2. **Comparison Table: Existing Policy and Draft Amended Policy Modifications**

RECOMMENDATION

That Council PREPARES amendments to Local Planning Policy: Consulting Rooms, included in Attachment 1, for the purpose of community consultation, pursuant to Schedule 2, Part 2, Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

CR GONTASZEWSKI:
Clause 2.2 relates to street interaction but notes 'during hours of operation'. Is it correct that obscuring the street frontage is not permitted at any time?

A/EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS:
Yes, obscuring the street frontage is not permitted at any time. The heading of this section has been updated to include 'Street Frontage' and the reference to 'during hours of operation' has been removed for clarity.

CR GONTASZEWSKI:
Clause 3.2 notes that the use is not permitted on the ground floor but then the following clause references instances where it is. Is there more appropriate phraseology, that provides more clarity?

A/EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS:
The draft amended policy has been modified to delete clause 3.2. The City's Scheme contains development requirements for the location of consulting rooms and medical centres on ground floors within certain zones of the City, the subsequent clause has been modified to reference this for clarity.

CR HALLETT:
Clause 5.1 references illegal uses. Given DPLH confirmed illegal uses are not guided by planning policy, is this clause required?

A/EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS:
Clause 5. Illegal Uses, including clause 5.1, have been deleted.

Following the Briefing session, the following clauses within the attachments have been modified for consistency:

Provision	*Modified provision*	*Rationale*
2. Signage *2.2 Doors, windows and adjacent areas located along the primary street frontage shall maintain uninterrupted views to and from the primary street, and an active/interactive relationship with the primary street, during the hours of operation to the satisfaction of the City. Darkened, obscured, mirror or tinted glass or the like is prohibited.*	*2. Signage <u>and Street Frontage</u>* *2.2 Doors, windows and adjacent areas located along the primary street frontage shall maintain uninterrupted views to and from the primary street, and an active/interactive relationship with the primary street, ~~during the hours of operation~~ to the satisfaction of the City. Darkened, obscured, mirror or tinted glass or the like is prohibited.*	*To clarify that clause 2.2 relates to signage and street frontage and that then when a premises is not operating it cannot provide completely obscured windows.*
3.2 Consulting rooms and medical centres are not	*~~3.2 Consulting rooms and medical centres are not~~*	*To clarify the position regarding ground floor consulting room*

permitted on the ground floor of a premises.	*~~permitted on the ground floor of a premises.~~*	*and medical centre tenancies, reflected within the Scheme.*
3.3 In relation to provision 3.2 above, where consulting rooms or medical centres are proposed on a ground floor, the City will assess the permissibility of the use against the objectives of this Policy in reference to the following:	*3.~~3~~2 In relation to ~~provision 3.2 above~~ Clause 32 of the Scheme, where consulting rooms or medical centres are proposed on a ground floor, the City will assess the permissibility of the use against the objectives of this Policy in reference to the following:*	
5. Illegal Uses *5.1 This Policy applies only to land uses that are consulting rooms or medical centres under the Scheme. Uses that are otherwise illegal within Western Australia that relate to sexual activities for financial or other benefit, are not considered by this Policy, as illegal land uses cannot be covered within the local planning framework.*	*~~5. Illegal Uses~~* *~~5.1 This Policy applies only to land uses that are consulting rooms or medical centres under the Scheme. Uses that are otherwise illegal within Western Australia that relate to sexual activities for financial or other benefit, are not considered by this Policy, as illegal land uses cannot be covered within the local planning framework.~~*	*Provision deleted with policy renumbered, to reflect DPLH advice.*

At 6.37pm Cr Gontaszewski left the meeting due to a prevously declared proximity interest. Cr Hallett assumed the chair.

5.4 OUTCOMES OF ADVERTISING - BROOKMAN AND MOIR STREETS HERITAGE AREA GUIDELINES

Attachments:

1. **Summary of Submissions**
2. **Heritage Council of Western Australia Comments**
3. **Brookman and Moir Streets Heritage Area Guidelines - Tracked Modifications**
4. **Brookman and Moir Streets Heritage Area Guidelines**

RECOMMENDATION:

That Council:

1. DESIGNATES Brookman and Moir Streets as a Heritage Area, pursuant to Schedule 2, Part 3, Clause 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015*;

***2.* PROCEEDS with the:**

2.1 Amendment to Appendix 6 Brookman and Moir Streets Heritage Area Guidelines, included as Attachment 4 pursuant to Schedule 2, Part 2, Clause 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and

2.2 revocation of Appendix 8 – Highgate Design Guidelines, pursuant to Schedule 2, Part 2, Clause 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and

3. NOTES that Administration will notify the Heritage Council of Western Australia and each owner and occupier of the area of this decision pursuant to Schedule 2, Part 3, Clause 8 and Clause 9 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

NO QUESTIONS

At 6.38pm Cr Gontaszewski returned to the meeting and resumed the chair.

5.5 OUTCOMES OF ADVERTISING - PICKLE DISTRICT PLANNING FRAMEWORK

Attachments:
1. **Summary of Submissions**
2. **Pickle District Planning Framework - Tracked Modifications**
3. **Pickle District Planning Framework**

RECOMMENDATION:

That Council:

1. **REVOKES the Pickle District Place Plan; and**

2. **PROCEEDS with the Pickle District Planning Framework, in accordance with Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015,* included in Attachment 3.**

MAYOR COLE:
Could the report please outline in some detail Admin's investigations into point two of Council's resolution when the draft was adopted for advertising (16/05):

REQUESTS the Chief Executive Officer to investigate mechanisms through the Local Planning Framework: Pickle District that enable the Pickle District to increase the number of commercial premises that service the creative arts and cultural industries.

From the town team and community feedback generally on the future of the Pickle District, this is a key issue.

A/EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS:
The report has been updated to reference how the investigations to increase the number of commercial premises that service the creative and arts industries have informed changes to the Pickle District Planning Framework (PDPF).

Prior to commencing the preparation of the PDPF, the City had worked closely to develop the Pickle District Place Plan in collaboration with the Pickle District Town Team. It was clear through the development and implementation of the place plan, and through working closely with the Town Team, that the area has a strong presence of creative arts and cultural industries.

This was reiterated in the PDPF context report, and consultation which resulted in a vision, objectives and provisions which sought creative industries above any other use. The general approach in all other frameworks has not been to promote any particular use and instead remove any barriers to land uses.

In response to community consultation and the most recent State Government changes of scope for public open space contributions; and medium density codes, based on development feasibility, Administration proposes the following changes to increase the incentive to provide commercial premises that service the creative arts and cultural industries.

- ***Reducing the acceptable heights to align with current height limits***
  This change will mean that only through compliance with the Development Incentive for Community Benefit will heights above seven storeys be realised.

- ***Increasing the number of points for providing a commercial space for a registered enterprise within the creative arts and cultural industries***
  Increasing the points for providing Priority One - Additional Criteria 1 (provision of space for creative arts and cultural industries) will incentivise this developer contribution for community benefit. This criterion has also been reordered to put if front of mind when utilising the PDPF.

CR GONTASZEWSKI:
Community benefit points – streetscape improvements, is it 10 points max, or 10 per improvement? Is there a cap?

A/EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS
To achieve maximum height, ten x 10 point improvements could be proposed. This would require justification as to why a Priority One Criteria could not be provided and would be tested against the long term financial plan to understand whether the City could maintain the new improvement.

CR GONTASZEWSKI:
Through the development of the Leederville Precinct Structure Plan we ranked development incentives for community benefit. Do you feel we've given enough thought to the ranking of development incentives in the PDPF, in relation to what the community most needs in that area?

A/EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS
The development incentives for community benefit have been prepared initially in accordance with State Planning Policy 7.3 Residential Design Codes Volume 2 and subsequently with State Planning Policy 7.2 Precinct Design.

The criteria that local governments can explore as suggested in the State Planning Policy, includes but is not limited to:

- *Affordable housing;*
- *Dwelling diversity;*
- *Heritage;*
- *Retention and restoration or improvement of vegetation;*
- *Economic development;*
- *Public facilities;*
- *Water Conservation;*
- *Energy efficient design;*
- *Spaces and places; and*
- *Community development.*

The Leederville Precinct Structure Plan (LPSP) addressed each of these criteria. The PDPF was prepared based on the above State Planning Policies and the LPSP. The PDPF goes further than the LPSP in that it provides a Priority for each criteria and also includes the following wording in relation to Priority One criteria:

Where a proposal includes Priority One criteria, this must be satisfied or demonstrate that there is an alternative. Where Priority One criteria is not applicable to the site the proposal may propose a combination of Priority Two and Three criteria.

As above, to reflect community feedback, the weighting for providing space for creative arts and cultural industries has been increased to further incentivise this. It has also been reordered and is now listed as Criteria 1 so as to put if front of mind when utilising the PDPF.

CR WORNER:
In relation to Action 5.6.3 seeking funding from the Perth Parking Levy, new legislation was introduced to Parliament last week to update how it's administered. Will it have an impact?

A/EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS:
The State Government's introduction of new legislation proposes to improve and modernise the Perth Parking Management Act 1999 and the administration of the Perth Parking Levy (PPL). The new legislation seeks to provide more flexibility in how levy funds can be invested including:

- *funding non-transport projects that provide an economic benefit or improve urban amenity in the CBD, for example, works associated with a new Perth Convention Centre;*
- *the ability to declare ancillary areas to ensure projects that expand beyond the Perth Parking Management area can be funded from the levy (ancillary areas can only be in local governments that directly adjoin the Perth Parking Management area and on projects that are primarily located within and to the benefit of the CBD); and*
- *traffic management for events that deliver economic benefits to the CBD.*

The new legislation will have an impact and this was considered through the development of the PDPF. Action 5.6.3 references 'advocate for funding from the PPL and other funding opportunities to deliver transport and public realm improvements'. Including reference to both 'transport' and 'public realm

improvements' was proposed to encompass the current application of the PPL and to leverage the flexibility of the proposed new legislation. To provide additional clarity, the delivery of this action has been update to read: 'Advocate for funding from the Perth Parking Levy and other funding opportunities to deliver transport improvements and improvements that provide economic benefit or improve the public realm in the Pickle District'.

5.6 OUTCOMES OF ADVERTISING - NORTH CLAISEBROOK PLANNING FRAMEWORK

Attachments:
1. **Summary of Submissions**
2. **North Claisebrook Planning Framework - Tracked Modifications**
3. **North Claisebrook Planning Framework**

RECOMMENDATION:

That Council:

1. **PROCEEDS with North Claisebrook Planning Framework, in accordance with Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015,* included in Attachment 3.**

CR GONTASZEWSKI:
Regarding last month's flightpath Scheme amendment, we discussed making a change to this framework so that the max height was in metres, has that been done? How does that fit with the previous decision?

A/EXECUTIVE MANAGER URBAN DESIGN & STRATEGIC PROJECTS:
At its 25 July 2023 Ordinary Meeting, Council endorsed Amendment 11 to create a Special Control Area for emergency flight path protection and this was subsequently forwarded to the Western Australian Planning Commission for determination. The maximum height of development impacted by the flight path, including the concrete batching plant sites, will be governed by the Local Planning Scheme, when Amendment 11 is determined by the WAPC. Referencing Amendment 11, as opposed to height in metres, will allow for development to reach the greatest potential height based on the ground level of the site in relation to the flight path. Height in metres has therefore not been included as this may limit parts of the site and reduce the overall potential of development.

Amendment 11 would limit development potential by imposing height limits between 70AHD and 90AHD. Based on this, the maximum development height that could be realistically achieved for the two concrete batching plants is approximately:

- *60 metres (18 storeys) for the Edward Street site; and*
- *78 metres (22 storeys) for the Caversham Street site.*

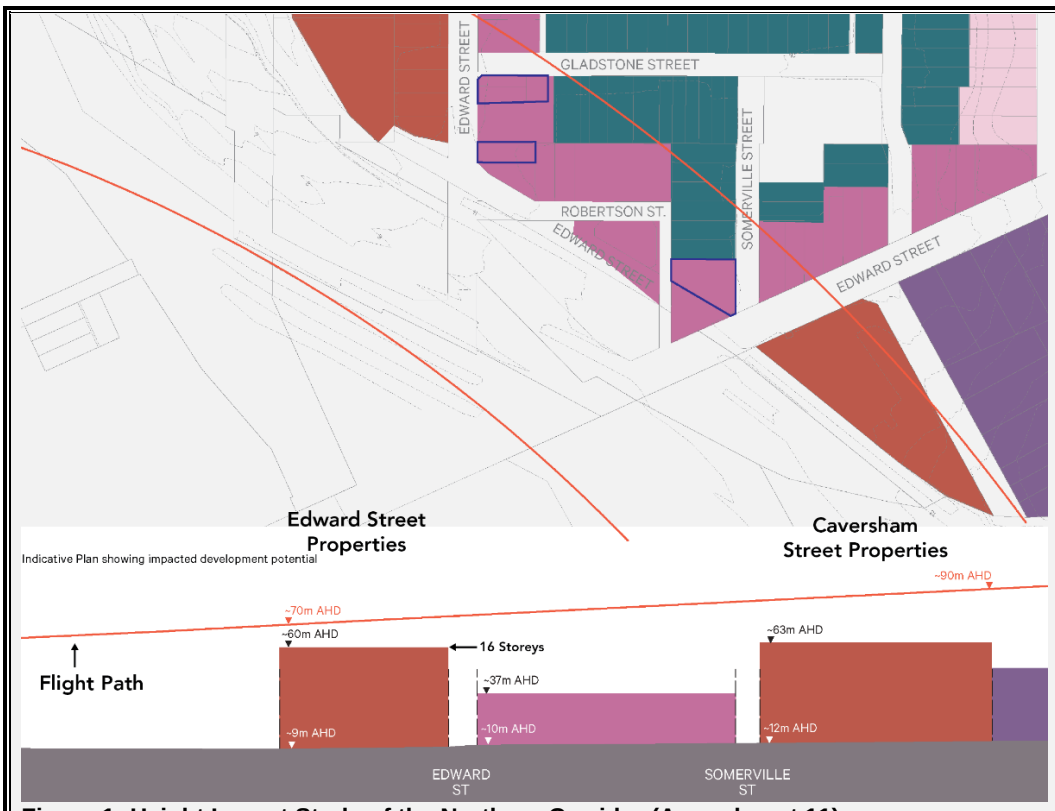


Figure 1: Height Impact Study of the Northern Corridor (Amendment 11)

The two batching plant sites are located within the Cityscape sub-precinct of the Draft North Claisebrook Planning Framework (NCPF). In the draft NCPF presented at Briefing, the Cityscape sub-precinct set a maximum height limit of 16 storeys for these sites. 16 storeys doubles the existing maximum heights set by Local Planning Policy No. 7.1.1 – Built Form.

The Cityscape 16-storey maximum height proposed for the area impacted by Scheme Amendment 11 is a conservative figure based upon Table 2.2 of the R-Codes Volume 2 (refer Figure 2) which considers developments varying these indicative heights. Based on this table, 16 storeys would lead to a development of an approximate height of 51 metres.

Table 2.2 Indicative building height

Storeys	Indicative overall building height in metres
2	9
3	12
4	15
5	18
6	21
7	24
8	27
9	30
10	33

Figure 2: Table 2.2 Residential Design Codes Volume 2

Following Briefing, the maximum heights for the Cityscape sub-precinct have been modified to remove the 16 storey reference as follows:

> ~~*A2.1.3 Maximum development height: 16 storeys and subject to compliance with Clause 4.7 - Development Incentives for Community Benefit.*~~

A2.1.3: Maximum development height is to be in accordance with the Royal Perth Hospital Helicopter Flight Path Protection Special Control Area of the Local Planning Scheme No.2 and in compliance with Clause 4.7 - Development Incentives for Community Benefit.

NCPF Figure 7 will also be modified to reflect the above.

The draft NCPF removes reference to overall meters for developments and instead set height limits at overall storeys. Table 2.2 of the R-Codes Volume 2 provides acceptable outcomes on height of storeys in metres, by applying a height of 4 metres for a ground floor and 3 metres for subsequent floors. An additional 2 metres is added for rooftop articulation. These conservative figures do not take into account higher podium levels or levels with greater ceiling heights. Removing reference to exact maximum heights in metres from the NCPF would allow a more flexible approach to redevelopment and innovation in design and ensure the development incentives for community benefit are triggered based on storeys and resultant plot ratio rather than as a result of additional storey height, which may be desired from a design perspective.

Should developments propose storeys in excess of the acceptable outcome for storeys provided in the R-Codes, applicants will need to provide a performance assessment against the relevant element objectives of the R-Codes. In addition, Mandatory Criteria 3. of Clause 4.7 Development Incentives for Community Benefits, requires applicants to demonstrate that additional storeys above the acceptable height requirement: mitigates adverse impacts to adjoining properties with regard to solar access of outdoor living areas, major openings, solar collectors or spaces such as alfresco areas, outdoor dining and pedestrian arcades.

5.7 OUTCOMES OF ADVERTISING - ARTS PLAN

Attachments:
1. **Summary of Submissions and Tracked Modifications**
2. **Arts Plan 2023-2028**

RECOMMENDATION:

That Council:

1. **REVOKES the Arts Development Action Plan 2018-2020; and**

2. **ADOPTS the Arts Plan 2023-2028, at Attachment 2.**

NO QUESTIONS

5.8 OUTCOMES OF ADVERTISING - THRIVING PLACES STRATEGY

Attachments:
1. **Summary of Submissions**
2. **Thriving Places Strategy 2023-2028 - Tracked Modifications**
3. **Thriving Places Strategy 2023-2028**

RECOMMENDATION:

That Council:

1. **REVOKES the Economic Development Strategy 2011-2016; and**

2. **ADOPTS the Thriving Places Strategy 2023-2028, at Attachment 3.**

ADDITIONAL INFORMATION:
The Thriving Places Strategy 2023-2028 Implementation Framework has been updated to reference City Directorates, as opposed to individual service areas. This has been updated for consistency and aligns with the Arts Plan and Place Plans.

5.9 COMMUNITY SPORTING AND RECREATION FACILTIES FUND - JULY SMALL GRANTS ROUND APPLICATION

Attachments: Nil

RECOMMENDATION:

That Council ENDORSES the:

1. Community Sporting and Recreation Facilities Fund – 2023/24 July Small Grants Round application for consideration by the Department of Local Government, Sport and Cultural Industries, as follows:

1.1 Priority 1 – Robertson Park Development Plan – Tennis Precinct – Multi Sports Courts conversion; and

2. Club Night Lights Program – 2023/24 July Small Grants Round application for consideration by the Department of Local Government, Sport and Cultural Industries, as follows:

2.1 Priority 1 – Robertson Park Development Plan – Tennis Precinct – Multi Sports Courts flood lighting.

NO QUESTIONS

At 6.48pm Manager Development & Design left the meeting and did not return.

At 6:48 pm, Cr Ashley Wallace left the meeting.

5.10 MOUNT HAWTHORN YOUTH SKATE SPACE

LATE REPORT

5.11 LEASE TO ASSOCIATION FOR SERVICES TO TORTURE AND TRAUMA SURVIVORS INC (ASETTS) - NO. 286 BEAUFORT STREET, PERTH

Attachments: **1. Location Plan**

RECOMMENDATION:

That Council

1. APPROVES a new lease of No. 286 Beaufort Street, Perth to Association for Services to Torture and Trauma Survivors Inc (ASeTTS) (ABN 83 460 231 835) on the following key terms:

1.1.	**Term:**	Five (5) years
1.2.	**Rent:**	$22,925 per annum plus GST and indexed to CPI
1.3.	**Rent Review:**	CPI on 1 July each year of the term, commencing on 1 July 2024
1.4.	**Premises area:**	Approximately 2,226m^2 (subject to survey).
1.5.	**Outgoings:**	Tenant responsibility including rates and taxes, ESL, rubbish and recycling bin charges, utilities (including scheme water, electricity and gas) and minimum level of services statutory compliance testing (including RCD, DFES and pest inspection fees and charges), building insurance applicable to the Premises.
1.6.	**Public Liability Insurance:**	Tenant responsibility – minimum of $20 million per one claim.
1.7.	**Building Insurance**	Tenant to reimburse the City for the building insurance premium payable in respect of the Premises. If the Tenant requests the City to make a claim on the Tenant's behalf (under the building insurance policy) the City may require the Tenant to pay any excess payable in respect to that claim.
1.8.	**Repair/maintenance :**	As per maintenance schedule in the Property Management Framework.
1.9.	**Permitted Use:**	Conducting community and office activities related to the services provided by ASeTTS. The Premises is not to be used for illegal or immoral purposes.
1.10.	**Special conditions:**	**Premises condition:** a) The Tenant leases the Premises from the City on an 'as is, where is' condition. b) The Tenant acknowledges that the Premises is in a condition that commensurate with its age and the City does not anticipate making any capital upgrades or improvements to the Premises or its surrounds.
1.11.		**Redevelopment or demolition:** If: a) the City or the Minister for Lands intends to redevelop the Premises or its surrounds; or b) the City determines that it can no longer maintain the Premises in a safe and occupiable condition,

the City may, upon providing the tenant with a minimum of 12 months' prior notice, require the tenant to surrender its lease of the Premises.

2. Subject to final satisfactory negotiations being carried out by the Chief Executive Officer, AUTHORISES the Mayor and Chief Executive Officer to affix the common seal and execute the lease in accordance with the Execution of Documents Policy.

CR CASTLE:
With reference to key term 1.9 *No illegal or immoral purposes* – what is this defined as and why has it been included?

EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:

- *Illegal and immoral are not defined in the City's lease template. The ordinary English meaning would therefore have application which according to the Cambridge dictionary has the following meaning:*

  'Illegal' means not allowed by law.
  'Immoral' means morally wrong, or outside society's standards of acceptable, honest, and moral behaviour.

- *Permitted use sets out the type of business or activity that can or cannot be operated from a leased or licenced premise. This clause is standard in all of the City's occupancy agreements (management agreements, licences and leases) and has been incorporated in all occupancy agreements prior to the adoption of the Property Management Framework in 2020. The clause is included to ensure that the premises is not used for any Illegal or Immoral purposes, it is required to be included as if this were to occur this would constitute a breach of the lease and be cause for termination of the lease.*

CR HALLETT:
With reference to the public questions Why hasn't the report given any indication of the annual cost to the community of maintaining the facility? What was the net cost to the community of maintaining the facility in 2022-2023, and what is the estimated cost of maintaining it in 2023-2024?

EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:
The actual and estimated annual maintenance costs for the ASeTTS building are as follows:

Actual maintenance cost FY 22/23:	*$28,733.61 (includes roof repair of $18,000)*
Estimated general maintenance cost FY23/24:	*$ 6,500.00*

The report has been updated to reflect the above information.

At 6:51 pm, Cr Ashley Wallace returned to the meeting.

6.1 ADVERTISING OF NEW/AMENDED POLICY - ASSET MANAGEMENT POLICY

Attachments:
1. **Asset Management Policy - revised 2023**
2. **Policy 2.2.12 - Asset Management**

RECOMMENDATION

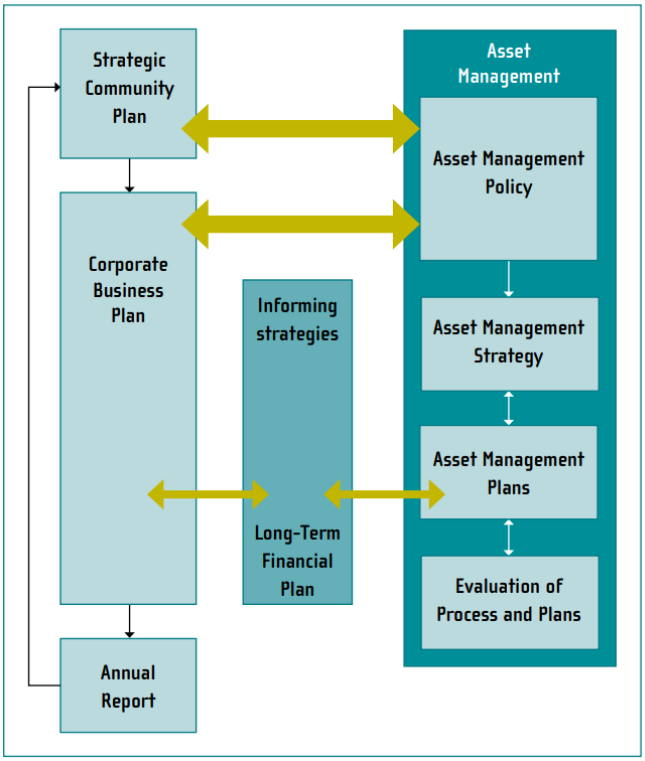
That Council APPROVES the revised Asset Management Policy, at Attachment 1, for the purpose of community consultation.

CR CASTLE:
Request that an explanation of this hierarchy, why is this needed above the strategy?

EXECUTIVE DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:
In 2011 as part of reforms for local government the Department of Local Government developed the Asset Management Framework and Guidelines for WA Local Governments to improve asset management capability within the local government sector (shown in Fig 1 below).

It was developed with input from the Institute of Public Works Engineering Australia, the WA Local Government Association and the Local Government Managers Association and reflects a nationally consistent approached to asset management. The City is adopting this approach as its Asset Management Framework within the revised Asset Management Policy.

FIG 1 ELEMENTS OF WA ASSET MANAGEMENT FRAMEWORK



The aim of the policy is to enhance the sustainable management of local government assets by encouraging 'whole of life' and 'whole of organisation' approaches and the effective identification and management of risks associated with the use of Assets. Having an asset management framework will enable the City to develop a process of continuous improvement in our asset management practice to adapt to changing service delivery needs of our community and the increasing integration of asset management with our strategic directions.

As detailed above the WA Local Government Asset Management Framework requires the following:

1. *Asset Management Policy – In alignment with the Strategic Community Plan the Asset Management Policy is guiding principles to consistent decision making on asset investment, and set some high level boundaries on the approach the City will take in relation to Asset Management. The Policy dictates the AM Framework.*
2. *Asset Management Strategy – now also referred to as a Strategic Asset Management Plan (WA Local Government) and details the Asset Management objectives and provides assurance to Council that the City's management of its assets is appropriate to support current and future service delivery objectives.*
3. *Asset Management Plans – (Asset Portfolio Plans/Asset Classes) detail the levels of service and the financial forecasts and asset management activities to meet this services.*
4. *Capital Works Programs & Annual Service Area Plans – detailed works programs that come out of the Asset Management Plans and inform the yearly Capex program and Service Area delivery plans.*

A figure is shown below of the City's proposed Asset Management Framework –

H

6.3 ADOPTION OF THE PARKING LOCAL LAW 2023

Attachments:
1. **Parking Local Law 2023 (Clean Version) - Formatted**
2. **Parking Local Law 2023 - Tracked changes**
3. **Parking Local Law 2023 - DLGSC comments**
4. **Parking local law 2023 public comments**

RECOMMENDATION:

That Council:

1. **GIVES NOTICE that the purpose of the Parking Local Law 2023 is to provide for the regulation, control and management of parking and vehicles within the local government;**

2. **GIVES NOTICE that the effect of the Parking Local Law 2023 is to ensure that any person parking a vehicle within the City of Vincent is to comply with these provisions; and**

3. **MAKES BY ABSOLUTE MAJORITY the Parking Local Law 2023 at Attachment 1, in accordance with section 3.12(4) of the *Local Government Act 1995* subject to the Chief Executive Officer:**

   3.1 publishing the *Parking Local Law 2023* in the Government Gazette in accordance with s3.12(5) of the *Local Government Act 1995* and providing a copy to the Minister for Local Government; and

   3.2 following Gazettal, providing local public notice in accordance with s3.12(6) of the *Local Government Act 1995,* and providing a copy of the law and Explanatory Memorandum signed by the Mayor and Chief Executive Officer to the Western Australian Parliamentary Joint Standing Committee on Delegated Legislation.

NO QUESTIONS

At 7.02pm Project and Strategy Officer left the meeting and did not return.

6.4 TENDER - ESCOOTER SHARED SCHEME TRIAL

Attachments:
1. **E-Scooter-Shared-Services-Discussion-Paper**
2. **Proponent 1 - Confidential**
3. **Proponent 2 - Confidential**

RECOMMENDATION:

That Council:

1. **SUPPORTS a twelve-month trial period for an e-scooter share system with the proponents (as shown in Confidential Attachment 2 and 3); and**

2. **REQUESTS the CEO to provide a report to Council within nine months of practical operation of the trial assessing its impacts and whether an extension of the permit will be issued.**

MAYOR COLE:
Is there an option to align the trial period with City of Perth? Scooters make sense when they link up across the boundary to the city. CoP commenced at two years, so would be more than 12 months but less than 2 yrs.

MANAGER ENGINEERING:
The Request For Proposal confirms that the proponents have provided their submissions based on a 1 year plus 2 x 1 year extensions (subject to satisfactory performance and mutual agreement). The CEO can issue a permit which has the flexibility to amend the length of the permit which can align with the City of Perth.

Administration's recommendation has been changed to reflect the practical opportunity to align term and option periods with that of the City of Perth e-scooter scheme.

CR GONTASZEWSKI:
4 trips a day seems high, where did this come from? What is success? Any actual numbers would be good

MANAGER ENGINEERING:
The Proponents have indicated an amount of revenue to the City of Vincent which is calculated to average 4 trips per day. Administration is unable to accurately predict the likely numbers of trips or revenue at this time. Predictions are based on the City of Perth feedback which has been general and not specific in respect to numbers of trips and revenue derived.

CR HALLETT:
1. the report refers to the Perth trial being successful. Can admin provide links in report where this has been stated?

2. Perth Trial had strong comments about only having one provider can you explain why now 2 being considered?

3. Has there been any scoping of potential parking locations in town centres, how will this work with alfresco dining?

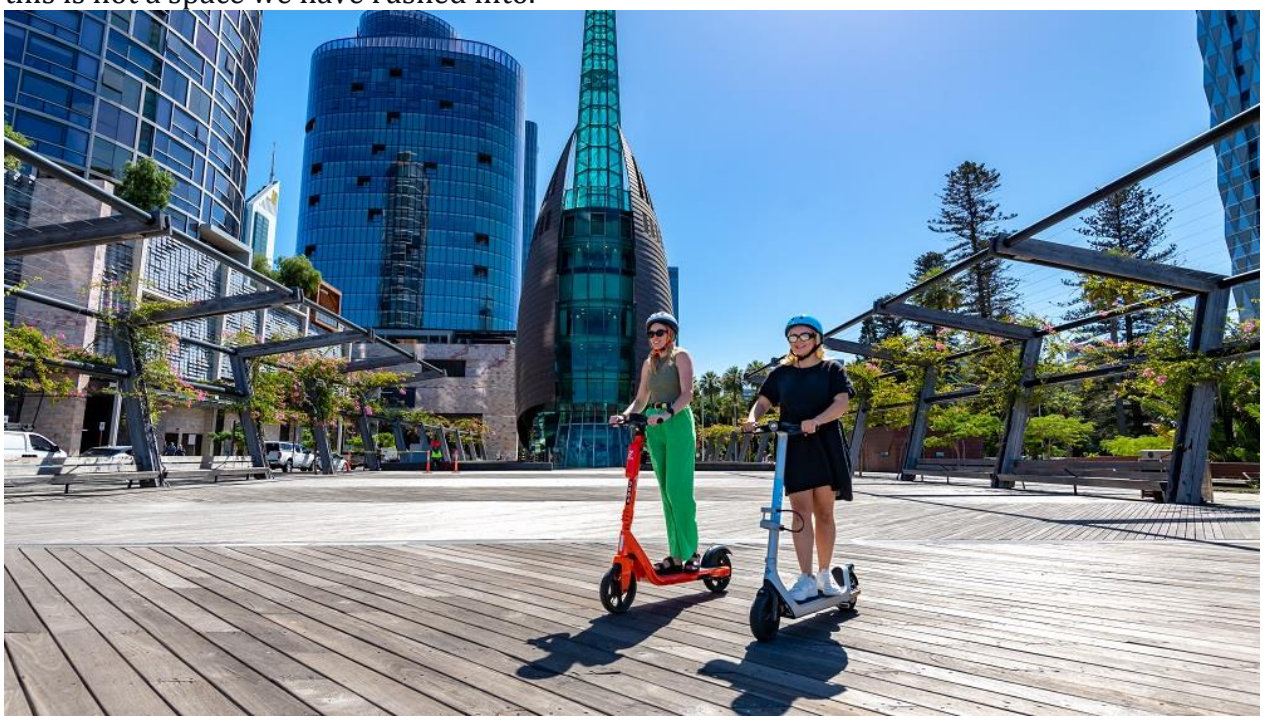
MANAGER ENGINEERING

Please refer to the link to City of Perth public Statement Message from the Lord Mayor | City of Perth

ESCOOTERS HIRE SCHEME ROLLS INTO THE CITY

The City of Perth's e-scooter trial has got off to a hugely successful start. Both providers, Bird (blue) and Neuron (orange) are reporting very strong patronage and very few incidents.

We are well aware of community conversations around e-scooter safety and for that reason this is not a space we have rushed into.



Our trial is measured and cautious. It is absolutely safety first. And we have benefited from technology advancements which mean there are even more mechanisms in place (like mandatory helmets, speed restrictions and geo-fencing) to ensure a safe experience for riders and fellow road or path users.

You can read more about the trial here.

There are currently two proponents operating within the City of Perth and this will build strong synergies throughout the Inner City local governments when in operation.

Having two proponents provides value for money and allows the ability to address any poor performance if there was reasons to do so during the trial period.

CR LODEN:
Foreshadow an amendment to use funds for transport infrastructure, cash in lieu reserve or otherwise other reserve for infrastructure?

EXECUTIVE DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:
Amendment prepared.

6.5 RFT IE258/2023 CLEANING SERVICES

Attachments: 1. Evaluation Summary - Confidential

RECOMMENDATION:

That Council:

1. NOTES the outcome of the evaluation process for Tender IE258/2023 Cleaning Services; and

2. ACCEPTS the tender submission of Iconic Property Services Pty Ltd for both portions of Tender IE258/2023 Cleaning Services.

NO QUESTIONS

6.6 RFT IE252/2023 LEEDERVILLE OVAL GRANDSTAND ROOF REPAIR

Attachments: 1. Evaluation Summary - Confidential

RECOMMENDATION:

That Council:

1. **NOTES the outcome of the evaluation process for Tender IE252/2023 Leederville Oval Grandstand Roof Repair;**

2. **ACCEPTS the tender submission of Kilmore Group for Tender IE252/2023 Leederville Oval Grandstand Roof Repair; and**

3. **AUTHORISES the CEO to submit a Phase 4 Work Schedule project nomination for the Leederville Grandstand roof renewal to be part funded by the LRCI program of $270,557.**

NO QUESTIONS

At 7.12pm Manager City Buildings & Asset Management left the meeting and did not return.

(

7.1 PRELIMINARY FINANCIAL STATEMENTS AS AT 30 JUNE 2023

Attachments: **1. Preliminary Financial Statements as at 30 June 2023**

RECOMMENDATION:

That Council RECEIVES the Financial Statements for the month ended 30 June 2023 as shown in Attachment 1.

NO QUESTIONS

7.2 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 01 JUNE 2023 TO 30 JUNE 2023

Attachments:
1. **June 2023 - Payment by EFT and Payroll**
2. **June 2023 - Payments by Direct Debit**
3. **June 2023 - Payments by Cheque**

RECOMMENDATION:

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 June 2023 to 30 June 2023 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT payments, including payroll	$9,388,407.63
Cheques	$649.80
Direct debits, including credit cards	$340,530.40
Total payments for June 2023	**$9,729,587.83**

NO QUESTIONS

7.3 INVESTMENT REPORT AS AT 30 JUNE 2023

Attachments: 1. Investment Statistics as at 30 Jun 2023

RECOMMENDATION:

That Council NOTES the Investment Statistics for the month ended 30 June 2023 as detailed in Attachment 1.

NO QUESTIONS

7.4 ADVERTISING OF AMENDED POLICY - CUSTOMER SERVICE COMPLAINTS POLICY

Attachments: **1. Complaint Management Policy - DRAFT**

RECOMMENDATION

That Council APPROVES the proposed amendments to the Customer Service Complaints Policy, at Attachment 1, for the purpose of community consultation.

CR GONTASZEWSKI:
In relation to the complaints, it talks in 1 paragraph about CEO or delegate having responsibilities and then in the next paragraph it talks about senior employees, clarify who has roles under this policy, and whether more clarity could be provided in the documents around the role of the CEO?

EXECUTIVE MANAGER COMMUNICATIONS AND ENGAGEMENT
The draft Policy has been amended to clarify that it is the CEO, or their delegate, who will determine whether the City will restrict or withhold the provision of service to an unreasonable or vexatious complainant.

CR GONTASZEWSKI:
In the definitions, there is a definition for vexatious complainant and also an unreasonable complainant. The defined term of unreasonable complainant is utilised later in the policy where it talks about unreasonable complainant conduct, but couldn't see another use of the defined term vexatious complainant, just wondered if that was meant to be captured somewhere? Would be interesting to know what the need to define them is in terms of the action and direction that is provided within the policy and whether there is a tiered approach, potentially, according to if you are one or not the other?

EXECUTIVE MANAGER COMMUNICATIONS AND ENGAGEMENT
Both vexatious and unreasonable complaints are managed in the same way. The Draft Policy has been amended to further clarify this.

7.5 DUAL NAMING OF WARNDOOLIER / BANKS RESERVE

Attachments: 1. Banks Reserve Master Plan

RECOMMENDATION:

That Council APPROVES the proposed dual naming of Warndoolier / Banks Reserve for the purpose of advertising.

MAYOR COLE:
Checking to see if Admin received advice from Landgate on whether advertising both co-naming and renaming outright could be put to community consultation as options?

EXECUTIVE MANAGER COMMUNICATIONS AND ENGAGEMENT:
Landgate have advised that we could consult with the community on both dual naming and renaming options.

We would need to demonstrate community support for the option we decide to apply for.

At 7.18pm Lisa left

At 7.19pm Rhys left

8.1 ADVERTISING OF AMENDED POLICY NO. 4.2.12 - ADVISORY GROUPS

Attachments:
1. **Policy No. 4.2.12 - Advisory Groups(Current)**
2. **Policy No. 4.2.12 - Advisory Groups - (marked up)**
3. **Advisory Groups Policy - Draft**

RECOMMENDATION

That Council APPROVES the proposed amendments to the Advisory Groups Policy, at Attachment 1, for the purpose of community consultation.

MAYOR COLE:
Has Administration considered broadening this Policy to include the establishment and operation of Community Panels? Given discussion around how our Community Engagement Framework is best engaging with community members, if Advisory Groups are achieving this on their own and the need for a variety of approaches, this could be worthwhile?

EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:
Community Panels are contemplated under the City's Community and Stakeholder Engagement Policy and where required can be used as a means of consultation. Where matters are presented to Council and it is considered that the project would benefit from Engagement by Community Panel the Council resolution could specify this requirement.

Further Clause 1.1. of the amended policy sets out the instances where Council may resolve to establish an Advisory Group and includes at Clause 1.1 (C) states to: support to the City, in regard to strategic, special interest and/or operational activities.

CR GONTASZEWSKI:
The existing policy refers to the Chairperson being appointed by Council, and is generally a Councillor how is this to be managed in the new policy?

EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:
A new provision reflecting the requirement for the advisory group members and chairperson to be appointed by Council has been inserted at clause 2.3

CR GONTASZEWSKI:
Previous policy referred to need to have an administration staff member assigned, to ensure delivery of actions is this the place for it?

EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:
The template terms of reference would deal with members of committees and would set out which particular positions within Administration would be involved with the committee. The Terms of Reference with the members would form part of the appointment of committees.

CR GONTASZEWSKI:
What would be the tenure of the advisory group members? The existing policy refers to two years?

EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:
Clause 2.1 of the policy states that this will be established through the Terms of Reference which is approved by Council. As the Advisory Group may exist for a particular purpose and may not be required for two years it is considered more appropriate that the applicable terms of reference define the purpose of the group and identify the required tenure.

8.2 INFORMATION BULLETIN

Attachments:

1. **Unconfirmed Minutes of the Mindarie Regional Council Meeting held on 13 July 2023**
2. **Statistics for Development Services Applications as at the end of July 2023**
3. **Register of Legal Action and Prosecutions Monthly - Confidential**
4. **Register of State Administrative Tribunal (SAT) Appeals - Progress report as at 18 August 2023**
5. **Register of Applications Referred to the Metro Inner-North Joint Development Assessment Panel - Current**
6. **Register of Applications Referred to the Design Review Panel - Current**
7. **Project on a Page - Beatty Park Leisure Centre 12m and 30m tile renewal**
8. **Register of Petitions - Progress Report - July 2023**
9. **Register of Notices of Motion - Progress Report - July 2023**
10. **Register of Reports to be Actioned - Progress Report - July 2023**
11. **Council Workshop Items since 27 June 2023**
12. **Council Meeting Statistics**
13. **Council Briefing Notes - 18 July 2023**

RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated August 2023.

CR GONTASZEWSKI:
What has changed since this was last provided, what is the project health, on time, etc?

EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:
In May 2022 Administration was alerted to the delamination of the tiles in the 30m and 12m outdoor pools and a business case was developed to seek future capital funding for this project. Based on previous experience it was anticipated that the delamination would worsen.

The project on a page (POAP) was developed in conjunction with this business case (dated 3 June 2022). As the annual budget for 2022/2023 and capital works program was already endorsed by Council this project was put forward as a consideration in the mid-year budget review and as noted on the POAP, if commenced immediately, could be delivered by mid 2023.

However, based on the delivery of the indoor pool renewal it was strongly recommended within the business case that the same specialised tiling methodology be applied, in conjunction with other recommendations in a report by consultant - Geoff Ninnes and Fong & Associates. Therefore the project required preliminary investigations and the engagement of a specialised engineer to assist with the development of tender specification.

Due to the timing of this process, it was recommended in the 2022/2023 mid-year review to allocate $50,000 from the BPLC changeroom project to commence these preliminary project design/preparations and allocate $800,000 in 2023/2024 capital works for the pool tiling project delivery. This would also allow the City to communicate and time the works in an effort to minimise impact on the current seasonal bookings/users.

The POAP has been updated to reflect the project delivery timeframes (in alignment with this year's endorsed capital works program) and the project budget/costs have also been updated to reflect the tender award amount, plus project contingency, within budget to allow for any unexpected variations particularly coming out of the initial sub-surface investigations.

The marked up version of the PoaP is attached.

ADDITIONAL INFORMATION

Various matters on the SAT Register have been updated is the additional information

CITY OF VINCENT

PROJECT ON A PAGE

Project Size	Start Date	SCP Category
Large	~~03/06/2022~~ August 23	Accessible City Connected Community Thriving Place Innovative and Accountable
Priority	**Estimated Finish Date**	
High	~~Mid-2023~~ Dec 23	

Project Name:	**BPLC 12m & 30m Pool Tile Renewal**	**Project Board:** BPLC Project Board	**Project Manager:** Brian Marr Coordinator Projects BPLC
Project Code (CBP):	/CBP Strategic Project No. ~~3~~ IE 259/2023 – Revised 28/07/2023	**Accountable Executive Sponsor:** TBA	**Service Area:** BPLC
Project Description:	Replace the failing tiles in the 12m and 30m Pools at BPLC to mitigate structural damage and improve public safety.	**Expenditure Type:** TBA	**Container & Record No:** SC3475 PMF SharePoint 22FYBPPool tiling

Objectives & Scope

The extent of the proposed works to the 12m and 30m pools will include but are not limited to the following deliverables -

- Prepare both the 12m and 30m pool's surfaces by removing the existing tiles and associated render back to the original pool structure including both raised hob ends east and west. In addition, wetdeck tiles and steel support fixtures are to be removed along with lane anchor points and pool entrance ladders. Pool gutter surfaces to be prepared for waterproofing to approved product standards. The entire pool structure, including gutters, are to be scanned for structural defects, inspected for steel corrosion, and certified by a qualified engineer. All metallic pool fixtures are to be earthed and approved by a licensed electrician.
- In preparation for the retiling of both 12m and 30m pools, the interiors shall be prepared within the guidelines set out in the Metz tile specifications in association with Geoff Ninnes Fong and Associate's recommendations. All expansion control joints are to be recessed back to the original structure in preparation for replacement with an approved product.

Project Success is....

- Complete all deliverables within the allocated budget and timeframe.
- Minimise the negative impact on patrons using the facility.
- Reduction in the cost of both, reactive maintenance and the general operations of the asset.
- Provide the ratepayers, general community and regular hirers with a safe and fit for purpose amenity.

Estimated Timeframe:	~~8 months~~ 4 months
Project Estimated Cost:	~~$700,000.00~~ $547,780 ~~exGST~~
Contingency:	~~$50,000.00~~ $100,000
Total Expenditure:	~~$750,000.00~~ $647,780
Sensitivity Analysis: (Indicate the confidence level of your estimate i.e. +/- 20% and provide factors to be considered)	-5 %
Total FTE cost (estimated):	$25,000.00
Number of FTE	1
Total Project Cost (ex. GST):	~~$775,000.00~~ $672,780
Account No.(Finance to allocate)	TBA

Benefits

- Full asset renewal intervening before failure and reducing the risk of injury to patrons and staff.
- Reduction in reactive maintenance.
- Providing an ongoing Level of Service in line with the expectations of the community and regular pool hirers (2 water polo clubs, synchronized swimming club, and underwater hockey club).
- Lower cost of chemical usage (Operating costs).

Key Stakeholders (internal and external)

- City residents / ratepayers
- City of Vincent (Council)
- City of Vincent Project Board
- BPLC management
- Sporting associations (water polo, underwater hockey, Synchronised swimming)
- Community in general
- Successful contractor

	Project Deliverables / Milestones (Optional Phasing and Gantt Charts available)	MoSCoW Priority (M, S, C, W)	Year 1 Budget ($)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	Year 2 ($)	Year 3 ($)	Year 4 ($)	Outer Years ($)
1.	Planning Complete																		
2.	Finance and Procurement Complete																		
3.	Council Approval Complet																		
4.	Project Initiation																		
5.	Project Delivery (2023 if procurement and approvals push the project commencement date past the start of October)																		
6.	Closeout Report																		
	Total		~~$775,000.00~~ 572,780 -																

Risks and Issues

Risks (what could happen):

- Both swimming pools will continue to fail, adding to the cost of the renewal
- Public safety will be compromised

Issues (what has been identified):

- Tiles are delaminating from both 12m and 30m pools
- Public and staff safety issues identified

What happens (if we don't do the project)?

- Swimming pools will be decommissioned
- Significant corrosion damage to internal pool steel and structure

At 7.30pm the livestream was stopped to discsus confidential item 11.1 Annual CEO Performance Review 2022-2023 and Key Performance Indicators 2023-2024
At 7.31pm Manager Engineering left the meeting and did not return.
At 7.42pm Manager City Buildings & Asset Management left the meeting and did not return

5 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

6 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

Nil

7 CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE CLOSED

11.1 ANNUAL CEO PERFORMANCE REVIEW 2022-2023 AND KEY PERFORMANCE INDICATORS 2023-2024

NO QUESTIONS