



CITY OF VINCENT

NOTES

Council Briefing

3 February 2026

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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, 3 FEBRUARY 2026 AT 6:00 PM**

PRESENT:	Mayor Alison Xamon	Presiding Member
	Cr Alex Castle	North Ward
	Cr Suzanne Worner	North Ward (electronically)(joined at 6.05pm during item 3)
	Cr Nicole Woolf	North Ward
	Cr Con Poulios	North Ward
	Cr Ashley Wallace	South Ward
	Cr Ashlee La Fontaine	South Ward
	Cr Reece Wheadon	South Ward
IN ATTENDANCE:	David MacLennan	Chief Executive Officer
	Peter Varris	Executive Director Infrastructure & Environment
	Rhys Taylor	Executive Director Community & Business Services
	Jay Naidoo	Executive Director Strategy & Development
	Anthony Wishart	Executive Manager Information & Communication Technology (Left at 6.17pm before Item 5.7)
	Michael Hancock	Manager Development & Design
	Mitchell Hoad	Manager Strategic Planning & Sustainability
	Eamonn Lourey	Coordinator Place
	Thomas Gosling	
	Prue Reddingius	Manager Public Health and Built Environment
	Vanessa White	Senior Public Health Officer (Left at 6.17pm before Item 5.7)
	Luke McGuirk	Manager Engineering
	Lisa Williams	Executive Manager Communications & Engagement (Left at 6.17pm before Item 5.7)
	Ruth Markham	Manager City Buildings & Asset Management
	Sarah Hill	Manager Parks
	Emma Simmons	A/Executive Manager Corporate Strategy & Governance
	Wendy Barnard	Executive Assistant to the Mayor and Council Support

Public: Approximately six members of the public.

1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

The Presiding Member, Alison Xamon, 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, acknowledging that the City of Vincent has a role to play in working towards reconciliation and justice for First Nations people.”

2 APOLOGIES / MEMBERS ON APPROVED LEAVE OF ABSENCE

Cr Sophie Greer is an apology for this meeting.

3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS

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

3.1 Nathan Grozotis of West Perth – Item 5.7

His full statement can be heard [here](#).

3.2 Ante Kovacevic of North – Item 5.7

His full statement can be heard [here](#).

3.3 Joe Algeri of South Perth – Item 5.1

Mr Algeri submitted the following statement in writing and spoke to it:

His full statement can be heard [here](#).

In preparing a deputation for this evening's agenda briefing, it became apparent that I would not have sufficient time to convey over concerns with the recommendation for this item.

Altus Planning has been working with the Applicant and the City on this application for nearly three years. When the client approached us, he was concerned that there were aspects of the original approval that simply are unworkable from a logistical and practical perspective.

The Applicant accepts that there have been some operational breaches in the past which have now been rectified and addressed. However, there are other, unrelated aspects of the original approval(s) that need to be reassessed to streamline the operation of the site for the benefit of everybody's safety and amenity, that is the underlying purpose of this application.

Furthermore, this application brings other benefits, particularly the acoustic roller doors which will fully enclose the internal wash bays and an area which effectively quarantines the space closest to the neighbours across the laneway to the east from vehicles being worked on other than their manoeuvring.

We only have 2 issues with the recommendation.

Deletion of proposed Condition 4.3

The City's health team are satisfied with the effectiveness and compliance of the acoustic roller doors to the internal wash bays. To require an electrical mechanism that effectively closes down the washing equipment when the doors are up is costly and onerous when operating in such a manner would be contrary to the Noise and Operational Management Plan, which is enforceable as part of recommended condition 1.1.9 (an updated Condition 5.1). This condition is therefore not required and should be removed.

Modification of Condition 3.3

The Applicant accepts cars can only be washed in the car bays. However, the reference to 'touch-ups' in this condition is ambiguous. For example, there could be a fastidious client who identifies a minor streak upon collection of the vehicle which requires a brush with the hanging cloth that literally takes seconds to remove. In this scenario, the Applicant would be in breach of the condition unless the car was re-entered into the system and it parked in one of the dedicated bays. This is not reasonable nor practical. Accordingly, the words "or touched-up" should be removed from this condition. Again, having regard to the balance of the conditions, both current and proposed, the operations on site will now be tightly controlled.

After nearly 15 years of operations, the Applicant is seeking to make improvements to the facility, but at the same time, avoid any ambiguity in respect to compliance which have plagued the wording of conditions in the earlier approvals.

We therefore kindly request that the officer recommendation for approval be endorsed subject to the following modification:

1. Deletion of condition 1.1.8 (the adding of condition 4.3)
2. Condition 3.3 be modified to remove the words "or touched-up"

There being no further speakers, Public Question Time closed at approximately 6.11pm.

4 DECLARATIONS OF INTEREST

- 4.1 David MacLennan, CEO, declared an impartiality interest in Item 9.4 Transport Advisory Group - Appointment of Council Members and Community Representatives. The extent of his interest is that two of the community representatives nominated for the Transport Advisory Group reported indirectly to him at his previous role at the Department of Planning. He has had no involvement in the recommendation of community members to this group or in the preparation of the report.
- 4.2 Cr Suzanne Worner declared an impartiality interest in Item 5.4 Transport Advisory Group - Appointment of Council Members and Community Representatives. The extent of her interest is that one of the community representatives nominated for the Transport Advisory Group is her husband.
- 4.3. Mayor Alison Xamon declared a direct financial interest in Item 5.6. Submission on Draft Station Precincts Improvement Plan. The extent of her interest is she owns and occupies land within the [Claisebrook] Station Precinct Improvement Plan boundary. As Council's consideration of this item is intended to influence future planning decisions that may reasonably affect the development potential of that land, she will not participate in discussion or decision-making on this item.
- 4.4 Cr Con Poulios declared an impartiality interest in Item 5.7 Proposed Licence for Litis Stadium Changeroom to Floreat Athena Soccer Club Inc. The nature of his interest is that his children play football at Floreat Athena Football Club and he is a life member and former President of the Club.

REPORTS

The Presiding Member, Mayor Alison Xamon, requested Council Members to indicate:

Items which Council Members wish to discuss which have not already been the subject of a public question/comment and the following was advised:

COUNCIL MEMBER	ITEMS TO BE DISCUSSED
Cr Castle	5.3
Cr Worner	5.1 and 5.2
Cr Woolf	5.2
Cr Poulios	6.6 and 7.3
Cr Wallace	6.1, 6.4 and 6.5
Cr La Fontaine	6.2

At 6.17pm Executive Manager Communications & Engagement left the meeting and did not return.

At 6.17pm Senior Public Health Officer left the meeting and did not return.

At 6.17pm Executive Manager Information & Communication Technology left the meeting and did not return.

REPORTS WITH DISCUSSION

5.7 PROPOSED LICENCE FOR LITIS STADIUM CHANGEROOM TO FLOREAT ATHENA SOCCER CLUB INC

- Attachments:
1. Litis Stadium Changerooms Licence Area 
 2. Market Valuation - Confidential

RECOMMENDATION:

That Council

1. **APPROVES** the City granting a licence to Floreat Athena Soccer Club Inc (ABN 24 163 514 023) (FASC) for the use of the Litis Stadium changerooms and storage areas located on a portion of Lot: 31 on Plan: 687 known as No. 41 Britannia Road, Leederville and as shown on the plan in Attachment 1, subject to the following key terms:

- | | | |
|------|------------------------|--|
| 1.1 | Commencement: | 1 April 2026 |
| 1.2 | Expiry: | 30 September 2030 |
| 1.3 | Licence Area: | Approximately 383m ² (subject to survey) |
| 1.4 | Licence fee: | \$2,550 per annum plus GST including 25% community benefit rebate, indexed by CPI annually on 1 July. |
| 1.5 | Bond: | \$2,000 to be maintained throughout the duration of the licence term. |
| 1.6 | Permitted use: | <p>Changerooms: Non-exclusive right to use as changerooms for sporting and recreational activities.</p> <p>Storage areas: Used only for storage of FASC's sporting equipment only.</p> <p>The Licence Area must not be used for any business, commercial, illegal or immoral purposes.</p> |
| 1.7 | Permitted days of use: | <p>Changerooms: Winter season, each year (1 April to 30 September).</p> <p>Storage areas: All year round</p> |
| 1.8 | Insurance: | FASC will hold public liability insurance to a minimum value of \$20,000,000 (per claim). |
| 1.9 | Indemnity: | The club will indemnify the City against loss or damage to property or persons occurring as a result of the use of the Licence Area. |
| 1.10 | Maintenance: | <p>During the Permitted Days of Use of the licence term, FASC must ensure that the Licence Area is kept clean and free from rubbish after each use and in good repair.</p> <p>A deep clean of the Licence Area is required at the end of every Winter season.</p> |
| 1.11 | Access | The City and public utilities may access the Licence Area at any time in connection with its respective |

services.

1.12 Inspection



FASC acknowledges and agrees that the City is entitled to undertake regular inspections to view the state of repair and condition of the Licence Area by giving reasonable notice to FASC.

- 2. AUTHORISES the Chief Executive Officer to negotiate the Licence Agreement with Floreat Athena Soccer Club Inc and NOTES that the agreement will be executed in accordance with the City's Execution of Documents Policy.**

NO QUESTIONS ON NOTICE

5.1 NO. 496 (LOTS: 145 & 146; D/P: 2630) CHARLES STREET, NORTH PERTH - CHANGE OF USE TO UNLISTED USE (CAR WASH AND DETAILING) (AMENDMENT TO APPROVED)

Ward: North

- Attachments:**
1. Consultation and Location Map 
 2. Development Plans 
 3. Applicant Planning Report 
 4. Applicant Response to Request for Information 
 5. Noise and Operational Management Plan 
 6. Acoustic Report 
 7. Transport Impact Statement 
 8. Main Roads Western Australia Referral Comments 
 9. Summary of Submissions - Administration's Response 
 10. Summary of Submissions - Applicant's Response 
 11. Clause 67 Assessment 
 12. Compliance History 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme:

1. **APPROVES** part of the development application for a proposed Change of Use to Unlisted Use (Car Wash and Detailing) (Amendment to Approved) at No. 496 (Lots: 145 & 146; D/P: 2630) Charles Street, North Perth, in accordance with the plans shown in Attachment 2, subject to the following conditions:

- 1.1 All conditions, requirements and advice notes detailed on the development approval 5.2022.13.1 granted on 18 October 2022 continue to apply to this approval except as follows:

- 1.1.1 Condition 1.3 is modified as follows:

No vehicles, goods or materials are to be parked or stored within the 'Work Free Zone' as shown on the approved plans at any time;

- 1.1.2 Condition 1.4 is added as follows:

Activity within the 'Work Free Zone' is restricted to the movement of vehicles from the 'Waiting Bays' to the 'Wash Bays' and the 'Wash Bays' to the 'Final Touch-Up Bays'. No other activity is permitted in this area including the parking of vehicles, congregation of staff or other activities associated with the use, to the satisfaction of the City;

- 1.1.3 Condition 1.5 is added as follows:

This approval is for a Change of Use Unlisted Use (Car Wash and Detailing) (Amendment to Approved) as shown on the approved plans dated received 29 August 2024 and 1 August 2025. No other development forms part of this approval;

- 1.1.4 Condition 1.6 is added as follows:

Prior to the first use of the additional Wash Bay for the development, a roof plan is to be provided to, and approved by, the City. The roof plan shall show the location of the proposed exhaust fans, consistent with the locations indicated in the Environmental Assessment by ND Engineering (Ref: 2307071 Rev. 4), dated 11 December 2025, to the satisfaction of the City;

- 1.1.5 Condition 3.1 is modified as follows:

The use must at all times be carried out in accordance with the approved Proposed Site/Floor Plan dated 29 August 2024 and 1 August 2025, to the satisfaction of the City;

1.1.6 Condition 3.2 is modified as follows:

The development shall comprise of a maximum of six working station bays, comprising of two (2) Wash Bays and four (4) Final Touch-Up Bays, to the satisfaction of the City;

1.1.7 Condition 4.1 is modified as follows:

The use must at all times operate in compliance with the Environmental Assessment by ND Engineering (Ref: 2307071 Rev. 4) dated 11 December 2025. All recommended measures in the report shall be undertaken in accordance with the report, to the satisfaction of the City; and

1.1.8 Condition 4.3 is added as follows:

In accordance with the Environmental Assessment by ND Engineering (Ref: 2307071 Rev. 4), dated 11 December 2025, the two hand spray nozzles shall be electronically interlocked with the Proposed Acoustic Roller Doors so that if either of the Proposed Acoustic Roller Doors is open then the power supply to the hand spray nozzles is disabled until both Proposed Acoustic Roller Doors are closed, to the satisfaction of the City;

1.1.9 Condition 5.1 is modified as follows:

The use shall at all times operate in compliance with the Noise and Operational Management Plan (NOMP) dated 1 August 2025;

1.1.10 Condition 5.4 is modified as follows:

The bays shown on the Approved Plan must be used in accordance with the use of the bay as set out in the NOMP Plan. No work is to be undertaken on vehicles within the 'Proposed Waiting Bays', the 'Proposed Exit Bays' or the 'Staff Parking' bays;

1.1.11 Condition 9 'Prior to Use of Additional Wash Bay' is added as follows:

Prior to the first use of the additional Wash Bay, the line marking and directional signage at the subject site shall be updated onsite to align with the movement of vehicles within the development site, as per the approved plans, to the satisfaction of the City;

1.1.12 Condition 10 'Main Roads WA' is added as follows:

- 10.1 No development other than the temporary waiting bay shall be permitted on the land required for future road purposes;
- 10.2 The area required for future road purposes is not to be included in the specific carparking requirement for the development;
- 10.3 All vehicle access shall be restricted to the existing driveway;
- 10.4 All waste collection is to be onsite;
- 10.5 Stormwater discharge shall not exceed pre-development discharge to Charles Street Road Reserve; and
- 10.6 The proposed moveable sign does not form part of this approval;

1.1.13 Advice Note 3 is modified as follows:

The upgrading/widening of Charles Street is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided;

1.1.14 Advice Note 7 is added as follows:

Lot 145 and 146 (496) Charles Street, North Perth is impacted by Planning Control Area 167 for the future upgrade of Charles Street. The land will be required for road purposes sometime in the future;

1.1.15 Advice Note 8 is added as follows:

Where a Planning Control Area (PCA) is in place, approval for development is required from the Western Australian Planning Commission (WAPC), as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary;

1.1.16 Advice Note 9 is added as follows:

Prior to undertaking works within the Charles Street Road Reserve, a Working on Roads Permit must be obtained from Main Roads; and

1.1.17 Advice Note 10 is added as follows:

The applicant is required to submit an Application Form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads; and

2. **REFUSES** part of the development application for a proposed Change of Use to Unlisted Use (Car Wash and Detailing) (Amendment to Approved) at No. 496 (Lots: 145 & 146; D/P: 2630) Charles Street, North Perth, in accordance with the plans shown in Attachment 2, for the following reason:

- 2.1 Pursuant to 67(2)(s)(ii) in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the removal of Condition 3.3 would result in inadequate and poorly defined arrangements, and unenforceable controls for the manoeuvring of vehicles across the site. The removal of the condition would permit vehicles to be worked on outside of designated bays, which would result in unsafe vehicle manoeuvring and functioning of the development. This would also result in vehicles accessing Charles Street from the subject site in an unsafe manner due to the absence of clearly defined controls over vehicle movement and activity locations.

CR CASTLE:

Can they remove "touch up" without updating any other conditions?

MANAGER DEVELOPMENT & DESIGN:

No, removing the reference to "touched-up" without further clarification would reduce the clarity and enforceability of the approval.

Administration's intent is not to prohibit minor, low-impact activities, but to clearly define where substantive washing and detailing activities may occur. To achieve this, Administration has updated Condition 3.3 to operate in conjunction with the approved NOMP, which explicitly identifies minor tasks that may occur outside designated bays without adverse amenity impacts.

This approach ensures clarity for the operator, certainty for compliance and enforcement, and protection of surrounding residential amenity.

CR CASTLE:

Would new conditions be more enforceable or achieve a better outcome than what is currently in place?

MANAGER DEVELOPMENT & DESIGN:

Yes, conditions of development approval are enforceable under the Planning and Development Act 2005.

The recommended conditions strengthen the existing compliance framework by:

- *introducing measurable controls (such as the electronic interlock);*
- *clearly defining permitted and prohibited activity areas;*
- *establishing a 'Work Free Zone' to separate activity from nearby residential properties; and*
- *requiring ongoing compliance with the Acoustic Report and NOMP.*

Together, these measures provide Administration with clearer and more enforceable conditions to monitor and manage the operation of the use.

CR CASTLE:

Four submissions were received during consultation, where did these originate from?

MANAGER DEVELOPMENT & DESIGN:

All submissions were received from properties within the consultation area and were from properties facing the subject site on either Charles Street or Doris Street (separated by Docket Lane).

CR CASTLE:

What has precipitated this application – is it in response to compliance action, initiative of applicant, initiative of City or a result of the volume of complaints?

MANAGER DEVELOPMENT & DESIGN:

The applicant's Planning Report states the purpose of the subject application is to amend/remove conditions of a previous approval that would address operational impracticalities on the site.

CR WOOLF:

Does Administration have comments on the requested changes to the recommendation, being the proposed deletion of Condition 1.1.8 (Condition 4.3 – electronic interlocking of roller doors and spray equipment) and modification of Condition 3.3 (removal of the words "touched up")?

MANAGER DEVELOPMENT & DESIGN:

Administration does not support the deletion of proposed Condition 1.1.8 (Condition 4.3).

The applicant's Acoustic Report (Attachment 6) explicitly recommends that the high-pressure spray equipment be electronically interlocked with the acoustic roller doors, so that spray equipment cannot operate unless both doors are closed. This interlock is a critical assumption underpinning the noise modelling and compliance with the Environmental Protection (Noise) Regulations 1997.

While the Noise and Operational Management Plan (NOMP) sets out operational procedures, the interlocking system provides a physical, fail-safe control that ensures the acoustic outcomes assessed in the report are achieved in practice.

Given the close proximity of residential properties and the proposal to increase the number of wash bays from one to two, Administration considers reliance on manual procedures alone would introduce unnecessary risk of non-compliance.

Administration considers the interlocking requirement necessary to ensure enforceability and to protect residential amenity.

In relation to Condition 3.3, Administration acknowledges the applicant's concern that the wording "touched-up" could be interpreted too broadly. Administration supports clarifying the wording, but does not support removing the intent of the condition.

Administration recommends amended wording that maintains clear restrictions on where washing and detailing activities can occur, while allowing minor activities expressly identified in the approved NOMP.

Updated wording to condition 3.3 recommended by Administration is as follows:

Unless otherwise specified in the Noise and Operational Management Plan, vehicles must only be washed or detailed/dried on the property in a bay shown on the Approved Plan as being provided for that purpose.

CR WORNER:

Can any information be provided regarding potential noise impacts resulting from the opening and closing of the roller doors throughout the day?

MANAGER DEVELOPMENT & DESIGN:

It is not anticipated the opening and closing of the proposed acoustic roller doors will result in a noise impact on surrounding properties. This is due to the proposed roller doors being made from a PVC material. Following the City's assessment of the Acoustic Report, information as requested from the Applicant regarding the inclusion of the PVC roller doors in the noise modelling.

The acoustic consultant advised that modelling of the roller doors was not necessary, as the noise generated by their operation would be quieter than the existing background noise levels at the site and would not make a measurable contribution to the overall noise emissions.

Although the acoustic roller doors were not explicitly included in the noise model, their impact is expected to remain below background noise levels and would not alter the conclusions of the acoustic assessment.

The assessment of the roller doors was informed by comparisons with similar installations, including car wash roller doors and comparable sites within the City of Vincent. These doors are constructed from soft, non-metallic PVC materials rather than rigid metal components, significantly reducing operational noise during opening and closing.

The noise generated by the roller doors is not expected to exceed existing background traffic noise levels. Consequently, their contribution to overall site noise is considered negligible.

ADDITIONAL INFORMATION:









The officer report has been updated to reflect the following changes:

- *Noise and Operational Management Plan (Attachment 5) updated to clearly identify where:*
 - *washing and detailing activities may occur; and*
 - *the limited minor activities that may occur outside designated bays without creating additional noise impacts.*
- *Recommendation updated to approval only. References to refusal have been removed and the recommendation supports approval, subject to amended conditions.*
- *Condition 3.3 in the Recommendation has been reworded to:*
 - *remove ambiguity around "touch-up" activities;*
 - *restrict washing and detailing to approved bays; and*
 - *link permitted minor activities to those identified in the approved Noise and Operational Management Plan.*

Conditions have been renumbered accordingly.

- *Report wording has been updated to confirm that:*
 - *no additional noise-generating activities are permitted outside designated bays; and*
 - *the updated Management Plan does not expand the intensity or location of operations beyond what has been assessed.*

5.2 NOS. 484 & 488-492 (LOTS: 51 & 52; D/P: 29193) BEAUFORT STREET, HIGHGATE - CHANGE OF USE FROM EATING HOUSE TO TAVERN (AMENDMENT TO APPROVED)**Ward:** South Ward

- Attachments:**
1. Consultation and Location Plan 
 2. Development Plans 
 3. Traffic Impact Statement and Parking Management Plan 
 4. Venue Management Plan 
 5. Acoustic Report 
 6. Waste Management Plan 
 7. Previous Approval 
 8. Clause 67 Assessment 
 9. Data and Analysis Tables 
 10. Summary of Submissions - Administration Response 
 11. Summary of Submissions - Applicant Response 
 12. 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 a proposed Change of Use from Eating House to Tavern (Amendment to Approved) at Nos. 484 & 488-492 (Lots: 51 & 52; D/P: 29193), Highgate in accordance with the plans provided in Attachment 2, by deleting all conditions and replacing them with the following, with the associated determination advice notes in Attachment 12:

1. Development Approval

This approval relates to a Change of Use from Eating House to Tavern (Amendment to Approved) as shown on the approved plans dated 9 September 2014 and 8 August 2025. No other development forms part of this approval;

2. Use of Premises

- 2.1 This approval is for a Tavern as defined in the City of Vincent Local Planning Scheme No. 2. The use of the subject land for any other land use may require further approval from the City;
- 2.2 The hours of operation of the Tavern shall be limited to 11:00am – 12:00am (midnight) Monday to Sunday, and Public Holidays; or as otherwise permitted under an Extended Trading Permit issued by the Racing Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries; and
- 2.3 The Tavern shall be limited to a maximum of 400 persons (patrons and staff), at any one time;

3. Venue Management

- 3.1 The premises shall operate in accordance with the approved Venue Management Plan dated 25 November 2025, at all times, to the satisfaction of the City; and
- 3.2 The Waste Management Plan, dated 5 December 2025, must be implemented at all times, to the satisfaction of the City;

4. Acoustic Report and Noise Management

- 4.1 All operational measures and recommendations outlined in the approved Acoustic Report (E-LAB Consulting), dated 9 December 2025, shall be implemented and maintained thereafter, to the satisfaction of the City at the expense of the owners/occupiers.

- 4.2 The Tavern shall operate in accordance with operational scenarios and recommendations of the approved Acoustic Report at all times, to the satisfaction of the City; and

5. Car and Bicycle Parking

- 5.1 Within 28 days of the date of this approval, the car parking areas on the subject site shall be sealed, drained, paved and line marked in accordance with the approved plans, dated 8 August 2025, and the Venue Management Plan dated 25 November 2025. The car parking area shall be thereafter maintained by the owner(s)/occupier(s) to the satisfaction of the City; and
- 5.2 Within 28 days of the date of this approval, a minimum of 12 long-term bicycle bays shall be provided at the rear of the property and designed in accordance with AS2890.3. The bicycle parking area shall be thereafter maintained by the owner(s)/occupier(s) to the satisfaction of the City.

CR CASTLE:

What are the current operating hours for the surrounding businesses that are of a similar scale?

MANAGER DEVELOPMENT & DESIGN:

Comparable Tavern venues within the Beaufort Street Town Centre operate as follows:

- *Queens Tavern (No. 520 Beaufort Street) – 10:00am – 12:00am, Monday to Sunday. This is a historical Tavern site which trades in accordance with a Tavern liquor licence.*
- *The Beaufort (No. 521 – 525 Beaufort Street) – 11:00am – 12:00am, Monday to Sunday. This Tavern and its trading hours were approved by the Development Assessment Panel in 2021.*
- *The Elford Hotel (No. 639 - 643 Beaufort Street) – 11:00am – 11:00pm Monday to Wednesday, and 11:00am – 12:00am Thursday to Sunday. This is a historical Tavern site which trades in accordance with a Tavern liquor licence*

CR CASTLE:

Has the applicant provided justification for seeking operation until midnight on Sundays and Public Holidays?

MANAGER OF DEVELOPMENT & DESIGN:

Yes, the applicant has advised that the proposed operating hours align with the permitted hours under the existing Tavern liquor licence.

Administration supports the proposed hours, noting they are consistent with comparable Tavern venues within the Beaufort Street Town Centre and reflect the established nighttime economy of the precinct.

Administration is satisfied that, subject to the recommended Venue Management Plan and Acoustic controls, the proposed hours will not result in unacceptable amenity impacts within a Town Centre context.

CR CASTLE:

The report outlines that there are no complaints regarding antisocial behaviour or other issues, however concerns to smoking outside of the venue have been raised with Elected Members. Can this information be provided within the briefing notes?

MANAGER DEVELOPMENT & DESIGN:

The City's records show that four formal complaints have been received relating to smoking outside the premises, within the Smoke-Free Town Centre area, during the period 24 December 2023 (start of operations) to 4 February 2026.

CR CASTLE:

Can management measurements around smoking be implemented into the Venue Management Plan?

MANAGER DEVELOPMENT & DESIGN:

Yes, the applicant has submitted an updated Venue Management Plan dated 4 February 2026, which replaces Attachment 4 in the officer report.

The updated plan includes management measures and instructions for venue staff and security to redirect patrons who are smoking to areas outside the Town Centre.

Administration is satisfied that these measures are appropriate and can be secured through the approved Venue Management Plan.

CR CASTLE:

In determining the amenity impact of increasing the capacity, does Council have ability to consider the cumulative precinct capacity? It is a very active area with large scale businesses. Is this a part of our consideration? Can we consider how the context of the business plays into the precinct capacity?

MANAGER OF DEVELOPMENT & DESIGN:

The Tavern land use is already approved on the site. The planning consideration is whether the proposed intensification (increase in patron capacity) is acceptable on the subject site, having regard to its context and proposed management measures.

The planning framework requires applications to be assessed on their individual merits. It does not provide for refusal or approval based on the number or proximity of similar approved land uses in a precinct.

The Town Centre context is relevant. The site is located within a recognised Town Centre where higher levels of activity are anticipated. The Commercial Zone objectives expressly provide for a variety of land uses of varying scales that generate activity throughout the day and into the evening. The Commercial Zone anticipates a higher intensity of activity than more sensitive zones such as Residential or Mixed Use zones.

Survey data provided by the applicant indicates that approximately 47–52 percent of patrons are already in the Beaufort Street precinct, meaning the proposal would not materially increase overall precinct activity.

Administration considers the proposed increase in capacity appropriate for the site and consistent with the intended function and amenity expectations of the Town Centre.

CR WALLACE:

What is the necessity of restricting the hours to 11am, in lieu of the permitted 7:00am under liquor licensing? What is the benefit to the community and City in removing the first four hours of trade?

MANAGER DEVELOPMENT & DESIGN:

From a planning perspective, there is no material adverse amenity impact associated with the venue opening earlier in the day, given the site's location within the Beaufort Street Town Centre and Commercial Zone. Daytime activity, including hospitality uses, is anticipated in this context.

The application, however, does not seek approval for opening from 7:00am. The applicant has proposed operating hours of 11:00am to midnight, and the City's role is to assess whether the proposed hours are appropriate, rather than to impose earlier trading hours that have not been sought.

The planning consideration in this application is therefore focused on the extension of trading later into the evening, rather than the commencement of operations earlier in the day.

Administration is satisfied that the proposed hours are consistent with the City's Licensed Premises Policy, comparable Tavern venues in the Town Centre, and the amenity expectations of a Town Centre environment.

Should the applicant seek earlier opening hours in the future, this could be assessed at that time or accommodated on an occasional basis through Extended Trading Permits under the liquor licensing framework and their Tavern Liquor License.

CR WORNER:

With regards to cash-in-lieu consideration for parking (four bays), if cash-in-lieu were followed up, where would the money be invested? Is this money we should be pursuing to reinvest into the precinct?

MANAGER DEVELOPMENT & DESIGN:

Under the City's Payment in Lieu of Parking Plan, cash-in-lieu contributions may be used for:

- *Public car parking infrastructure, such as better management of on-street carparking supply.*
- *Transport infrastructure to improve pedestrian and cycling safety in the public realm.*
- *Ancillary purposes such as infrastructure towards better wayfinding and signage, business plans for the management of parking within the City and parking surveys.*

*Administration has considered whether a cash-in-lieu contribution is appropriate for this proposal. Having regard to the Place Plan in the Beaufort Street Town Centre Planning Framework, recent on-street parking survey data, the site's location, and the demonstrated availability of on-street parking within a walkable catchment during peak periods, Administration has determined there is **no clear nexus** to justify a cash-in-lieu contribution in this instance.*

Accordingly, Administration does not recommend pursuing cash-in-lieu for this application.

6.1 APPROVAL TO ADVERTISE LOCAL AREA TRAFFIC MANAGEMENT POLICY

- Attachments:**
1. Local Area Traffic Management (LATM) Policy 
 2. Road Safety Management Plan (RSMP) 

RECOMMENDATION

That Council APPROVES for the purpose of community consultation, the draft Local Area Traffic Management (LATM) Policy, at Attachment 1, and authorises Administration to advertise the draft Policy in accordance with the City's Corporate Document Development Policy and Community and Stakeholder Engagement Policy.

CR WALLACE:

Noting that there appears to be significant overlap between the purpose and objectives of this policy and the Accessible City Strategy (ACS), and that the ACS and other documents dealing with streetscape amenity and safety are not referenced in the policy header or as related policies, is there any benefit in more clearly linking the intent of this policy back to those broader strategies?

Would Administration see value in rewording the policy's objective and purpose, and in setting some more concrete, SMART targets within this policy that could be addressed through the Local Area Traffic Management (LATM) process?

Given that the policy currently appears to focus primarily on traffic management, would it be useful to incorporate relevant ACS objectives and Strategic Environmental Plan (SEP) values, and to more clearly explain how LATM functions as a process to achieve those broader goals?

EXECUTIVE DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:

Administration has undertaken a heavy revision of the draft policy to align it to the Accessible City Strategy objective to "Create a safe transport environment". The draft now reflects that design development of infrastructure treatments will consider sustainable and environmental objectives.

CR WALLACE:

In relation to the policy structure, including sections such as 1.5 Approval and Funding and 1.6 Implementation, is there an opportunity to improve how the document is structured and explained, noting that it is not an investigation process if approval, funding and implementation of treatments are already addressed?

Given that traffic treatments are often controversial and the document discusses community engagement and feedback, would it be worthwhile to explicitly reference the Community and Stakeholder Engagement Framework to ensure that the language and approach in this policy are consistent with other City documents?

EXECUTIVE DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:

The structure of the draft policy has been revised to better reflect the intent and approach to traffic management and community consultation. Council's Community and Stakeholder Engagement Strategy and Policy provide the parameters for the organisational approach to community consultation, including that contained within this draft Policy.

CR WALLACE:

Noting that speed and crashes appear to be the main triggers for the application of the LATM process, would it be beneficial for the policy to also identify other potential triggers for implementation, such as congestion, a desire to encourage increased cycling, or anecdotal concerns raised by the community?

EXECUTIVE DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:

The draft policy has been revised to better reflect the desired future outcomes of the Accessible City Strategy. The Traffic Management Warrant Scoring System captures a range of traffic environment elements in assessing triggers for intervention beyond that of traffic speed, volume and congestion.

CR LA FONTAINE:

Can further clarity be provided on the role that Council plays under the Local Area Traffic Management policy?

EXECUTIVE DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:**Explanation:**

“Council setting the policy to essentially give the administration some boundaries around its approach in dealing with resident requests or traffic management. And, having some rigour around that and the approaches that we do, do it.

There are a couple of examples in tonight’s agenda around the petitions; around the complaints about traffic management or traffic, and the assessment that was used on that, and where there is a disparity between the analysis of it and the community’s views on it.

If there’s a disagreement in that space, Council has the opportunity to review it and to review the approach and the priority towards implementing some the sort of mitigation.”

CR LA FONTAINE:

Noting that this role is not clearly articulated in the policy, is there an opportunity to include this explanation more explicitly within the draft policy?

EXECUTIVE DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:

The draft policy has been revised to better reflect Council’s role in determining traffic management priorities. Council’s role remains in determining the 4-year Capital Works Plan and annual budget, as well as considering escalated community requests for traffic improvement (often via petition).

5.3 NO. 88B (LOT: 3; PLAN: 88595) BOURKE STREET LEEDERVILLE - PROPOSED GROUPED DWELLING AND ANCILLARY DWELLING**Ward:** North

- Attachments:**
1. Consultation and Location Map 
 2. Development Plans 
 3. Arborist Report 
 4. Landowner and Applicants Justification 
 5. Solar Access Diagram 
 6. Summary of Submissions - Applicant's Response 
 7. Summary of Submissions - Administration's Response 

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 Dwelling and Ancillary Dwelling at No. 88B (Lot: 3; D/P: 88595) Bourke Street, Leederville in accordance with the plans shown in Attachment 2, subject to the following condition, with the associated determination advice notes in Attachment 6:

1. Development Plans

This approval is for Grouped Dwelling and Ancillary Dwelling as shown on the approved plans dated 16 October 2025. No other development forms part of this approval;

2. Landscaping & Tree Protection

- 2.1 Prior to occupation, all landscaping shown in the approved plans, shall be undertaken to the satisfaction of the City, and thereafter maintained, at the expense of the owner;
- 2.2 Prior to commencement of works on site, the street tree(s) within the verge in front of Nos. 88, 88A and 88B Bourke Street must be protected in accordance with Australian Standard AS4970 (Protection of trees on development sites), and maintained for the duration of construction, to the satisfaction of the City;
- 2.3 Prior to the issue of a Building Permit, a Tree Protection Plan, prepared in accordance with AS4970 – Protection of Trees on Development Sites 2025, shall be submitted and approved by the City. The Tree Protection Plan shall be prepared by a suitably qualified Arborist and include details of the construction method for works to be undertaken to protect the Lemon-Scented Gum located at No. 53 Galwey Street, Leederville. The Tree Protection Plan shall include the following details:
 - 2.3.1 Identification of a Tree Protection Zone and Structural Root Zone;
 - 2.3.2 Methodology and construction details for development within the Tree Protection Zone and Structural Root Zone; and
 - 2.3.3 Fencing of the Tree Protection Zone, to be implemented for the duration of works;
- 2.4 The Tree Protection Plan shall be submitted to and approved by the City. The approved Tree Protection Plan shall be implemented for the duration of the construction of the development, to the satisfaction of the City;

3. Visual Privacy

Prior to occupation, all privacy screening as shown on the approved plans shall be installed and maintained thereafter, and shall comply in all respects with the deemed-to-comply provision of Part C, Clause 3.10 (Visual Privacy) of the Residential Design Codes Volume 1, to the satisfaction of the City;

4. Colours and Materials

The colours, materials and finishes of the development shall be in accordance with annotations shown on the approved plans and the schedule of finishes which forms part of this approval, unless otherwise approved by the City;

5. Car Parking and Access

5.1 All vehicle parking, manoeuvring and access areas including the common property driveway, shall be constructed, paved and drained in accordance with the approved plans and are to comply with the requirements of Australian Standard AS2890.1, to the satisfaction of the City; and

5.2 The Vehicle turntable is to be installed and operational prior to the occupation of the development and maintained thereafter, to the satisfaction of the City;

6. Building Design

6.1 The surface finish of boundary walls facing an adjoining property shall be of a good and clean condition, prior to the occupation or use of the development, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick; or material as otherwise approved; to the satisfaction of the City; and

6.2 At least one window to each habitable room shall be operable in design, to the satisfaction of the City;

7. 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; and

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.

CR CASTLE:

What compliance and enforcement action can the City undertake if the applicant does not comply with the tree protection plan. Further clarity on the tree protection condition requested.

MANAGER DEVELOPMENT & DESIGN:

The development approval includes conditions requiring the preparation, approval and implementation of a Tree Protection Plan prior to the issue of a Building Permit, and compliance with that approved plan for the duration of construction.

The Tree Protection Plan must:

- be prepared by a suitably qualified arborist in accordance with AS4970 – Protection of Trees on Development Sites;*
- identify the Tree Protection Zone and Structural Root Zone for the Lemon-Scented Gum on the adjoining property; and*
- set out construction methodologies and physical protection measures (including fencing) to avoid damage to the tree during works.*

Administration is responsible for assessing and approving the Tree Protection Plan prior to a Building Permit being issued. This may include referral to an arborist on the City's Design Review Panel to ensure the proposed measures are appropriate.

Once approved, compliance with the Tree Protection Plan is secured through a condition of development approval. If construction works are undertaken in a manner that is inconsistent with the approved Tree Protection Plan, this would constitute non-compliance with a condition of development approval which is enforceable under the Planning and Development Act 2005.

In the event of non-compliance, Administration may:

- undertake a compliance investigation;*
- issue directions to cease works or require corrective action; and*
- take enforcement action in accordance with the Planning and Development Act 2005.*

This approach ensures the tree is protected through clear, enforceable requirements, while allowing construction details to be resolved before building works begin.

6.2 RESPONSE TO PETITION - VINE STREET AND HAMMILL LANE INTERSECTION - SAFETY CONCERNS

Attachments: 1. **Petition - Vine Street and Hammill Lane Intersection - Road Safety Concerns - Confidential**

RECOMMENDATION:

That in response to a petition received on 11 November 2025 in relation to Road Safety issues at the intersection of Vine Street and Hammill Lane, Council:

1. **NOTES** the request for Administration to conduct a formal traffic assessment and implement traffic calming measures to slow traffic, improve sightlines, and enhance the safety of all residents, drivers, and pedestrians using the Vine Street and Hammill Lane intersection; and
2. **REQUESTS** Administration to advise Main Roads Western Australia of the reported crashes by residents to police relating to four cars being sideswiped at the intersection of Vine Street and Hammill Lane; and
3. **SUPPORTS** Administration on continuing to monitor the area as part of its broader traffic management program and reassess the location should conditions materially change in the future.

CR LA FONTAINE:

As per the second example, when was the traffic data captured? Can information be provided on that?

Part of the traffic assessment, has administration carried out a sight inspection and if so, are there any comments on the intersection that can be provided to Council for context?

MANAGER ENGINEERING:

Traffic data was collected on Vine Street between Albert Street and Angove Street between 14 November 2025 and 21 November 2025.

As part of the traffic assessment, a site inspection was conducted on 27 November 2025 at 10:00 am.

The site inspection findings included:

- *existing parking line marking and signage on the road are faded and need to be renewed*
- *sight distance at the Vine–Hammill Lane intersection (eastern side), is limited*
- *sight distance at the Vine–Hammill Lane intersection (western side), the sight distance appeared to be comparatively better, with fair visibility and less impact from the road curvature. The boundary wall on this side is also lower than on the eastern side, which further contributes to improved sight distance.*
- *sight distance appeared to be limited due to the horizontal bend in the road, as well as the presence of a large existing tree at the bend. In addition, the existing brick wall further restricts sight distance, particularly southbound traffic travelling from Angove Street towards Vine Street.*

CR WOOLF:

Following on Cr La Fontaine question, because of the proximity of this sight to the School of Early Learning Day Care on Angove Street and to North Perth Primary School, I'd be interested to know whether the assessment considered the peak drop off and peak pick up times?

MANAGER ENGINEERING:

The LATM warrant assessment takes into account a number of measures including the AM and PM peak hourly volumes as well as volumes by direction and the peak hour volumes by direction.

Based on the traffic survey results (excluding Saturday and Sunday data):

- Average weekday traffic northbound is 559 vehicles per day;
- Average weekday traffic southbound is 255 vehicles per day;
- Average 5-day AM peak hour volume (8am to 9am) is 144 vehicles per hour;
 - Southbound peak hour (8am to 9am) – 54 vehicles per hour
 - Northbound peak hour (8am to 9am) – 90 vehicles per hour
- Average 5-day PM peak hour volume is (3pm to 4pm) 112.2 vehicles per hour.
 - Southbound peak hour (2pm to 3pm) – 25 vehicles per hour
 - Northbound peak hour (3pm to 4pm) – 90 vehicles per hour

CR WOOLF:

Looking at the traffic assessment data, it showed that the average vehicle speeds are compliant. Given the narrow carriageway and the parked cars that force people to drive on the wrong side of the road to get around them; the blind corner and again the proximity to the day care and primary school is the 40km speed limit appropriate, particularly around that blind corner?

MANAGER ENGINEERING:

A 40km/h speed limit applies across all City of Vincent local roads, including Vine Street. The traffic assessment confirms an 85th percentile speed of 38.52km/h, indicating that the majority of vehicles are travelling below the posted limit.

Based on this data, vehicle speeds are compliant and speeding is not identified as a contributing safety issue at this location.

CR WOOLF

Residents have raised several requests relating to this intersection. Can an update be provided in the Briefing Notes on the following matters:

- faded No Standing and yellow line markings;
- ride-share vehicles stopping on the blind corner and creating a safety risk;
- the potential removal of one car parking bay near the intersection of Vine Street and Angove Street
- to reduce the need for vehicles to manoeuvre around parked cars close to the intersection; and
- the installation of a slow-down or similar advisory sign at the Hammill Lane blind corner?




MANAGER ENGINEERING:

Line marking works have been scheduled with the Engineering Operations team and are expected to be completed within the next two weeks to address the faded No Standing and yellow line markings.

The Engineering Traffic and Transport team is currently reviewing parking arrangements at the intersection to determine whether the removal of one or more bays would improve safety outcomes. If supported, a recommendation will be progressed accordingly.

In addition, the Engineering Traffic and Transport team will formally liaise with Main Roads WA regarding the approval and installation of appropriate warning signage, such as a slow-down or similar advisory sign, for vehicles travelling along Vine Street approaching the Hammill Lane intersection.

6.4 APPROVAL TO ADVERTISE AMENDED POLICY - VERGE TREATMENTS

- Attachments:**
1. **Verge Treatment Policy** 
 2. **Operational Guidelines - Verge Treatments** 
 3. **Summary of Key Changes - Verge Treatment Policy** 

RECOMMENDATION

That Council **APPROVES** the proposed amendments to the Verge Treatment Policy, at Attachment 1, for the purpose of community consultation, which is proposed to replace Verge Treatments, Plantings and Beautification Policy (Policy No. 2.2.4).

CR WALLACE:




Can the road classification mapping be appended to the policy and incorporated into the City's online mapping systems?

MANAGER ENGINEERING:

Yes, Administration will provide this layer to its Pozi Maps system.

Note: The Operating Guidelines will be updated to reflect current City programs that support and encourage residents to undertake verge beautification.

6.5 APPROVAL TO ADVERTISE AMENDED POLICY - RIGHTS OF WAY

- Attachments:**
1. Rights of Way Policy 
 2. Operational Guidelines - Rights of Way 
 3. Summary of Key Changes - Rights of Way Policy 

RECOMMENDATION

That Council **APPROVES** the draft amended Rights of Way Policy, at Attachment 1, for the purpose of community consultation, which is proposed to replace Laneways and Rights of Way Policy, (Policy No. 2.2.8)

CR WALLACE:

The background section of the report refers to “significant changes in the legislative framework”. Given that the Land Administration Act 1997, Local Government Act 1995 and Planning Bulletin 33 have been in place for some time, can Administration clarify what is meant by these significant changes?

MANAGER ENGINEERING:

The Land Administration Act 1997, Local Government Act 1995 and Planning Bulletin 33, has been in place for some time. The reference in the report is not intended to suggest that these Acts have been recently replaced, but rather that there have been significant changes in how these frameworks are interpreted, applied and governed in local government practice since the policy was last updated in 2013.

Over the past decade there has been a much stronger emphasis on:

1. *Clearer allocation of liability and duty of care for safety, sightlines, access and obstructions.*
2. *Increased audit and compliance expectations around land management and road governance.*

In practical terms, rights of way can no longer be managed as informal access corridors, and now require clearer legal authority, documented decision-making and consistent policy oversight, particularly as urban density and usage has increased.

The amended policy reflects these evolved governance and compliance expectations under the existing legislative framework, rather than changes to the Acts themselves.

CR WALLACE:

In relation to Table 2.4 – Condition Assessments of Rights of Way, noting that the assessment of pavement surfaces is general and qualitative, is there any more detailed guidance, such as from Main Roads Western Australia, that could be referenced for assessing pavement condition?

Further, could a more quantitative approach be adopted for assessing drainage, kerbing and similar infrastructure elements?

MANAGER ENGINEERING:

Section 2.4 of the Operational Guidelines confirms that the City undertakes triennial condition surveys of all roads and Rights of Way as part of the City’s 10-year renewal planning process.

For higher-order roads, condition assessment and renewal prioritisation are informed by specific funding and assessment criteria established by Main Roads WA through the Metropolitan Regional Road Group (MRRG).

For Rights of Way and lower-order roads, including Local Access Roads, the City applies the WALGA Road Visual Condition Assessment Manual as the primary methodology when undertaking condition surveys. This provides a structured, defect-based and industry-recognised approach to assessing pavement condition.

Section 2.4 further confirms that prioritisation is not based on condition alone, but considers a range of factors including safety risk, service function, connectivity, drainage performance and broader network impacts, as detailed within the Operational Guidelines.

The table referenced within the Guidelines provides a high-level snapshot of current surface condition ratings. A more detailed quantitative, defect-based condition framework will be further developed and applied during the City’s next triennial condition survey of Rights of Way. This enhanced methodology will be incorporated into the next scheduled update of the Operational Guidelines.

6.6 RFT IE529/2025 MENZIES PARK AND BIRDWOOD SQUARE FLOOD LIGHTING UPGRADE

Attachments: 1. Attachment 1 - Evaluation Worksheet RFT IE529-2025 - Confidential





RECOMMENDATION:

That Council:

- 1. NOTES the outcome of the evaluation process for Request for Tender IE529/2025; and**
- 2. ACCEPTS the tender submissions of Stiles Electrical Pty Ltd for Request for Tender IE529/2025 Separable Portion 1 Menzies Park Flood Lighting Upgrade and Separable Portion 2 Birdwood Square Flood Lighting Upgrade.**

NO QUESTIONS ON NOTICE

7.3 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 01 NOVEMBER TO 30 NOVEMBER 2025

- Attachments:
1. November 2025 - Payments by EFT and Payroll 
 2. November 2025 - Payments by Direct Debits 
 3. November 2025 - Payments by Cheque 
 4. November 2025 - Payments by Fuel Cards 

Recommendation:

That Council RECEIVES the list of accounts paid under delegated authority for the period 01 November 2025 to 30 November 2025 as detailed in Attachments 1, 2 ,3 and 4 as summarised below:

EFT payments, including payroll		\$6,854,475.14
Cheques	82811	\$ 292.05
Direct debits, including credit cards		\$ 122,280.88
Total payments for November 2025		\$6,977,048.07

CR POULIOS:

There is an expenditure dated 14 November 2025 for Australian Coffee Connection in the amount of \$1,800. Can Administration provide further information on this payment?

EXECUTIVE DIRECTOR COMMUNITY & BUSINESS SERVICES:

The payment of \$1,800.15 on 14/11/25 for the Australian Coffee Connection, was for both the Pride Flag Raising Ceremony and the Poppy Project event. The City was charged a coffee cart hire fee of \$198 and a barista charge of \$198 for each event in addition to the cost of the coffees provided. Across both events there was a total of 235 coffees at a cost of \$4.29 each.

The description in the expenditure report has been updated to 'Coffee Cart service for the Pride Flag Raising and Poppy Project events'

REPORTS WITH NO DISCUSSION**5.4 TRANSPORT ADVISORY GROUP - APPOINTMENT OF COUNCIL MEMBERS AND COMMUNITY REPRESENTATIVES**

- Attachments:
1. Transport Advisory Group - Terms of Reference 
 2. Transport Advisory Group - Nominations - Confidential

RECOMMENDATION:

That Council:

1. **APPROVES** the Terms of Reference for the Transport Advisory Group, as at Attachment 1;
2. **APPOINTS** the following Council Members as Council's representatives to the Transport Advisory Group for a term expiring on 16 October 2027;

Members:

1. _____;
2. _____;
3. _____; and

and the Chair of the Advisory Group will be Cr _____; and

3. **APPOINTS** the following community members to the Transport Advisory Group, as detailed in Confidential Attachment 2;
 1. Applicant 1;
 2. Applicant 2;
 3. Applicant 3;
 4. Applicant 4;
 5. Applicant 5;
 6. Applicant 6;
 7. Applicant 7; and
 8. Applicant 8.

NO QUESTIONS ASKED

5.5 ADVERTISING OF DRAFT PUBLIC HEALTH PLAN 2026 - 2031

- Attachments:**
1. Draft Public Health Plan 2026-2031 
 2. Achievements from the Public Health Plan 2020-2025 

RECOMMENDATION:

That Council:

1. **APPROVES** the draft Public Health Plan 2026–2031, included in Attachment 1, for public consultation for a period of 21 days in accordance with the City's Community and Stakeholder Engagement Policy; and
2. **NOTES:**
 - 2.1 That any submissions received during the advertising period would be presented to Council for consideration; and
 - 2.2 That the draft Public Health Plan 2026–2031 will be subject to further formatting, styling and graphic design as determined by the Chief Executive Officer prior to adoption.

NO QUESTIONS ASKED

5.6 SUBMISSION ON DRAFT STATION PRECINCTS IMPROVEMENT PLAN

- Attachments:**
1. Western Australian Planning Commission Chair Correspondence - Station Precincts Improvement Plan 
 2. Improvement Plan Catchments - Planning Context Maps 
 3. Improvement Plan Catchments - Inclusion Criteria Assessment 

RECOMMENDATION:

That Council:

1. **ENDORSES** a submission being made to the Western Australian Planning Commission on the draft Station Precincts Improvement Plan being prepared in accordance with Part 8, Division 1, Section 119(3B) of the *Planning and Development Act 2005* advising that it:
 - 1.1 **SUPPORTS** the intent and purpose of the draft Improvement Plan which aligns with the intent of the City's Local Planning Strategy for increased density to be achieved through urban consolidation within activity and town centres, and areas with strong public transport connections;
 - 1.2 **SUPPORTS** the draft Improvement Plan boundaries for Claisebrook and Glendalough with modifications as shown in Attachment 3 to align with the planning framework, strategic redevelopment opportunities, density transition, and infrastructure and public realm upgrade opportunities;
 - 1.3 **REQUESTS** the inclusion of Leederville in the draft Improvement Plan which would align with the intent to create Station Precincts with the boundary aligning with 1.2 and as shown in Attachment 3;
 - 1.4 **SUPPORTS** the draft Improvement Plan purpose and objectives with modifications to:
 - The purpose to facilitate the cessation of incompatible non-residential uses, and to enable the purchase of strategic sites by the Western Australian Planning Commission; and
 - The objectives to ensure the coordination and delivery of key infrastructure and public realm upgrades by the State Government to meet the needs of the future community in these areas; and
 - 1.5 **NOTES** the importance of the Western Australian Planning Commission working with the City and community to ensure that the Improvement Plans and Schemes can support higher density redevelopment in a way which positively responds to the community and local planning framework vision for each area; and
2. **ENDORSES** the Mayor and/or CEO to write to the Western Australian Planning Commission and relevant State Government Ministers to advocate for greater investment in infrastructure to meet the needs of the future community in these areas.

NO QUESTIONS ASKED

6.3 RESPONSE TO PETITION - SAFETY CONTROL MEASURES - BRENTHAM STREET

Attachments: 1. Petition - Brentham Street Crossing - Road Safety Concerns - Confidential

RECOMMENDATION:

That in response to a petition received on 9 December 2025 in relation to Road Safety issues on Brentham Street, Council:

1. **NOTES** the request for safety control measures in relation to pedestrians crossing Brentham Street and the outcomes of the formal traffic assessment Administration completed;
2. **REQUESTS** Administration to apply to Main Roads Western Australia to slow the speed on Brentham Street, from Britannia Road to Bourke Street from 50km/h to 40km/h as part of the Perth Inner City Group slower speeds project; and
3. **SUPPORTS** Administration on continuing to monitor the area as part of its broader traffic management program and reassess the location should conditions materially change in the future.

NO QUESTIONS ASKED

7.1 FINANCIAL STATEMENTS AS AT 30 NOVEMBER 2025

Attachments: 1. Financial Statements as at 30 November 2025 

RECOMMENDATION:

That Council **RECEIVES** the Financial Statements for the month ended 30 November 2025 as shown in Attachment 1.

NO QUESTIONS ASKED

7.2 FINANCIAL STATEMENTS AS AT 31 DECEMBER 2025





Attachments: 1. Financial Statements as at 31 December 2025 

RECOMMENDATION:

That Council **RECEIVES** the Financial Statements for the month ended 31 December 2025 as shown in Attachment 1.

NO QUESTIONS ASKED

7.4 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 01 DECEMBER 2025 TO 31 DECEMBER 2025

- Attachments:**
1. December 2025- Payments by EFT and Payroll 
 2. December 2025 - Payments by Direct Debit 
 3. December 2025 - Payments by Cheques 
 4. December 2025 - Payments by Fuel Cards 

Recommendation:

That Council RECEIVES the list of accounts paid under delegated authority for the period 01 December 2025 to 31 December 2025 as detailed in Attachments 1, 2 ,3 and 4 as summarised below:

EFT payments, including payroll		\$13,227,718.44
Cheques	82813-82815	\$ 910.70
Direct debits, including credit cards		\$ 155,587.06
Total payments for December 2025		\$13,384,216.20

NO QUESTIONS ASKED

7.5 INVESTMENT REPORT AS AT 30 NOVEMBER 2025

Attachments: 1. Investment Report as at 30 November 2025 

RECOMMENDATION:

That Council **NOTES** the Investment Statistics for the month ended 30 November 2025 as detailed in Attachment 1.

NO QUESTIONS ASKED

7.6 INVESTMENT REPORT AS AT 31 DECEMBER 2025

Attachments: 1. Investment Report as at 31 December 2025 

RECOMMENDATION:

That Council **NOTES** the Investment Statistics for the month ended 31 December 2025 as detailed in Attachment 1.

NO QUESTIONS ASKED

7.7 OUTCOME OF ADVERTISING - DRAFT YOUTH ACTION PLAN 2026 AND BEYOND DELIVERABLES

- Attachments:**
1. Draft Youth Action Plan 2026 and Beyond Deliverables 
 2. Summary of Submissions - Administration Response 

RECOMMENDATION:

That Council **ENDORSES** the Youth Action Plan 2026 and Beyond deliverables at Attachment 1

NO QUESTIONS ASKED

8.1 NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT (NGA) 2026**Attachments: Nil****RECOMMENDATION:**

That Council APPROVES the attendance of Mayor Alison Xamon at the 2026 National General Assembly of Local Government (NGA) in Canberra from 23 – 25 June 2026.

NO QUESTIONS ASKED

8.2 APPROVAL TO ADVERTISE NEW PRIVACY AND INFORMATION BREACH POLICY - STANDARD AMENDMENT

- Attachments:
1. Privacy and Information Breach Policy - updated 
 2. 4.1.31 Privacy Management - current 

RECOMMENDATION

That Council **APPROVES** the Privacy and Information Breach Policy, at Attachment 1, for the purpose of community consultation, which is proposed to replace Policy 4.1.31 Privacy Management, at Attachment 2.

NO QUESTIONS ASKED

8.3 COUNCIL RECESS PERIOD 2025-2026 - RECEIVING OF ITEMS DEALT WITH UNDER DELEGATED AUTHORITY BETWEEN 10 DECEMBER 2025 AND 2 FEBRUARY 2026

Attachments: Nil

RECOMMENDATION:

That Council RECEIVES the report on items of business dealt with under delegated authority during the Council recess period, 10 December 2025 and 2 February 2026:

1. New Lease of Portion of No. 4 View Street, North Perth.

NO QUESTIONS ASKED

8.4 INFORMATION BULLETIN

- Attachments:
1. Unconfirmed Minutes of the Mindarie Regional Council Meeting held on 18 December 2025 
 2. Unconfirmed Minutes of the Catalina Regional Council Meeting held on 11 December 2025 
 3. Statistics for Development Services Applications as at the end of December 2025 
 4. Register of Legal Action and Prosecutions Monthly - Confidential
 5. Register of Legal Action - Orders and Notices Quarterly - Confidential
 6. Register of State Administrative Tribunal (SAT) Appeals - Progress Report as at 22 January 2026 
 7. Register of Applications Referred to the Metro Inner Development Assessment Panel - Current 
 8. Register of Applications Referred to the Design Review Panel - Current 
 9. Quarterly Update - Unrecoverable Parking Infringements Write-Off 
 10. Register of Petitions - Progress Report February 2026 
 11. Register of Notices of Motion - Progress Report - February 2026 
 12. Register of Reports to be Actioned - Progress Report - February 2026 
 13. Council Workshop Items since 19 November 2025 
 14. Council Briefing Notes - 2 December 2025 

RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated February 2026.

NO QUESTIONS ASKED

ADDITIONAL INFORMATION:

The following Registers have been updated as follows:

State Administrative Tribunal Register

- Nos. 41-43 & 45 Angove Street – Dates for reconsideration have not been provided by the applicant. The Department of Planning, Lands and Heritage are seeking updates.
- No. 235 Brisbane Street – The matter has been completed following the release of the SAT decision transcript.
- No. 40 Guildford Road – The 13 February 2026 directions hearing has been vacated and will be relisted for a date after 15 May 2026 once the development application has been determined.

Development Assessment Panel Register

- Nos. 256-258 Charles Street – Application approved at the meeting held 3 February 2026.
- No. 292 Beaufort Street – Application yet to be formally accepted by the DAP. The application is awaiting landowner signature for the right of way.

9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

10 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

Nil

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

Nil

12 CLOSURE

There being no further business the meeting closed at 7.11pm.